

WEDNESDAY, SEPTEMBER 17, 1975



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Advisory Committee on Reactor Safeguards Subcommittee on the Sterling Power Project Nuclear Unit No. 1; to be held in Sterling, N.Y. (closed), 9-24-75 ..... 41857; 9-9-75  
 Advisory Committee on Reactor Safeguards; to be held in Emporia, Kansas on 9-26-75 ..... 42061; 9-10-75

**PRESIDENTS' ADVISORY COMMITTEE ON REFUGEES**

To be held in Washington, D.C. (open), 9-24-75 ..... 41859; 9-9-75

**SECURITIES AND EXCHANGE COMMISSION**

Jacksonville District Advisory Council and Miami District Advisory Council; to be held at Marco Island, Fla., 9-26-75 ..... 33500; 8-8-75

**SMALL BUSINESS ADMINISTRATION**

Charlotte District Advisory Council; to be held at Charlotte, N.C. (open), 9-26-75 .....  
 Kansas City District Advisory Council; to be held at Kansas City, Mo. (open), 9-24-75 .....

Marshall District Advisory Council, to be held in Texarkana, Ark.-Tex. (open), 9-24-75 ..... 39576; 8-28-75

**STATE DEPARTMENT**

Advisory Commission on International Educational and Cultural Affairs; to be held in Washington, D.C. (open), 9-24-75 ..... 36579; 8-21-75  
 Study Group 2 of the U.S. National Committee for the International Radio Consultative Committee (CCIR); to be held in Washington, D.C. (open), 9-24-75 ..... 40557; 9-3-75  
 Office of the Secretary—  
 Law of the Sea Advisory Committee; to be held in Washington, D.C. (closed), 9-24-75 ..... 36392; 8-20-75

**TRANSPORTATION DEPARTMENT**

Coast Guard—  
 National Boating Safety Advisory Council Flotation Subcommittee; to be held in Chicago, Illinois (open), 9-22-75 ..... 36418; 8-20-75

**VETERANS ADMINISTRATION**

Infectious Diseases Merit Review Board; to be held in Washington, D.C. (open with restrictions), 9-24-75 ..... 41862; 9-9-75  
 Veterans Administration Wage Committee; to be held in Washington, D.C. (closed), 9-25-75 ..... 25525; 6-16-75

**Next Week's Public Hearings**

**COMMISSION ON THE REVIEW OF THE NATIONAL POLICY TOWARD GAMBLING**

To be held at Everett Dirksen Conference Room, U.S. Federal Building and Courthouse, 219 South Dearborn Street, Chicago, Ill. (open), 9-23 through 9-25-75 ..... 41172; 9-5-75

**FEDERAL COUNCIL ON THE AGING**

National Policy Concerns for Older Women; to be held in Washington, D.C., 9-28-75 ..... 36619; 8-21-75

**FEDERAL TRADE COMMISSION**

Warranties; disclosure of terms, pre-sale disclosure, and dispute settlement (3 documents); held in Chicago, Ill. on 9-22-75 ..... 29892, 29894, 29895; 7-16-75

**HOUSING AND URBAN DEVELOPMENT DEPARTMENT**

Office of Interstate Land Sales Registration—  
 Padre Island Corpus Christi; to be held in Washington, D.C., 9-24-75 ..... 41831; 9-9-75

**INTERIOR DEPARTMENT**

Reclamation Bureau—  
 Alaska natural gas transportation system, draft environmental impact statement; hearings to be held in various cities; 9-25 through 10-3-75 ..... 34432; 8-15-75

**TRANSPORTATION DEPARTMENT**

Federal Aviation Administration; to be held at Village Motor Inn, 100 Madison, Missoula, Mont. (open), 9-22-75 ..... 41169; 9-5-75

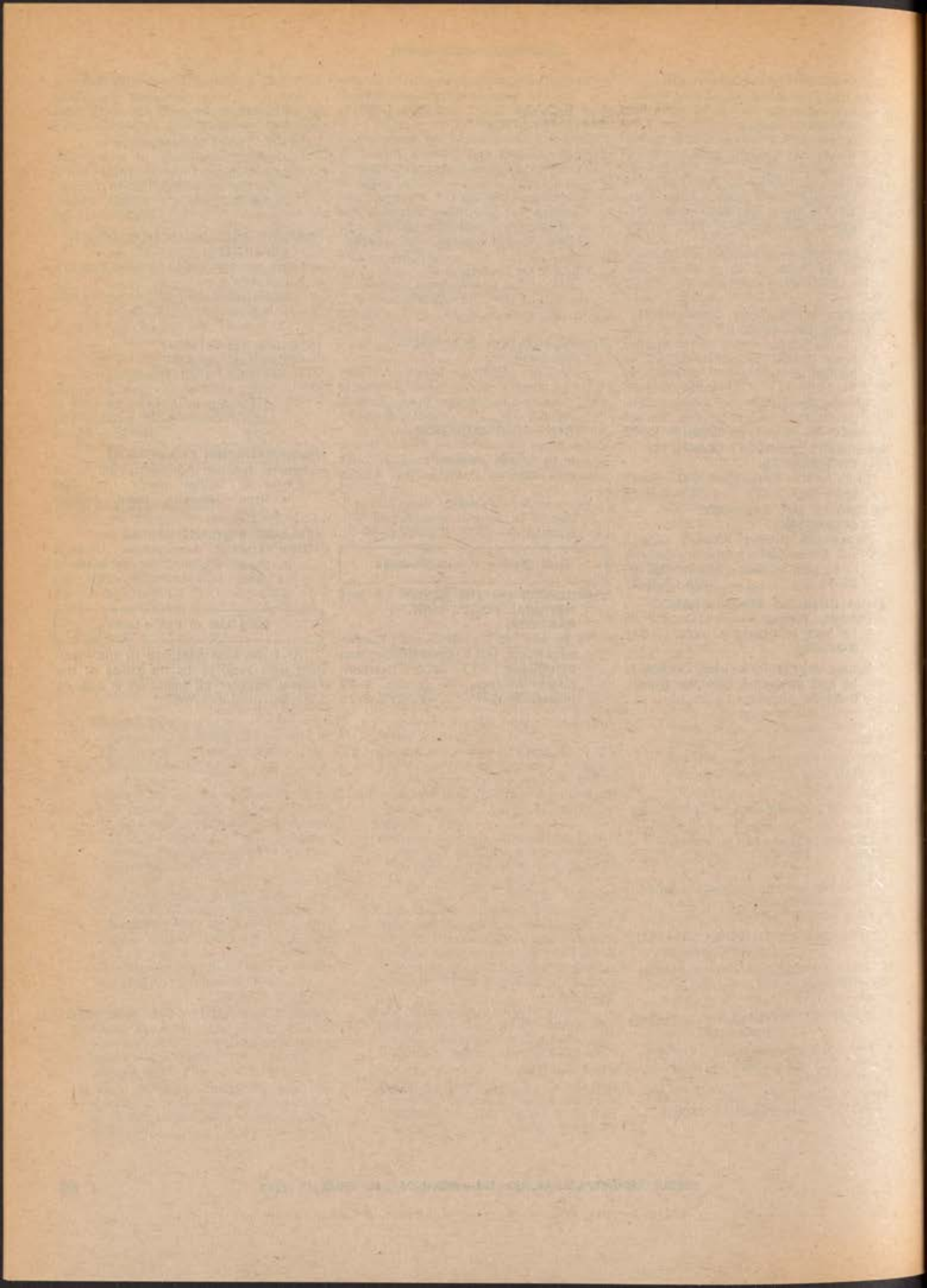
**VETERANS ADMINISTRATION**

New England Aeronautical Institute enrollees; eligibility for benefits; to be held at Manchester, N.H. on 9-22-75 ..... 36185; 8-19-75

**Daily List of Public Laws**

NOTE: No acts approved by the President were received by the Office of the Federal Register for inclusion in today's LIST OF PUBLIC LAWS.







# presidential documents

## Title 3—The President

PROCLAMATION 4394

# National Employ the Handicapped Week, 1975

*By the President of the United States of America*

### A Proclamation

America offers a promise that all its people who are willing and qualified to work shall have an equal opportunity to do so. Elimination of many discriminatory barriers has moved us closer toward the fulfillment of that promise. For our handicapped citizens, however, much more needs to be done.

The barriers facing the handicapped are not so much their own disabilities, but the attitudes of the non-handicapped toward their disabilities.

Those of us who are not handicapped think of what we could not do if we lost an arm or a leg, lost our sight or our voice, or were disabled in some other way. We often forget that the handicapped are thinking of what they can do.

We must learn to think like them—positively! We must look not at what they cannot do, but at what they can do. We must look beyond the disability to the positive ability.

The disabled can perform a wide range of jobs with skill and efficiency. They do not need special jobs. They need the opportunity to compete, to prove that they can perform.

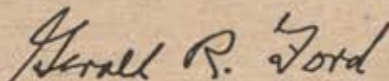
The Congress has recognized our special responsibility to the handicapped and, by a joint resolution approved August 11, 1945, as amended (36 U.S.C. 155), has asked the President to issue a suitable proclamation.

NOW, THEREFORE, I, GERALD R. FORD, President of the United States of America, do hereby designate the week beginning October 5, 1975, as National Employ the Handicapped Week.

I call upon the Governors of the States, mayors and other public officials, and leaders of industry, labor, education, religious, veteran, farm, scientific, professional and other groups to join with the handicapped themselves in making the American people aware of the value and fairness of employing handicapped men and women.

Also, I call upon all employers to review and broaden their policies toward the employment of the handicapped.

IN WITNESS WHEREOF, I have hereunto set my hand this fifteenth day of September, in the year of our Lord nineteen hundred seventy-five, and of the Independence of the United States of America the two hundredth.



[FR Doc. 75-24953 Filed 9-16-75; 9:58 am]



THE HISTORY OF GREAT BRITAIN

BY SAMUEL JOHNSON

IN SEVEN VOLUMES

1791

LONDON

Printed by R. and J. DODD, Strand

and T. CLARKE, Pall Mall

and J. JOHNSON, St. Paul's Church-yard

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# rules and regulations

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

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

## Title 7—Agriculture

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

#### PART 180—PLANT VARIETY PROTECTION ACT REGULATIONS AND RULES OF PRACTICE

##### Limits of Reciprocity

*Statement of considerations.* Section 43 of the Plant Variety Protection Act (7 U.S.C. 2403), and § 180.5(a) of the regulations and rules of practice (7 CFR 180.5(a)) under the act, provide that protection under the act, may by regulation, be limited to nationals of the United States, except where this limitation would violate a treaty and except that nationals of a foreign state in which they are domiciled shall be entitled to so much of the protection here afforded as is afforded by said foreign state to nationals of the United States for the same genus and species.

Pursuant to the administrative procedure provisions of 5 U.S.C. 553, there was published in the FEDERAL REGISTER (75 FR 11318) on April 30, 1975, a notice of proposed rule making with respect to proposed amendments of the regulations and rules of practice (7 CFR 180) relating to § 180.5 to establish the limits of reciprocity for applicants from the Republic of South Africa applying for plant variety protection certificates in the United States.

Interested persons were given an opportunity to submit written comments regarding the proposal.

Over 1,700 copies of the proposal were distributed to interested trade and Government persons, groups and organizations and a press release was sent to leading trade magazines.

Written comments were received from one trade organization and two seed firms. All favored adoption of the proposal.

It is concluded that the amendment of section 180.5 as proposed on April 30, 1975, is in the public interest and accordingly this section is hereby amended by adding a new paragraph (a) (3) as follows:

(Sec. 6, Stat. 1542 (7 U.S.C. 2336) 40 FR 75-11318)

#### § 180.5 General requirements.

(a) \* \* \*

(3) A certificate of plant variety protection issued to a national of the Republic of South Africa shall (i) expire in 15 years or less, pursuant to sections 42 (b) and 83(b) of the Plant Variety Protection Act, from the date of issue of the certificate in the United States (ii) be

applicable only for seed-reproduced species considered of economic importance and protectable in the Republic of South Africa (a list of such species may be obtained by writing to the Plant Variety Protection Office, Grain Division, Agricultural Marketing Service, U.S. Department of Agriculture, 6525 Belcrest Road, Hyattsville, Maryland 20782 or to the Division of Seed Control, Hamilton Street, Private Bag 179, Pretoria, South Africa 0001) and (iii) not include a specification that the variety is to be sold by variety name only as a class of certified seed.

These amendments shall become effective on October 17, 1975.

Dated: September 12, 1975.

DONALD E. WILKINSON,  
Administrator.

[FR Doc. 75-24749 Filed 9-16-75; 8:45 am]

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

#### PART 927—BEURRE D'ANJOU, BEURRE BOSC, WINTER NELIS, DOYENNE DU COMICE, BEURRE EASTER, AND BEURRE CLAIRGEAU PEARS GROWN IN OREGON, WASHINGTON, AND CALIFORNIA

##### Control Committee Rules and Regulations

This document amends the Subpart—Control Committee Rules and Regulations (7 CFR 927.100 et seq.) currently in effect pursuant to the applicable provisions of the amended marketing agreement and Marketing Order No. 927 (7 CFR Part 927), as amended, hereinafter referred to collectively as the "order." Said amendment (1) updates the address of the Control Committee, (2) adds Yuba City, California, as a warehouse location to which pears may be shipped without prior inspection for storage while in transit to their ultimate market, and (3) deletes certain reporting requirements that duplicate the reporting requirements of the order. More specifically, the latter change deletes the requirement that winter pear handlers file, with the committee, semimonthly reports of railroad car and truck license numbers for the vehicles in which pears have been shipped. Also deleted is the requirement that such reports contain the inspection certificate numbers inasmuch as order provisions require handlers to file copies of such certificates with the Control Committee promptly after shipments are made.

The order regulates the handling of fresh Beurre D'Anjou, Beurre Bosc, Winter Nelis, Doyenne du Comice, Beurre Easter, and Beurre Clairgeau varieties of pears grown in Oregon, Washington, and California. This is a regulatory program effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). The amendment was unanimously proposed by the Control Committee which was established pursuant to the order to administer the terms and provisions thereof.

Notice was published in the August 25, 1975, issue of the FEDERAL REGISTER (40 FR 37044) that the Department was giving consideration of the aforesaid proposal to amend the Control Committee Rules and Regulations. The notice invited interested persons to submit written data, views, or arguments on the proposal not later than September 9, 1975. No such material was submitted.

After consideration of all relevant matter presented, including the proposal set forth in the aforesaid notice, the recommendation and information submitted by the Control Committee, and other available information, it is hereby found that amendment, as hereinafter set forth, of said rules and regulations is in accordance with the provisions of the order and will tend to effectuate the declared policy of the act. Therefore, said rules and regulations are hereby amended as follows:

1. The Control Committee address specified in § 927.105 is amended to read as follows (the full text of the section is included for purposes of clarity):

##### § 927.105 Communications.

Unless otherwise prescribed in this subpart, or in the marketing agreement and order, or required by the Control Committee, all reports, applications, submittals, requests, inspection certificates, and communications in connection with the marketing agreement and order shall be forwarded to:

Winter Pear Control Committee  
601 Woodlark Building  
Portland, Oregon 97205

2. The provisions of § 927.122(a) preceding the proviso therein are revised to read as follows:

##### § 927.122 Shipments to designated storages.

(a) Pears may be shipped without prior inspection and certification to any public warehouse in Yakima, Zillah, Wenatchee, or Grandview in the State of Washington; in Portland, Klamath Falls, or Medford in the State of Oregon; or in Tulelake or Yuba City in the



State of California, for storage therein in transit: \* \* \*

3. Subparagraphs (3) and (4) of § 927.125(b) are hereby deleted and subparagraphs (5) and (6) are redesignated as (3) and (4) so that the paragraph reads as follows:

§ 927.125 Reports.

(b) Each handler shall furnish to the Control Committee as of the first day and the fifteenth day, respectively, of each calendar month a report containing the following information on Form 1 "Handler's Statement of Pear Shipments":

(1) The number of standard western pear boxes (two half boxes shall be counted as one box) of each variety of pears shipped by that handler during the preceding half month;

(2) The date of each shipment;

(3) The ultimate destination, by city and State; and

(4) The name and address of such handler. In addition, the handler shall indicate, for each lot of pears shipped in accordance with the provisions of § 927.122, the storage lot number, and the name and address of the storage warehouse.

It is hereby further found that good cause exists for not postponing the effective date of this amendment until 30 days after publication in the FEDERAL REGISTER (7 U.S.C. 553) in that the amendment relieves restrictions on handlers by providing an additional in-transit storage point for uninspected pears and by revoking certain reporting requirements. Therefore, to be of maximum benefit this amendment should be made effective as soon as possible.

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

Dated: September 12, 1975, to become effective September 12, 1975.

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

[FR Doc.75-24746 Filed 9-16-75; 8:45 am]

Title 8—Aliens and Nationality

CHAPTER I—IMMIGRATION AND NATURALIZATION SERVICE, DEPARTMENT OF JUSTICE

PART 103—POWERS AND DUTIES OF SERVICE OFFICERS; AVAILABILITY OF SERVICE RECORDS

Bond for Importation of Alien Laborers

Reference is made to the Notice of Proposed Rule Making which was published in the FEDERAL REGISTER of December 11, 1974 (39 FR 43228) pursuant to the provisions of section 553 of Title 5 of the United States Code (80 Stat. 383) and in which there was set forth the proposed amendment of 8 CFR 103.6(d) (2) pertaining to the amount of liability as liquidated damages for each alien in-

involved when an employer fails to comply with the conditions of a bond required to be posted in conjunction with the importation of certain alien laborers.

It was proposed to raise the amount of liability as liquidated damages for each alien involved from \$75 to \$350. A number of representations were received in response to the proposed rule of December 11, 1974 and have been duly considered. As a result of the representations, a further detailed study of the matter was made and it was determined that the overwhelming number of alien absconders who are returned after being apprehended by the Service are apprehended in and returned from the Southeast region of the United States. The cost of transportation for this large group is considerably less than the cost of transportation for the return of absconders who are apprehended in more distant parts of the United States. Accordingly, it has been concluded that the estimated actual damages which the Government suffers if an employer fails to prevent an alien laborer from absconding more nearly approximates \$200 rather than \$350. In addition to a nonsubstantive editorial change, § 103.6(d) (2) is, therefore, being amended to provide for the employer's liability in the amount of \$200 as liquidated damages for each alien involved.

Current § 103.6(d) (2) provides that a bond shall not be posted for less than \$500 nor for more than \$12,000 irrespective of the number of alien workers involved. With the increase of liquidated damages from \$75 to \$200 for each alien worker involved, the current \$500 minimum amount of bond set forth in that section is unrealistic. Accordingly, § 103.6(d) (2) is further amended to provide that a bond shall not be posted for less than \$1,000 instead of the present \$500.

In the light of the foregoing, the proposed rule, as amended and as set forth below, is hereby adopted.

In Part 103, § 103.6(d) (2) is amended in the following respects: The first sentence is amended by deleting the word "British" from the words "British West Indies"; the second sentence is amended by changing "\$500" to read "\$1,000"; and the third sentence is amended by changing "\$75" to read "\$200". As amended, § 103.6(d) (2) reads as follows:

§ 103.6 Surety bonds.

(d) \* \* \*

(2) Blanket bonds for importation of workers classified as nonimmigrants under section 101(a) (15) (H). The following schedule shall be employed by district directors when requiring employers or their agents or representatives to post bond as a condition to importing alien laborers into the United States from the West Indies, the British Virgin Islands, or from Canada:

	Each
Less than 500 workers.....	\$15
500 to 1,000 workers.....	10
1,000 or more workers.....	5

A bond shall not be posted for less than \$1,000 or for more than \$12,000 irrespective of the number of workers involved. Failure to comply with conditions of the bond will result in the employer's liability in the amount of \$200 as liquidated damages for each alien involved.

(Sec. 103, 66 Stat. 173; 8 U.S.C. 1103)

The basis and purpose of the above prescribed rules are to update the minimum amount of bond posted by an employer as a condition to the importation of certain alien laborers into the United States and to update the amount of an employer's liability as liquidated damages for each alien involved when an employer fails to prevent an alien laborer from absconding.

*Effective date:* The amendments contained in this order shall become effective October 17, 1975.

Dated: September 11, 1975.

L. F. CHAPMAN, JR.,  
Commissioner of Immigration  
and Naturalization.

[FR Doc.75-24686 Filed 9-16-75; 8:45 am]

Title 9—Animals and Animal Products

CHAPTER III—ANIMAL AND PLANT HEALTH INSPECTION SERVICE (MEAT AND POULTRY PRODUCTS INSPECTION), DEPARTMENT OF AGRICULTURE

PART 317—LABELING, MARKING DEVICES, AND CONTAINERS

Labeling Restrictions Relieved for Certain Meat Food Products

● Purpose: The purpose of this docket is to relieve until July 1, 1976, certain labeling restrictions in the federal meat inspection regulations applicable to meat food products which contain two or more meat ingredients, one of which is pork. ●

Section 317.2(f) (1) of the federal meat inspection regulations (9 CFR 317.2(f) (1)) provides that labels of meat food products shall show in the list of ingredients the common or usual names of the ingredients arranged in the descending order of predominance, except as otherwise provided.

Section 317.2(f) (1) (v) of the regulations (9 CFR 317.2(f) (1) (v)) provides that when the two meat ingredients comprise at least 70 percent of the meat and meat byproduct ingredients of a formula and when neither of the two meat ingredients is less than 30 percent by weight of the total meat and meat byproducts used, such meat ingredients may be interchanged in the formula without a change being made in the ingredients statement on labeling materials, provided that the word "and," in lieu of a comma, is shown between the declaration of such meat ingredients in the statement of ingredients. This regulation is designed to permit formulation responses to variable supply conditions without expensive and time consuming changes having to be made with respect to labeling.



Information available to the Department indicates that the sharp drop in the swine population this year will result in the lowest pork production since 1965. During the first half of 1975, the volume of hog slaughter declined nearly 10 percent from the previous 6-month period, and fell more than 11 percent below the volume of hog slaughter in the first half of 1974. Based on the June 1 market hog inventory, pork production in the second half of 1975 is expected to fall 20 percent short of last year's level during the corresponding period. Moreover, sharply higher hog prices have not encouraged producers to significantly expand production for early 1976. Farrowing intentions for the fall pig crop, which will supply first half 1976 slaughter hogs, are down 22 percent below the 1974 fall pig crop, indicating continued tight supplies and strong market prices during that period.

In view of these circumstances, it is expected that meat processors who have heretofore prepared meat food products containing at least 30 percent pork and used labeling as provided in § 317.2(f) (1) (v) will find it necessary to reduce the amount of pork in the products below the 30 percent level and therefore could not use their existing stocks of labels which have ingredients statements as permitted by that section. It is estimated that it would require at least 6 to 10 months to obtain new approved labels and during this period the flow of such products to consumers would be interrupted. Also discarding the earlier approved labels would result in economic losses that eventually would be passed on to consumers. In order to avoid the need for new label materials in view of the anticipated shortage of pork supplies, the Administrator has determined that the regulation should be amended to allow the use of labels permitted by § 317.2(f) (1) (v) for products containing not less than 10 percent of pork until July 1, 1976, when it is expected that the pork shortage will be alleviated.

Accordingly, § 317.2(f) (1) (v) is amended by deleting the period and adding the following proviso, at the end thereof:

§ 317.2 Labels: definition; required features.

(f) (1) (v) \* \* \* ; and provided further, that until July 1, 1976, the term "30 percent" referred to in this paragraph shall be "10 percent" with respect to pork.

(Sec. 21, 34 Stat. 1269, as amended, 21 U.S.C. 621; 37 FR 28464, 28477)

In view of the circumstances described in the Statement of Considerations, it does not appear that public participation in rulemaking on this amendment would make additional relevant information available to this Department. Accordingly, under the administrative procedure provisions of 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the fore-

going amendment are impracticable and contrary to the public interest, and good cause is found for making it effective less than 30 days after publication in the FEDERAL REGISTER.

This amendment shall become effective September 17, 1975.

Done at Washington, D.C., on: September 12, 1975.

F. J. MULHERN,  
Administrator, Animal and  
Plant Health Inspection Service.

[FR Doc. 75-24920 Filed 9-16-75; 8:45 am]

Title 12—Banks and Banking  
CHAPTER V—FEDERAL HOME LOAN  
BANK BOARD

PART 544—CHARTER AND BYLAWS  
PART 545—OPERATIONS

Communications Among Members

SEPTEMBER 10, 1975.

**Summary.** The following summary of the amendment adopted by this Resolution is provided for the reader's convenience and is subject to the full explanation in the following preamble and to specific provisions of the amendment.

**I. Present Situation.** Federal mutual associations are authorized to adopt an optional bylaw governing communications among members of the association.

**II. Amended Regulation. A.** Provides for a mandatory procedure for communications among association members applicable to all Federal mutual associations.

**B.** Prohibits any such association from releasing its membership list without the prior written approval of the Federal Home Loan Bank Board or a Principal Supervisory Agent thereof.

**III. Reason for Change.** To establish a means of communication among association members, which is fair, orderly, uniform, and effective, and obviates any need for member access to the association's membership list for proxy solicitation purposes or otherwise.

The Federal Home Loan Bank Board, by Resolution No. 75-589, dated June 30, 1975, proposed an amendment to Parts 544 and 545 of the Rules and Regulations for the Federal Savings and Loan System (12 CFR Parts 544 and 545) for the purposes stated in the preamble to said proposal and summarized above. Notice of such proposed rulemaking was duly published in the FEDERAL REGISTER on July 8, 1975 (40 F.R. 28638-28640) with an invitation for interested persons to submit written comments by August 18, 1975.

On the basis of its consideration of all relevant material presented by interested persons and otherwise available, the Board hereby amends said Part 544 by revoking § 544.6(g) thereof and amends said Part 545 by adding a new § 545.28 thereto, with several changes from the proposal, to read as set forth below, effective October 31, 1975.

As proposed, the new § 545.28 would have been unclear whether requests to communicate furnished thereunder to a

Federal association could be other than written. As adopted hereby, the new § 545.28(d) makes clear that such requests must be written.

As proposed, the definition of "improper communication" in the new § 545.28(e) would have been in part ambiguous. As adopted, § 545.28(e) (2) has been changed from the proposal to make clear that as used in this section the term "improper communication" includes a communication which relates to a personal claim or a personal grievance against the association, its management or any other party, or is solicitous of personal gain or business advantage by or on behalf of any party. (The proposed § 545.28(e) (2) could have been construed as referring only to claims and grievances for which enforcement or redress was sought and contained no reference to solicitations for personal gain or business advantage.) As adopted, § 545.28(e) (3) has been changed from the proposal to make clear that as used in this section the term "improper communication" includes a communication which relates to any matter, including a general economic, political, racial, religious, social or similar cause, that is not significantly related to the business of the association or is not within the control of the association. (The proposed § 545.28(e) (3) could have been construed as referring only to communications consisting of a recommendation, request or mandate that action be taken with respect to such a matter.)

§ 544.6 [Amended]

1. 12 CFR 544.6 is amended by revoking paragraph (g), and replacing it with the following note:

(g) [Revoked eff. 10-31-75].

2. A new § 545.28 is added to 12 CFR Part 545 as follows:

§ 545.28 Communication between association members of a Federal mutual association.

(a) Release or disclosure of membership lists prohibited. (1) Federal mutual associations shall not release or otherwise disclose in any manner, directly or indirectly, their membership lists to any person except with the prior written approval of the Board: *Provided*, that nothing in this section shall be construed to deny access to such membership lists to officers of an association or to others employed by them in the usual course of conducting the association's business and affairs.

(2) As used in this section, the term "membership list" means any books or records or other documents of the association containing: (i) a list of the members of the association; (ii) their addresses; (iii) their savings account or loan balances or records; or (iv) any data from which such information could be reasonably constructed.

(3) In connection with requests under paragraph (a) (1) of this section for release of membership lists, the Board hereby delegates to the Principal Supervisory Agent, as defined in § 545.14(a) (3), of the district in which the home



office of each such association is located the authority to approve or disapprove said requests and, in connection with approvals, the authority to specify the terms and conditions of said approvals.

(b) *Right of inspection of member's own records.* Each member of a Federal mutual association shall have the right to inspect the books and records of the association which pertain solely to such member's own savings or borrowing account or accounts.

(c) *Right of communication with other members.* Each member of a Federal mutual association shall have the right to communicate with other members of such association, by the means and procedures set forth in paragraph (d) of this section, with respect to any matter related to the business or affairs of the association, except for "improper" communications, as defined in paragraph (e) of this section. The association may not defeat such right by redemption of a savings member's savings account in the association.

(d) *Member communications procedures* (1) *Annual or special meetings.* Any member of a Federal mutual association desiring to communicate with other members in connection with an annual meeting shall, not less than 30 days prior to the date of said annual meeting and not less than 10 days prior to the date of a special meeting, furnish the association with a written request to communicate containing the following information: (i) such member's full name and address; (ii) the nature and extent of such member's interest in the association at the time the information is furnished; (iii) a copy of the proposed communication; and (iv) the date of the annual or special meeting of the members of the association at which he desires to present the matter for consideration. Within 10 days of receipt of such request in the case of an annual meeting and within 3 days of receipt of such request in the case of a special meeting, the association shall notify the member either of the number of the association's members and of the estimated amount of the association's reasonable costs and expenses of mailing the proposed communication to its members, or of its determination not to mail the proposed communication because said communication is "improper", as defined in paragraph (e) of this section. After receipt of such amount and sufficient copies of the member's communication, the association shall mail the same to all its members by a class of mail specified by the requesting member within 7 days of receipt of such amount and such copies in the case of an annual meeting and at the earliest practicable date prior to the meeting in the case of a special meeting (or, in either case, such later date as said member may specify).

(2) *Other communication.* Any member of a Federal mutual association who desires to communicate with other members other than in connection with an annual or special meeting shall furnish the association with a written request to communicate containing the following

information: (i) such member's full name and address; (ii) the nature and extent of such member's interest in the association at the time the information is furnished; and (iii) a copy of the proposed communication. Within 14 days of receipt of such request, the association shall notify the member either of the number of the association's members and of the estimated amount of the association's reasonable costs and expenses of mailing the proposed communication to its members, or of its determination not to mail the proposed communication because said communication is "improper", as defined in paragraph (e) of this section. After receipt of such amount and sufficient copies of the proposed communication, the association shall mail the same to all its members by a class of mail specified by the requesting member not later than 14 days following the receipt of such amount and such copies (or such later date as said member may specify).

(e) *"Improper communication" defined.* As used in this section, an "improper communication" is one which contains material which: (1) at the time and in the light of the circumstances under which it is made (i) is false or misleading with respect to any material fact, or (ii) omits to state any material fact necessary in order to make the statements therein not false or misleading, or necessary to correct any statement in any earlier communication on the same subject matter which has become false or misleading; (2) relates to a personal claim or a personal grievance against the association, its management or any other party, or is solicitous of personal gain or business advantage by or on behalf of any party; (3) relates to any matter, including a general economic, political, racial, religious, social or similar cause, that is not significantly related to the business of the association or is not within the control of the association, in that it is not within the power of the association to effectuate; or (4) directly or indirectly, and without expressed factual foundation, (i) impugns character, integrity or personal reputation, or (ii) make charges concerning improper, illegal or immoral conduct, or (iii) makes statements impugning the stability and soundness of the association.

(f) *Refusal to mail proposed communication.* (1) A Federal mutual association which refuses to comply with a member's request to communicate with other members under paragraph (d) (1) of this section shall, within 10 days of receipt of said request in the case of an annual meeting or 3 days in the case of a special meeting, return the material to the requesting member together with a written statement of the specific reasons for such refusal, and simultaneously shall provide the Board's Supervisory Agent in the district in which the association's main office is located with 2 copies each of the materials presented by the requesting member, the association's written statement of the reasons for its refusal to comply with the member's request, and any other relevant material.

(2) A Federal mutual association which refuses to comply with a member's request to communicate with other members under paragraph (d) (2) of this section shall, within 14 days of receipt of said request, return the material to the requesting member together with a written statement of the specific reasons for such refusal, and simultaneously shall provide the Board's Supervisory Agent in the district in which the association's main office is located with 2 copies each of the materials presented by the requesting member, the association's written statement of the reasons for its refusal to comply with the member's request, and any other relevant material.

(Sec. 5, 48 Stat., 132, as amended; 12 U.S.C. § 1464. Reorg. Plan No. 3 of 1947, 12 FR 4981, 3 CFR, 1943-48 Comp., p. 1071).

By the Federal Home Loan Bank Board.

[SEAL]

J. J. FINN,  
Secretary.

[FR Doc. 75-24711 Filed 9-16-75; 8:45 am]

#### Title 14—Aeronautics and Space

### CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 75-CE-23-AD; Amdt. 39-2370]

## PART 39—AIRWORTHINESS DIRECTIVES

### Beech Models 35, 35R, A35 and B35 Airplanes

There has been one reported incident involving a fatigue crack in the stabilizer attach fitting on a high time Beech Model 35 airplane. If permitted to progress such a crack could result in failure of the fitting which in turn could lead to loss of the stabilizer. The manufacturer has determined that due to the age (25+ years) and unknown service history of these castings, the onset of fatigue and/or corrosion induced cracks cannot be predicted. Since the condition described herein is likely to exist or develop in other airplanes of the same type design, an Airworthiness Directive (AD) is being issued, applicable to Beech Models 35, 35R, A35, and B35 airplanes, requiring repetitive and dye penetrant inspections of the stabilizer attach fitting for cracks and the replacement thereof, if cracked, along with attaching hardware.

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 35, 35R, A35 and B35 (Serial Numbers D-1 through D-2680) airplanes having 1,000 or more hours' time in service.

Compliance: Required as indicated, unless already accomplished.



To prevent possible stabilizer loss or failure, in order to detect cracks in the stabilizer attach fitting (P/N 35-405130), within 50 hours' time in service after the effective date of this AD and thereafter at intervals not to exceed 1,000 hours' time in service, accomplish the following in accordance with Beechcraft Service Instruction 0729-130:

(A) Remove stabilizer attach bolts, plates and other components necessary to provide access to the stabilizer attach fitting and then remove said fitting.

(B) Inspect the stabilizer attach fitting by visual and dye penetrant methods in accordance with the procedures specified in FAA Advisory Circular (AC) 43.13-1A.

(C) If as a result of any inspection required herein, a stabilizer attach fitting is found cracked, prior to further flight, replace it with a new or airworthy P/N 35-405130 stabilizer attach fitting and continue the 1,000-hour repetitive inspections required herein.

(D) If a crack is found as a result of any inspection required herein, provide the FAA with written notification thereof utilizing Malfunction and Defect Report, (FAA Form 8330-2) stating the location and length of any crack discovered and the total operating time of the airplane or part at the time of discovery. (Reporting approved by the Office of Management and Budget under OMB No. 04-R0174.)

(E) Aircraft may be flown in accordance with FAR 21.197 to a base where the repair can be performed.

This amendment becomes effective September 23, 1975.

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

Issued in Kansas City, Missouri, on September 9, 1975.

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

[FR Doc.75-24682 Filed 9-16-75;8:45 am]

**CHAPTER II—CIVIL AERONAUTICS BOARD**

[Regulation ER-930; Amdt. 18]

**PART 241—UNIFORM SYSTEM OF ACCOUNTS AND REPORTS FOR CERTIFICATED AIR CARRIERS**

**Editorial Amendment**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. September 12, 1975.

By ER-773, October 20, 1972, the Board amended Section 22(a) of Part 241 by prescribing a list of due dates for the filing of the various Form 41 schedules. By inadvertence schedules numbered "T-2" and "T-3" were included among the schedules due on September 30, whereas these quarterly schedules are actually due on October 30, and the amendment herein makes the necessary correction.

This editorial amendment is issued by the undersigned pursuant to a delegation of authority from the Board to the General Counsel in 14 CFR § 385.19 and shall

become effective on October 7, 1975. Procedures for review of this amendment by the Board are set forth in Subpart C of Part 385 (14 CFR §§ 385.50 through 385.54).

Accordingly, the Civil Aeronautics Board hereby amends Section 22 of Part 241 (14 CFR Part 241), by revising the list of due dates which is set forth in paragraph (a) to read as follows:

**DUE DATES OF SCHEDULES IN CAB FORM 41 REPORT**

Due date <sup>1</sup>	Schedule No.
Sept. 30.....	B-1, P-1(a), T-1, T-7.
Oct. 30.....	B-1, P-1(a), T-1, T-2, T-3, T-7, T-41.

<sup>1</sup>Due dates falling on a Saturday, Sunday, or national holiday will become effective the first following working day.

(Sec. 204(a) of the Federal Aviation Act of 1958, as amended, 72 Stat. 743; 49 U.S.C. 1324. Reorganization Plan No. 3 of 1961, 75 Stat. 837, 26 F.R. 5089; 49 U.S.C. 1324 (note).)

By the Civil Aeronautics Board.

[SEAL] JAMES C. SCHULTZ,  
General Counsel.

[FR Doc.75-24724 Filed 9-16-75;8:45 am]

[Regulation ER-929, Revision and Reissuance of Part 298]

**PART 298—CLASSIFICATION AND EXEMPTION OF AIR TAXI OPERATORS**

**Revision and Reissuance**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. September 10, 1975.

The Board has determined to revise and to reissue without substantive change Part 298 of the Economic Regulations for the purpose of composing the part into a more logical arrangement, clarifying certain of its provisions, and eliminating others which are obsolete or unnecessary.

There is attached as an appendix a cross-reference table showing the relationship between former sections of Part 298 and the new sections as they appear in the revised Part 298.

Since the revisions to Part 298 being made herein are nonsubstantive in nature, the Board finds that notice and public procedure thereon are unnecessary and that the revised Part may be made effective immediately.

Accordingly, the Civil Aeronautics Board hereby revises and reissues Part 298 (14 CFR 298), as set forth below, effective September 10, 1975.

By the Civil Aeronautics Board,<sup>1</sup>

Effective: September 10, 1975.

Adopted: September 10, 1975.

[SEAL] EDWIN Z. HOLLAND,  
Secretary.

**CROSS-REFERENCE TABLE**  
**PART 298**

Former section:	New section
298.1	298.1
298.2	298.2
298.3	298.3
298.4	298.4
298.5	deleted
298.6	298.64
298.7	298.64

Former section:	New section
298.11(a), (c)-(i)	298.11(a), (c)-(i)
298.11(b)	298.11(b), 298.70
298.12	298.12
298.13	298.13
298.14	298.14
298.21(a)	298.31
298.21(b)	298.33
298.21(c)	298.34
298.21(d)	298.33
298.21(e)	298.33(d)
298.21(f) (1)	298.35
298.21(f) (2)	deleted
298.21(g)	298.37
298.22(a)	298.31
298.22(b)	298.32(a)
298.22(c)	298.32(b)
298.23	298.36
298.41(a)-(c)	298.41(a)-(c)
298.41(e)	298.41(d)
298.42	298.42
298.43	298.43
298.44	298.44
298.45	298.45
298.50	298.21
298.51	298.22
298.52	298.23
298.60	298.61
298.61	298.60
298.63	298.61(b)
298.64	298.61(c)-(f)
298.65	298.61(g)
298.66	298.62
298.67	298.63
298.70	298.70
298.80	298.80

Title 14 Part 298 of the Code of Federal Regulations is revised to read as follows:

Sec.	Subpart A—General
298.1	Applicability of part.
298.2	Definitions.
298.3	Classification.
298.4	Requests for statement of authority.
Subpart B—Exemptions	
298.11	Exemption authority.
298.12	Effect of exemption on antitrust laws.
298.13	Duration of exemption.
298.14	Approval of certain interlocking relationships.
Subpart C—Registration and Reregistration for Exemption	
298.21	Filing for registration by air taxi operators.
298.22	Processing by the Board.
298.23	Notification to the Board of change in operations.
Subpart D—Limitations and Conditions on Exemption and Operations	
298.31	Scope of service and equipment authorized.
298.32	Requirements relating to interests in large aircraft or their operation.



- Sec.  
298.33 Prohibition and limitations concerning regular service in markets served or authorized to be served by certificated helicopter carriers, and limitation on use of helicopter, STOL or VTOL aircraft.  
298.34 Limitations on air taxi service in Alaska.  
298.35 Limitations on carriage of mail.  
298.36 Limitation on use of business name.  
298.37 Prohibition of services not covered by insurance.

#### Subpart E—Liability Insurance Requirements

- 298.41 Basic requirements.  
298.42 Minimum limits of liability.  
298.43 Terms and conditions of insurance coverage.  
298.44 Authorized exclusions of liability.  
298.45 Cancellation, withdrawal, modification, expiration, or replacement of insurance coverage.

#### Subpart F—Requirements for Filing of Flight Schedules and Reports

- 298.60 Filing of flight schedules by commuter air carriers.  
298.61 Reporting of scheduled operations by commuter air carriers.  
298.62 Public disclosure of schedule T-1 data.  
298.63 Reporting of revenue operations by air taxi operators, including commuter air carriers.  
298.64 Requests for extensions of time within which to file reports or for waivers from reporting requirements.

#### Subpart G—Waiver of Liability Limits Under the Warsaw Convention

- 298.70 Waiver of liability limitations.

#### Subpart H—Violations

- 298.80 Enforcement.

**AUTHORITY:** Secs. 204(a), 416(a) of the Federal Aviation Act as amended, 72 Stat. 743, 771; 49 U.S.C. 1324(a), 1386(a).

#### Subpart A—General

##### § 298.1 Applicability of part.

This part establishes a classification of air carriers known as "air taxi operators," provides certain exemptions to them from some of the economic regulatory provisions of Title IV of the Federal Aviation Act and specifies procedures by which such air carriers may obtain authority to conduct operations, and establishes rules applicable to their operations in air transportation in all States, Territories and possessions of the United States.<sup>1</sup>

<sup>1</sup> Section 401(a) of the Federal Aviation Act of 1958, 49 U.S.C. 1371(a), prohibits any person from engaging in "air transportation" except to the extent that such person is authorized to do so by the Civil Aeronautics Board or other Federal statute.

Air transportation is defined in the Act (see section 101(10) and (21), 49 U.S.C. 1301) to include the carriage by aircraft of persons or property as a common carrier for compensation or hire. This includes carriage by aircraft as a common carrier between places in the same State (a) through airspace outside that State (over other States or the District of Columbia or the open sea or foreign territory) or (b) where such carriage is part of the movement of the passengers or property carried, in interstate, overseas or

##### § 298.2 Definitions.

As used in this part:  
(a) "Act" means the Federal Aviation Act of 1958, as amended.

(b) "Air taxi operator" means an air carrier coming within the classification of "air taxi operators" established by § 298.3.

(c) "Air Transportation" means interstate, overseas, or foreign air transportation or the transportation of mail by aircraft as defined by the Act.

(d) "Aircraft hours" means the airborne hours of aircraft computed from the moment an aircraft leaves the ground until it touches the ground at the end of a flight.

(e) "Aircraft miles" means the miles (computed in airport-to-airport distances) for each flight stage actually completed, whether or not performed in accordance with the scheduled pattern.

(f) "Commuter air carrier" means an air taxi operator which (1) performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week and places between which such flights are performed, or (2) transports mail by air pursuant to contract with the United States Postal Service.

(g) "Departure" means takeoff from an airport.

(h) "Flight stage" means the operation of an aircraft from takeoff to landing.

(i) "Large aircraft" means any aircraft having a maximum passenger capacity of more than 30 seats or a maximum payload capacity of more than 7,500 pounds; except that in connection with operations conducted within the State of Alaska or Hawaii, large aircraft shall mean an aircraft whose maximum certificated takeoff weight is more than 12,500 pounds; *Provided, however*, That, for the purposes of this part, large aircraft shall include all models of the Convair 240, 340 and 440; Martin 202 and 404; P-27 and FH-227; and Hawker Siddeley 748; and shall also include any other aircraft with a maximum zero fuel weight in excess of 35,000 pounds.

(j) "Maximum certificated takeoff weight" means the maximum takeoff

weight authorized by the terms of the aircraft airworthiness certificate.  
(k) "Maximum passenger capacity" means the maximum number of passenger seats for which an aircraft is configured.  
(l) "Maximum payload capacity" means the maximum certificated takeoff weight of an aircraft, less the empty weight,<sup>2</sup> less all justifiable aircraft equipment, and less the operating load (consisting of minimum fuel load, oil, flight crew, steward's supplies, etc.). For purposes of this part, the allowance for the weight of the crew, oil, and fuel is as follows: (a) Crew—200 pounds per crew member required under FAA regulations, (b) oil—350 pounds, (c) fuel—the minimum weight of fuel required under FAA regulations for a flight between domestic points 200 miles apart,<sup>3</sup> *Provided, however*, That in the case of aircraft for which a maximum zero fuel weight is prescribed by the FAA,<sup>4</sup> maximum payload capacity means the maximum zero fuel weight, less the empty weight, less all justifiable aircraft equipment, and less the operating load (consisting of minimum flight crew, steward's supplies, etc., but not including disposable fuel or oil).

(m) "Mile" means a statute mile, i.e., 5,280 feet.  
(n) "Passengers carried" means passengers on board each flight stage.  
(o) "Point" when used in connection with any territory or possession of the United States, or the States of Alaska and Hawaii, means any airport or place where aircraft may be landed or taken off, including the area within a 25-mile radius of such airport or place; when used in connection with the continental United States, except Alaska, it shall have the same meaning except be limited to the area within a 3-mile radius of such airport or place; *Provided*, That for the purposes of this part, West 30th Street Heliport and Pan Am Building Heliport, both located in New York City, shall be regarded as separate points.  
(p) "Revenue passenger-mile" means one revenue passenger transported one mile. Revenue passenger-miles are computed by summation of the products of the revenue aircraft-miles flown on each

foreign air commerce. However, operations wholly within the geographic limits of a single State are not considered "air transportation" if in those operations the carrier transports no more than a *de minimis* volume of passengers or property moving as part of a continuous journey to or from a point outside the State. For a further discussion of what constitutes air transportation see the preamble to ER-574, 34 F.R. 7124.  
Air transportation also is defined to include "the carriage of mail by aircraft." Section 5402 of the Postal Reorganization Act, 39 U.S.C. 5402, authorizes the carriage of mail by air taxi operators in some circumstances under contract with the Postal Service.  
This Part does not provide exemption from the safety regulatory provisions of the Act which are administered by the Department of Transportation through the Federal Aviation Administration, and air taxi operators in the conduct of their operations must observe all applicable safety standards and requirements.

<sup>2</sup> This weight may be found in the airplane operating record or in the airplane flight manual which is incorporated by regulation into the airworthiness certificate.

<sup>3</sup> Empty weight is defined in section 03 of Part 241 as follows: "the weight of the airframe, engines, propellers, and fixed equipment. Empty weight excludes the weight of the crew and payload, but includes the weight of all fixed ballast, unusable fuel supply, undrainable oil, total quantity of engine coolant, and total quantity of hydraulic fluid."

<sup>4</sup> Assumes VFR weather conditions and flights not involving extended overwater operations.

<sup>5</sup> The maximum zero fuel weight is the maximum permissible weight of an airplane with no disposable fuel or oil. The zero fuel weight figure may be found in the FAA's type certificate data sheets, and/or in FAA-approved flight manuals.



flight stage multiplied by the number of revenue passengers carried on that flight stage.

(q) "Revenue seat-miles available" means the total of the products of aircraft-miles and number of seats available for revenue use on each flight stage, representing the total passenger-carrying capacity offered.

(r) "Revenue ton-mile" means one ton of revenue traffic transported one mile. Revenue ton-miles are computed by summation of the products of the revenue aircraft-miles flown on each flight stage multiplied by the number of revenue tons carried on that stage. (A standard weight of 200 pounds per passenger may be used in the computation.)

(s) "Revenue ton-miles available" means the aggregate of the products of the aircraft-miles flown on each flight stage multiplied by the capacity in tons available for use on that stage.

(t) "Ton" means a short ton, i.e., 2,000 pounds.

#### § 298.3 Classification.

(a) There is hereby established a classification of air carriers, designated as "air taxi operators," which directly engage in the air transportation of persons or property or mail or in any combination of such transportation and which:

(1) Do not, directly or indirectly, utilize large aircraft in air transportation;

(2) Do not hold a certificate of public convenience and necessity or economic authority issued by the Board other than that provided by this part;

(3) Have registered with the Board initially, and reregistered thereafter in accordance with subpart C of this part;

(4) Have and maintain in effect liability insurance coverage in compliance with the requirements set forth in Subpart E of this part and have and maintain a current certificate of insurance evidencing such coverage on file with the Board; and

(5) Have and maintain in effect and on file with the Board a signed counterpart of CAB Agreement 18900 and a tariff embodying the provisions of the counterpart, if required by Subpart G of this part.

(b) A person which does not observe the conditions set forth in paragraph (a) of this section shall not be an air taxi operator within the meaning of this part with respect to any operations conducted while such conditions are not being observed, and during such periods is not entitled to any of the exemptions set forth in this part.

#### § 298.4 Requests for statement of authority.

In any instance where an air taxi operator is required by a foreign government to produce evidence of its authority to engage in foreign air transportation under the laws of the United States, the Secretary of the Board will, upon request, furnish the carrier with a written statement, outlining its general operating privileges under this part for presentation to the proper authorities of the foreign government.

### Subpart B—Exemptions

#### § 298.11 Exemption authority.

Air taxi operators are exempt from the following provisions of Title IV of the Act:

(a) Subsection 401(a);

(b) Section 403; except that the requirements of that section shall apply to: (1) Tariffs for through rates, fares, and charges filed jointly by air taxi operators with air carriers or with foreign air carriers subject to the tariff-filing requirements of section 403 of the Act; and (2) Tariffs required to be filed by air taxi operators which embody the provisions of the counterpart to CAB Agreement 18900 as specified in Subpart G of this part;

(c) Subsection 404(a), except the requirements that air taxi operators shall provide safe service, equipment, and facilities in connection with air transportation; shall observe and enforce just and reasonable joint rates, fares, and charges, and just and reasonable classifications, rules, regulations, and practices as provided in tariffs filed jointly by air taxi operators with certificated air carriers or with foreign air carriers and shall establish just, reasonable, and equitable divisions of such joint rates, fares, and charges as between air carriers participating therein which shall not unduly prefer or prejudice any of such participating air carriers;

(d) Subsection 404(b), except that the requirements of that subsection shall apply to through service provided pursuant to tariffs filed jointly by air taxi operators with air carriers or with foreign air carriers;

(e) Subsection 405(b);

(f) Subsections 407(b), (c), and (d);

(g) Subsection 408(a); except that no exemption is granted hereby for any air taxi operator to enter into any of the transactions or relationships prohibited by subsection 408(a) with any person who operates large aircraft for compensation or hire, or who engages in air transportation from which the air taxi operator is excluded by the limitations imposed by this part;

NOTE: The above exemption is applicable to air taxi operations only. It does not relieve other persons subject to section 408(a) from the obligations of that section with respect to any relationships they may have with respect to air taxi operators. For additional exemptions from section 408(a) applicable to air taxi operators, see Part 299 of the Board's Economic Regulations.

(h) Subsection 409(a); except that no exemption is granted hereby for any air taxi operator to enter into any of the relationships prohibited by subsection 409(a) with any person who operates large aircraft for compensation or hire, or who engages in air transportation from which the air taxi operator is excluded by the limitations imposed by this part; and

(i) Subsection 412(a): *Provided*, That air taxi operators shall not be relieved from filing with the Board a true copy, or, if oral, a true and complete memorandum of every contract or agreement

(whether enforceable by provisions of liquidated damages, penalties, bonds, or otherwise) affecting air transportation, between any air taxi operator and any person (excluding air carriers) who operates large aircraft for compensation or hire.

#### § 298.12 Effect of exemption on antitrust laws.

The exemption granted in § 298.11 from sections 408(a), 409(a) and 412(a) of the Act, shall not constitute an order under such sections, within the meaning of section 414 of the Act, and shall not confer any immunity or relief from operation of the "antitrust laws," or any other statute (except the Federal Aviation Act of 1958, as amended) with respect to any transaction, interlocking relationship, or agreement otherwise within the purview of such sections.

#### § 298.13 Duration of exemption.

The exemption from any provision of title IV of the Act provided by § 298.11 shall continue in effect only until such time as the Board shall find that enforcement of such provision would be in the public interest or would no longer be a burden on air taxi operators: *Provided*, That upon such a finding as to any air taxi operator or class of air taxi operators, such exemption shall to that extent terminate with respect to such operator or class of operators.

#### § 298.14 Approval of certain interlocking relationships.

To the extent that any officer or director of an air taxi operator would be in violation of any of the provisions of section 409(a) (3) and (6) by participating in interlocking relationships covered by the exemption granted in § 298.11(h), such participation is hereby approved by the Board, subject, however, to the provisions of § 298.12.

### Subpart C—Registration and Reregistration for Exemption

#### § 298.21 Filing for registration by air taxi operators.

(a) Every air taxi operator (whether or not he is also a commuter air carrier as defined in this part) who plans to commence operations under this part shall register with the Board not later than 30 days prior to the commencement of such operations, unless, upon a showing of good cause satisfactory to the Director of the Bureau of Operating Rights, registration within a lesser period of time is allowed.

(b) Every air taxi operator (whether or not he is also a commuter air carrier as defined in this part) shall reregister with the Board on or before July 1, 1975, and every 2 years thereafter, commencing on or before July 1, 1977.

(c) Registration and reregistration shall be accomplished by filing with the Board's Bureau of Operating Rights:

(1) CAB Form 298-A, "Registration, Reregistration and Amendments under Part 298 of the Economic Regulations of the Civil Aeronautics Board" executed in



duplicate.\* This form shall be certified by a responsible official and shall include the following information:

(i) the name of the carrier and its mailing address;

(ii) the carrier's principal place of business, if different from its mailing address, and its area code and telephone number;

(iii) the carrier's FAA certificate number, if any, and the address and telephone number of the carrier's local FAA office;

(iv) whether the carrier proposes to perform (or, for reregistration, whether the carrier is currently performing) scheduled passenger or cargo, on-demand passenger or cargo, and/or mail service;

(v) a list of the aircraft which the carrier proposes to operate (or, for reregistration, the aircraft which the carrier is currently operating) in air taxi operations, and the aircraft type, FAA registration number and passenger capacity of each such aircraft;

(vi) for initial registration, the proposed date of commencement of air taxi operations;

(vii) for reregistration, whether the carrier has carried passengers in air transportation between any point in the United States and any point outside thereof during the past 12 months;

(2) A certificate of insurance which is currently effective (or in case of initial registration, is to become effective), as defined in § 298.41(b);

(3) A \$15 registration or reregistration fee, as the case may be. This shall be in the form of a check, draft, or postal money order, payable to the Civil Aeronautics Board.

#### § 298.22 Processing by the Board.

After examination of an operator's filing under § 298.21, dates will be stamped by the Board on the Form 298-A submitted by the carrier indicating the effective date of the registration and the due date of the next registration. The Board will then return to the carrier the duplicate copy of Form 298-A which will serve to confirm that the carrier has registered or reregistered with the Board in compliance with § 298.21.

NOTE: The effective date of an initial registration shall not be earlier than the effective date of the insurance policy or policies named in the certificate of insurance filed by the carrier.

#### § 298.23 Notification to the Board of change in operations.

Each air taxi operator (whether or not he has on file with the Board a currently effective registration under § 298.21) shall notify the Board's Bureau of Operating Rights, Washington, D.C. 20428, on CAB Form 298-A, of any change in his name or address, or of any change in his type of operations (passenger, cargo, mail, scheduled, etc.) or of his temporary or permanent cessation of operations.

\*CAB Form 298-A is filed as part of the original document and can be obtained from the Publications Services Section, Civil Aeronautics Board, Washington, D.C. 20428.

Such notification shall be mailed, or otherwise delivered, so as to be received by the Board no later than 30 days after the reported event has occurred.

#### Subpart D—Limitations and Conditions on Exemptions and Operations

##### § 298.31 Scope of service and equipment authorized.

Nothing in this part shall be construed as authorizing the operation of large aircraft in air transportation, and the exemption provided by this part to air taxi operators which register and reregister with the Board extends only to the direct operation in air transportation in accordance with the limitations and conditions of this part of aircraft having a maximum passenger capacity of 30 seats or less and a maximum payload capacity of 7,500 pounds or less, except that with respect to operations conducted within Alaska or Hawaii such exemption extends only to such operation of aircraft having a maximum takeoff weight of 12,500 pounds or less.

##### § 298.32 Requirements relating to interests in large aircraft or their operation.

(a) *Reporting of interest in large aircraft.* Every air taxi operator shall report to the Board any proprietary interest, direct or indirect, in any large aircraft or any enterprise operating large aircraft. Such reports shall be filed in duplicate within 5 days of acquisition of such interests and shall be addressed to the Civil Aeronautics Board, Washington, D.C. 20428, Attention of the Bureau of Operating Rights.

(b) *Reporting of operations with large aircraft.* Every air taxi operator which operates or intends to operate large aircraft for compensation or hire shall file with the Board a description of the method or proposed method of operations and state why such operations are believed not to constitute air transportation. Such reports shall state, among other pertinent matters, whether State lines or the boundaries of the United States will be crossed; the ultimate origin and destination (not only the places between which carriage is provided) of the persons or property carried; and the persons with whom contracts for transportation have been made or are expected to be made. In case operations not falling within the description on file with the Board are to be undertaken, a report containing the same data shall be filed within 3 days after the particulars of such operations have been decided upon. Such reports shall be filed in duplicate and shall be addressed to the Civil Aeronautics Board, Washington, D.C. 20428, Attention of the Bureau of Operating Rights.

§ 298.33 Prohibition and limitations concerning regular service in markets served or authorized to be served by certificated helicopter carriers, and limitation on use of helicopter, STOL or VTOL aircraft.

(a) Where scheduled helicopter, STOL, VTOL or community center and interair-

port service is provided by the holder of a certificate of public convenience and necessity authorizing scheduled helicopter service or community center and interairport service in accordance with such certificate or an exemption order of the Board, an air taxi operator shall not, except as provided in paragraphs (b) and (d) of this section, (1) provide air transportation of persons or property, or hold out to the public expressly or by course of conduct that it provides such transportation, regularly or with a reasonable degree of regularity between any points where scheduled helicopter or community center and interairport passenger service is provided by the certificated helicopter carrier, or (2) provide or offer to provide air transportation of persons or property with helicopter, STOL or VTOL aircraft between any points where the certificated helicopter carrier provides scheduled helicopter, STOL or VTOL passenger service.

(b) Subject to the provisions of paragraph (d) and except as provided in paragraph (c), paragraph (a) of this section shall not apply to an air taxi operator with respect to pairs of points it has served continuously and without interruption (except for involuntary interruption of service for reasons such as those specified in § 205.8 of this chapter) on a regularly scheduled basis with a minimum of five round trips per week since at least 30 days immediately prior to the inauguration or resumption of service between points by the certificated helicopter carrier.

(c) Paragraph (b) of this section shall not apply where service by the holder of a certificate of public convenience and necessity has been suspended during such 30-day period for involuntary postponement of inauguration or involuntary interruption of service under the provisions of § 205.8 of this chapter or where the Board authorizes a certificated carrier to suspend or postpone inauguration of service in an order providing that the suspension or postponement shall not operate to authorize air taxi operators inaugurating service during such suspension or postponement to continue service after the certificated carrier resumes or inaugurates service.

(d) An air taxi operator which intends to inaugurate service not precluded by paragraph (a) of this section on a regularly scheduled basis with a minimum of five round trips per week between points authorized to be served by a certificated helicopter carrier shall file a notice with the Director, Bureau of Operating Rights, as to the time such service is to be inaugurated not later than 1 day prior to inauguration. The notice shall contain a certification that it has been served on the certificated carrier authorized to provide service between the points. The air taxi operator shall publish flight schedules for the service specifying the times, days of the week and places between which such flights are performed and within 30 days after commencing operations shall file such schedules pursuant to § 298.60.



**§ 298.34 Limitations on air taxi service in Alaska.**

(a) An air taxi operator shall not provide or offer to provide air transportation between points both of which are in the State of Alaska, or one of which is in Alaska and the other in Canada, unless the air taxi operator also holds authority from the State of Alaska to operate aircraft of a maximum takeoff weight not over 12,500 pounds as a common carrier in intrastate commerce, or has applied to the Board for, and received, special exemption authority (see Subpart D of Part 302 of the procedural regulations); and

(b) An air taxi operator shall not provide air transportation or hold out expressly or by course of conduct that it provides such transportation, regularly or with a reasonable degree of regularity between points both of which are in the State of Alaska, or one of which is in Alaska and the other in Canada, where a certificated air carrier schedules two or more single-plane round trips per week, including flag stops.

**§ 298.35 Limitations on carriage of mail.**

An air taxi operator is not authorized to carry mail except pursuant to contract with the Postal Service entered into pursuant to sections 5402(b) or 5402(c) of the Postal Reorganization Act (39 U.S.C. 5402): *Provided, however*, That within the 48 contiguous States, Alaska and Hawaii—

(a) An air taxi operator who was authorized, on April 2, 1973, to carry mail at a final mail rate then in effect, shall continue to have authority under this part to carry mail, but only at such final mail rate; and

(b) An air taxi operator who was authorized, on April 2, 1973, to carry mail at a temporary mail rate approved by the Board pending determination of a final mail rate in a proceeding which was then pending, shall continue to have authority under this part to carry mail, but only at such temporary mail rate or other temporary mail rate as may be approved from time to time by the Board until completion of such pending proceeding, and, thereafter, only at such final mail rate as shall have been fixed by order of the Board in such proceeding.

**§ 298.36 Limitation on use of business name.**

(a) An air taxi operator in holding out to the public and in performing its services in air transportation shall do so only in the name or names in which its air carrier operating certificate is issued pursuant to section 604 of the Act by the Federal Aviation Administration: *Provided*, That the Board may require an air taxi operator to change such name or names where they appear contrary to the public interest.

(b) Slogans shall not be considered names for the purposes of this section, and their use is not restricted hereby.

(c) Neither the provisions of this section nor the grant of a permission here-

under shall be deemed to constitute a finding for purposes other than for this section, or to effect a waiver of, or exemption from, any provisions of the Act or orders, rules or regulations issued thereunder.

**§ 298.37 Prohibition of services not covered by insurance.**

An air taxi operator shall not operate in air transportation or provide or offer to provide air transportation unless there is in effect liability insurance which covers such transportation and which is evidenced by a current certificate of insurance on file with the Board as required by Subpart E.

**Subpart E—Liability Insurance Requirements**

**§ 298.41 Basic requirements.**

(a) Each air taxi operator engaging in air transportation shall maintain in effect liability insurance coverage which complies with the requirements of this subpart and which is evidenced by a currently effective policy of insurance, with an attached standard endorsement, available for inspection by the Board and the public at its principal place of business. Evidence of such insurance coverage, in the form of a certificate of insurance, shall be maintained on file at the Board at all times.

(b) A certificate of insurance is one or more certificates evidencing issuance by one or more insurers of one or more currently effective policies of aircraft liability insurance in compliance with this subpart and properly endorsed, which alone or in combination provide the minimum coverage prescribed in § 298.42: *Provided*, That, where a certificate of insurance accompanies a filing for initial registration as an air taxi operator in accordance with § 298.21, the insurance policy or policies named in such certificate shall become effective no later than the proposed date of commencement of air taxi operations as shown in the carrier's registration form. When more than one insurer is involved in providing the minimum coverage prescribed herein, the limits and types of liability assumed by each insurer shall be clearly stated in the certificate of insurance. The certificate of insurance shall also state whether the policy of insurance provides coverage for liability for bodily injury to, or death of, aircraft passengers. In addition, the certificate of insurance shall list the types or classes of aircraft, or the specific aircraft by Federal Aviation Administration (FAA) registration number, with respect to which the policy of insurance applies and shall set forth the area or areas of operation as found in the operations specifications issued by the FAA in conjunction with the applicable ATCO certificate: *Provided, however*, That if one or more of the 48 contiguous States or the District of Columbia is listed in such operations specifications, then all 48 contiguous States and the District of Columbia must be included in the coverage of insurance. Each certificate of insurance,

and each endorsement limiting the permitted exclusions, shall be signed in ink by an authorized officer or agent of the insurer and shall be on forms prescribed and furnished by the Board.<sup>7</sup>

(c) The insurance coverage and certificate required by this subpart shall be obtained from one or more (1) reputable and financially responsible insurance companies or associations which are licensed to issue aircraft liability policies in any State in the United States or in the District of Columbia, or (2) surplus line insurers named on a current list of approved surplus line insurers promulgated by the insurance regulatory authority of any State in the United States or in the District of Columbia: *Provided*, That if any such surplus line insurer provides more than ten percent (10 percent) of the liability insurance coverage of an air taxi operator required by this subpart, it shall maintain, in a bank or other financial institution organized or operating under the laws of the United States or a State thereof or the District of Columbia, a trust fund of at least three hundred thousand dollars (\$300,000) for the benefit of its policyholders.

(d) Endorsements that add previously unlisted aircraft, or aircraft types or classes, to coverage or that delete such listed aircraft, or types or classes, from coverage shall be filed with the Board not more than thirty (30) days after the effective date of such endorsement: *Provided, however*, That aircraft shall not be listed in the carrier's operations specifications with the Federal Aviation Administration and shall not be operated unless liability insurance coverage has attached.

**§ 298.42 Minimum limits of liability.**

(a) The minimum limits of liability coverage maintained by an air taxi operator who carries passengers in air transportation shall be:

(1) *Liability for bodily injury to or death of aircraft passengers.* A limit for any one passenger of at least seventy-five thousand dollars (\$75,000), and a limit for each occurrence in any one aircraft of at least an amount equal to the sum produced by multiplying seventy-five thousand dollars (\$75,000) by seventy-five percent (75 percent) of the total number of passenger seats installed in the aircraft.

(2) *Liability for bodily injury to or death of persons (excluding passengers).* A limit of at least seventy-five thousand dollars (\$75,000) for any one person in any one occurrence, and a limit of at least three hundred thousand dollars (\$300,000) for each occurrence.

(3) *Liability for loss of or damage to property.* A limit of at least one hundred thousand dollars (\$100,000) for each occurrence.

<sup>7</sup> CAB Forms 257 (rev. 10-70) and 262 (rev. 6-70) are filed as part of the original document and can be obtained from the Publications Services Section, Civil Aeronautics Board, Washington, D.C. 20428.



(b) The minimum limits of liability coverage maintained by an air taxi operator who restricts his operations in air transportation to the carriage of mail or property, or both, shall be those specified in paragraphs (a) (2) and (3) of this section.

(c) Notwithstanding the provisions of paragraphs (a) and (b) of this section, an air taxi operator may be insured for a single limit of liability for each occurrence. In that event, coverage must be equal to or greater than the combined required minimums for bodily injury, property damage, and/or passenger liability for the type of use to which such aircraft is put, as the case may be.\*

(d) In the case of a single limit of liability, aircraft may be insured by a combination of primary and excess policies. Such policies must have combined coverage equal to or greater than the required minimums for bodily injury to nonpassengers, property damage, and/or passenger liability for the type of use to which the aircraft is put, as the case may be.

#### § 298.43 Terms and conditions of insurance coverage.

Liability insurance coverage required by this part shall meet the following minimum requirements:

(a) Insurance contracts shall provide for payment by the insurer on behalf of the insured air taxi operator, within the specified limits of liability, of all sums which the insured carrier shall become legally obligated to pay as damages for bodily injury to or death of persons, or for loss or damage to property of others (except as exclusion of coverage is permitted by § 298.44) resulting from the insured operator's negligent operation, maintenance or use of aircraft in "air transportation," as that term is defined by the Federal Aviation Act of 1958.

(b) The liability of the insurer shall apply to all operations by the insured operator in "air transportation," as that term is defined by the Federal Aviation Act of 1958. The liability of the insurer shall not be subject to any exclusion by virtue of violations, by the insured operator, of any applicable safety or economic rule, regulation, order, or other legally imposed requirement prescribed thereunder by the Federal Aviation Administration or the Civil Aeronautics Board or any other State or Federal law or regulation. No special waiver or exemption issued by the Federal Aviation Administration or the Civil Aeronautics Board shall affect the insurance afforded by the policy.

(c) The liability of the insurer shall not be contingent upon the financial

condition, solvency, or freedom from bankruptcy of the insured. The limits of the insurer's liability for the amounts prescribed herein shall apply separately to each occurrence. Any payment made under the policy because of any one occurrence shall not reduce the liability of the insurer for payment of other damages resulting from any other occurrence.

(d) Within the limits of liability herein prescribed, the insurer shall not be relieved from liability by any condition, warranty, or exclusion in the policy or any endorsement thereon, or violation thereof by the insured air taxi operator, other than by the exclusions set forth in § 298.44 or such other exclusions as may be individually approved by the Board.

(e) The policy of insurance shall state that, pursuant to any statute of any State, Territory, or District of the United States which makes provision therefor, the insurer designates the Superintendent, Commissioner, or Director of Insurance or other officer specified for that purpose in the statute (or his successor or successors in office) as the insurer's attorney upon whom may be served process in any action arising out of the policy of insurance.

(f) With respect to certificates of insurance which list aircraft by FAA registration number, the policy of insurance shall state that, while an aircraft owned by the named insured and declared in the policy is withdrawn from normal use because of its breakdown, repair, servicing, loss or destruction, such insurance as is afforded by the policy with respect to such aircraft shall apply also with respect to another aircraft of similar type, horsepower, and seating capacity, whether or not owned by the insured, while temporarily used as the substitute for such aircraft.

#### § 298.44 Authorized exclusions of liability.

Unless other exclusions are individually approved by the Board, no policy or certificate of insurance required by this part shall contain any exclusion other than the following authorized exclusions:

(a) Any loss against which the named insured has other valid and collectible insurance, except that the limits of liability provided under this policy shall be in excess of the limits provided by such other valid and collectible insurance up to the limits certified in a certificate of insurance, but in no event exceeding the limits of liability expressed elsewhere in this policy;

(b) Liability assumed by the named insured under any contract or agreement, unless such liability would have attached to the insured even in the absence of such contract or agreement: *Provided, however,* That this exclusion shall not apply to the named insured's waiver of liability limitations under the Warsaw Convention by signing a counterpart to the agreement of carriers (Agreement CAB 18900), as approved by Board Order E-23680, May 13, 1966, agreeing to a minimum liability for injury or death of

passengers of \$75,000 per passenger, or any amendment or amendments to such agreement which may be approved by the Board and to which the named insured becomes a party;

(c) Bodily injury, sickness, disease, mental anguish, or death of any employee of the named insured while engaged in the duties of his employment, or any obligation for which the named insured or any company as his insurer may be held liable under any workmen's compensation or occupational disease law;

(d) Loss of or damage to property owned, rented, occupied, or used by, or in the care, custody, or control of the named insured, or carried in or on any aircraft with respect to which the insurance afforded by this policy applies;

(e) Personal injuries or death, or damage to or destruction of property, caused directly or indirectly by hostile or warlike action, including action in hindering, combating, or defending against an actual, impending or expected attack by any government or sovereign power, *de jure* or *de facto*, or military, naval, or air forces, or by an agent of such government, power, authority, or forces; the discharge, explosion, or use of any weapon of war employing atomic fission or atomic fusion, or radioactive materials; insurrection, rebellion, revolution, civil war, or usurped power, including any action in hindering, combating, or defending against such an occurrence; or confiscation by any government or public authority;

(f) Any loss arising from operations within any geographic areas other than the following:

(1) Between any points in the "area of operation" as described in the operations specifications issued by the FAA in conjunction with its issuance of the applicable ATCO certificate to each air taxi operator: *Provided, however,* That if one or more of the 48 contiguous States or the District of Columbia is listed in such area of operation, all 48 contiguous States and the District of Columbia must be included within the coverage of insurance under this subpart; and

(2) Within any other geographic area for which coverage is specified in the policy of insurance;

(3) *Provided, further,* That a loss caused by mere misadventure in flying over or landing in any geographic area not specified in subparagraphs (1) or (2) of this paragraph shall not be excluded.

(g) Any loss arising from operations by the named insured to or from installations of the Distant Early Warning System (DEW line) or the Ballistic Missile Early Warning System (BMEWS);

(h) Any loss arising from operation of an aircraft (1) without a copilot, if one is required under the policy of insurance or (2) by a pilot (or pilot and copilot) not named in or meeting the qualification, experience, and currency requirements provided in the policy of insurance;

(i) Any loss arising from the ownership, maintenance, or use of any aircraft of a type or class not specified for coverage in the policy, or any aircraft not

\* For example: the minimum single limit of liability acceptable for an aircraft in passenger service with 16 passenger seats would be computed on the basis of limits set forth in paragraph (a) as follows: 16 x 75 equals 12; 12 x \$75,000 equals \$900,000; plus \$300,000 (nonpassenger liability per occurrence), plus \$100,000 (property damage per occurrence) equals \$1,300,000. The latter is the amount in which a single-limit liability policy may be written.



declared to the Insurer in accordance with the terms and conditions of the policy, other than substitute aircraft as provided in § 298.43 (f);

(j) Any loss arising from operations other than the carriage by aircraft of persons or property as a common carrier for compensation or hire, or the carriage of mail by aircraft, in interstate, overseas, or foreign air transportation;

(k) Any loss arising from operations with aircraft for which an airworthiness certificate has not been issued, has been surrendered, or has been suspended or revoked by the Administrator of the Federal Aviation Administration, or has expired by its terms;

(l) Any loss arising from operations with aircraft which, at takeoff, have not had inspections, maintenance, preventive maintenance, and alterations performed when required by the Federal Aviation Regulations, or which have not had such inspections, maintenance, preventive maintenance, and alterations performed by persons authorized by the Federal Aviation Regulations.

**§ 298.45 Cancellation, withdrawal, modification, expiration, or replacement of insurance coverage.**

(a) Each policy of insurance shall specify that, unless replaced as provided in paragraph (b) of this section, it may not be canceled, withdrawn or modified to reduce the limits of liability, by the insurer, until after 10 days' written notice by the insurer to the Board's Bureau of Operating Rights, Washington, D.C. 20428, which 10-day notice period shall commence to run from the date such notice is actually received by the Board. Each policy shall further provide that, in the event of cancellation of the policy by the insured, the insurer shall, within 10 days after receipt of such notice of cancellation, notify the Board's Bureau of Operating Rights, Washington, D.C. 20428, of this action by the insured. In addition, each policy shall provide that the insurer will notify the Board, 10 days before the expiration date of the policy, unless the policy has been renewed.

(b) Policies of aircraft liability insurance, and certificates of insurance accepted by the Board under this part, may be replaced by other policies of insurance and certificates of insurance conforming to this subpart. The liability of the retiring insurer shall be considered terminated as of the effective date of the replacement policy of aircraft liability insurance and certificate of insurance.

**Subpart F—Requirements for Filing of Flight Schedules and Reports**

**§ 298.60 Filing of flight schedules by commuter air carriers.**

Each commuter air carrier shall file with the Director, Office of Facilities and Operations, Civil Aeronautics Board, Washington, D.C. 20428, to be received within thirty (30) days after commencing operations, a copy of its most recent published flight schedules, along with a statement of rates and fares charged for transportation on scheduled flights.

Thereafter, if any modifications in such schedules or statement of rates or fares is made, a copy of such modification shall be filed, to be received by the Board not later than ten (10) days after the modification becomes effective.

**§ 298.61 Reporting of scheduled operations by commuter air carriers.**

(a) Each "commuter air carrier" shall file CAB Form 298-C, entitled "Report of Scheduled Operations of Commuter Air Carriers" in accordance with the provisions of this part and in the manner set forth in said form which is made a part hereof.\*

(b) Three copies of each schedule in the CAB Form 298-C report and the certificate of the officer in charge of the carrier's accounts executed in triplicate (the cover sheet of Form 298-C) shall be filed with the Bureau of Accounts and Statistics, Civil Aeronautics Board, Washington, D.C. 20428 in accordance with the following list so as to be received on or before the due date specified in that list.

Schedule No.	Schedule title	Filing frequency	Due dates
	Certification.....	Quarterly..	May 10, Aug. 10, Nov. 10, Feb. 10, Do.
A-1.....	Report of aircraft operated.	.....do.....	Do.
T-1.....	Report of on-line origin and destination of traffic.	.....do.....	Do.
T-2.....	Report of flights operated.	.....do.....	Do.

Due dates falling on a Saturday, Sunday, or national holiday will become effective on the first following working day.

(c) The information included in each schedule shall cover only flights performed pursuant to published schedules or contracts with the U.S. Postal Service for transportation of mail.

(d) Schedule A-1 shall describe the aircraft used in scheduled service or mail service by the carrier.

(1) Column (1) shall set forth the aircraft registration number of each aircraft.

(2) Column (2) shall set forth the type and model of each aircraft listed in Column (1).

(3) Column (3) shall set forth the capacity in passenger seats of each aircraft. Crew seats should not be counted.

(4) Column (4) shall set forth the carrier's best estimate in pounds as to total capacity available for cargo in both cargo and passenger compartments of each aircraft under normal operating conditions over the carrier's system. Estimates should take into consideration both limitations on lift capacity of aircraft and limitations imposed by the space available for cargo and average density per cubic feet of cargo carried. If passenger aircraft are also employed in all-cargo configuration, give the cargo capacity with all seats in place and with all seats removed.

\*CAB Form 298-C is filed as part of the original document and can be obtained from the Publications Services Section, Civil Aeronautics Board, Washington, D.C. 20428.

(5) Columns (5), (6), and (7) shall set forth, respectively, aircraft-hours flown, aircraft-miles flown and aircraft-departures performed during the reporting quarter.

(6) Columns (8), (9), (10), and (11) shall set forth, respectively, revenue passenger-miles, revenue seat-miles available, revenue ton-miles and revenue ton-miles available for the reporting quarter.

(e) Schedule T-1 shall set forth the traffic carried, in each direction, between the points served by the carrier's operation.

(1) *Definitions:* On-line origin is the point of initial boarding of traffic on the reporting carrier's operation. On-line destination is the point of final deplanement of traffic in the reporting carrier's operation.

(2) Columns (1) and (2) shall reflect the points of on-line origin and on-line destination, respectively, or traffic which was carried during the reporting period.

(3) Columns (3), (4), and (5) shall reflect the total number of revenue passengers, pounds of cargo, and pounds of mail, respectively, carried from the point of on-line origin to the point of on-line destination shown in Columns (1) and (2).

(f) Schedule T-2 shall set forth all routings for scheduled and mail flights performed by the reporting carrier, with the number of flights performed and the aircraft type(s) used on each routing.

(1) Column (1) shall set forth the origin point of each routing.

(2) Column (2) shall set forth the intermediate points on each routing whose origin is listed in Column (1). When there are two or more intermediate points on a routing they should be listed from top to bottom in the order in which the stops are performed.

(3) Column (3) shall set forth the destination point of the routing.

(4) Column (4) shall set forth the total number of flights performed in the reporting quarter over the routing indicated in Columns (1)-(3). In instances where more than one type of aircraft is operated between a pair of points, a subtotal shall indicate the total number of flights by all types of aircraft between each pair of points.

(5) Column (5) shall set forth the type of aircraft used on the routing.

(g) The information requested in Schedules A-1, T-1, or T-2 of CAB Form 298-C may be submitted on any comparable form prepared on automatic data processing equipment; *Provided, however,* That such substitute form has been approved by the Director, Bureau of Accounts and Statistics, Washington, D.C. 20428. Data in any approved format shall be submitted in triplicate and shall contain the same columnar headings arranged in the same sequence as the schedules called for in CAB Form 298-C.

**§ 298.62 Public disclosure of schedule T-1 data.**

Data reported on schedule T-1 of CAB Form 298-C shall not be disclosed, prior to 12 months following the close of the



calendar year to which the data relate, except as follows:

(a) To parties to any proceeding before the Board to the extent that such data are relevant and material to the issues in the proceeding upon a determination to this effect by the hearing examiner assigned to the case or by the Board. Any data to which access is granted pursuant to this section may be introduced into evidence, subject to the normal rules of admissibility of evidence.

(b) To agencies and other components of the U.S. Government. The Board will make other disclosure of the subject data, upon its own motion or upon application of any interested person, when the Board finds the public interest so requires. The Board may, from time to time, publish summary information compiled from the traffic data in a form which would not identify individual carrier data.

**§ 298.63 Reporting of revenue operations by air taxi operators, including commuter air carriers.**

(a) Each air taxi operator (including commuter air carriers) shall file CAB Form 298-D entitled "Report of All Revenue Operations (Excluding Rotary-Wing and All-Cargo Operations) Performed by Air Taxi Operators, Including Commuter Air Carriers," in accordance with the provisions of this Part and in the manner set forth in said form which is made a part hereof.<sup>10</sup>

(b) CAB Form 298-D shall be prepared for the period January 1 through December 31 of each year. Three copies of the form, with the certificate executed in triplicate by the officer in charge of the carrier's accounts, shall be filed with the Bureau of Accounts and Statistics, Civil Aeronautics Board, Washington, D.C. 20428 so as to be received on or before February 10 following the year for which it is prepared. If February 10 falls on a Saturday, Sunday, or national holiday, the due date will become effective on the first following working day.

(c) Items 1 through 4 under Part I of CAB Form 298-D shall set forth, in total, respectively, the number of passengers carried, aircraft-hours flown, aircraft-miles flown and number of aircraft-departures performed in all revenue domestic operations, whether scheduled or non-scheduled.

(d) Items 1 through 4 under Part II of CAB Form 298-D shall set forth, respectively, the number of passengers carried, aircraft-hours flown, aircraft-miles flown and number of aircraft-departures performed in revenue operations in each market of international operations (e.g., United States-Bahamas, United States-Canada, United States-Mexico), the name of each such market shall be inserted over columns (a) through (c), and the total for each item shall be set forth in column (d).

<sup>10</sup> CAB Form 298-D is filed as part of the original document and can be obtained from the Publications Services Section, Civil Aeronautics Board, Washington, D.C. 20428.

**§ 298.64 Requests for extensions of time within which to file reports or for waivers from reporting requirements.**

(a) If circumstances prevent the filing of a report on CAB Forms 298-C or 298-D on or before the prescribed due date, consideration will be given to the granting of an extension upon receipt of a written request therefor. To provide ample time for consideration and communication to the air carrier of the action taken, such a request must be delivered to the Board's Bureau of Accounts and Statistics in writing at least three (3) days in advance of the due date, setting forth good and sufficient reason to justify the granting of the extension and the date when the report can be filed. Except in cases of emergency, no such request will be entertained which is not in writing and received by the Board's Bureau of Accounts and Statistics at least three (3) days before the prescribed due date. If the request is denied, the air carrier remains subject to the filing requirements to the same extent as if no request for extension of time had been made.

(b) A waiver from any reporting requirement contained in CAB Forms 298-C or 298-D may be made by the Civil Aeronautics Board upon its own initiative or upon the submission of a written request therefor to the Board's Bureau of Accounts and Statistics from any air taxi operator or commuter air carrier, or group of air taxi operators or commuter air carriers: *Provided*, That such a waiver is in the public interest and each request for waiver expressly demonstrates that: Existing peculiarities warrant a departure from the prescribed reporting; a specifically defined alternative procedure or technique will result in a substantially equivalent or more accurate portrayal of the prescribed reporting; and the application of such alternative procedure will maintain or improve uniformity in reporting as between air taxi operators or commuter air carriers.

**Subpart G—Waiver of Liability Limits Under the Warsaw Convention**

**§ 298.70 Waiver of liability limitations.**

Every air taxi operator which:

- (a) Is a "commuter air carrier" as defined in Subpart A of this part;
- (b) Is a party to an interline agreement with a certificated air carrier or a foreign air carrier whereby the air taxi operator is authorized to ticket its passengers over the system of the air carrier of foreign air carrier and/or the latter is authorized to ticket its passengers over the system of the air taxi operator; or
- (c) Is engaged in the carriage of passengers in air transportation between any point in the United States and any point outside thereof, shall file with the Board's Docket Section in the form pro-

vided by CAB Form 263<sup>11</sup> a signed counterpart to Agreement CAB 18900, an agreement relating to liability limitations of the Warsaw Convention and Hague Protocol approved by Board Order E-23680 dated May 13, 1966 and a signed counterpart of any amendment or amendments to such agreement which may be approved by the Board and to which the air taxi operator becomes a party. Such air taxi operator shall also file with the Board's Tariff Section in accordance with the provisions of Part 221 of this chapter and in the form provided by CAB Form 298-B, a tariff embodying the provisions of the counterpart and the requirements of Part 221 shall be applicable to its operations pursuant to the tariff except to the extent that such requirements are inconsistent with the requirements of this Part.<sup>12</sup>

**Subpart H—Violations**

**§ 298.80 Enforcement.**

In case of any violation of the provisions of the Act, or this part, or any other rule, regulation, or order issued under the Act, the violator may be subject to a proceeding pursuant to sections 1002 and 1007 of the Act before the Board or a U.S. District Court, as the case may be, to compel compliance therewith; or to civil penalties pursuant to the provisions of section 901(a) of the Act; or, in the case of a willful violation, to criminal penalties pursuant to the provisions of section 902(a) of the Act; or other lawful sanctions including revocation of operating authority.

(Secs. 204(a), 416(a) of the Federal Aviation Act as amended, 72 Stat. 743, 771; 49 U.S.C. 1324(a), 1386(a).)

*Note:* The reporting requirements contained herein have been approved by the Office of Management and Budget in accordance with the Federal Reports Act of 1942.

[FR Doc.75-24603 Filed 9-16-75; 8:45 am]

**Title 17—Commodity and Securities Exchanges**

**CHAPTER II—SECURITIES AND EXCHANGE COMMISSION**

[Release No. IC-8902]

**PART 270—RULES AND REGULATIONS, INVESTMENT COMPANY ACT OF 1940**

**Temporary Rule for ANCSA Corporations**

**Correction**

In FR Doc. 75-23847 appearing at page 41759 in the issue for Tuesday, September 9, 1975 on page 41760 in the first column, the eleventh line of the first complete paragraph should read "terms of substance of the rule have".

<sup>11</sup> CAB Forms 263 and 298-B are filed as part of the original documents and can be obtained from the Publications Services Section, Civil Aeronautics Board, Washington, D.C. 20428.

<sup>12</sup> Particular attention is directed to § 221.175 "Special notice of limited liability for death or injury under the Warsaw Convention."



## Title 20—Employees' Benefits

## CHAPTER III—SOCIAL SECURITY ADMINISTRATION, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

[Regulations No. 4]

## PART 404—FEDERAL OLD-AGE, SURVIVORS, AND DISABILITY INSURANCE

## Retirement Test Monthly Exempt Amount and Contribution and Benefit Base for Years After 1974

On June 24, 1975, there was published in the FEDERAL REGISTER (40 FR 26532), a Notice of Proposed Rule Making and proposed amendments to Subparts E and K of Regulations No. 4. The proposed amendments reflected and implemented sections 203(f)(8) and 230 of the Social Security Act (42 U.S.C. 403(f)(8) and 430), as amended by section 3(j) and (k) of Pub. L. 93-233, enacted December 31, 1973. The law requires the Secretary to determine and promulgate the retirement test monthly exempt amount and the contribution and benefit base whenever he increases benefits based on an increase in the cost-of-living, unless a law is enacted increasing the exempt amount or providing a general benefit increase.

The contribution and benefit base is the maximum annual amount of earnings on which an employee or a self-employed person must pay social security tax contributions. It is also the maximum annual amount which may be credited toward benefits payable under the social security program.

The retirement test monthly exempt amount is the amount that a beneficiary under title II of the Social Security Act who is subject to the retirement test may earn in any month without part of his benefit for the month being deducted because of excess earnings. The corresponding annual exempt amount, equal to 12 times the monthly amount, is the maximum amount a beneficiary may earn in a year and still receive all of his benefits for the year.

The law also specifies a formula which automatically produces a mathematical result based upon reported statistics.

Section 203(f)(8) of the Act provides that the retirement test monthly exempt amount for a given year shall be the larger of: (1) Such exempt amount in effect for months in the taxable year in which the new exempt amount is determined; or (2) such retirement test exempt amount multiplied by the ratio of (a) the average amount, per employee, of the taxable wages of all employees reported under the program for the first calendar quarter of the calendar year in which the new exempt amount is determined to (b) the average amount of such wages reported for the first calendar quarter of the most recent calendar year in which an increase in the exempt amount was enacted or a determination resulting in such an increase was made. The section further provides that if the amount so determined is not a multiple of \$10, it shall be rounded to the next higher multiple of \$10 where the amount so determined is a multiple of \$5 but not

of \$10, and rounded to the nearest multiple of \$10 in any other case.

Similarly, section 230 of the Act provides that the contribution and benefit base for a given year shall be the larger of: (1) The contribution and benefit base of the calendar year in which the new contribution and benefit base is determined; or (2) such contribution and benefit base multiplied by the ratio of (a) the average amount, per employee, of the taxable wages of all employees reported under the program for the first calendar quarter of the calendar year in which such new contribution and benefit base is determined to (b) the average amount of such wages reported for the first calendar quarter of the most recent calendar year in which an increase in the contribution and benefit base was enacted or a determination resulting in such an increase was made. The section further provides that if the amount so determined is not a multiple of \$300, it shall be rounded to the next higher multiple of \$300 where the amount so determined is a multiple of \$150 but not of \$300 and rounded to the nearest multiple of \$300 in any other case.

The data used to make the necessary computations of such average taxable wages are derived from reports submitted to the Social Security Administration of taxable wages paid to employees by their employers. Each quarter, taxable wages are posted to the record of earnings of each individual employee for whom wages were reported. As the wages are posted to such records of earnings, the data are tabulated on a 100-percent basis to obtain the total amount of reported taxable wages and the total number of employees for whom such wages were reported.

Because of the requirement in the law that the retirement test monthly exempt amount and contribution and benefit base be promulgated on or before November 1, the tabulated data on taxable wages reported for the first calendar quarter of that year are necessarily limited to those wages that are reported and posted to such records of earnings by the end of the quarterly updating operations completed in September of that year. In order that the required ratio referred to above be based on data reflecting comparable reporting and posting periods, the amendments provide that the tabulated data on taxable wages reported for the first calendar quarter of the prior year are limited to those wages that were reported and posted to such records by the end of the quarterly updating operations completed in September of the prior year.

For example, about 70.6 million employees had taxable wages reported for the first calendar quarter of 1973 that were posted to such records of earnings by the end of September 1973, and the average amount of their taxable wages was \$1,895.04 per employee. The corresponding number of employees and average amount of taxable wages for the first calendar quarter of 1974 were 71.1 million and \$2,007.69, respec-

tively. The ratio of average taxable wages reported for the first quarter of 1974 to average taxable wages reported for the first quarter of 1973 is therefore 1.059445. Multiplying the 1974 retirement test monthly exempt amount of \$200 by the ratio of 1.059445 produces the amount of \$211.89, which is rounded to \$210. Accordingly, the retirement test exempt amount for taxable years ending in calendar year 1975 is \$210 on a monthly basis, or \$2,520 on an annual basis. Multiplying the 1974 contribution and benefit base of \$13,200 by the ratio of 1.059445 produces the amount of \$13,984.67, which is rounded to \$14,100. Accordingly, the contribution and benefit base for remuneration paid in, and taxable years beginning in, calendar year 1975 is \$14,100.

Interested parties were given 30 days in which to submit data, views, and arguments. No comments were received. Accordingly, the amendments are hereby adopted as proposed, except for editorial changes for clarification, and are set forth below.

**Effective date.** These regulations shall be effective September 17, 1975.

(Secs. 203(f)(8), 205(a), 215(l), 230, and 1102 of the Social Security Act; 86 Stat. 1341, as amended, 53 Stat. 1368, as amended, 86 Stat. 412, as amended, 85 Stat. 416, as amended, and 49 Stat. 647, as amended; 42 U.S.C. 403(f)(8), 405(a), 415(l), 430, and 1302.)

(Catalog of Federal Domestic Assistance Program Nos. 13.803-4, Social Security Retirement and Survivors Insurance.)

Dated: August 15, 1975.

J. B. CARDWELL,  
Commissioner of Social Security.

Approved: September 11, 1975.

DAVID MATHEWS,  
Secretary of Health, Education,  
and Welfare.

Part 404 of Chapter III of Title 20 of the Code of Federal Regulations, as amended, is further amended as follows:

1. Paragraph (c) introduction and (c) (1) of § 404.429 are revised to read as follows:

§ 404.429 Earnings; defined.

(c) *Wages defined.* Wages include the gross amount of an individual's wages rather than the net amount paid after deductions by the employer for items such as taxes and insurance. For purposes of this section, an individual's wages are determined under the provisions of Subpart K of this part, except that, notwithstanding the provisions of Subpart K, wages also includes:

(1) Remuneration of over \$14,100 in the calendar year 1975, or over \$13,200 in the calendar year 1974, or over \$9,000 in the calendar year 1973, or over \$7,800 in the calendar year 1972, or over \$7,800 in a calendar year 1968 through 1971, or over \$6,600 in calendar years 1966 and 1967, or over \$4,800 in a calendar year 1959 through 1965, or over \$4,200 in a calendar year 1955 through 1958, or over



\$3,600 in a calendar year 1951 through 1954; and

2. Section 404.430 is revised to read as follows:

**§ 404.430 Excess earnings; defined for taxable years ending after December 1972.**

(a) *Method of determining excess earnings for years ending after December 1972.* For taxable years ending after December 1972, an individual's excess earnings for a taxable year are 50 percent of his earnings (as described in § 404.429) for such year in excess of the product obtained by multiplying the applicable monthly exempt amount by the number of months in such year in which earnings exceeded the following applicable monthly exempt amount:

(1) \$175 for taxable years ending after December 1972 and before January 1974;  
(2) \$200 for taxable years beginning after December 1973 and before January 1975; and

(3) the exempt amount for taxable years ending after December 1974, as determined in accordance with paragraph (c) of this section. However, earnings in and after the month an individual attains age 72 will not be used to figure excess earnings for retirement test purposes. For the employed individual, his wages for months prior to the month of attainment of age 72 are used to figure his excess earnings for retirement test purposes. For the self-employed individual, the pro rata share of the net earnings or net loss for the taxable year for the period prior to the month of attainment of age 72 is used to figure his excess earnings. If the beneficiary was not engaged in self-employment prior to the month of attainment of age 72, any subsequent earnings or losses from self-employment in the taxable year will not be used to figure his excess earnings. Where the excess amount figured in accordance with the provisions of this section is not a multiple of \$1, it is reduced to the next lower dollar.

*Example 1.* The self-employed beneficiary attained age 72 in July 1975. His net earnings for 1975, his taxable year, were \$6,000. The pro rata share of such net earnings for the period prior to July is \$3,000. His excess earnings for 1975 for retirement test purposes are \$240. This is computed by subtracting \$2,520 ( $\$210 \times 12$ ) from \$3,000 and dividing the result by 2.

*Example 2.* The beneficiary attained age 72 in July 1975. His wages for the period prior to July were \$3,000. From August through December 1975 he engaged in self-employment and derived net earnings in the amount of \$2,000. His net earnings from self-employment are not used to figure his excess earnings. Only his wages for the period prior to July 1975 (\$3,000) are used to figure his excess earnings. As in example 1, his excess earnings are \$240.

*Example 3.* The facts are the same as in example 2 except that the beneficiary had a net loss in the amount of \$500 from self-employment activity in which he engaged throughout 1975. The pro rata share of such net loss for the period prior to July is \$250. His earnings for the taxable year for figuring excess earnings are \$2,750. This is computed

by subtracting the \$250 loss from the \$3,000 in wages. The excess earnings are \$115 ( $(\$2,750 - \$2,520) \div 2$ ).

(b) *Definition.* The retirement test monthly exempt amount is the amount which a title II beneficiary may earn in any month without part of his monthly benefit being deducted because of excess earnings (see paragraph (a) of this section and §§ 404.431-404.433).

(c) *Method of determining monthly exempt amount for taxable years ending after December 1974.* (1) For purposes of paragraph (a) (3) of this section, the applicable monthly exempt amount effective, is the larger of:

(i) The exempt ends in the calendar year after the calendar year in which an automatic cost-of-living increase in old-age, survivors, and disability benefits is effective, is the larger of: (i) The exempt amount in effect for months in the taxable year in which the exempt amount determination is being made; or

(ii) the amount determined by: (A) Multiplying monthly exempt amount effective during the taxable year in which the exempt amount determination is being made by the ratio of:

(1) The average amount, per employee, of the taxable wages of all employees as reported to the Secretary for the first calendar quarter of the calendar year in which the exempt amount determination is made, to

(2) The average amount, per employee, of the taxable wages of all employees as reported to the Secretary for the first calendar quarter of the most recent calendar year in which an increase in the exempt amount was enacted or a determination resulting in such an increase was made, and (B) rounding the result of such multiplication: (1) to the next higher multiple of \$10 where such result is a multiple of \$5 but not of \$10, or (2) to the nearest multiple of \$10 in any other case.

(2) For purposes of paragraph (c) (1) of this section, "reported for the first calendar quarter" means reported for such first calendar quarter and posted to the earnings records by the Secretary on or before the last day of the Social Security Administration's quarterly updating operations in September of that same year. Earnings items received or posted thereafter are not counted even though they pertain to the first quarter.

3. Section 404.1049 is added, reading as follows:

**§ 404.1049 Contribution and benefit base after 1974.**

(a) *Method of determining contribution and benefit base (maximum creditable remuneration) after 1974.* The contribution and benefit base as determined after 1974 pursuant to section 230 of the Act with respect to remuneration paid after (and taxable years beginning after) any calendar year after 1974 for which an automatic cost-of-living increase in old-age, survivors, and disability insurance benefits is effective, is the larger of:

(1) The contribution and benefit base in effect for the calendar year in which

the determination of the contribution and benefit base is being made; or

(2) The amount determined by: (i) multiplying the contribution and benefit base which is in effect for the calendar year in which the determination of contribution and benefit base is being made by the ratio of:

(A) The average amount, per employee, of the taxable wages of all employees as reported to the Secretary for the first calendar quarter of such calendar year, to

(B) The average amount, per employee, of the taxable wages of all employees as reported to the Secretary for the first calendar quarter of the most recent calendar year in which an increase in the contribution and benefit base was enacted or a determination resulting in such an increase was made, and (ii) rounding the result of such multiplication: (A) to the next higher multiple of \$300 where such result is a multiple of \$150 but not of \$300, or (B) to the nearest multiple of \$300 in any other case.

(b) *Meaning of term "reported for the first calendar quarter".* For purposes of paragraph (a) (2) of this section, "reported for the first calendar quarter" means reported for such first calendar quarter and posted to earnings records by the Secretary on or before the last day of the Social Security Administration's quarterly updating operations in September of that same year. Earnings items received or posted thereafter are not counted even though they pertain to the first quarter.

4. Section 404.1068(b) and (c) are revised to read as follows:

**§ 404.1068 Self-employment income.**

(b) *Maximum self-employment income.* (1) The maximum self-employment income of an individual for any taxable year (whether a period of 12 months or less) is: (i) the excess of—

(A) For taxable years ending before 1955, \$3,600,

(B) For taxable years ending after 1954 and before 1959, \$4,200,

(C) For taxable years ending after 1953 and before 1966, \$4,800,

(D) For taxable years ending after 1965 and before 1968, \$6,600,

(E) For taxable years ending after 1967 and before 1972, \$7,800,

(F) For taxable years ending in 1972, \$9,000,

(G) For taxable years beginning in 1973 and for taxable years ending in 1973, \$10,800,

(H) For taxable years beginning in 1974, \$13,200,

(I) For taxable years beginning after 1974, an amount equal to the contribution and benefit base as determined under section 230 of the Act which is effective for such year,

(ii) over the amount of any wages (as defined in section 209 of the Act) paid to such individual in such taxable year.

(2) For example, if during the taxable year ending in 1968 no such wages are paid and the individual has \$8,000 of



[Regulation No. 50]

Subpart A—Grants for Health Care Rate Regulation

## PART 450—RESEARCH GRANTS AND CONTRACTS

## Grants for Health Care Rate Regulation

Section 1526 of the Public Health Service Act, as amended by section 3 of Pub. L. 93-641, the National Health Planning and Resources Development Act of 1974, authorizes the Secretary to support State agencies for the purpose of demonstrating the effectiveness of health care rate regulation. Congress provided that these State agencies be given financial assistance for the performance of this function. Section 1526 authorizes the Secretary to make grants under this section to as many as six State agencies.

The following regulations implement section 1526(a) by prescribing the initial requirements for eligibility to apply for a section 1526 grant and the manner in which such initial eligibility must be established.

An initial requirement for eligibility to apply for these grants under section 1526 is that the applicant be a State that is regulating health care rates as of July 4, 1975, or has indicated on or before that date that it intends to regulate such rates. Within the next few months, regulations will be published to further implement section 1526(a) and to implement sections 1526 (b)-(e) which will prescribe the method by which grants will be awarded pursuant to section 1526.

In June 1975, letters were sent to the Governors of the 50 States and the Commonwealth of Puerto Rico, and to the Mayor of the District of Columbia. The text of these letters asked each such individual to indicate by July 4, 1975, whether his jurisdiction (State, Commonwealth of Puerto Rico, or District of Columbia) was regulating health care rates or intended to regulate such rates. On July 3, 1975, the letter was published in the FEDERAL REGISTER (40 FR 28113). Since the jurisdictions have received actual notice as well as notice by publication in the FEDERAL REGISTER, and since these regulations are procedural in nature, good cause exists to make them effective upon publication.

These regulations are issued under the authority contained in section 1526(a) of the Public Health Service Act, as amended; 88 Stat. 2249; 43 U.S.C., 300m-5.

**Effective date.** The regulations shall be effective September 17, 1975.

Dated: September 11, 1975.

DAVID MATHEWS,  
Secretary of Health,  
Education, and Welfare.

Chapter III of Title 20 of the Code of Federal Regulations is amended by adding thereto a new Part 450 to read as follows:

## Secs.

- 450.101 Scope of subpart.  
450.103 Definitions and use of terms.  
450.105 Establishing eligibility to file application.

**AUTHORITY:** Section 1526(a) of the Public Health Service Act, as amended; 88 Stat. 2249; 42 U.S.C., 300m-5.

## § 450.101 Scope of subpart.

(a) Section 1526 of the Public Health Service Act, as amended by section 3 of Pub. L. 93-641, the National Health Planning and Resources Development Act of 1974, provides the Department of Health, Education, and Welfare with the authority to provide grants to State agencies for the purpose of demonstrating the effectiveness of health care rate regulation. Section 1526 provides:

## GRANTS FOR RATE REGULATION

"Sec. 1526. (a) For the purpose of demonstrating the effectiveness of State Agencies regulating rates for the provision of health care, the Secretary may make to a State Agency designated, under an agreement entered under section 1521(b)(3), for a State which (in accordance with regulations prescribed by the Secretary) has indicated an intent to regulate (not later than six months after the date of the enactment of this title) rates for the provision of health care within the State. Not more than six State Agencies may receive grants under this subsection.

(b)(1) A State Agency which receives a grant under subsection (a) shall—

(A) provide the Secretary satisfactory evidence that the State Agency has under State law the authority to carry out rate regulation functions in accordance with this section and provide the Secretary a current budget for the performance of such functions by it;

(B) set forth in such detail as the Secretary may prescribe the qualifications for personnel having responsibility in the performance of such functions, and shall have a professional staff for rate regulation, which staff shall be headed by a Director;

(C) provide for such methods of administration as found by the Secretary to be necessary for the proper and efficient administration of such functions;

(D) perform its functions in accordance with procedures established and published by it, which procedures shall conform to the requirements of section 1532;

(E) comply with the requirements prescribed by paragraphs (6) through (12) of section 1522(b) with respect to the functions prescribed by subsection (a);

(F) provide for the establishment of a procedure under which the State Agency will obtain the recommendation of the appropriate health systems agency prior to conducting a review of the rates charged or proposed to be charged for services; and

(G) meet such other requirements as the Secretary may prescribe.

(2) In prescribing requirements under paragraph (1) of this subsection, the Secretary shall consider the manner in which a State Agency shall perform its functions under a grant under subsection (a), including whether the State Agency should—

(A) permit those engaged in the delivery of health services to retain savings accruing to them from effective management and cost control,

net earnings from self-employment, he has \$7,800 of self-employment income for such taxable year. If, in addition to having \$8,000 of net earnings from self-employment, such individual is paid \$1,000 of such wages, he has only \$6,800 of self-employment income for the taxable year.

(3) For the purpose of the limitation described in paragraph (b)(1) of this section, the term "wages" includes such remuneration paid to an employee for services covered by:

(i) An agreement entered into pursuant to section 218 of the Act, which section provides for extension of the Federal old-age, survivors, and disability insurance system to State and local government employees under voluntary agreements between the States and the Secretary of Health, Education, and Welfare; or

(ii) An agreement entered into pursuant to the provisions of section 3121 (1) of the Internal Revenue Code of 1954, relating to coverage of citizens of the United States who are employees of foreign subsidiaries of domestic corporations, as would be wages under section 209 of the Act if such services constituted employment under section 210(a) of the Act. For an explanation of the term "wages," see §§ 404.1026 and 404.1027.

(c) **Minimum net earnings from self-employment.** Self-employment income does not include the net earnings from self-employment of an individual when the amount of such earnings for the taxable year is less than \$400. Thus, an individual having only \$300 of net earnings from self-employment for the taxable year would not have any self-employment income. However, an individual having net earnings from self-employment of \$400 or more for the taxable year may have less than \$400 of self-employment income. This could occur in a case in which the amount of the individual's net earnings from self-employment is \$400 or more for a taxable year and the amount of such net earnings from self-employment plus the amount of the wages paid to the individual during that taxable year exceed an amount equal to the contribution and benefit base as determined under section 230 of the Act for taxable years beginning after 1974 (\$3,600 for taxable years ending before 1955, \$4,200 for taxable years ending after 1954 and before 1959, \$4,800 for taxable years ending after 1958 and before 1966, or \$6,600 for taxable years ending after 1965 and before 1968, \$7,800 for taxable years ending after 1967 and before 1972, \$9,000 for taxable years ending in 1972, \$10,800 for taxable years beginning in 1973 and for taxable years ending in 1973, \$13,200 for taxable years beginning in 1974). For example, if an individual has net earnings from self-employment of \$1,000 for 1974 and also is paid wages of \$12,900 during that taxable year, his self-employment income for that taxable year is \$300.

[FR Doc. 75-24690 Filed 9-16-75; 8:45 am]



(B) create incentives at each point in the delivery of health services for utilization of the most economical modes of services feasible.

(C) document the need for and cost implications of each new service for which a determination of reimbursement rates is sought, and

(D) employ for each type or class of person engaged in the delivery of health services—

(1) a unit for determining the reimbursement rates, and

(2) a base for determining rates of change in the reimbursement rates,

which unit and base are satisfactory to the Secretary.

(c) Grants under subsection (a) shall be made on such terms and conditions as the Secretary may prescribe, except that (1) such a grant shall be available for obligation only during the one-year period beginning on the date such grant was made, and (2) no State Agency may receive more than three grants under subsection (a).

(d) Each State Agency which receives a grant under subsection (a) shall report to the Secretary (in such form and manner as he shall prescribe) on the effectiveness of the rate regulation program assisted by such grant. The Secretary shall report annually to the Congress on the effectiveness of the programs assisted by the grants authorized by subsection (a).

(e) There are authorized to be appropriated to make payments under grants under subsection (a), \$4,000,000 for the fiscal year ending June 30, 1975, \$5,000,000 for the fiscal year ending June 30, 1976, and \$6,000,000 for the fiscal year ending June 30, 1977.

(b) Grants will be made to those State Agencies which meet the requirements set forth in section 1526 and regulations implementing that section.

(c) Subsection (a) of section 1526 prescribes the method by which a State must establish its eligibility to file an application for grants under Section 1526.

#### § 405.103 Definitions and use of terms.

(a) "Act" refers to the Public Health Service Act, as amended by section 3 of Pub. L. 93-641.

(b) "Secretary" means the Secretary of the Department of Health, Education, and Welfare or his designee.

(c) "State," unless otherwise indicated, includes each of the 50 States, the District of Columbia, and the Commonwealth of Puerto Rico.

(d) "State Agency" means a State agency designated under an agreement entered into under section 1521(b)(3) of the Public Health Service Act, as amended.

(e) "Grant" shall mean an award of funds pursuant to Subpart A of Regulations No. 50 based upon an application approved thereunder for the purpose of carrying out activities approved under that subpart.

#### § 450.105 Establishing eligibility to file application.

(a) The Secretary shall, by notice forwarded to the chief administrative official of each State, invite each State to indicate that it intends to regulate health care rates. All States (as defined in § 450.103(c)) shall be eligible to make this indication. Any State wishing to become eligible to file an application for

funding under Section 1526 shall respond to that notice in a writing dispatched to the Secretary or his designee no later than July 4, 1975. If the State responds by letter, any letter postmarked on or before July 4, 1975, will be considered as meeting the requirements of this section.

(b) States which are regulating rates as of July 4, 1975, but which do not respond to the Secretary's letter, will be considered to have indicated intent to regulate rates for purposes of Section 1526(a).

(c) In order to be eligible to file an application for a grant under Section 1526, a State must be regulating rates as of July 4, 1975, or have indicated by July 4, 1975, an intent to regulate rates.

[FR Doc. 75-24691 Filed 9-16-75; 8:45 am]

### Title 21—Food and Drugs

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

[Docket No. 75P-0210]

#### PART 29—FRUIT BUTTERS, FRUIT JEL-LIES, FRUIT PRESERVES, AND RELATED PRODUCTS

##### Fruit Butter Revised Standard

###### Correction

In FR Doc. 75-22988 appearing at page 39855 in the issue for August 29, 1975, on page 39855 in the third column, in the last two lines of the first full paragraph and on page 39856, in the third column, the fourth line of the last paragraph, the date now reading "September 29, 1975" should be changed to read "September 30, 1975."

#### FOOD AND FOOD PRODUCTS AND ANIMAL DRUGS, FEEDS, AND RELATED PRODUCTS

##### Poloxalene

###### Correction

In FR Doc. 75-22992 appearing at page 39857, in the issue for Friday, August 29, 1975 in the first column in § 121.295(b) the word "as" in fifth line should be changed to read "at".

#### CHAPTER II—DRUG ENFORCEMENT ADMINISTRATION, DEPARTMENT OF JUSTICE

#### PART 1304—RECORDS AND REPORTS OF REGISTRANTS

##### Poppy Straw; Authority To Import; Reporting Requirements

The Acting Administrator of the Drug Enforcement Administration issued a notice on July 9, 1975 (40 F.R. 30117-18, July 17, 1975) which declared that supplies of raw materials for the production of narcotic drugs are inadequate and has resulted in an emergency sufficient to justify the importation of poppy straw into the United States for the production of narcotic drugs. Additionally, the notice proposed to amend § 1304.42 of Title 21 of the Code of Federal Regulations in order to subject

poppy straw to the reporting requirements provided thereby.

The notice invited all interested persons to submit comments and objections, if any, to the above proposal. Such comments and objections were to have been submitted no later than August 21, 1975. None have been received.

Therefore, under the authority vested in the Attorney General by §§ 301, 501 (b), and 1002 of the Comprehensive Drug Abuse Prevention and Control Act of 1970 (21 U.S.C. 821, 871(b) and 952, respectively) and delegated to the Administrator of the Drug Enforcement Administration by § 0.100 of Title 28 of the Code of Federal Regulations, and further, having been duly designated as Acting Administrator by Order No. 607-75 of the Attorney General, dated May 30, 1975, in accordance with the authority stated therein, and pursuant to the authority delegated to the Acting Administrator by § 0.132(d) of Title 28 of the Code of Federal Regulations, the Acting Administrator of the Drug Enforcement Administration hereby orders that § 1304.42 of Title 21 of the Code of Federal Regulations be amended by revising paragraphs (a) through (g) as follows:

§ 1304.42 Reports from manufacturers importing poppy straw or concentrate of poppy straw.

(a) Every manufacturer importing poppy straw or concentrate of poppy straw shall submit in addition to Form 333, Form DEA 247(c) accounting for the importation and for all manufacturing operations performed between importation and the production in bulk of finished marketable products, standardized in accordance with the U.S. Pharmacopeia, National Formulary, or other recognized medical standards. Subsequent manufacture from such products, including bottling or packaging operations, shall be accounted for in the returns on DEA Form 333 (§ 1304.38) and its supplements. DEA Form 247(c) shall be submitted quarterly to the Regulatory Investigations Section, Drug Enforcement Administration, Department of Justice, Washington, D.C. 20537, on or before the 15th day of the month immediately following the period for which it is submitted.

(b) The report of manufacture from poppy straw or concentrate of poppy straw shall consist of summaries with supporting detail sheets accounting for original manufacture from poppy straw to concentrate, and from concentrate of poppy straw, production from morphine for further manufacture and also accounting for all stocks of poppy straw, concentrate of poppy straw, morphine for further manufacture and other crude alkaloids.

(c) The detail sheets (DEA 247(c)) supporting the summary of manufacture from poppy straw or concentrate of poppy straw shall show separately the amount of poppy straw or concentrate imported, the poppy straw used for production of concentrate, the concentrate used for extraction of alkaloids, subsequent manufacture from those alkaloids



and the inventory of poppy straw and concentrate of poppy straw at the close of the reporting period.

(d) Upon importation of poppy straw or concentrate of poppy straw, samples will be selected and assays made by the importing manufacturer in a manner and according to a method previously approved by DEA. Where final assay data is not determined at the time of rendering report, the report shall be made on the basis of the best data available, subject to adjustment, and the necessary adjusting entries shall be made on the next report.

(e) Upon withdrawal of poppy straw or concentrate of poppy straw from Customs custody, the importing manufacturer shall assign to each lot or container an identification number by which the poppy straw or concentrate will be associated with the lot assay and identified in reports.

(f) Where factory procedure is such that partial withdrawals of poppy straw or concentrate are made from individual containers, there shall be attached to each container a stock record card on which shall be kept a complete record of all withdrawals therefrom.

(g) Concentrate of poppy straw and derivatives produced for exclusive use in further manufacturing purposes shall be reported produced when they come into existence in that form in which they are to be so used. Alkaloids or derivatives produced exclusively for distribution shall be reported as produced when manufacture has actually been completed and the finished marketable product ready for packaging and distribution. Such products shall be regarded as ready for packaging and distribution as soon as all processing other than mere packaging has been completed. Products manufactured partly for distribution and partly for use in further manufacture will be reported produced as soon as manufacture is complete and they are ready either for use in further manufacture or for packaging for distribution.

The Acting Administrator, in his notice issued on July 9, 1975, stated that inadequate supplies of concentrate of poppy straw created an emergency situation with respect to domestic narcotics manufacture, and required immediate measures. The immediate measure invoked by the Acting Administrator in that notice was to declare that such emergency justified authorizing the importation of poppy straw, and that it should be subjected to the same reporting requirements as presently exist for concentrate of poppy straw.

This immediate measure of authorizing the importation of poppy straw requires prompt implementation of the present order imposing reporting requirements on that controlled substance. Therefore, the Acting Administrator hereby finds that the above constitutes good cause for ordering that the present

order amending 21 CFR 1304.42 be effective on September 17, 1975.

Dated: September 11, 1975.

HENRY S. DOGIN,  
Acting Administrator,  
Drug Enforcement Administration.  
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Title 23—Highways

CHAPTER I—FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

PART 633—REQUIRED CONTRACT PROVISIONS

Federal-Aid Construction Contracts (Other Than Appalachian Contracts)

The purpose of this document is to amend the Federal-aid to highways rules regarding required contract provisions to reflect new requirements of the U.S. Environmental Protection Agency pursuant to the Clean Air Act and the Federal Water Pollution Control Act and to bring certain citations up to date.

The regulations, originally published in the FEDERAL REGISTER on Monday, June 10, 1974, (39 FR 20371-20376), are hereby amended to incorporate the requirements of the U.S. Environmental Protection Agency (40 CFR, Part 15) with respect to the Clean Air Act and the Federal Water Pollution Control Act, and to change certain citations.

1. Table of sections. The title of § 633.107 is changed to read as follows:

Sec. 633.107 Implementation of the Clean Air Act and the Federal Water Pollution Control Act.

2. § 633.101 is revised to read as follows:

§ 633.101 Purpose.

The purpose of the regulation in this subpart is to prescribe, for Federal-aid construction contracts, required contract provisions covering employment, record of materials and supplies, subletting or assigning the contract, safety, false statements concerning highway projects, termination of contract, and implementation of the Clean Air Act and the Federal Water Pollution Control Act, and to prescribe Federal-aid proposal notices relative to nonsegregated facilities and implementation of the Clean Air Act and the Federal Water Pollution Control Act.

3. The first and second sentences of § 633.104 are revised to read as follows:

§ 633.104 Subletting or Assigning the Contract.

The subcontracting limitations set forth in 23 CFR 635.113(b) are included in Appendix A. Exceptions to such limitations to permit a great percentage of work to be subcontracted may be authorized as provided in 23 CFR 635.113(d). \* \* \*

4. § 633.105 is revised to read as follows:

§ 633.105 Notices to Prospective Federal-Aid Construction Contractors (Appendix B).

The State Highway Department shall include the notices concerning "Certification of Nonsegregated Facilities" and "Implementation of Clean Air Act and Federal Water Pollution Control Act", set forth in Appendix B, in all future bidding proposals for Federal-aid highway construction projects.

5. § 633.107 is revised to read as follows:

§ 633.107 Implementation of the Clean Air Act and Federal Water Pollution Control Act.

Pursuant to regulations of the United States Environmental Protection Agency (40 CFR Part 15) implementing requirements with respect to the Clean Air Act and Federal Water Pollution Control Act are included in Appendix A.

6. Appendix A to subpart A of 23 CFR Part 633 is revised to read as follows:

APPENDIX A—REQUIRED CONTRACT PROVISIONS, FEDERAL-AID CONSTRUCTION CONTRACTS (EXCLUSIVE OF CERTIFICATION ACCEPTANCE AND APPALACHIAN CONTRACTS)

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I. APPLICATION

1. These contract provisions shall apply to all work performed on the contract by the contractor with his own organization and with the assistance of workmen under his immediate superintendence and to all work performed on the contract by piecework, station work or by subcontract.

2. The contractor shall insert in each of his subcontracts all of the stipulations contained in these Required Contract Provisions and also a clause requiring his subcontractors to include these Required Contract Provisions in any lower tier subcontracts which they may enter into, together with a clause requiring the inclusion of these provisions in any further subcontracts that may in turn be made. The Required Contract Provisions shall in no instance be incorporated by reference.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be grounds for termination of the contract.

4. A breach of the following clauses may also be grounds for debarment as provided in 29 CFR 5.6(b):

- Section 1, paragraph 2;
- Section IV, paragraphs 1, 2, 3, 5 and 7;
- Section V, paragraphs 1, 5a, 5b, and 5d.

II. EQUAL OPPORTUNITY

1. Selection of Labor: During the performance of this contract, the contractor



shall not discriminate against labor from any other State, possession or territory of the United States.

2. **Employment Practices:** During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contract will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.

c. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations (41 CFR, Part 60) and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally-assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with liti-

gation with a subcontractor or vendor as a result of such direction by the Federal Highway Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

3. **Selection of Subcontractors, Procurement of Materials, and Leasing of Equipment:** During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

a. **Compliance With Regulations:** The contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

b. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.3 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

c. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, sex or national origin.

d. **Information and Reports:** The contractor shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the State highway department or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the State highway department, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. **Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the State highway department shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(1) withholding of payments to the contractor under the contract until the contractor complies, and/or

(2) cancellation, termination or suspension of the contract, in whole or in part.

f. **Incorporation of Provisions:** The contractor shall include the provision of this paragraph 3 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the State highway department or the Federal Highway Administration may direct as

a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State highway department to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

### III. NONSEGREGATED FACILITIES

(Applicable to Federal-aid construction contracts and related subcontracts exceeding \$10,000 which are not exempt from the Equal Opportunity clause.)

By submission of this bid, the execution of this contract or subcontract, or the consummation of this material supply agreement, as appropriate, the bidder, Federal-aid construction contractor, subcontractor, or material supplier, as appropriate, certifies that he does not maintain or provide for his employees any segregated facilities at any of his establishments, and that he does not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. He certifies further that he will not maintain or provide for his employees any segregated facilities at any of his establishments, and that he will not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. He agrees that a breach of this certification is a violation of the Equal Opportunity clause in this contract. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, timeclocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive or are in fact segregated on the basis of race, creed, color, or national origin, because of habit, local custom, or otherwise. He agrees that (except where he has obtained identical certifications from proposed subcontractors and material suppliers for specific time periods), he will obtain identical certification from proposed subcontractors or material suppliers prior to the award of subcontracts or the consummation of material supply agreements, exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity clause, and that he will retain such certifications in his files.

### IV. PAYMENT OF PREDETERMINED MINIMUM WAGES

#### 1. General

All mechanics and laborers employed or working upon the site of the work will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR, Part 3)), the full amounts due at time of payment computed at wage rates not less than those contained in the wage determination decision of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics; and the wage determination decision shall be posted by the contractor at the site of the work in a prominent place where it can be easily seen by the workers. For the purpose of this clause, contributions made or costs reason-



ably anticipated under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of Section IV, paragraph 3b, hereof. Also for the purpose of this clause, regular contributions made or costs incurred for more than a weekly period under plans, funds, or programs, but covering the particular weekly period, are deemed to be constructively made or incurred during such weekly period.

2. *Classification:* a. The State highway department contracting officer shall require that any class of laborers or mechanics, including apprentices and trainees, which is not listed in the wage determination and which is to be employed under the contract, shall be classified or reclassified conformably to the wage determination, and a report of the action taken shall be sent by the State highway department contracting officer to the Secretary of Labor.

b. In the event the interested parties cannot agree on the proper classification or reclassification of a particular class of laborers and mechanics, including apprentices and trainees, to be used, the question accompanied by the recommendation of the State highway department contracting officer shall be referred to the Secretary for final determination.

3. *Payment of Fringe Benefits:* a. The State highway department contracting officer shall require, whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly wage rate and the contractor is obligated to pay a cash equivalent of such a fringe benefit, an hourly cash equivalent thereof to be established. In the event the interested parties cannot agree upon a cash equivalent of the fringe benefit, the question, accompanied by the recommendation of the contracting officer, shall be referred to the Secretary of Labor for determination.

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b. If the contractor does not make payments to a trustee or other third person, he may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing benefits under a plan or program of a type expressly listed in the wage determination decision of the Secretary of Labor which is a part of this contract: *Provided, however,* the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

4. *Payment of Excess Wages:* While the wage rates shown are the minimum rates required by the contract to be paid during its life, this is not a representation that labor can be obtained at these rates. No increase in the contract price shall be allowed or authorized on account of the payment of wage rates in excess of those listed herein.

5. *Apprentices and Trainees (Programs of Department of Labor):* a. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training, or with a State Apprenticeship Agency recognized by the Bureau, or if a person is employed in his first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training

or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen in any craft classification shall not be greater than the ratio permitted to the contractor as to his entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not a trainee as defined in 29 CFR 5.2(c)(2) or is not registered or otherwise employed as stated above, shall be paid the wage rate determined by the Secretary of Labor for the classification of work he actually performed. The contractor or subcontractor will be required to furnish to the State highway agency or to a representative of the Wage-Hour Division of the U.S. Department of Labor written evidence of the registration of his program and apprentices as well as the appropriate ratios and wage rates (expressed in percentages of the journeyman hourly rates), for the area of construction prior to using any apprentices on the contract work. The wage rate paid apprentices shall be not less than the appropriate percentage of the journeyman's rate contained in the applicable wage determination.

b. Trainees, except as provided in 29 CFR 5.15, will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification, by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training. The ratio of trainees to journeymen shall not be greater than permitted under the plan approved by the Bureau of Apprenticeship and Training. Every trainee must be paid at not less than the rate specified in the approved program for his level of progress. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Bureau of Apprenticeship and Training shall be paid not less than the wage rate determined by the Secretary of Labor for the classification of work he actually performed. The contractor or subcontractor will be required to furnish the State highway agency or a representative of the Wage-Hour Division of the U.S. Department of Labor written evidence of the certification of his program, the registration of the trainees, and the ratios and wage rates prescribed in that program. In the event the Bureau of Apprenticeship and Training withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. The utilization of apprentices, trainees and journeymen shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR Part 30.

6. *Apprentices and Trainees (Programs of Department of Transportation):* Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting equal employment opportunity in connection with Federal-aid highway construction programs are not subject to the requirements of Section IV, paragraph 5 above. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs.

7. *Overtime Requirements:* No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers, mechanics, watchmen or guards (including apprentices and trainees described in paragraphs 5 and 6 above) shall require or permit any laborer,

mechanic, watchman or guard in any workweek in which he is employed on such work, to work in excess of eight hours in any calendar day or in excess of forty hours in such workweek unless such laborer, mechanic, watchman or guard receives compensation at a rate not less than one and one-half times his basic rate of pay for all hours worked in excess of eight hours in any calendar day or in excess of forty hours in such workweek, as the case may be.

8. *Violations: Liability for unpaid wages; liquidated damages:* In the event of any violation of the clause set forth in paragraph 7, the contractor and any subcontractor responsible therefore shall be liable to any affected employee for his unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer, mechanic, watchman or guard employed in violation of the clause set forth in paragraph 7, in the sum of \$10 for each calendar day on which such employee was required or permitted to work in excess of eight hours or in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 7.

9. *Withholding for unpaid wages:* The State highway department contracting officer may withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to pay laborers, mechanics (including apprentices and trainees) watchmen or guards employed by the contractor or any subcontractor on the work the full amount of wages required by the contract. In the event of failure to pay any laborer, mechanic, (including apprentices and trainees) watchman or guard employed or working on the site of the work, all or part of the wages required by the contract, the State highway department contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

10. *Withholding for liquidated damages:* The State highway department contracting officer may withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor, such sums as may administratively be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for liquidated damages as provided in the clause set forth in paragraph 8.

#### V. STATEMENTS AND PAYROLLS

1. *Compliance with Copeland Regulation (29 CFR, Part 3):* The contractor shall comply with the Copeland Regulations (29 CFR, Part 3) of the Secretary of Labor which are herein incorporated by reference.

2. *Weekly statement:* Each contractor or subcontractor shall furnish each week a statement to the State highway department resident engineer with respect to the wages paid each of its employees, (including apprentices and trainees described in Section IV, paragraphs 5 and 6, and watchmen and guards) engaged on work covered by the Copeland Regulations during the preceding weekly payroll period. The statement shall be executed by the contractor or subcontractor or by an authorized officer or employee of the contractor or subcontractor who supervises the payment of wages. Contractors and subcontractors must use the certification set forth on U.S. Department



of Labor Form WH-348, or the same certification appearing on the reverse of Optional U.S. Department of Labor Form WH-347, or on any form with identical wording.

3. *Final labor summary:* The contractor and each subcontractor shall furnish, upon the completion of the contract, a summary of all employment, indicating, for the completed project, the total hours worked and the total amount earned. This data shall be submitted to the State highway department resident engineer on Form PR-47 together with the data required in Section VI, hereof, relative to materials and supplies. The provisions of this paragraph are not applicable to contracts for secondary highways or contracts financed solely with funds provided by the Highway Beautification Act of 1965, as amended.

4. *Final certificate:* Upon completion of the contract, the contractor shall submit to the State highway department contracting officer, for transmission to the Federal Highway Administration with the voucher for final payment for any work performed under the contract, a certificate concerning wages and classifications for laborers, mechanics, watchmen and guards employed on the project, in the following form:

The undersigned, contractor on

(Project No.)

hereby certifies that all laborers, mechanics, apprentices, trainees, watchmen and guards employed by him or by any subcontractor performing work under the contract on the project have been paid wages at rates not less than those required by the contract provisions, and that the work performed by each such laborer, mechanic, apprentice or trainee conformed to the classification set forth in the contract or training program provisions applicable to the wage rate paid.

Signature and title

5. *Payrolls and payroll records:* a. Payrolls and basic records relating thereto will be maintained during the course of the work and preserved for a period of three years thereafter for all laborers, mechanics, apprentices, trainees, watchmen and guards working at the site of the work.

b. The payroll records shall contain the name, social security number and address of each such employee, his correct classification, rates of pay (including rates of contributions or costs anticipated of the types described in section 1(b)(2) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor, pursuant to Section IV, paragraph 3b, has found that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2) (B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual costs incurred in providing such benefits.

c. The payrolls shall contain the following information:

(1) The employee's full name, address and social security number. (The employee's full name and social security number need only appear on the first payroll on which his name appears. The employee's address need only be shown on the first submitted payroll on

which the employee's name appears, unless a change of address necessitates a submittal to reflect the new address.)

(2) The employee's classification.

(3) Entries indicating the employee's basic hourly wage rate and, where applicable, the overtime hourly wage rate. The payroll should indicate separately the amounts of employee and employer contributions to fringe benefit funds and/or programs. Any fringe benefits paid to the employee in cash must be indicated. There is no prescribed or mandatory form for showing the above information on payrolls.

(4) The employee's daily and weekly hours worked in each classification, including actual overtime hours worked (not adjusted).

(5) The itemized deductions made and

(6) The net wages paid.

d. The contractor will submit weekly a copy of all payrolls to the State highway department resident engineer. The copy shall be accompanied by a statement signed by the employer or his agent indicating that the payrolls are correct and complete, that the wage rates contained therein are not less than those determined by the Secretary of Labor and that the classifications set forth for each laborer or mechanic conform with the work he performed. Submission of a weekly statement which is required under this contract by Section V, paragraph 2, and the Copeland Regulations of the Secretary of Labor (29 CFR, Part 3) and the filing with the initial payroll or any subsequent payroll of a copy of any findings by the Secretary of Labor pursuant to Section IV, paragraph 3b, shall satisfy this requirement. The prime contractor shall be responsible for the submission of copies of payrolls of all subcontractors. The contractor will make the records required under the labor standards clauses of the contract available for inspection by authorized representatives of the State highway department, the Federal Highway Administration and the Department of Labor, and will permit such representatives to interview employees during working hours on the job.

e. The wages of labor shall be paid in legal tender of the United States, except that this condition will be considered satisfied if payment is made by negotiable check, on a solvent bank, which may be cashed readily by the employee in the local community for the full amount, without discount or collection charges of any kind. Where checks are used for payment, the contractor shall make all necessary arrangements for them to be cashed and shall give information regarding such arrangements.

f. No fee of any kind shall be asked or accepted by the contractor or any of his agents from any person as a condition of employment on the project.

g. No laborers shall be charged for any tools used in performing their respective duties except for reasonably avoidable loss or damage thereto.

h. Every employee on the work covered by this contract shall be permitted to lodge, board and trade where and with whom he elects and neither the contractor nor his agents, nor his employees shall, directly or indirectly, require as a condition of employment that an employee shall lodge, board or trade at a particular place or with a particular person.

i. No charge shall be made for any transportation furnished by the contractor, or his agents, to any person employed on the work.

J. No individual shall be employed as a laborer or mechanic on this contract except on a wage basis, but this shall not be construed to prohibit the rental of teams, trucks, or other equipment from individuals.

#### VI. RECORD OF MATERIALS, SUPPLIES AND LABOR

1. The provisions in this section are applicable to all contracts except contracts for secondary highways and contracts financed solely with funds provided by the Highway Beautification Act of 1965, as amended.

2. The contractor shall maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed on Form PR-47 and in the units shown. Upon completion of the contract, this record, together with the final labor summary required in Section V, paragraph 3, hereof, shall be transmitted to the State highway department resident engineer for the project on Form PR-47 in accordance with instructions attached thereto, which will be furnished for this purpose upon request. The quantities for the listed items shall be reported separately for roadway and for structures over 20 feet long as measured along the centerline of the roadway.

3. The contractor shall become familiar with the list of specific materials and supplies contained in Form PR-47 prior to the commencement of work under this contract. Any additional materials information required will be solicited through revisions of Form PR-47 with attendant explanations.

4. Where subcontractors are involved the contractor shall submit either a single report covering work both by himself and all his subcontractors, or he may submit separate reports for himself and for each of his subcontractors.

#### VII. SUBLETTING OR ASSIGNING THE CONTRACT

1. The contractor shall perform with his own organization contract work amounting to not less than 50 percent of the original total contract price, except that any items designated by the State as "Specialty Items" may be performed by subcontract and the amount of any such "Specialty Items" so performed may be deducted from the original total contract price before computing the amount of work required to be performed by the contractor with his own organization.

a. "His own organization" shall be construed to include only workmen employed and paid directly by the prime contractor and equipment owner or rented by him, with or without operators.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, craftsmanship or equipment not ordinarily available in contracting organizations qualified to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. In addition to the 50 percent requirement set forth in paragraph 1 above, the contractor shall furnish (a) a competent superintendent or foreman who is employed by him, who has full authority to direct performance of the work in accordance with the contract requirements, and who is in charge of all construction operations (regardless of who performs the work), and (b) such other of his own organizational capability and responsibility (supervision, management, and engineering services) as the State highway department contracting officer determines is necessary to assure the performance of the contract.

3. The contract amount upon which the 50 percent requirement set forth in paragraph 1 is computed includes the cost of materials and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

4. Any items that have been selected as "Specialty Items" for the contract are listed



as such in the Special Provisions, bid schedule, or elsewhere in the contract documents.

5. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the State highway department contracting officer, or his authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Request for permission to sublet, assign, or otherwise dispose of any portion of the contract shall be in writing and accompanied by (a) a showing that the organization which will perform the work is particularly experienced and equipped for such work, and (b) an assurance by the contractor that the labor standards provisions set forth in this contract shall apply to labor performed on all work encompassed by the request.

#### VIII. SAFETY; ACCIDENT PREVENTION

In the performance of this contract, the contractor shall comply with all applicable Federal, State and local laws governing safety, health and sanitation. The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions, on his own responsibility, or as the State highway department contracting officer may determine, reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

It is a condition of this contract, and shall be made a condition of each subcontract entered into pursuant to this contract, that the contractor and any subcontractor shall not require any laborer or mechanic employed in performance of the contract to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous to his health or safety, as determined under construction safety and health standards (Title 29, Code of Federal Regulations, Part 1926, formerly Part 1518, as revised from time to time), promulgated by the United States Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (83 Stat. 96).

#### IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, the following notice shall be posted on each Federal-aid highway project in one or more places where it is readily available to all personnel concerned with the project:

#### NOTICE TO ALL PERSONNEL ENGAGED ON FEDERAL-AID HIGHWAY PROJECTS

Title 18, United States Code, Section 1020, reads as follows:  
"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or

to be used, or the quantity or quality of the work performed or to be performed, or the costs thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

"Whoever knowingly makes any false statement, false representation, false report, or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

"Whoever knowingly makes any false statement or false representation as to a material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-Aid Road Act approved July 1, 1916 (39 Stat. 355), as amended and supplemented;

"Shall be fined not more than \$10,000 or imprisoned not more than five years, or both."

#### X. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED \$100,000)

1. The contractor stipulates that any facility to be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub. L. 91-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Pub. L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 C.F.R., Part 15), is not listed, on the date of contract award, on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities Pursuant to 40 C.F.R. 15.20.

2. The contractor agrees to comply with all the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act and all regulations and guidelines listed thereunder.

3. The contractor shall promptly notify the State highway department of the receipt of any communication from the Director, Office of Federal Activities, EPA, indicating that a facility to be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

4. The contractor agrees to include or cause to be included the requirements of subparagraphs 1 through 4 of this paragraph X in every nonexempt subcontract, and further agrees to take such action as the Government may direct as a means of enforcing such requirements.

7. Appendix B to subpart A of 23 C.F.R. part 633 is revised to read as follows:

#### APPENDIX B—FEDERAL-AID PROPOSAL NOTICES, NOTICES TO PROSPECTIVE FEDERAL-AID CONSTRUCTION CONTRACTORS

##### 1. CERTIFICATION OF NONSEGREGATED FACILITIES.

a. A certification of Nonsegregated Facilities, as required by the May 9, 1967, Order of the Secretary of Labor (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities (is included in the proposal and must be submitted prior to the award of a Federal-aid highway construction contract exceeding \$10,000 which is not exempt from the provisions of the Equal Opportunity clause).

b. Bidders are cautioned as follows: By signing this bid, the bidder will be deemed to have signed and agreed to the provisions of the "Certification of Nonsegregated Facilities" in this proposal. This certification provides that the bidder does not maintain or

provide for his employees facilities which are segregated on a basis of race, creed, color, or national origin, whether such facilities are segregated by directive or on a de facto basis. The certification also provides that the bidder will not maintain such segregated facilities.

c. Bidders receiving Federal-aid highway construction contract awards exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity clause, will be required to provide for the forwarding of the following notice to prospective subcontractors for construction contracts and material suppliers where the subcontracts or material supply agreements exceed \$10,000 and are not exempt from the provisions of the Equal Opportunity clause.

#### 2. NOTICE TO PROSPECTIVE SUBCONTRACTORS AND MATERIAL SUPPLIERS OF REQUIREMENT FOR CERTIFICATION OF NONSEGREGATED FACILITIES

a. A Certification of Nonsegregated Facilities as required by the May 9, 1967, Order of the Secretary of Labor (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, which is included in the proposal, or attached hereto, must be submitted by each subcontractor and material supplier prior to the award of the subcontract or consummation of a material supply agreement is such subcontract or agreement exceeds \$10,000 and is not exempt from the provisions of the Equal Opportunity clause.

b. Subcontractors and material suppliers are cautioned as follows: By signing the subcontract or entering into a material supply agreement, the subcontractor or material supplier will be deemed to have signed and agreed to the provisions of the "Certification of Nonsegregated Facilities" in the subcontract or material supply agreement. This certification provides that the subcontractor or material supplier does not maintain or provide for his employees facilities which are segregated on the basis of race, creed, color, or national origin, whether such facilities are segregated by directive or on a de facto basis. The certification also provides that the subcontractor or material supplier will not maintain such segregated facilities.

c. Subcontractors or material suppliers receiving subcontract awards or material supply agreements exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for construction contracts and materials suppliers where the subcontracts or material supply agreements exceed \$10,000 and are not exempt from the provisions of the Equal Opportunity clause.

#### 3. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

By signing this bid, the bidder will be deemed to have stipulated as follows:

a. That any facility to be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub. L. 91-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Pub. L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 C.F.R., Part 15), is not listed on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 C.F.R. 15.20.

b. That the State highway department shall be promptly notified prior to contract award of the receipt by the bidder of any communication from the Director, Office of Federal Activities, EPA, indicating that a facility to be utilized for the contract is under



consideration to be listed on the EPA List of Violating Facilities.

**Effective date.** The amendments will take effect on September 29, 1975.

Issued on: September 9, 1975.

L. P. LAMM,  
Acting Federal  
Highway Administrator.

[FR Doc. 75-24735; Filed 9-16-75; 8:45 a.m.]

#### Title 49—Transportation

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

[Docket No. 70-27; Notice 16]

#### PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

##### Hydraulic Brake Systems

This notice responds to three petitions for reconsideration of recent amendments of Standard No. 105-75, *Hydraulic brake systems*, 49 CFR 571.105-75 (40 FR 11584, March 12, 1975) (Notice 13). The petitions requested clarification of new language that specifies minimum control force application values (S5.1.4.3(a)(2) and S5.1.5.2(a)(2)) and objected to the NHTSA decision to defer for 1 year the requirement for a brake fluid level indicator in passenger cars.

Wagner Electric Corporation requested clarification of the description of minimum permissible control force application value, which reads, "A minimum of 10 pounds or 40 percent (whichever is greater) less than the average control force for the baseline check (but in no case less than 5 pounds)." Starting with a baseline value, the manufacturer must utilize the lower of two values which result when different amounts are subtracted from the baseline value. Because there is some ambiguity in the language used to describe these calculations, the NHTSA hereby revises the language to improve its clarity. The new wording in no way modifies the meaning of S5.1.4.3(a)(2) and S5.1.5.2(a)(2).

Ford Motor Company, Wagner, and Mercedes-Benz requested reconsideration of the decision to defer for 1 year the requirement of S5.3.1(b) that specifies a brake fluid level indicator. Ford and Wagner requested that the indicator be permanently deleted from the requirements in view of expense and reliability problems, claiming that its function is adequately served by the pressure differential warning that is also required by the standard.

The fluid level indicator detects and signals a loss of fluid from the system, whether the loss is swift or gradual. In the event of such a dangerous condition, the vehicle operator is warned early that braking function will be lost in the future. Unlike the pressure differential indicator, the fluid level indicator warns the operator before one subsystem is effectively depleted of all fluid, and permits a repair to be undertaken before braking is lost. The indicator would also signal leakage at a wheel cylinder which could contaminate brake linings and create a side-to-side imbalance in braking.

At the same time, the petitions raise questions about the reliability, availability, and cost of these devices that cannot be answered without further data. The NHTSA is in the process of gathering these data, and for this reason is unable to respond to these two petitions within the 120-day period established for actions on petitions for reconsideration. The NHTSA anticipates publication of its response no later than October 31, 1975.

Mercedes-Benz argued that the 1-year deferral of the brake fluid level indicator discriminated against those manufacturers who presently provide such a device to meet the present Standard No. 105 (49 CFR 571.105). As interpreted, Standard No. 105 specifies a pressure differential indicator (used by most manufacturers) or a fluid level indicator (used by Mercedes) to signal a complete hydraulic-type failure of a partial system. Mercedes asked that the new standard be modified to continue this manufacturer option until both systems are required, reasoning that either system provides an equal safety benefit.

As noted in the earlier discussion, a review of the benefits found in one warning indicator that are not found in the other demonstrates that there are separate and significant benefits in each warning. The new hydraulic brake standard specifies both warnings for this reason. The fluid level indicator was deferred only because of unresolved reliability and availability issues. The pressure differential indicator is a proven and available device which can be incorporated in vehicles at reasonable cost. While the NHTSA does not wish to encourage removal of Mercedes' fluid level indicator, it has decided that all passenger cars should be equipped with the pressure differential indicator. For these reasons, Mercedes' petition is denied.

In an area unrelated to the rulemaking which underlies this response to petitions for reconsideration, Toyota Motor Sales, Inc., has requested confirmation that S5.3.2 of the standard requires a check of the brake system indicator lamp function only when the transmission shift lever is in the "P" (park) or "N" (neutral) position (in the case of vehicles with automatic transmission). The literal wording of S5.3.2 requires a check of lamp function without regard to the position of the transmission shift lever, whenever the ignition switch is turned to the "on" position when the engine is not running, or when the ignition switch is in a position between "on" and "start" that is designated by the manufacturer as a check position. In the case of vehicles with an automatic transmission, however, this wording does not reflect the NHTSA's intent with respect to the check function. To properly reflect this intent, the language of S5.3.2 is hereby modified in accordance with Toyota's request. This is an interpretative ruling, adding no additional burden on any person, concerning which the NHTSA finds that notice and opportunity for comment are unnecessary, under provisions of the Administrative Procedures Act (5 U.S.C. § 553(b)(3)(A)).

In a separate area, the date of September 1, 1975, appearing in S7.4.2.1 of the standard is changed to January 1, 1976, to conform to the standard's new effective date.

In consideration of the foregoing, Standard No. 105-75 (49 CFR 571.105-75) is amended as follows:

1. The paragraphs numbered "(2)" in S5.1.4.3(a) and S5.1.5.2(a) are amended to read:

(2) A minimum of—

(a) The average control force for the baseline check minus 10 pounds, or

(b) The average control force for the baseline check times 0.60, whichever is lower (but in no case lower than 5 pounds).

(2) A new sentence is added at the end of S5.3.2 to read:

However, in vehicles equipped with an automatic transmission, the activation as a check of lamp function is not required when the transmission shift lever is in a forward or reverse drive position.

3. Section S7.4.2.1 is amended by replacing the date "September 1, 1975" with the date "January 1, 1976".

**Effective date:** September 17, 1975. Because this amendment relieves a restriction and imposes no additional burden on any person, it is found for good cause shown that an immediate effective date is in the public interest.

(Sec. 103, 119 Pub. L. 89-553, 80 Stat. 718 (15 U.S.C. 1302, 1407); Delegation of authority at 49 CFR 1.51).

Issued on September 11, 1975.

JAMES B. GREGORY,  
Administrator.

[FR Doc. 75-24771 Filed 9-15-75; 8:45 a.m.]

#### Title 24—Housing and Urban Development

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

[Docket No. FI-689]

#### PART 1914—AREAS ELIGIBLE FOR THE SALE OF INSURANCE

##### Status of Participating Communities

● **Purpose:** The purpose of this notice is to list those communities wherein the sale of flood insurance is authorized under the National Flood Insurance Program (42 U.S.C. 4001-4128). ●

Insurance policies can be obtained from any licensed property insurance agent or broker serving the eligible community, or from the National Flood Insurers Association servicing company for the state (addresses are published at 39 FR 26186-93). A list of servicing companies is also available from the Federal Insurance Administration (FIA), HUD, 451 Seventh Street, SW., Washington, D.C. 20410.

The Flood Disaster Protection Act of 1973 requires the purchase of flood insurance as a condition of receiving any form of Federal or Federally related financial assistance for acquisition or construction purposes in a flood plain area having special hazards within any community identified by the Secretary of Housing and Urban Development.



The requirement applies to all identified special flood hazard areas within the United States, and no such financial assistance can legally be provided for acquisition or construction in these areas unless the community has entered the program. Accordingly, for communities listed under this Part no such restriction exists, although insurance, if required, must be purchased.

The Federal Insurance Administrator finds that delayed effective dates would § 1914.4 List of Eligible Communities.

be contrary to the public interest. The Administrator also finds that notice and public procedure under 5 U.S.C. 553(b) are impracticable and unnecessary.

Section 1914.4 of Part 1914 of Subchapter B of Chapter X of Title 24 of the Code of Federal Regulations is amended by adding in alphabetical sequence new entries to the table. In each entry, a complete chronology of effective dates appears for each listed com-

munity. The date that appears in the fourth column of the table is provided in order to designate the effective date of the authorization of the sale of flood insurance in the area under the emergency or the regular flood insurance program. These dates serve notice only for the purposes of granting relief, and not for the application of sanctions, within the meaning of 5 U.S.C. 551. The entry reads as follows:

State	County	Location	Effective date of authorization of sale of flood insurance for area	Hazard area identified	State map repository	Local map repository
Alaska	Nome	Nome, city of	Sept. 11, 1975, emergency	June 28, 1974		
Colorado	Jefferson	Morrison, town of	do	Sept. 13, 1974		
New York	Schuyler	Catharine, town of	do	May 31, 1974		
Do	Chenango	New Berlin, village of	do	do		
Do	Otsego	Rich'eld Springs, village of	do	Nov. 15, 1974		
Do	Schoharie	Schoharie, village of	do	May 31, 1974		
Do	Hamilton	Speculator, village of	do	Dec. 6, 1974		
Do	Cayuga	Venice, town of	do	do		
Pennsylvania	Washington	South Franklin, township of	do	Jan. 3, 1975		
Do	Erie	Lake City, borough of	do	Jan. 17, 1975		
Do	Bradford	West Burlington, township of	do	Aug. 2, 1974		
Texas	Nolan	Sweetwater, city of	do	Oct. 18, 1974		
Utah	Wasatch	Midway, city of	do	June 28, 1974		
Vermont	Essex	Guildhall, town of	do	Aug. 16, 1974		
California	Los Angeles	Irwindale, city of	Sept. 12, 1975, emergency	June 28, 1974		
Do	Lesser	Susanville, city of	do	Feb. 1, 1974		
Florida	Suwannee	Bradford, town of	do	Jan. 9, 1974		
Illinois	Will	Channahon, village of	do	Mar. 29, 1974		
Iowa	Shelby	Unincorporated areas	do	do		
Michigan	Calhoun	Albion, township of	do	do		
Minnesota	Washington	Marine-on-St. Croix, village of	do	Mar. 15, 1975		
Missouri	Clay	Glensire, village of	do	June 14, 1974		
Montana	Lincoln	Eureka, town of	do	Aug. 22, 1975		
New York	Jefferson	Alexandria, town of	do	May 31, 1974		
Do	Delaware	Hamden, town of	do	June 28, 1974		
Do	Westchester	Lewisboro, town of	do	Nov. 1, 1974		
Do	Greene	Lexington, town of	do	Aug. 23, 1974		
Do	Broome	Lisle, village of	do	Aug. 9, 1974		
Do	Westchester	North Tarrytown, village of	do	Dec. 13, 1974		
Do	Dutchess	Rhinebeck, town of	do	Oct. 18, 1974		
Do	Schoharie	Richmondville, town of	do	Nov. 29, 1974		
Do	Cortland	Truxton, town of	do	Apr. 5, 1974		
Do	Lewis	Turin, town of	do	June 7, 1974		
Ohio	Clark	Enon, village of	do	do		
Do	Medina	Gloria Glens Park, village of	do	Mar. 15, 1974		
Do	Tuscarawas	Midvale, village of	do	Feb. 21, 1975		
Pennsylvania	Perry	Northest Madison, township of	do	do		
Do	Berks	Perry, township of	do	Sept. 13, 1974		
Do	Lycoming	Salladasburg, borough of	do	Aug. 9, 1974		
Tennessee	Hawkins	Rogersville, town of	do	Feb. 15, 1974		
Texas	Ochiltree and Lipscomb	Booker, city of	do	May 24, 1974		
Wisconsin	Milwaukee	St. Francis, city of	do	June 7, 1974 Apr. 4, 1975		

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968); effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended, 42 U.S.C. 4001-4128; and

Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969) as amended 39 FR 2787, Jan. 24, 1974.)

Issued: September 4, 1975.

FRANCIS V. REILLY,  
Acting Federal Insurance Administrator.

[FR Doc.75-24626 Filed 9-16-75;8:45 am]



[Docket No. FT 690]

## PART 1915—IDENTIFICATION OF SPECIAL HAZARD AREAS

## List of Communities With Special Hazard Areas

• Purpose: The purpose of this notice is the identification of communities with areas of special flood/ or mudslide/ or erosion hazards in accordance with Part 1915 of Title 24 of the Code of Federal Regulations as authorized by the National Flood Insurance Program (42 U.S.C. 4001-4128). The identification of such areas is to provide guidance so that communities may adopt appropriate flood plain management measures to minimize damage caused by flood losses and to guide future construction, where practicable, away from locations which are threatened by flood hazards. •

The Flood Disaster Protection Act of 1973 requires the purchase of flood insurance on and after March 2, 1974, as a condition of receiving any form of Federal or Federally related financial assistance for acquisition or construction purposes in an identified flood plain area having special flood hazards that is lo-

## § 1915.3 List of communities with special hazard areas.

ated within any community currently participating in the National Flood Insurance Program.

Effective July 1, 1975, or one year after the identification of the community as flood prone, whichever is later, the requirement will apply to all identified special flood hazard areas within the United States, so that, after that date, no such financial assistance can legally be provided for acquisition and construction in these areas unless the community has entered the program. The prohibition, however, does not apply to loans by a Federally regulated, insured, supervised or approved lending institution prior to January 1, 1976, to finance the acquisition of a previously occupied residential dwelling used as the primary residence of the owner.

The effective date of identification shall be October 17, 1975, or the date which appears in this notice, whichever is later.

This 30 day period does not supersede the statutory requirement that a community, whether or not participating in the program, be given the opportunity for a period of six months to establish

that it is not seriously flood prone or that such flood hazards as may have existed have been corrected by floodworks or other flood control methods. Effective July 1, 1975, the six months period shall be considered to begin 30 days after the date of publication in the FEDERAL REGISTER or the effective date of the Flood Hazard Boundary Map, whichever is later. Similarly, the one year period a community has to enter the program under Section 201(d) of the Flood Disaster Protection Act of 1973 shall be considered to begin 30 days after publication in the FEDERAL REGISTER or the effective date of the Flood Hazard Boundary Map, whichever is later.

Where several dates appear in the column set forth below marked Effective Date of Identification, the first date is the date of initial identification, and all other dates represent modification by additions or deletions to identified areas with special hazards.

Accordingly, § 1915.3 is amended by adding in alphabetical sequence a new entry to the table, which entry reads as follows:

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Alabama	Talladega	Sylacauga, city of	H 010190A 01 through H 010190A 06	Director, Alabama Development Office, State Office Bldg., 501 Dexter Ave., Montgomery, Ala. 36104. Commissioner, Alabama Insurance Department, Room 453, Administrative Bldg., Montgomery, Ala. 36104.	Mayor, Box 290, Sylacauga, Ala. 35150.	Nov. 23, 1974.
Arkansas	Union	Callon, city of	H 050206A 01	Director, Division of Soil and Water Resources, State Department of Commerce, 1920 West Capitol Ave., Little Rock, Ark. 72201. Commissioner, Arkansas Insurance Department, 400 University Tower Bldg., Little Rock, Ark. 72204.	City of Callon, c/o Spencer and Spencer Law Offices, 305 North Washington Ave., El Dorado, Ark. 71730.	Apr. 12, 1974. Sept. 19, 1975.
California	Orange	Irvine, city of	H 060222A 01 through H 060222A 15	Director, Department of Water Resources, P.O. Box 388, Sacramento, Calif. 95860. Commissioner, California Insurance Department, 1407 Market St., San Francisco, Calif. 94103. and Commissioner, California Insurance Department, 600 South Commonwealth Ave., Los Angeles, Calif. 90005.	City Manager, Irvine Town Center, 4301 Campus Drive, Irvine, Calif. 92604.	June 21, 1974. Sept. 19, 1975.
Do	do	Placentia, city of	H 060229A 01 through H 060229A 03 H 130078B 01 through H 130078B 09	do	City Engineer, city of Placentia, 401 Knot Chapman Ave., Placentia, Calif. 92670. Mayor, Box 2371, Peach Tree City, Ga. 30269.	June 14, 1974. May 31, 1974. July 11, 1975.
Do	Grady	Calro, city of	H 130097A 01 through H 130097A 05 H 160123A 01	do	Mayor, Box 29, Calro, Ga. 31728.	June 28, 1974.
Idaho	Washington	Midvale, city of	H 170015A 01 through H 170015A 02	Director, Department of Water Administration, State House Annex 2, Boise, Idaho 83707. Commissioner, Idaho Department of Insurance, Room 206, Statehouse, Boise, Idaho 83707.	Mayor, City Hall, Midvale, Idaho 83645.	Sept. 13, 1974. Sept. 19, 1975.
Illinois	Bureau	Spring Valley, city of	H 170015A 01 through H 170015A 02	Coordinator, Governor's Task Force on Flood Control, 300 North State St., P.O. Box 475, Room 1010, Chicago, Ill. 60610. Director, Illinois Insurance Department, 325 West Jefferson St., Springfield, Ill. 62702.	Mayor, 215 North Greenwood, Spring Valley, Ill. 61362.	Feb. 22, 1974. Sept. 19, 1975.
Do	Hardin	Rosiclare, city of	H 170276A 01 through H 170276A 02	do	Mayor, Rosiclare, Ill. 62982.	Dec. 17, 1973. Sept. 19, 1975.
Do	Livingston	Fairbury, city of	H 170424A 01	do	Mayor, City Hall, Fairbury, Ill. 61730.	May 24, 1974.
Do	Fulton	Lewistown, city of	H 170782A 01	do	Mayor, 119 S. Adams, Lewistown, Ill. 61542.	June 14, 1974. Sept. 19, 1975.



State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Indiana	Wabash	North Manchester, city of.	H 180269 01	Division of Water, Department of Natural Resources, 608 State Office Bldg., Indianapolis, Ind. 46204. Commissioner, Indiana Insurance Department, 509 State Office Bldg., Indianapolis, Ind. 46204.	Board of Trustees President, 101 East Main St., City Hall, North Manchester, Ind. 46202.	Dec. 28, 1973. Sept. 19, 1975.
Iowa	Black Hawk	Waterloo, city of.	H 190025A 01 through H 190025A 21	Director, Iowa Natural Resources Council, James W. Grimes Bldg., Des Moines, Iowa 50319. Commissioner, Iowa Insurance Department, Lucas State Office Bldg., Des Moines, Iowa 50319.	City Administrator, 715 Mulberry St., Waterloo, Iowa 50605.	June 28, 1974. Sept. 19, 1975.
Do.	Polk	Urbandale, city of.	H 190230A 01 through H 190230A 05	do.	City Engineer, 9401 Hickman Rd., Urbandale, Iowa 50822.	May 24, 1974. Sept. 19, 1975.
Do.	Story	Gilbert, city of.	H 190256A 01	do.	Clerk Assistant, Box 29, Gilbert, Iowa 50105.	June 7, 1974. Sept. 19, 1975.
Kansas	McPherson	Marquette, city of.	H 200216A 01	Chief Engineer, Division of Water Resources, State Department of Agriculture, State Office Bldg., Topeka, Kans. 66612. Commissioner, Kansas Insurance Department, 1st floor, State house, Topeka, Kans. 66612.	Chairman, City Council, City Hall, Marquette, Kans. 67464.	Dec. 17, 1973.
Montana	Valley	Glasgow, city of.	H 300081A 01	Administrator, Montana Department of Natural Resources and Conservation, Water Resources Division, 32 South Ewing St., Helena, Mont. 59601. Commissioner, Montana Insurance Department, Capitol Bldg., Helena, Mont. 59601.	President, City Council, City Hall, Glasgow, Mont. 59230.	Jan. 9, 1974.
New York	Broome	Johnson City, village of.	H 360047A 01 through H 360047A 03	New York State Department of Environmental Conservation, Division of Resources Management Services, Bureau of Water Management, Albany, N.Y. 12201. Superintendent, New York State Insurance Department, Two World Trade Center, New York, N.Y. 10047.	Mayor, Village Hall, Johnson City, N.Y. 13790.	Apr. 12, 1974. Sept. 19, 1975.
Do.	Cattaraugus	Otto, town of.	H 360090A 01 through H 360090A 03	do.	Town Supervisor, Box 46, Otto, N.Y. 14766.	May 31, 1974. Sept. 19, 1975.
Do.	Orange	Walden, village of.	H 360033 01 through H 360035 04	do.	Mayor, Village Hall, Walden, N.Y. 12589.	Mar. 8, 1974. Sept. 19, 1975.
Do.	Sullivan	Fremont, town of.	H 360821A 01 through H 360821A 07	do.	Town Supervisor, town of Fremont, Hankins, N.Y. 13741.	May 31, 1974. Sept. 19, 1975.
Do.	Westchester	New Castle, town of.	H 360921A 01 through H 360921A 05	do.	Town Supervisor, town of New Castle, Town Hall, 200 South Greeley Ave., Chappaqua, N.Y. 10514.	June 28, 1974. Sept. 19, 1975.
Do.	Yates	Middleses, town of.	H 360960A 01 through H 360960A 08	do.	Town Supervisor, North Vine Valley Rd., town of Middleses, Rushville, N.Y. 14544.	June 28, 1974. Sept. 19, 1975.
Do.	Erie	Akron, village of.	H 361553A 01	do.	Mayor, Village Hall, Akron, N.Y. 14001.	May 31, 1974. Sept. 19, 1975.
North Dakota	Nelson	Michigan, city of.	H 380076A 01	Engineer-Secretary, State Water Commission, State Office Bldg., 500 East Blvd., Bismarck, N. Dak. 58501. Commissioner, North Dakota Insurance Department, State Capitol, Bismarck, N. Dak. 58501.	City of Michigan, Engineer-Secretary, North Dakota State Water Commission, 500 East Blvd., Bismarck, N. Dak. 58501.	Jan. 10, 1975. Sept. 19, 1975.
Oregon	Yamhill	McMinnville, city of.	H 410255B 01 through H 410255B 04	Director, Executive Department, State of Oregon, Salem, Oreg. 97310. Commissioner, Oregon Insurance Division, Department of Commerce, 138 12th St. N.E., Salem, Oreg. 97310.	City Attorney, City Hall, McMinnville, Oreg. 97128.	Feb. 15, 1974. Dec. 20, 1974. Sept. 19, 1975.
Pennsylvania	Northampton and Lehigh	Bethlehem, city of.	H 420718A 01 through H 420718A 06	Secretary, Department of Community Affairs, Commonwealth of Pennsylvania, Harrisburg, Pa. 17120. Commissioner, Pennsylvania Insurance Department, 108 Finance Bldg., Harrisburg, Pa. 17120.	Mayor, City Hall, Bethlehem, Pa. 18018.	June 15, 1973. Sept. 19, 1975.
South Carolina	Lexington	Batesburg, town of.	H 450130A 01 through H 450130A 02	South Carolina Water Resources Commission, P.O. Box 4515, Columbia, S.C. 29240. Commissioner, South Carolina Insurance Department, 2711 Middleburg St., Columbia, S.C. 29204.	Mayor, Batesburg, S.C. 29006.	June 28, 1974. Sept. 19, 1975.
Texas	Bell	Harker Heights, city of.	H 480029A 01 through H 480029A 02	Executive Director, Texas Water Development Board, P.O. Box 13087, Capitol Station, Austin, Tex. 78711. Commissioner, Texas Insurance Department, 1110 San Jacinto St., Austin, Tex. 78701.	Mayor, City Hall, 120 Harley Dr., Harker Heights, Tex. 76541.	June 24, 1974. Sept. 19, 1975.



State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.....	Harris.....	Morgans Point, city of.	H 48036A 01	do.....	Mayor, P.O. Box 839, Morgans Point, Tex. (no zip).	June 28, 1974.
Virginia.....	Independent City.	Richmond, city of.	H 510129A 01 through H 510129A 19	Bureau of Water Control Management, State Water Control Board, P.O. Box 11143, Richmond, Va. 23220. Commissioner, Virginia Insurance Department, 700 Blanton Bldg., Box 1157, Richmond, Va. 23209.	City Manager, 900 East Broad St., Richmond, Va. 23219.	Sept. 19, 1975. Dec. 6, 1974. Sept. 19, 1975.
Washington.....	King.....	Auburn, city of.....	H 530073A 01 through H 530073A 08	Director, Department of Ecology, Olympia, Wash. 98501.	City Director, 20 A St. NW., Auburn, Wash. 98002.	May 24, 1974. Sept. 19, 1975.
West Virginia....	Wood.....	Parkersburg, city of.	H 540214A 01 through H 540214A 04	Commissioner, Washington Insurance Department, Insurance Bldg., Olympia, Wash. 98501. Director, Office of Federal-State Relations, Division of Planning & Development, Capital Bldg., Room 150, Charleston, W. Va. 25305. Commissioner, West Virginia Insurance Commission, 1800 Washington St., Bldg. No. 3, Room 643, Charleston, W. Va. 25305.	Mayor, Box 1348, Parkersburg, W. Va. 26101.	June 14, 1974. Sept. 19, 1975.

(National Flood Insurance Act of 1968 (Title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended, 42 U.S.C. 4001-4128; and

Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969).

Issued: August 26, 1975.

J. ROBERT HUNTER,  
Acting Federal Insurance Administrator.

[FR Doc. 75-24637 Filed 9-16-75; 8:45 am]

#### Title 29—Labor

#### CHAPTER XXIV—PENSION BENEFIT GUARANTY CORPORATION

#### PART 2602—DECLARATION AND PAYMENT OF PREMIUMS

##### Revision

On August 12, 1975, the Pension Benefit Guaranty Corporation (hereinafter "the PBGC") published in the FEDERAL REGISTER (40 FR 33838) a notice of proposed rulemaking. In this notice, the PBGC proposed to revise Part 2602, Chapter XXVI, of Title 29, Code of Federal Regulations, to impose the premiums to be paid for basic benefits guaranteed under section 4022(a) of the Employee Retirement Income Security Act of 1974, for plan years beginning on or after September 2, 1975, and to prescribe a new premium payment declaration form (Form PBGC-1<sup>1</sup> (Revised August 1975)). Interested persons were given an opportunity to submit written comments on the proposal. The PBGC has given due consideration to the comments received and has adopted the proposal with modifications as set forth below.

The rate schedule proposed, *viz.*, one dollar for each participant in a single employer plan and fifty cents for each participant in a multiemployer plan, has been adopted without change. The term "participant" as used in this regulation means the individual defined as such under the terms of the plan. The term "participant" generally includes: all active participants currently employed and those who are on furlough, layoff or leave of absence who accrue or retain credited service; terminated employees with vested rights to deferred benefits; retirees who are receiving or who are eligible to

<sup>1</sup> Filed as part of the original document.

receive benefit payments; and deceased participants whose survivors are receiving benefit payments. In addition, an individual for whom a plan has purchased an annuity or insurance policy is to be counted if he remains a participant in the plan, and if he retains that status.

Most commentators suggested that the PBGC simplify the premium payment and declaration form; it has been revised extensively. In order to simplify the basic form which will be used by most plan administrators, the PBGC has deleted from Form PBGC-1 (Rev. Aug. 1975) those schedules relating to revisions to premium estimates previously made, and has adopted a separate, optional form (Form PBGC-1R) to be used only for revising previously made premium estimates or making changes in plan identifying information. Form PBGC-1R may be filed at any time prior to the filing of a plan's premium reconciliation. In addition, the short form reconciliation proposed to be restricted only to plans with 50 or fewer participants will be available for use by any size plan. Finally, in response to comments received, the filing requirements have been clarified and the terminology in the forms has been standardized and conformed, to the extent feasible, with existing forms of the Department of Labor and the Internal Revenue Service.

The regulation adopting the forms has been revised to indicate that the due date for filing premium estimates for newly established plans is 30 days after the later of the plan's effective date or the date the plan documents are signed. Thus, for example, the premium due date for plans established in June with a plan year and effective date beginning the prior January will be 30 days after the date in June on which the plan documents were signed. In addition, the

regulation specifically provides that, upon a timely request and a demonstration of the existence of good cause, the PBGC may waive the assessment of late payment charges.

Copies of Form PBGC-1 (Rev. Aug. 1975) and Form PBGC-1R, as adopted, have been filed with the Office of the Federal Register and additional copies are available upon request from the PBGC.

Because under the terms of this part, the premium declaration form and premium payments may be required to be submitted as early as October 2, 1975, the PBGC finds that there is a need to provide immediate guidance to the public with respect to the requirements for filing the premium declaration form and the payment of premiums. Accordingly, the PBGC has determined that good cause exists for making these regulations effective less than 30 days after publication.

In consideration of the foregoing, Part 2602, Chapter XXVI of Title 29, Code of Federal Regulations, is revised as set forth below, effective October 17, 1975.

Sec.	
2602.1	Purpose and scope.
2602.2	Definitions.
2602.3	Filing requirement.
2602.4	Coverage for guaranteed basic benefits.
2602.5	Premium rate.
2602.6	Forms.
2602.7	Interest charges.
2602.8	Late payment charges.
2602.9	Waivers.
2602.10	Mailing address.

AUTHORITY: Sections 4002, 4006, 4007; 68 Stat. 1004, 1010, 1013; 29 U.S.C. 1302, 1306, 1307.

#### § 2602.1 Purpose and scope.

(a) The purpose of this part is to impose the premiums applicable to plan



years beginning on or after September 2, 1975.

(b) This part applies to all covered plans, as provided by § 4021 of the Act.

§ 2602.2 Definitions.

As used in this part: "Act" means the Employee Retirement Income Security Act of 1974.

"Participant" means the individual defined as such under the terms of the plan.

"PBGC" means the Pension Benefit Guaranty Corporation.

"Plan Year" means the calendar, policy or fiscal year on which the records of the plan are kept.

§ 2602.3 Filing requirement.

(a) Within 30 days after the beginning of any plan year beginning on or after September 2, 1975, the plan administrator of each covered plan shall file in accordance with the instructions contained therein:

(1) The premium declaration form prescribed by this part, as well as any estimated premium payments due for any plan year beginning on or after September 2, 1975; and,

(2) Any premium payments necessary, or request for refunds due, as a result of reconciling the estimated premium payments paid, with the actual premium payment due, for any plan year beginning before and in progress on September 2, 1974.

(b) A premium declaration revision, revising a previous estimate of premium payments, may be filed on the form prescribed by this part at any time prior to the filing of the reconciliation of the estimated premium with the actual premium due.

(c) Notwithstanding the provisions of paragraph (a) of this section, the date prescribed for payment of premiums for plans not previously covered by section 4021 of the Act is 30 days after the later of the date the plan documents are signed or the date of the plan's effectiveness.

§ 2602.4 Coverage for guaranteed basic benefits.

(a) The failure by a plan administrator to pay the premiums due under this part will not result in that plan's loss of coverage for basic benefits guaranteed under section 4022(a) of the Act.

(b) The payment of the premiums imposed by this part will not result in coverage for basic benefits guaranteed under section 4022(a) of the Act for plans not covered under section 4021 of the Act.

§ 2602.5 Premium rate.

For plan years beginning on or after September 2, 1975, the premium rate for basic benefits guaranteed under section 4022(a) of the Act shall be as follows:

(a) Plans which are not multiemployer plans shall pay a premium of one dollar for each individual who is a participant in such plan at any time during the plan year;

(b) Multiemployer plans shall pay a premium of fifty cents for each individual who is a participant in such plan at any time during the plan year.

§ 2602.6 Forms.

(a) The form prescribed by this part for the declaration and payment of premiums is Form PBGC-1 (Rev. Aug. 1975).

(b) The form prescribed by this part for the revision of a previous estimate of premium payments is Form PBGC-1R.

§ 2602.7 Interest charges.

If any premium payment due under this part is not paid by the last date prescribed for payment in § 2602.3, an interest charge shall be imposed on the unpaid amount at the rate of 6 percent per annum through June 30, 1975 and 9 percent per annum thereafter, for the period from the date payment is due to the date the payment is made.

§ 2602.8 Late payment charges.

(a) If any premium payment due under this part is not paid by the last date prescribed for payment in § 2602.3, a late payment charge shall be assessed on the unpaid amount at the rate provided in the following table:

LATE PAYMENT CHARGES	
DUE DATE PRIOR TO OCTOBER 2, 1975	
Days late from due date:	Late payment charge (percent)
1-60	0
61-90	25
91-120	50
121-180	75
More than 180	100

DUE DATE ON OR AFTER OCTOBER 2, 1975	
Days late from due date:	Late payment charge (percent)
1-30	5
31-60	10
61-90	20
91-120	40
121-150	60
151-180	80
More than 180	100

(b) For the purpose of this section, if the premium paid is less than 80 percent of the actual premium due, the underpayment will be presumptively treated as a nonpayment subject to the appropriate late payment charges. When a late payment charge based upon this presumption is assessed, a plan administrator may request the PBGC to reconsider the applicability of this presumption by submitting a statement to the PBGC setting forth the reasons for such request.

§ 2602.9 Waivers.

The late payment charges imposed by § 2602.8 will not be assessed:

(a) With respect to any premium payment made within 60 days after the last date prescribed for payment in § 2602.3 if, before such date, the PBGC grants a waiver upon a showing of substantial hardship arising from the timely payment of the premium and a showing that the premiums will be paid within such 60 day period; or

(b) Upon any other timely request and demonstration of good cause.

§ 2602.10 Mailing address.

The mailing address of the Pension Benefit Guaranty Corporation is P.O. Box 7119, Washington, D.C. 20044.

Signed at Washington, D.C., this 12th day of September, 1975.

JOHN T. DUNLOP,  
Chairman, Board of Directors,  
Pension Benefit Guaranty Corporation.

Issued on the date set forth above, pursuant to a resolution of the Board of Directors approving these regulations and authorizing its Chairman to issue same.

HENRY ROSE,  
Secretary, Pension Benefit Guaranty Corporation.

[FR Doc.75-24717 Filed 9-16-75;8:45 am]

PART 2606—ANNUAL REPORT  
Final Rulemaking

On August 12, 1975, the Pension Benefit Guaranty Corporation (hereinafter "the PBGC") published in the FEDERAL REGISTER (40 FR 33839) a notice of proposed rulemaking in which it proposed to add a new Part 2606, Chapter XXVI, of Title 29, Code of Federal Regulations. Proposed Part 2606 specified the form and content of the Annual Report required by § 4065 of the Employee Retirement Income Security Act of 1974 (hereinafter "the Act"). Interested persons were given an opportunity to submit written comments on the proposal. The PBGC has given due consideration to the comments received and has adopted the proposal with the modifications set forth below.

The proposal would have prescribed two separate forms (Form PBGC-1 (Revised August 1975) and Form PBGC-1A) for complying with the annual report requirements of § 4065 of the Act. The adopted regulation consolidates the reporting requirements into one form (Form PBGC-1 (Rev. Aug. 1975)). This regulation permits (as the proposal would have permitted) a plan administrator to satisfy the requirements of § 4065 of the Act by filing the Annual Report either within six months after the end of the plan year covered by the Annual Report, or simultaneously with the filing of premium payments. Form PBGC-1 (Rev. Aug. 1975), also adopted the PBGC for the declaration and payment of premiums, can be used either for premium declaration and payment purposes only, for annual report purposes only or for both purposes.

In response to comments received, the adopted Annual Report form has been simplified and requires the reporting of less information than had been proposed. For example, plan administrators will not be required to indicate whether they have received various notices from the Secretaries of Labor or the Treasury. Deletion of these and other items from the Annual Report, however, does not eliminate the obligation to report these events, as required in sections 4043(b), 4062(e), and 4063(a) of the Act. Nor does reporting on the Annual Report form replace the individual reporting requirements of these sections. Finally, the filing requirements of the Annual Report also have been



clarified and the terminology in the form has been standardized and conformed to the extent feasible with the existing forms of the Department of Labor and the Internal Revenue Service.

A copy of Form PBGC-1 (Rev. Aug. 1975) has been filed with the Office of the Federal Register and additional copies are available upon request from the PBGC.

Because Form PBGC-1 (Rev. Aug. 1975) may be used for premium payment and declaration purposes and for annual report purposes, some plan administrators may wish to file the Annual Report as early as October 2, 1975. Accordingly, the PBGC has determined that there is a need to provide immediate guidance to the public with respect to the manner and time of filing the Annual Report, and thus the PBGC finds that good cause exists for making these regulations effective less than 30 days after publication.

In consideration of the foregoing, Part 2606, Chapter XXVI, of Title 29, Code of Federal Regulations, is adopted as set forth below, effective September 17, 1975.

- Sec.  
2606.1 Purpose and scope.  
2606.2 Definitions.  
2606.3 Filing requirement.  
2606.4 Form.  
2606.5 Mailing address.

**AUTHORITY:** Sections 4002, 4065, 88 Stat. 1004, 1032; 29 U.S.C. 1302, 1365.

**§ 2606.1 Purpose and scope.**

(a) The purpose of this part is to specify the form and content of the Annual Report required by section 4065 of the Act.

(b) This part applies to all covered plans, as provided by section 4021 of the Act.

**§ 2606.2 Definitions.**

As used in this part:

- (a) "Act" means the Employee Retirement Income Security Act of 1974.  
(b) "PBGC" means the Pension Benefit Guaranty Corporation.  
(c) "Plan Year" means the calendar, policy or fiscal year on which the records of the plan are kept.

**§ 2606.3 Filing requirement.**

Within six months after the end of any plan year beginning on or after September 2, 1974, plan administrators shall file with the PBGC the Annual Report on the form prescribed by this part, in accordance with the instructions therein.

**§ 2606.4 Form.**

The form prescribed by this part is Form PBGC-1 (Rev. Aug. 1975).

**§ 2606.5 Mailing address.**

The mailing address of the Pension Benefit Guaranty Corporation is P. O. Box 7119, Washington, D.C. 20044.

Signed at Washington, D.C., this 12th day of September, 1975.

Issued on the date set forth above, pursuant to a resolution of the Board of Directors approving these regulations and authorizing its Chairman to issue same.

JOHN T. DUNLOP,  
Chairman, Board of Directors,  
Pension Benefit Guaranty  
Corporation.

HENRY ROSE,  
Secretary, Pension Benefit  
Guaranty Corporation.

[FR Doc. 75-24718 Filed 9-16-75; 8:45 am]

**Title 38—Pensions, Bonuses, and  
Veterans' Relief**

**CHAPTER I—VETERANS  
ADMINISTRATION**

**PART 21—VOCATIONAL  
REHABILITATION AND EDUCATION**

**Clarification and Liberalization of  
Provisions**

On page 25692 of the Federal Register of June 18, 1975, there was published a notice of proposed regulatory development to amend sections of Part 21, Code of Federal Regulations, to clarify existing regulations which have been misinterpreted, to liberalize their application and to conform with changes in procedures contained already in Title 38, Code of Federal Regulations or the policies of other Federal agencies.

Interested persons were given 30 days in which to submit comments, suggestions, or objections regarding the proposed regulations. A total of five comments were timely received.

Three substantially identical comments state that the effect of the proposed changes to § 21.4009(a) is to hold schools liable for reporting a veteran's termination or change of course load. The writers are correct that this is a requirement of the regulation. They are incorrect in implying that such is a change, for the present regulation makes the same statement. The law also makes this requirement, for 38 U.S.C. 1784 provides that educational institutions shall, without delay, report to the Administrator in the form prescribed by him, the enrollment, interruption, and termination of the education of each veteran or eligible person enrolled under Veterans Administration educational programs.

The amendment to this portion of § 21.4009 cited by the persons commenting does not change the duty to report changes in accordance with the law.

If, as the comments indicate, the schools have made statements based upon false information or have failed to notify the Veterans Administration of changes in a student's status, the schools are and have always been liable to the Veterans Administration. The schools are paid a statutory fee for any additional cost to comply with the law. The school must protect itself by whatever means are appropriate from students who fail to notify the school staff of changes, for if the school certifies, it must certify correctly.

Another comment was received from an institution which offers correspond-

ence training to veterans. The school suggests that the proposed change to § 21.4256(a) (7) be amended to state that, if refunds are made in 40 days, promptness will be complied with. The reason is that the guaranteed student loan program administered by Department of Health, Education, and Welfare uses 40 rather than 30 days in its regulations. We concur that the suggestion has merit and accordingly the proposed section is amended to delete "30" and insert "40" instead. In another comment, there was also an objection to 30 days as too strict.

A third problem has been observed by the Veterans Administration staff as to the exact language of § 21.3024 which is proposed. The proposed language is intended to update the terminology in accordance with current usage. In fact, it has come to our attention that "Bureau of Employees' Compensation" program formerly administered by the Bureau of Employees Compensation, is now the "Federal Employees Compensation Act," administered by the agency known as the Office of Workers' Compensation Programs. Therefore, to clarify the language in the proposed regulation it is further amended. The Office of Workers' Compensation Programs administers many laws and the regulation applies only to one such law, the Federal Employees' Compensation Act.

**Effective Date.** These VA Regulations are effective September 10, 1975.

Approved: September 10, 1975.

By direction of the Administrator.

[SEAL] ODELL W. VAUGHN,  
Deputy Administrator.

**§ 21.42 [Amended]**

1. In § 21.42, footnote 5 is revised to read as follows:

\* Applicable termination date is 9 years after discharge or 13 years if one of the criteria for extension under § 21.41 (a) through (e) was met.

2. In § 21.43, paragraphs (b) and (c) are revised to read as follows:

**§ 21.43 Severance of service connection—reduction to noncompensable degree.**

(b) *Reduction while in training.* If the proposed rating action is taken while the veteran is in training and results in a reduction to a noncompensable rating of his or her disability, the veteran may be retained in training until the attainment of his or her objective, except if "discontinued" under § 21.283 he or she may not reenter. See also § 21.252.

(c) *Severance while in training.* If the proposed rating action is taken while the veteran is in training and results in severance of the service connection of his or her disability, training will be terminated effective as of the last day of the month in which severance of service connection becomes final. See also § 21.132(h).

3. In § 21.222, paragraph (b) is revised to read as follows:



§ 21.222 Additional conditions for induction into training on the job.

(b) The veteran understands that when his or her combined income for wages and his or her subsistence allowance exceeds the standard entrance wage for a trained worker, the subsistence allowance will be reduced in that amount by which the combined income exceeds the trained worker rate.

4. In § 21.225, the heading, introductory portion preceding paragraph (a) and paragraphs (a) and (b) are revised to read as follows:

§ 21.225 Training of psychiatric patients while on nonbed care status from Veterans Administration hospital.

An eligible veteran who is in need of vocational rehabilitation and for whom training is medically feasible may be entered or reentered into training while on nonbed care (NBC) status from a Veterans Administration hospital when:

(a) He or she is currently rated competent; or

(b) He or she is currently rated incompetent but has legally appointed guardian; or

5. Section 21.3022 is revised to read as follows:

§ 21.3022 Nonduplication; 38 U.S.C. chapters 31, 34 and 35.

A person who is eligible for educational assistance under 38 U.S.C. chapter 35 and is also eligible for vocational rehabilitation under 38 U.S.C. chapter 31 or educational assistance under chapter 34, must elect which benefit he or she will receive. The election is subject to the conditions specified in § 21.4022.

6. In § 21.3023, paragraph (a) introduction, (a)(2) and (d) are revised to read as follows:

§ 21.3023 Nonduplication; pension, compensation and dependency and indemnity compensation.

(a) *Child, age 18.* A child who is eligible for educational assistance and who is also eligible for pension, compensation or dependency and indemnity compensation based on school attendance must elect whether he or she will receive educational assistance or pension, compensation or dependency and indemnity compensation.

(2) Payment of pension, compensation or dependency and indemnity compensation to or on account of a child after his or her 18th birthday does not bar subsequent payments of educational assistance.

(d) *Wife, husband, widow or widower.* Educational assistance allowance may be paid for an eligible wife, husband, widow or widower concurrently with pension, compensation or dependency and indemnity compensation.

7. Section 21.3024 and the cross reference immediately following the section are revised to read as follows:

§ 21.3024 Nonduplication; Federal Employees' Compensation Act.

(a) *Civilian employment.* The provisions of this paragraph are applicable to cases where there is eligibility for benefits from the Office of Workers' Compensation Programs, under the Federal Employees' Compensation Act (FECA) based on the disability or death as a result of civilian employment of the veteran from whom eligibility for educational assistance is derived.

(1) *Child, wife, husband, widow or widower.* A person who is eligible for educational assistance and is also eligible for Office of Workers' Compensation Programs benefits, under the Federal Employees' Compensation Act (FECA) must elect which benefit he or she will receive.

(2) *Veteran, wife, husband and child; widow, widower and child.* An eligible person may receive educational assistance notwithstanding that the Office of Workers' Compensation Programs benefits under the Federal Employees' Compensation Act (FECA) are being paid to a veteran, widow or widower.

(3) *Election.* An election of Office of Workers' Compensation Programs benefits, under the Federal Employees' Compensation Act (FECA), by or for a child filed on or after July 4, 1968, is a bar to subsequent payments of Veterans Administration benefits during the period of concurrent eligibility. An election of Office of Workers' Compensation Programs benefits under the Federal Employees' Compensation Act (FECA) by a widow, or widower filed on or after December 1, 1968, is a bar to subsequent payments of Veterans Administration benefits during the period of concurrent eligibility.

(b) *Military service.* The provisions of this paragraph are applicable to cases where there is eligibility for benefits from Office of Workers' Compensation Program, under the Federal Employee's Compensation Act (FECA) based on the disability or death as a result of military service by the veteran from whom eligibility for educational assistance is derived.

(1) *Child, wife, husband, widow or widower.* A person who is eligible for educational assistance and is also eligible for Office of Workers' Compensation Programs benefits, under the Federal Employees' Compensation Act (FECA) must elect which benefit he or she will receive. The election may be made at any time.

(2) *Veteran, wife, husband and child; widow, widower and child.* An eligible person may receive educational assistance notwithstanding that the Office of Workers' Compensation Programs benefits, under the Federal Employees' Compensation Act (FECA) are being paid to a veteran, widow, or widower.

CROSS REFERENCE: Federal Employees' Compensation. See § 3.708 of this chapter.

8. In § 21.3040, paragraph (a)(2) is revised to read as follows:

§ 21.3040 Eligibility; child.

(a) \* \* \*

(2) His or her 14th birthday and due to physical or mental handicap may benefit by special restorative or specialized vocational training.

9. In § 21.3041, the introductory portion of paragraph (d) and (d)(7) is revised to read as follows:

§ 21.3041 Periods of eligibility; child.

(d) *Modified ending date.* When one of the following occurs between ages 18 and 26, the ending date will be the eligible person's 26th birthday or 5 years from the date of happening specified in paragraph (d)(1) to (7) and 10 years in paragraph (d)(8), whichever is later. Where the ending date is subject to modification under more than one of subparagraphs (3), (4), (5), (6), or (7) of paragraph (d) the more favorable date will apply. In no case will the modified ending date extend beyond the eligible person's 31st birthday.

(7) Effective date of Public Law 90-77, section 307, October 1, 1967, providing eligibility for persons solely by virtue of that section who were over age 23 and below age 26 on that date; that is September 30, 1972.

10. In § 21.4009, paragraphs (a), (c), (d), (f), (g), (h) and (i) and the cross reference are revised to read as follows:

§ 21.4009 Overpayments; waiver or recovery.

(a) *General.* The amount of an overpayment of educational assistance allowance or special training allowance on behalf of a veteran or eligible person constitutes a liability of the school if it is determined that the overpayment was made as the result of (1) willful or negligent failure of the school to report, as required by §§ 21.4203 and 21.4204, excessive absences from a course, or discontinuance or interruption of a course by the veteran or eligible person, or (2) false certification by the school. If it appears that the falsity or misrepresentation was deliberate, no administrative collection may be pursued pending a determination whether the matter should be referred to the Department of Justice for possible criminal or civil action. However, the amount of the overpayment may be recovered from the school by administrative collection procedure when the false certification or misrepresentation is the consequence of an administrative error or a mistake of fact, or where it is determined that no criminal or civil action is warranted. Any amount so collected from the school will be reimbursed if the overpayment is recovered from the veteran or eligible person. This provision does not preclude the imposition of any



civil or criminal liability under this or any other law. (38 U.S.C. 1785)

(c) *Evidence.* A determination will be made whether there is prima facie evidence that an overpayment is the result of a false certification. When the decision is in the affirmative the school will be notified in writing of the Veterans Administration's intent to apply the liability provisions of paragraph (a) of this section. The notice will also state that unless a written request for a hearing is filed within 30 days of the receipt of such notice, a determination of liability will be made on the evidence of record. The case will then be referred to the field station committee for the field station having jurisdiction where the school is located.

(d) *Field station committees.* Unless jurisdiction is assumed by the Central Office ad hoc Board, the field station regional committee having jurisdiction over the area in which the school is located is authorized to find:

(1) Whether recovery may be waived as to the veteran or eligible person.

(2) Liability of the school or liability of both the school and the veteran or eligible person.

(f) *Notice to school.* If the school is found liable for an overpayment, the school will be notified of the decision and the right to request an administrative review of the decision within 60 days from the date notice of the decision is mailed to the school. The 60-day time limit may be extended to 90 days at the discretion of the field station committee. The request must be in writing, setting forth fully all of the contentions and errors assigned.

(g) *Administrative reviews.* A request for an administrative review will be forwarded to Central Office where it will be considered by an ad hoc Board convened for that purpose. The Board's decision will serve as authority for instituting collection proceedings, if appropriate, or for discontinuing collection proceedings instituted on the basis of the original decision of the field station committee in any case where the ad hoc Board reverses a finding made by the committee that the school is liable.

(h) *Review and modification.* The Central Office ad hoc Board may review and modify its decision upon submission of new and material evidence. The field station committee will forward such evidence with its recommendation.

(i) *Finality of decisions.* The Central Office ad hoc Board has authority to act for the Administrator in making administrative reviews of determinations that a school is or is not liable for an overpayment to a veteran or an eligible person. There is no right of appeal.

CROSS REFERENCE: Revision of decisions; waiver and school liability. See § 1.969 of this chapter.

11. In § 21.4153, paragraph (c) (4) is revoked and paragraph (d) (3) is revised to read as follows:

§ 21.4153 Reimbursement of expenses.

(c) . . .

(4) [Revoked]

(d) . . .

(3) Except as provided in paragraph (c) (2) of this section, the salaries and travel of personnel while attending training sessions, or when they are engaged in activities other than those in connection with the inspection, approval, or supervision of educational institutions.

12. In § 21.4202, paragraph (c) (2) is revised to read as follows:

§ 21.4202 Overcharges; restrictions on enrollments.

(c) . . .

(2) Enrollment will not be approved for any veteran or eligible person under the provisions of chapter 34 or 35 respectively, in any proprietary school of which the veteran or eligible person is an official authorized to sign certificates of enrollment or monthly certificates of attendance, an owner or an officer.

13. Section 21.4256 is revised to read as follows:

§ 21.4256 Correspondence courses.

(a) A school desiring to enroll veterans under chapter 34 and eligible wives, husbands, widows and widowers under chapter 35 for correspondence courses may have such courses approved when the courses and the school meet the requirements of § 21.4253 or 21.4254, as applicable, and when its application demonstrates that the course is satisfactory in all elements. In addition the institution shall have the following enrollment and termination procedures.

(1) The enrollment agreement shall disclose fully the obligations of the institution and the veteran, wife, husband, widow or widower and shall display in a prominent place on the agreement the conditions for affirmance, termination, refund, and payment of the educational allowance by the Veterans Administration.

(2) A copy of the agreement shall be given to the veteran, wife, husband, widow or widower when it is signed.

(3) The agreement shall not be effective unless the veteran, wife, husband, widow or widower, after the expiration of 10 days after the agreement is signed, shall have signed and submitted to the Veterans Administration a written statement, with a signed copy to the institution, specifically affirming the agreement.

(4) Upon notification of the institution by the veteran, wife, husband, widow or widower of an intention not to affirm the agreement, any fees paid by the individual shall be returned promptly in full to him or her.

(5) Upon termination of the affirmed agreement for training in an accredited course by the veteran, wife, husband, widow or widower, without having com-

pleted any lessons, a registration fee not in excess of 10 percent of the tuition for the course or \$50, whichever is lesser, may be charged him or her. When the agreement is terminated after completion of less than 25 percent of the lessons of the course, the institution may retain the registration fee plus 25 percent of the tuition for the course. When the agreement is terminated after 25 percent but less than 50 percent of the lessons are completed, the institution may retain the registration fee plus 50 percent of the tuition for the course. If 50 percent or more of the lessons are completed, no refund of tuition is required.

(6) Where the school either has or adopts an established policy for the refund of the unused portion of tuition, fees, and other charges subject to proration, which is more favorable to the veteran, wife, husband, widow or widower than the pro rata basis as provided in paragraph (a) (5) of this section, such established policy will be applicable.

(7) Any institution which fails to forward any refund due to the veteran, wife, husband, widow or widower within 40 days after receipt of a notice of termination or disaffirmance, shall be deemed, prima facie, to have failed to make a prompt refund, as required by this section.

(b) Whenever the State approving agency approves a correspondence course for training of veterans under chapter 34 and eligible wives, husbands, widows and widowers under chapter 35, it shall immediately notify the Veterans Administration, identifying the school, the course or courses approved, and the educational or vocational objective of each approved course.

14. In § 21.4275, paragraph (c) (1) is revised to read as follows:

§ 21.4275 Professional courses.

(c) *Medical and dental specialty courses.* (1) Medical and dental specialty courses such as X-ray technician, medical technician, medical records librarian, physical therapist, and dental technician courses whether accredited or nonaccredited offered by a school will be measured on the basis of credit hours or clock hours of attendance, whichever is appropriate. Required clinical training given in an affiliated hospital, clinic, laboratory or medical center will be assessed as institutional training when it is an integral part of the course, the completion thereof is a prerequisite to the successful completion of the course, the student remains enrolled in the course during the clinical training period and the training is under the direction and supervision of the school. Clinical training given in a physician's office or a dentist's office, also called externship, will be recognized as part of the institutional training if the course is accredited by the Council on Medical Education, American Medical Association; the Council on Dental Education, American Dental Association; or other



recognized medical or dental accrediting association. If the course is not so accredited such practical or on-the-job training or experience in a physician's office may not be included unless the program is approved as a cooperative course.

15. In § 21.4276, paragraphs (a), (b) (2), (d) and (e) (5) are revised to read as follows:

§ 21.4276 Special assistance: 38 U.S.C. chapter 35.

(a) *Need for special assistance.* The assistance of a vocational rehabilitation specialist or of a counselor with assigned vocational rehabilitation specialist duties will be provided in connection with a program of education when it is determined by the Vocational Rehabilitation Board that, although the eligible person is not in need of special restorative training, he or she will require assistance in order to pursue a program of education successfully because of the handicapping effects of a physical or mental condition, or because of personal adjustment problems. The determination as to need for such assistance will be made by the Vocational Rehabilitation Board upon the basis of information developed in the counseling process, including data and opinions obtained from medical and other specialists as appropriate in the case.

(b) \* \* \*

(2) The eligible person has a history of a behavioral pattern which if continued would interfere with or impede his or her entrance into a pursuit of a program of education.

(d) *Duration.* When it is determined by the Vocational Rehabilitation Board that an eligible person needs assistance, the parent or guardian will be informed of the finding and of the underlying reasons. If the parent or guardian concurs in the finding, the assistance will be provided as is indicated until the progress and adjustment of the eligible person in his or her program of education are such that the assistance is no longer needed.

(e) \* \* \*

(5) Assisting the parent or guardian in locating and arranging for training by an educational institution when the eligible person is homebound. Only eligible persons who qualify for training under § 21.3300 may receive such training at home from any person or organization which is not an "educational institution."

16. In § 21.4278, paragraph (a) is revised to read as follows:

§ 21.4278 Reentrance after discontinuance.

(a) A veteran or eligible person may be reentered following discontinuance because of unsatisfactory conduct or progress only when the following conditions exist:

(1) The cause of the unsatisfactory conduct or progress has been removed, and

(2) It is deemed through counseling that the program which the veteran or eligible person now proposes to pursue is suitable to his or her aptitudes, interests and abilities.

Approved: June 13, 1975.

[SEAL] R. L. ROUDEBUSH,  
Administrator.

[FR Doc.75-24705 Filed 9-16-75;8:45 am]

Title 41—Public Contracts and Property Management

CHAPTER 105—GENERAL SERVICES ADMINISTRATION

PART 105-61—PUBLIC USE OF RECORDS, DONATED HISTORICAL MATERIALS, AND FACILITIES IN THE NATIONAL ARCHIVES AND RECORDS SERVICE

Fees for Reproduction Services; Location of Records and Hours of Use

On August 7, 1975, there was published in the FEDERAL REGISTER (40 FR 33243) a notice of proposed rulemaking with proposed revisions to the schedule of fees for reproduction services. Interested persons were given 30 days in which to submit comments regarding the proposed regulations.

No comments were received. Editorial corrections are made as follows:

1. The first classification in paragraph (e) of § 105-61.5206 is changed to read "Basic fee per band or reel;"

2. The sub-heading in paragraph (f) of § 105-61.5206 is changed to read "Reel to reel or cassette."

Accordingly, with these corrections, 41 CFR Part 105-61 is amended as set forth below.

(Sec. 205(c), 63 Stat. 390 (40 U.S.C. 486(c)); 41 CFR 105-61.000-2)

*Effective date.* These subparts are effective September 17, 1975.

*Dated:* September 9, 1975.

JAMES E. O'NEILL,  
Acting Archivist  
of the United States.

1. Section 105-61.5201 is amended by deleting and reserving paragraph (c) (3) as follows:

§ 105-61.5201 Applicability.

(c) \* \* \*

(3) [Reserved]

2. Section 105-62.5205 is amended by revising paragraphs (b) and (d) as follows:

§ 105-61.5205 Mail orders.

(b) Except for oversized electrostatic reproductions, no additional fee is charged for postage and handling reproductions that are sent to domestic addresses by surface mail at the lowest rate. For oversized electrostatic reproductions an additional 10¢ per running foot is added to mail orders.

(d) The following special shipping fees are computed as a percentage of the fee for the item ordered:

Type of reproduction	Shipping fee	
	Foreign surface or expedited domestic mail or freight or express (percent)	Foreign airmail (percent)
(1) Electrostat.....	5	10
(2) Photostat.....	10	30
(3) Diazo.....	10	20
(4) Copy Negative.....	1	2
(5) Slides (2 by 2 in.).....	2	4
(6) Photographic prints (larger than 8 by 10 in.).....	10	20
(7) Sound tapes.....	5	10
(8) Motion pictures.....	3	6
(9) Microfilm.....		
(10) Photographic prints (8 by 10 in or smaller).....	4	8

<sup>1</sup> Shipping fees for microfilm publications are included in the "Catalog of National Archives Microfilm Publications."

3. Section 105-61.5206 is revised as follows:

§ 105-61.5206 Fee schedule.

(a) *Authentication*, \$2.00.  
(b) *Still Photography (minimum order, \$2.00).*

(1) *Copy Negatives (black & white).*

4 in. by 5 in.....	2.40
8 in. by 10 in.....	3.65

(2) *Aerial Prints (black & white).*

10 in. by 10 in. or smaller, contact.....	\$3.00
10 in. by 10 in. enlargement.....	3.00
14 in. by 14 in.....	5.00
18 in. by 18 in.....	8.00
27 in. by 28 in.....	9.00
40 in. by 41 in.....	15.00

(3) *Photographic Prints (includes prints from microfilm).*

	Black and white	Color
8 by 10 in. or smaller.....	3.00	8.75
11 by 14 in.....	3.65	15.00
16 by 20 in.....	6.10	22.50
20 by 24 in.....	8.35	35.00
22 by 28 in.....	8.35	65.00
24 by 30 in.....	11.30	65.00
30 by 40 in.....	11.30	70.00
Septa, add.....	3.50	

(4) *Slides and Transparencies.*

Black & White:

2 in. by 2 in. from existing negative...	1.20
Additional fee when negative must be made.....	2.10

Color:

2 in. by 2 in. duplicate.....	.70
2 in. by 2 in. from opaque original...	1.25
4 in. by 5 in.....	5.80
8 in. by 10 in.....	10.00

(5) *Photostat (up to 17" x 23")*: 1.50.  
(6) *Diazo (per foot)*: .45.  
(7) *Drymounting (per square foot)*: 1.00.

(8) *Red Line electrostatic copies (Red-bordered prints)*: 2.50.

(c) *Microfilm.*



	16 mm	35 mm
(1) Negative (per frame; minimum order, \$10).....	0.10	0.10
(2) Positive (per foot; minimum, \$6 per roll).....	.09	.11
(3) Duplicate negative (per foot; minimum order \$6).....	.10	.11

(d) *Electrostatic Copying.*

(1) Paper to Paper (up to 8½" x 14").

Mall order (minimum order, \$2).....	0.15
In research rooms.....	.10

(2) *Oversized electrostatic copies (per foot).*

Without postage.....	0.50
With postage.....	.60

(3) *Microfilm to Paper.*

From negative (Copyflo, minimum order, \$10 per foot)..... 1.25

From positive (per frame):

When work is done by customer (up to 8½ in. by 14 in. per frame)..... .15

When work is done by NARS (minimum order, \$2):

Nonconsecutive frames or first of consecutive frame, any size..... .75

Consecutive or duplicate frames:

Up to 8½ in. by 14 in..... .25

11 in. by 17 in..... .35

18 in. by 24 in..... .45

(e) *Motion Pictures (minimum order, \$24.00).*

	35 mm	16 mm	16 mm from 35 mm
(1) Basic fee per band or reel.....	0.50	8.00	8.00
(2) Added fee per foot:			
Master positive.....	.12	.11	.12
Duplicate negative.....	.16	.13	.14
Projection print.....	.11	.10	.11
Composite, add.....	.015	.015	.03

(f) *Sound Records.*

Reel to reel or cassette:	
7½ min.....	\$2.70
15 min.....	5.30
22½ min.....	8.00
30 min.....	9.90
45 min.....	12.10
60 min.....	18.20

(g) *Machine-readable records.*

Tape-to-tape copying (per reel).....	60.00
Tape-to-printout copying (computer processing time per hour; minimum order \$25).....	150.00
Tape-to-printout extract (computer processing time per hour; minimum order \$25).....	150.00
Tape-to-tape extract (\$60 per reel plus computer processing time. Minimum order \$25; per hour).....	150.00
Card-to-card (per card; minimum order \$10).....	.02

(h) *Technical Services.*

	Regular	Overtime
(1) Projectionist (per hour).....	15.50	23.25
(2) Photographer or other (per hour).....	11.25	15.75

(i) *Unlisted processes.*

Fees for reproduction processes not listed in this § 105-61.5206 are computed upon request.

4. Section 105-61.5208 is revised as follows:

## § 105-61.5208 Effective date.

The fees in § 105-61.5206 are effective beginning September 8, 1975, and ending on September 30, 1976. Orders received after September 30, 1976, will be subject to the fees in effect at that time.

[FR Doc.75-24729 Filed 9-16-75;8:45 am]

## Title 47—Telecommunication

## CHAPTER I—FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 20554; FCC 75-968]

## PART 1—PRACTICE AND PROCEDURE

## Schedule of Fees

In the matter of Amendment of Subpart G of Part 1 of the Commission's rules relating to the schedule of fees.

1. By *Notice of Proposed Rule Making* (40 FR 33242) adopted July 22, 1975, the Commission proposed filing and grant fees for applications for construction permits for new stations and major changes in existing stations which request facilities specifying a power of 2.5 kilowatts.<sup>1</sup> The dates for filing comments and reply comments on the proposed fees were August 14 and 20, 1975, respectively. No comments were filed in the proceeding.

2. The filing and grant fees proposed in the *Notice* for applications for a new daytime-only standard broadcast station or for a major change in an existing station requesting a power of 2.5 kilowatts were \$300 and \$2,025, respectively. For an application for an unlimited time station (either new or major change thereof) requesting a power of 2.5 kilowatts, the filing and grant fees proposed were \$600 and \$4,050, respectively.

3. We repeat anew Paragraph 2 of the *Notice*, which reads as follows:

2. The Commission bases its fee schedule, as required by the *NCTA case (National Cable Television Association, Inc. v. U.S., 415 U.S. 336 (1974))* on the standard of 'value to the recipient'. The objective index used to reflect 'value to the recipient' for applications for construction permit for new standard broadcast stations and major changes in existing standard broadcast stations relates to the number of kilowatt hours requested in the application. This was the basis for assigning 'value to recipient' to a particular class of applications which was adopted January 15, 1975 (*Schedule of Fees, 50 F.C.C. 2d 906 (1975)*).

4. For the foregoing reasons set forth originally in the *Notice*, we will adopt the fees, as proposed, for applications in the standard broadcast band which specify a power of 2.5 kilowatts. Section 1.1111(a)(1), as hereby amended, is set forth in the Appendix.

5. Authority for the adoption of the amendment herein is contained in Section 4(d) of the Communications Act of 1934, as amended (47 U.S.C. 154(d)) and

<sup>1</sup> Standard broadcast stations operating with authorized power of 2.5 kilowatts are now permitted by the Commission. See *In the Matter of Amendment of Part 73 of the Commission's Rules Regarding AM Station Assignment Standards, 54 F.C.C. 2d* —, FCC 75-769, released July 14, 1975.

Title V of the Independent Offices Appropriation Act of 1932 (31 U.S.C. 483(a)) and Budget Bureau Circular A-25 and supplements thereto.

6. Accordingly, it is ordered, That effective October 22, 1975, Section 1.1111(a)(1) is revised to read as set forth below.

7. It is further ordered, That this proceeding is terminated.

(Secs. 4, 303, 48 Stat., as amended, 1066, 1082; 47 U.S.C. 154, 303.)

Adopted: September 5, 1975.

Released: September 11, 1975.

FEDERAL COMMUNICATIONS COMMISSION,<sup>1</sup>

[SEAL] VINCENT J. MULLINS, Secretary.

Part 1 of Chapter 1 of Title 47 of the Code of Federal Regulations is amended to read as follows:

1. Section 1.1111(a)(1) is amended to read as follows:

## § 1.1111 Schedule of Fees for Radio Broadcast Services.

(a) Except as provided in paragraph (b) of this section, the fees prescribed below are applicable to applications and operations in the Radio Broadcast Services:

(1) Construction Permits: Application for construction permit for new station or for major changes in existing station:

	Filing fee	Grant fee
VHF—top 50 markets <sup>1</sup> .....	\$10,000	\$67,000
UHF—top 50 markets.....	2,500	22,500
VHF—next 50 markets.....	4,000	27,000
UHF—next 50 markets.....	1,000	9,000
VHF—balance.....	2,000	13,500
UHF—balance.....	800	4,900
FM—class A.....	200	1,350
FM—class B and C.....	400	2,700
AM—day—60 kW.....	1,000	6,750
AM—day—25 kW.....	800	5,400
AM—day—10 kW.....	600	4,050
AM—day—5 kW.....	400	2,700
AM—day—2.5 kW.....	300	2,025
AM—day—1 kW.....	200	1,350
AM—day—500 W.....	100	675
AM—day—250 W.....	50	340
AM—unlimited 50 kW.....	2,000	13,500
AM—unlimited 25 kW.....	1,600	10,800
AM—unlimited 10 kW.....	1,200	8,100
AM—unlimited 5 kW.....	800	5,400
AM—unlimited—2.5 kW.....	600	4,050
AM—unlimited—1 kW.....	400	2,700
AM—unlimited 500 W.....	300	1,350
AM—unlimited 250 W.....	160	675
AM—class IV, full time 1 kW day; 250 W night.....	200	1,350

<sup>1</sup> The market size shall be determined by the ranking of the American Research Bureau, on the basis of prime time household (average one-quarter hour audience during prime time, all home stations).

[FR Doc.75-24700 Filed 9-16-75;8:45 am]

[Docket No. 20365; RM-2337; FCC 75-1004]

## PART 73—RADIO BROADCAST SERVICE

## FM Broadcast Table of Assignments; La.

In the matter of amendment of § 73.202 (b), Table of Assignments, FM Broadcast Stations. (Bayou Vista and Franklin, Louisiana).

1. The Commission has under consideration its *Notice of Proposed Rule Making*, adopted February 19, 1975 (40 Fed. Reg.

<sup>1</sup> Commissioner Hooks concurring in the result.



8963), inviting comments on a proposal to delete Channel 237A from Franklin, Louisiana, and assign it to Bayou Vista, Louisiana, as a first FM assignment to the community. Under the proposal, Channel 288A would be substituted at Franklin.

2. In response to the Notice, the Commission received comments from Teche Broadcasting Corporation ("Teche"), the petitioner in this proceeding, and from KFRA, Inc. ("KFRA"), licensee of daytime-only AM Station KFRA and KFRA-FM, Franklin.<sup>1</sup>

3. In its comments, Teche updated the demographic and economic information provided in its original petition and reiterated its willingness to seek authority for the operation of an FM station at Bayou Vista.

4. KFRA submitted a counterproposal suggesting that Channel 288A rather than Channel 237A be assigned to Bayou Vista. It asserted that the 1975 hurricane season was imminent and that the community of Franklin urgently needed a full-time aural service to provide needed news, weather, and emergency information.<sup>2</sup> KFRA also said it expected to be reimbursed for expenditures incurred in changing from Channel 237A to another channel should Channel 237A be assigned to Bayou Vista.

5. Although timely counterproposals may be filed, it is not sufficient to simply state that an alternative channel assignment "appears" to be available. Instead, they must be accompanied by a cogent showing that the alternative proposal is, in fact, viable. Absent such a showing, the counterproposal must be denied. In this proceeding, the required showing has not been made. Moreover, a serious question exists as to whether the Channel 288A transmitter site proposed by KFRA for use at Bayou Vista would be suitable.<sup>3</sup> The unsupported nature of the counterproposal when considered in conjunction with information submitted by Teche in support of the original proposal persuades us that the public interest, convenience, and necessity would be benefitted by adoption of the proposal set forth in the Notice and denial of the counterproposal submitted by KFRA.

6. The request by KFRA that it be accorded reimbursement for expenses incurred in changing its channel of operation also must be denied. This case does not come under the general policy that existing stations which are required to change channel assignments as a result of a rule making proceeding are entitled to be reimbursed for the reasonable expenses incurred as the result of this change in channel assignments. Although KFRA's application was filed before the

rule making petition was filed, it was granted after that filing. Reflecting the pendency of the petition, KFRA's permit was conditioned upon the outcome of this rule-making proceeding. This put KFRA on notice that the future status of the Channel 237A assignment at Franklin was in question. Later, when the Notice of Proposed Rule Making was issued (a copy of which was mailed to KFRA), it provided further warning. Nevertheless, KFRA proceeded with the construction of the station. KFRA, knowing both the nature of the conditional construction permit it was granted and the contents of the Notice, proceeded at its own peril. KFRA could have refused to accept the conditional permit; it did not. It could have waited until the completion of this proceeding; it did not. Any consequences that KFRA may now sustain as the result of a change in channel assignments must be considered as solely attributable to the unilateral decision to proceed and therefore is non-compensable.

7. Accordingly, it is ordered, That effective October 22, 1975, the FM Table of Assignments (§ 73.202(b) of the Commission's Rules and Regulations) is amended to read as follows:

§ 73.202 Table of Assignments.

(6) Table of FM Assignments.

LOUISIANA		Channel No.
Bayou Vista		237A
Franklin		288A

8. It is further ordered, That effective October 22, 1975, and pursuant to Section 316 of the Communications Act of 1934, as amended, the outstanding license of KFRA, Inc. for Station KFRA-FM, Franklin, Louisiana, IS MODIFIED to specify operation on Channel 288A in lieu of Channel 237A, subject to the following conditions:

(a) The licensee shall inform the Commission in writing no later than October 22, 1975, or its acceptance of the terms of this modification;

(b) Station KFRA-FM, Franklin, Louisiana, may continue to operate on Channel 237A at Franklin until 45 days after the grant of an application for a construction permit for a station on Channel 237A at Bayou Vista, Louisiana;

(c) Station KFRA-FM, Franklin, Louisiana, may commence operation on Channel 288A upon the effective date of this Order, subject to the following conditions:

(1) At least 30 days before operation on Channel 288A, the licensee of Station KFRA-FM shall submit to the Commission the technical information normally required of an applicant for a construction permit on Channel 288A;

(2) At least 10 days prior to commencing operation on Channel 288A the licensee of Station KFRA-FM shall submit measurement data required of an applicant for an FM station license; and

(3) The licensee of Station KFRA-FM shall not commence operation on Channel 288A without prior Commission authorization.

9. It is further ordered, That the Secretary of the Commission IS ORDERED to send a copy of this Report and Order by Certified Mail, Return Receipt Requested, to KFRA, Inc., licensee of KFRA-FM, Franklin, Louisiana.

10. Authority for the actions taken here is found in Sections 4(b), 303(g) and (r), 307(b), and 316(a) of the Communications Act of 1934, as amended.

11. It is further ordered, That this proceeding is terminated.

(Secs. 4, 303, 307, 48 Stat., as amended, 1036, 1082, 1083; Sec. 316, Sec. 12, 68 Stat., 717; 47 U.S.C. 164, 303, 307, 316.)

Adopted: September 5, 1975.

Released: September 11, 1975.

FEDERAL COMMUNICATIONS  
COMMISSION,  
VINCENT J. MULLINS,  
Secretary.

[FR Doc. 75-24701 Filed 9-12-75; 8:45 a.m.]

Title 50—Wildlife and Fisheries

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

PART 32—HUNTING

Benton Lake National Wildlife Refuge, Montana

The following regulations are issued and are effective on September 17, 1975. Proper notice has not been given due to administrative difficulties.

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

MONTANA

BENTON LAKE NATIONAL WILDLIFE REFUGE

Public hunting of geese, ducks, coots, mergansers and Wilson's snipe on the Benton Lake National Wildlife Refuge, Montana, is permitted only on areas designated by signs as open to public hunting. This open area is delineated on maps available at refuge headquarters.

Hunting shall be in accordance with all applicable state and federal regulations governing the hunting of the aforementioned species subject to the following special conditions:

1. Refuge roads and dike areas are closed to hunting.

2. Blinds may be constructed with natural vegetation found on the refuge.

3. Vehicle use and parking shall be confined to gravelled roads and designated parking areas.

4. Boats without motors may be used in conjunction with waterfowl hunting activities.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 4, 1976.

LYLE A. STEMMERMAN,  
Refuge Manager, Benton Lake  
National Wildlife Refuge,  
Great Falls, Montana.

SEPTEMBER 9, 1975.

[FR Doc. 75-24671 Filed 9-16-75; 8:45 am]

<sup>1</sup>The permit authorizing construction of an FM station on Channel 237A at Franklin specified:

"The grant of this authorization is subject to applicant's acceptance of any modification requiring use of Channel 288 as a result of rule making in RM-2337."

<sup>2</sup>This full-time service is already provided and under our decision need only change to the new channel.

<sup>3</sup>Information indicates that the terrain surrounding the proposed transmitter site is marshy.



# proposed rules

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

## DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[ 25 CFR Part 233 ]

### SAN CARLOS INDIAN IRRIGATION PROJECT, ARIZ.

Regulations and Rates

SEPTEMBER 5, 1975.

**Basic and purpose.** Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by 5 U.S.C. § 301 (1970 ed.), Section 5 of the Act of June 7, 1924 (43 Stat. 475, 476), and the Act of March 7, 1928 (45 Stat. 200, 210-211), it is proposed to amend 25 CFR Part 233 as set forth below. The primary purpose of this amendment is to provide additional power revenue to meet the increased cost of purchased power and to meet the increased cost of operating and maintaining the power system of the San Carlos Indian Irrigation Project, Arizona. It is proposed to accomplish this by combining the pumping and commercial rate with an increased general rate and increasing the rates for customers under the other two rate schedules.

It is the policy of the Department of the Interior, whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly interested persons may submit written comments, suggestions, or objections with respect to the proposed amendment to the Commissioner of Indian Affairs, Washington, D.C. 20245, on or before October 17, 1975.

Part 233 is revised to read as follows:

#### PART 233—SAN CARLOS INDIAN IRRIGATION PROJECT, ARIZONA

Sec.	
233.1	Effective date; changes.
233.2	Authority of Project Engineer.
233.3	Disputes.
233.4	Applications; contracts.
233.5	Deposits.
233.6	Extensions.
233.7	Installation or extension financed by consumer.
233.8	Temporary Service.
233.9	Type of service.
233.10	Service connections.
233.11	Connection methods.
233.12	Multiple meter installations.
233.13	Consumer responsibility.
233.14	Change of equipment.
233.15	Apparatus detrimental to service.
233.16	Motor starting equipment.
233.17	Service discontinued.
233.18	Bills for service.
233.19	Special bills.
233.20	Connect, reconnect, and accounting charges.
233.21	Delinquent bills.
233.22	Discontinuance by consumer.
233.23	Fraud; tampering.
233.24	Compensation of employees.

Sec.	
233.25	Hardship cases.
233.26	Interruptions to service.
233.27	Contingent upon appropriations.
233.51	Rate Schedule No. 1—Residential Rate.
233.52	Rate Schedule No. 3—General Rate.
233.53	Rate Schedule No. 3—Street and Area Lighting.

**AUTHORITY:** The provisions of this Part 233 issued under Sec. 5, 43 Stat. 476, 45 Stat. 210, 211; 5 U.S.C. 301.

#### § 233.1 Effective date; changes.

The regulations in this part are approved for the conduct of the electric power system of the San Carlos Project, Arizona, referred to in this part as the Project. The regulations in this part shall become effective with the first billings made after the first day of the second calendar month which begins after the date of publication in the FEDERAL REGISTER. The regulations in this part are subject to change by the proper authority and such changes shall apply to all contracts then and thereafter in effect.

#### § 233.2 Authority of Project Engineer.

The Project Engineer is responsible for the operation of the electric power system and the enforcement of the regulations in this part. He is authorized to carry out and enforce the regulations either directly or through the Power Manager or other Project employees designated by him.

#### § 233.3 Disputes.

Any aggrieved party may file with the Project Engineer a written complaint regarding the application of the regulations. Within fifteen days after its receipt, the Project Engineer shall render a written decision thereon and serve a copy thereof on the aggrieved party. Within fifteen days from receipt of such decision, the aggrieved party may take an appeal to the Commissioner of Indian Affairs who shall render his decision within sixty days and his decision shall be final. Pending the determination of an appeal, electric service shall be continued, except in cases which the question of the existence of dangerous conditions on the premises of the consumer is involved, provided the consumer pays the amount of each bill for electric service prior to the time when it becomes delinquent. If the question of the amount of the bill is involved in an appeal, the consumer shall be deemed to have paid the bill under protest and the payment shall be held in a special deposit account until the final decision has been made.

#### § 233.4 Applications; contracts.

In order to contract for the delivery of power, a written application for service

under this part accompanied by the required cash deposit and guarantee of the required minimum revenues to the Project, shall be filed with the Project Engineer. Upon acceptance by him, the application will become a contract. In general, such application will be accepted where service lines exist. When special terms and conditions are involved in contracting for service, the Project Engineer shall require the execution of a form of contract in which such terms and conditions are fully set forth. Each contract involving the construction of a new extension shall be for a period of at least one year, but if the consumer vacates the premises, he shall be liable for the unpaid guaranteed revenue only to the extent that it is not liquidated by the succeeding occupant of the premises. The Project Engineer is authorized to reject applications which he deems to be adverse to the best interests of the Project.

#### § 233.5 Deposits.

A cash deposit in an amount equal to twice the estimated monthly bill, but in no case less than \$30.00 will be required from each applicant. Any cash deposit, less the amount of any unpaid bills, shall be refunded after the termination of service. Before extensions are constructed each applicant must deposit an amount sufficient to cover his portion of the required minimum charges for a period of not less than one year, and must otherwise establish his credit and satisfy the Project Engineer of his intention to take service and his ability to meet the guarantee.

#### § 233.6 Extensions.

(a) The length of an extension constructed at the expense of the Project shall not exceed the following:

In urban areas:	Feet
Single-phase extensions	100
3-phase extensions	80
In rural areas:	Feet
Single-phase extensions	330
3-phase extensions	210

(b) The length of an extension shall include the horizontal length of both the primary and secondary circuits exclusive of the service drops. Insofar as practicable, all extensions shall be constructed along established highways. The prospective consumer, or consumers, shall furnish or procure satisfactory rights-of-way necessary for the lines and other facilities of the Project incidental to the furnishing of service. The Project Engineer may decline to construct any extension which, in his opinion, will be excessive in cost, or detrimental to the best interest of the Project, or for which funds are not available.



**§ 233.7 Installation or extension financed by consumer.**

If funds, material or labor are not otherwise available for an installation or extension, or if an extension to a prospective consumer will require new construction beyond the distances specified in § 233.6, the consumer or prospective consumer may, after executing an appropriate contract satisfactory to the Project Engineer, construct the needed installation or extension, or deposit funds estimated to be sufficient to pay for the construction. Such installations or extensions shall be built in accordance approved by the Project Engineer. All extensions when constructed shall be and remain the property of the United States.

**§ 233.8 Temporary service.**

Temporary service refers to service to circuses, bazaars, fairs, construction works, and other activities or businesses of such a nature that service to the premises occupied by them will probably be discontinued within five months. An applicant for temporary service shall be required to deposit with the Project Engineer a sum of money equal to the estimated cost of installing and removing the necessary facilities and also an additional sum equal to the estimated bill for electrical service: *Provided, however,* That such additional sum need not be greater than three times the estimated monthly bill. After termination of service, there shall be refunded any amount remaining on deposit, in excess of the actual cost of installing and removing facilities, plus the unpaid amount of bills for electric power and energy, as determined by the Project Engineer.

**§ 233.9 Type of service.**

Service for lights and the usual domestic and other appliances, including motors of less than seven and one-half horsepower shall be single phase, nominally 115 or 230 volts and two or three wire, except when special approval for another type of service has been obtained from the Project Engineer. Three-phase service at suitable voltage may be furnished for motor installations of seven and one-half horsepower and over, provided a three-phase circuit of the required voltage and capacity is available where the service is desired. All service will be sixty cycle.

**§ 233.10 Service connections.**

On each new service the consumer shall provide and maintain a service entrance at a location convenient to the lines of the project, and all connections from the service entrance to the meter base and from the meter base to the main line circuit breaker or distribution center. The meter will be furnished by the United States. The meter socket will be furnished and installed by the consumer and in a suitable location, preferably on the outside of the building, or service pole, where the meter will be accessible to the meter reader at all times. Except for underground service in-

stallations, the meter socket shall not be more than 7 feet nor less than 5 feet above the ground or floor. For underground service installations, the meter shall be mounted a minimum of 3 feet above the ground or floor. The entire service installation must be satisfactory to the project engineer and must conform to the provisions then in force of the National Electrical Code of the National Board of Fire Underwriters for Electric Wiring and Apparatus. When alterations of a consumer's premises make it necessary to move an existing meter loop, the consumer may be required to install a meter socket in the new loop, located in conformity with the stipulations of this section. When an inspection is required by municipal ordinance, the project engineer shall require a certificate of inspection and approval by the municipal inspector before connecting a new service.

**§ 233.11 Connection methods.**

Service to a consumer's premises will ordinarily be supplied by means of overhead conductors. A consumer may at his own expense provide for an underground service. Such a underground service must be installed in accordance with the provisions of the National Electrical Code and shall be terminated on the pole at a location and in the manner directed by the Project Engineer. No connection from the circuits of the Electrical Power System to a consumer's service entrance shall be made except by the Project or its agents.

**§ 233.12 Multiple meter installations.**

In the case of new installations in multiple-occupancy buildings such as apartment houses in connection with which more than one meter in a building is required, the meters shall be assembled at one central location. Each meter shall be clearly marked so as to make it possible to identify the consumer.

**§ 233.13 Consumer responsibility.**

The consumer shall furnish, install and maintain at his own risk and expense in good and safe condition all protective devices, electric wires, lines, machinery, apparatus, and appliances which may be required or used for receiving and consuming electric energy obtained from the Project. The consumer shall be responsible for conforming to the regulations of the National Board of Fire Underwriters and to any other regulations applicable to his installation.

**§ 233.14 Change of equipment.**

In the event that a consumer proposes to make any material change in the amount, size or character of the electrical equipment installed on his premises, he shall immediately give written notice of his intention to the Project Engineer.

**§ 233.15 Apparatus detrimental to service.**

The Project Engineer may refuse to supply loads of a character detrimental to the system, or to service to other con-

sumers, and he may require the installation of suitable corrective devices.

**§ 233.16 Motor starting equipment.**

Motors having a rated capacity of three horsepower or more shall be provided with such starting and overload equipment as may be required by the Project Engineer.

**§ 233.17 Service discontinued.**

The Project Engineer may discontinue electric service to any consumer who shall continue to use appliances or apparatus detrimental to the Electric Power System after he has been notified to correct the condition and has failed to do so within a reasonable time.

**§ 233.18 Bills for service.**

Meters will normally be read and bills for electric service will be rendered at regular intervals. Payments by consumers should be made in person or remitted by check or money order, payable to the order of the Treasurer of the United States, and mailed to the designated office of the Project.

**§ 233.19 Special bills.**

Special bills, removal bills, bills for temporary service, bills rendered when premises are vacated or bills rendered to persons discontinuing services are due on representation.

**§ 233.20 Connect, reconnect, and accounting charges.**

A nonrefundable service establishment fee of \$7.50 will be charged each time the Project is requested to establish or reestablish electric service to the customer's delivery point. The charge will be included in and rendered with the first month's bill for electricity after connection or reconnection service. An accounting charge of \$5 will be made when a check is returned unpaid by a bank because of insufficient funds or other reasons. This charge will be in addition to any other applicable charges and will appear on the next month's bill for electricity.

**§ 233.21 Delinquent bills.**

Bills for electric service will be delinquent if not paid on or before the tenth day following the date of issue of a bill showing arrears. When such delinquency occurs, the Project Engineer shall discontinue service and service shall not be restored until the consumer has paid all bills then due plus a reconnection charge of \$10.00 and had made the deposit required under § 233.5. Discontinuance of service for delinquency shall not relieve the consumer of liability for minimum monthly payments guaranteed by him under his contract.

**§ 233.22 Discontinuance by consumer.**

Notice of his desire to have service disconnected shall be given by the consumer at least two days in advance. In the absence of such notice the consumer will be held liable for payment of all electrical energy furnished to such vacated premises until service is discontinued. Final bills may be paid by



application of the consumer's guarantee deposit to the extent that they are covered thereby. Any surplus remaining in the deposit will be returned to the consumer after the contract is terminated. Where the deposit is insufficient, the consumer will be billed for the difference which shall be immediately due and payable.

#### § 233.23 Fraud; tampering.

Service shall be discontinued by any consumer, or to any premises at any time when, in the opinion of the Project Engineer, such action is necessary to protect against abuse, fraud, or theft. Tampering or in any way interfering with meters, transformers, poles, conductors, or any part of the property of the Project is prohibited and is subject to prosecution pursuant to law.

#### § 233.24 Compensation of employees.

All employees are strictly forbidden to demand or accept any personal compensation for services rendered to a consumer, or any gratuity by reason of rendition of services.

#### § 233.25 Hardship cases.

The Project Engineer may relax temporarily strict enforcement of a regulation when in his judgment such enforcement would work undue hardship upon a consumer, but all such cases shall be reported promptly to the Commissioner of Indian Affairs with an explanation by the Project Engineer of the reasons for taking such action. The Commissioner of Indian Affairs may cancel the action taken by the Project Engineer.

#### § 233.26 Interruptions to service.

The United States will furnish energy continuously so far as reasonable diligence will permit. But the United States, its officers, agents or employees, assume no liability for damages due to interruptions of service to the consumer.

#### § 233.27 Contingent upon appropriations.

All contracts are subject to appropriations made by Congress from year to year of monies sufficient to perform the work or render the service provided therein. No liability shall accrue against the United States by reason of the lack of appropriations.

#### § 233.51 Rate Schedule No. 1—Residential Rate.

(a) *Application of Schedule.* This schedule is applicable to single phase or three-phase service for residences and small, noncommercial users. Unless specifically permitted by the contract, use must be limited to the consumer's own premises and power supplied must not be resold. If more than one meter is required by the customer's installation or for the customer's convenience, bills will be independently calculated for each meter.

(b) *Monthly rate.* (1) \$4.50, which includes the use of 50 kilowatt hours.

(2) 5 cents per kilowatt for the next 100 kilowatt hours.

(3) 3 cents per kilowatt hour for the next 350 kilowatt hours.

(4) 1.5 cents per kilowatt hour for all additional kilowatt hours.

(c) *Minimum Bill.* The minimum bill shall be \$4 per month except when a higher minimum bill is stipulated in the contract.

(d) *Fuel adjustment.* An adjustment shall be added to each KWH used equal to the estimated average fuel adjustment (rounded to the nearest \$.0001) paid by the Project to Project's power suppliers.

#### § 233.52 Rate Schedule No. 2—General rate.

(a) *Application of schedule.* This schedule is applicable to single phase or three-phase electric service for all purposes except residences and small, noncommercial users. Unless specifically permitted by the contract, use must be limited to the consumer's premises and the power supplied must not be resold. If more than one meter is required by the customer's installation, or for the customer's convenience, bills will be independently calculated for each meter.

(b) *Monthly rate.* (1) First 50 kilowatt hours, four dollars and fifty cents.

(2) 5 cents per kilowatt hour for the next 350 kilowatt hours.

(3) 3 cents per kilowatt hour for the next 600 kilowatt hours.

(4) 1.6 cents per kilowatt hour for the next 9000 kilowatt hours.

(5) When use is 10,000 kilowatt hours or more: First 10,000 kilowatt hours \$184. Additional kilowatt hours at 1.6 cents per kilowatt hour.

(6) Less a credit of 0.3 cents per kilowatt hour for each kilowatt hour above 200 times the billing demand (50 KW min).

(c) *Minimum bill.* The minimum bill shall be \$1.00 per month per kilowatt of billing demand, except where the customer's requirements are of a distinctly recurring seasonal nature. Then the minimum monthly bill shall not be more than an amount sufficient to make the total

charges for the twelve (12) months ending with the current month, equal to twelve times the highest monthly minimum computed for the same twelve month period. However, no monthly billing shall be less than \$4.50.

(d) *Contract demand.* Each contract for 50 KW or over shall state the number of kilowatts which the customer expects to require and desires to have reserved for his service. This quantity is called the contract demand.

(e) *Actual demand.* The actual demand for any month shall be the average amount of power used during the period of 15 consecutive minutes when such average is the greatest for the month as determined by suitable meters, or, if meters are unavailable, the actual demand shall be connected load or such portion of the connected load as the Project Engineer may determine to be appropriate based on available information as to the customers use of connected lights, appliances, and equipment, or from check metering.

(f) *Billing demand.* The billing demand for a month shall be the contract demand or the actual demand for the month, whichever is greater.

(g) *Fuel adjustment.* An adjustment shall be added to each KWH used equal to the estimated average fuel adjustment (rounded to the nearest \$.0001) paid by the Project to Project's power suppliers.

#### § 233.53 Rate Schedule No. 3—Street and Area Lighting.

(a) *Application.* This rate schedule applies to service for yard lighting, lighting streets, alleys, thoroughfares, parks, schoolyards, industrial areas, parking lots, and similar areas where dusk-to-dawn service is desired. The Project will own, operate, and maintain the lighting system including normal lamp and globe replacements. Damages caused by malicious mischief shall be repaired at customer's expense.

(b) *Monthly rate.* (1) Lamps:

	Each		
	1	2 to 5	5 or more
200 watts or less, incandescent (2,800 lumens or less)	3	3.00	3
175 watts mercury vapor (approximately 6,500 lumens)	5	4.50	4
250 watts mercury vapor (approximately 10,000 lumens)	6	5.50	5
400 watts mercury vapor (approximately 18,000 lumens)	8	7.00	6

The minimum term of a service contract will be 12 months, payable in advance. The advance payment may be waived in special cases by the Project Engineer. Installation charges, the cost of wood poles or special steel, aluminum, or other supports, special fixtures, and the cost of underground service, will be charged as determined by the Project Engineer.

MORRIS THOMPSON,  
Commissioner of Indian Affairs.

[FR Doc. 75-24730 Filed 9-16-75; 8:45 am]

## DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 906]

### HANDLING OF ORANGES AND GRAPEFRUIT GROWN IN LOWER RIO GRANDE VALLEY IN TEXAS

Expenses and Rate of Assessment for the 1975-76 Fiscal Period

This notice invites written comment relative to the proposed expenses of \$725,000 and rate of assessment of \$0.045 per  $\frac{1}{10}$ -bushel carton or equivalent quantity of oranges and grapefruit to



support the activities of the Texas Valley Citrus Committee for the 1975-76 fiscal period under Marketing Order No. 906. Consideration is being given to the following proposals submitted by the Texas Valley Citrus Committee, established pursuant to the marketing agreement, as amended, and Order No. 906, as amended (7 CFR Part 906), regulating the handling of oranges and grapefruit grown in the Lower Rio Grande Valley in Texas, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), as the agency to administer the terms and provisions thereof:

(1) That expenses that are reasonable and likely to be incurred by the Texas Valley Citrus Committee during the period August 1, 1975, through July 31, 1976, will amount to \$725,000.

(2) That there be fixed at \$0.045 per  $\frac{1}{10}$ -bushel carton or equivalent quantity of oranges and grapefruit the rate of assessment payable by each handler in accordance with § 906.34 of the aforesaid marketing agreement and order.

All persons who desire to submit written data, views, or arguments in connection with the aforesaid proposals shall file the same, in quadruplicate, with the Hearing Clerk, United States Department of Agriculture, Room 112, Administration Building, Washington, D.C. 20250, not later than October 6, 1975. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Dated: September 12, 1975.

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

[FR Doc.75-24747 Filed 9-16-75; 8:45 am]

[7 CFR Part 906]

[Proposed Amdt. 18]

**HANDLING OF ORANGES AND GRAPEFRUIT GROWN IN THE LOWER RIO GRANDE VALLEY IN TEXAS**

**Container and Pack Requirements**

This notice proposes amendment of the container, pack, and container marking requirements for Texas oranges and grapefruit, effective November 17, 1975. The proposed amendment would reduce by two (2) the number of containers which the industry could use in shipping oranges and grapefruit grown in Texas. The two containers, proposed to be eliminated, are used only to a limited extent. Their elimination would require less inventory to be maintained by handlers and would promote orderly marketing in the interest of producers and consumers.

The proposal would amend § 906.340 Container, pack, and container marking regulations, established pursuant to the marketing agreement, as amended, and Order No. 906, as amended (7 CFR Part 906), regulating the handling of oranges

and grapefruit grown in the Lower Rio Grande Valley in Texas. This program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

All persons who desire to submit written data, views, or arguments in connection with the proposal should file the same with the Hearing Clerk, Room 112A, U.S. Department of Agriculture, Washington, D.C. 20250, not later than October 6, 1975. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

The proposed amendment was recommended by the Texas Valley Citrus Committee, which has reviewed the types and sizes of containers needed by the Texas citrus industry. Under the proposal 2 currently little-used containers would no longer be authorized after handler's current stocks of such containers are depleted during the 1975-76 season. One of these is the  $\frac{1}{10}$  bushel wire bound wooden box, the use of which has declined to an insignificant level in recent years. The other is a fiberboard carton used as a master container for the shipment of six 8-pound bags of fruit, which has become redundant as the use of 8-pound bags has declined, and as a greater portion of the fruit in 8-pound bags is shipped in another authorized master container. The committee reports that the continued authorization of these little-used containers would create inventory problems for handlers, and these containers have quite limited acceptance by the trade. The committee considers that those containers which would remain for authorized use would be adequate for the shipment of the Texas orange and grapefruit crops.

The proposal is that in § 906.340 Container, pack, and container marking regulations, paragraphs (a)(1)(i) and (a)(1)(v) be deleted, and that the remaining provisions of paragraph (a)(1) be revised to read as follows:

§ 906.340 Container, pack, and container marking regulations.

(a) \* \* \*

(i) Containers. (1) Closed fibreboard carton with inside dimensions of  $13\frac{3}{4}$  x  $10\frac{1}{2}$  x  $7\frac{1}{4}$  inches: *Provided*, That the container has a Mullen or Cady test of at least 200 pounds;

(ii) Closed fully telescopic fibreboard carton with inside dimensions of  $16\frac{1}{2}$  x  $10\frac{3}{4}$  x  $9\frac{1}{2}$  inches, described in Freight Container Tariff 2G as container No. 6506;

(iii) Closed fully telescopic fibreboard carton with inside dimensions of  $19\frac{3}{4}$  x  $13\frac{1}{2}$  x 13 inches: *Provided*, That the cover section and bottom section each has a Mullen or Cady test of at least 250 pounds;

(iv) Closed wireboard wooden box with inside dimensions of  $24\frac{1}{16}$  x  $11\frac{1}{8}$  x  $11\frac{1}{8}$  inches, described in Freight Container Tariff 2G as container No. 3680;

(v) Closed fiberboard carton with inside dimensions of 20 x  $13\frac{3}{4}$  inches and

of a depth from  $9\frac{3}{4}$  to  $10\frac{3}{4}$  inches: *Provided*, That the container has a Mullen or Cady test of at least 250 pounds and the container is used only for the shipment of eight 5-pound bags of fruit, or five 8-pound bags of fruit;

(vi) Bags having a capacity of 5 or 8 pounds of fruit: *Provided*, That fruit when packed in such bags shall be handled only when packed in the number and container specified in paragraph (a)(1)(v);

(vii) Bags of the mesh or woven type having a capacity of 18 pounds of fruit;

(viii) Wire crib with inside dimensions of  $46\frac{1}{2}$  x 37 x 30 inches: *Provided*, That such cribs be constructed of either 4 x 4 inch mesh wire at least O gauge, or 2 x 2 inch mesh wire at least 2 gauge; and *Provided further*, That a new liner shall be placed in this container each time it is filled for shipment;

(ix) Such other types and sizes of containers as may be approved by the Texas Valley Citrus Committee for testing in connection with a research project conducted by or in cooperation with the said committee: *Provided*, That the handling of each lot of fruit in such test containers shall be subject to prior approval, and under the supervision, of the Texas Valley Citrus Committee; and

(x) Those containers which were authorized on November 16, 1975, under § 906.340 Container and Pack Regulations, but which do not meet the requirements specified in this section may be used through July 31, 1976, by any handler who had such containers in his inventory on November 16, 1975.

Dated: September 12, 1975.

CHARLES R. BRADER,  
Deputy Director, Fruit and Veg-  
etable Division, Agricultural  
Marketing Service.

[FR Doc.75-24748 Filed 9-16-75; 8:45 am]

[7 CFR Part 966]

**TOMATOES GROWN IN FLORIDA**

**Proposed Expenses and Rate of Assessment**

Consideration is being given to authorizing the Florida Tomato Committee to spend \$111,000 for its operations during the fiscal period ending July 31, 1976, and to collect 0.35 cent per 30-pound equivalent on assessable tomatoes handled by first handlers under the program.

The committee is the administrative agency established under Marketing Agreement No. 125 and Order No. 966, both as amended, regulating the handling of tomatoes grown in designated counties in the State of Florida. This program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.).

All persons who desire to submit written data, views, or arguments in connection with this proposal should file the same, in duplicate, with the Hearing Clerk, Room 112-A, U.S. Department of Agriculture, Washington, D.C. 20250, not



later than October 3, 1975. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

It is proposed to add § 966.212 as set forth below.

**§ 966.212 Expenses and rate of assessment.**

(a) The reasonable expenses that are likely to be incurred during the fiscal period ending July 31, 1976, by the Florida Tomato Committee for its maintenance and functioning and for such other purposes as the Secretary may determine to be appropriate will amount to \$111,000.

(b) The rate of assessment to be paid by each handler in accordance with this part shall be 0.35 cent (\$0.0035) per 30-pound container or equivalent quantity, of tomatoes handled by him as the first handler thereof during the fiscal period.

(c) Unexpended income in excess of expenses for the fiscal period may be carried over as a reserve.

(d) Terms used in this section have the same meaning as when used in the marketing agreement and this part.

Dated: September 11, 1975.

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

[FR Doc. 75-24692 Filed 9-16-75; 8:45 am]

[ 7 CFR Part 1250 ]

**EGG RESEARCH AND PROMOTION ORDER**

**Referenda; Modification or Exemptions From Order**

Consideration is being given to the approval of the procedure for the conduct of referenda and of rules of practice and procedure governing proceedings on petitions to modify or to be exempted from provisions of the Egg Research and Promotion Order. The proposed procedures and rules of practice, as hereinafter set forth, are in accordance with the authority vested in the Secretary of Agriculture by Public Law 93-428, 93rd Congress, approved October 1, 1974 (7 U.S.C. 2701 et seq.).

All persons who desire to submit written data, views, or arguments about these proposals may file the same, in quadruplicate, with the Hearing Clerk, Room 112-A, United States Department of Agriculture, Washington, D.C. 20250, not later than October 2, 1975. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

**SUBPART—PROCEDURE FOR THE CONDUCT OF REFERENDA IN CONNECTION WITH EGG RESEARCH AND PROMOTION ORDER**

It is proposed to add the following new subparts to 7 CFR Part 1250:

**Subpart—Procedure for the Conduct of Referenda in Connection With Egg Research and Promotion Order**

Sec.	
1250.200	Referenda.
1250.201	Definitions.
1250.202	Voting.
1250.203	Instructions.
1250.204	Subagents.
1250.205	Ballots.
1250.206	Referendum report.
1250.207	Confidential information.

**Subpart—Procedure for the Conduct of Referenda in Connection With Egg Research and Promotion Order**

**§ 1250.200 Referenda.**

Referenda for the purpose of ascertaining whether the issuance by the Secretary of Agriculture of an Egg Research and Promotion Order, or the continuance, termination, or suspension of such an order, is approved or favored by producers, shall unless supplemented or modified by the Secretary, be conducted in accordance with this subpart.

**§ 1250.201 Definitions.**

(a) "Act" means the Egg Research and Consumer Information Act and as it may be amended (Public Law 93-428, 7 U.S.C. 2701 et seq.).

(b) "Secretary" means the Secretary of Agriculture or any other officer or employee of the Department of Agriculture to whom there has heretofore been delegated, or to whom there may hereafter be delegated the authority to act in his stead; and "Department of Agriculture" means the United States Department of Agriculture.

(c) "Administrator" means the Administrator of the Agricultural Marketing Service, with power to redelegate, or any other officer or employee of the Department to whom authority has been delegated or may hereafter be delegated to act in his stead.

(d) "Order" means the order or any amendment thereto promulgated pursuant to the Act with respect to which the Secretary has directed that a referendum be conducted.

(e) "Referendum agent" means the individual or individuals designated by the Secretary to conduct the referendum.

(f) "Representative period" means the period designated by the Secretary pursuant to section 9 of the Act (7 U.S.C. 2708).

(g) "Person" means any individual, group of individuals, partnership, corporation, association, cooperative, or any other entity.

(h) "Egg producer" or "producer" means any person who either: (1) Is an egg farmer who acquires and owns laying hens, chicks, and/or started pullets for the purpose of and is engaged in the production of commercial eggs; or (2) Is a person who supplied or supplies laying hens, chicks, and/or started pullets to an egg farmer for the purpose of producing commercial eggs pursuant to an oral or written contractual agreement for the production of commercial eggs. Such per-

son is deemed to be the owner of such laying hens UNLESS it is established in writing, to the satisfaction of the Secretary or the Egg Board, that actual ownership of the laying hens is in some other party to the contract. In the event the party to an oral contract who supplied or supplies the laying hens cannot be readily identified by the Secretary or the Egg Board, the person who has immediate possession and control over the laying hens at the egg production facility shall be deemed to be the owner of such hens unless written notice is provided to the Secretary or the Egg Board, signed by the parties to said oral contract, clearly stating that the eggs are being produced under a contractual agreement and identifying the party (or parties) under said contract who is the owner of the hens.

**§ 1250.202 Voting.**

(a) Each person who is a producer, as defined in this subpart, at the time of the referendum, who was engaged in the production of commercial eggs during the representative period, and who is not exempt from the provisions of the order as provided for in § 1251.347 thereof, shall be entitled to only one vote in the referendum.

(b) Proxy voting is not authorized but an officer or employee of a corporate producer, or an administrator, executor, or trustee of a producing estate, or an authorized representative of any other entity, may cast a ballot on behalf of such producer or estate. Any individual so voting in a referendum shall certify that he is an officer or employee of the corporate producer, or an administrator, executor, or trustee of the producing estate, or an authorized representative of such other entity, and that he has the authority to take such action. Upon request of the referendum agent, such individual shall submit adequate evidence of his authority.

(c) Each producer shall be entitled to cast only one ballot in the referendum.

**§ 1250.203 Instructions.**

The referendum agent shall conduct the referendum, in the manner herein provided, under supervision of the Administrator. The Administrator may prescribe additional instructions, not inconsistent with the provisions hereof, to govern the procedure to be followed by the referendum agent. Such agent shall:

(a) Determine the time of commencement and termination of the period of the referendum, and the time when all ballots must be received by the referendum agent.

(b) Determine whether ballots may be cast by mail, at polling places, at meetings of producers, or by any combination of the foregoing.

(c) Provide ballots and related material to be used in the referendum. Ballot material shall provide for recording essential information for ascertaining (1) whether the person voting, or on whose behalf the vote is cast, is an eligible voter,



and (2) the total volume of commercial eggs produced during the representative period.

(d) Give reasonable advance notice of the referendum (1) by utilizing, without advertising expense, available media of public information (including, but not limited to, press and radio facilities) serving the production area(s), announcing the dates, places, and method(s) of voting, eligibility requirements, and other pertinent information, and (2) by such other means as said agent may deem advisable.

(e) Make available to producers instructions on voting, appropriate registration, ballot, and certification forms, and, except in the case of a referendum on the termination or continuance of an order, a summary of the terms and conditions of the order: *Provided*, That no person who claims to be qualified to vote shall be refused a ballot.

(f) If the ballots are to be cast by mail, cause all the material specified in (e) of this section to be mailed to each eligible producer whose name and address are known to the Secretary or the referendum agent.

(g) If the ballots are to be cast at polling places or meetings, determine the necessary number of polling or meeting places, designate them, announce the time of each meeting or the hours during which each polling place will be open, provide the material specified in (e) of this section, and provide for appropriate custody of ballot forms and delivery to the referendum agent of ballots cast.

(h) At the conclusion of the referendum, canvass the ballots, tabulate the results, and except as otherwise directed report the outcome to the Administrator and promptly thereafter submit the following:

(1) All ballots received by the agent and appointees, together with a certificate to the effect that the ballots listed are all of the ballots cast and received by the agent and appointees during the referendum period;

(2) A tabulation of all challenged ballots deemed to be invalid; and

(3) A report of the referendum including a detailed statement explaining the method used in giving publicity to the referendum and showing other information pertinent to the manner in which the referendum was conducted.

#### § 1250.204 Subagents.

The referendum agent may appoint any person or persons deemed necessary or desirable to assist said agent in performing his functions hereunder. Each person so appointed may be authorized by said agent to perform, in accordance with the requirements herein set forth, any or all of the following functions (which, in the absence of such appointment, shall be performed by said agent):

(a) Give public notice of the referendum in the manner specified herein;

(b) Preside at a meeting where ballots are to be cast or as poll officer at a polling place;

(c) See that ballots and the aforesaid texts are distributed to producers and receive any ballots which are cast; and

(d) Record the name and address of each person casting a ballot with said subagent and inquire, as deemed appropriate, into the eligibility of such persons to vote in the referendum.

#### § 1250.205 Ballots.

The referendum agent and his appointees shall accept all ballots cast; but, should they, or any of them, deem that a ballot should be challenged for any reason, said agent or appointee shall endorse above his signature, on said ballot, a statement to effect that such ballot was challenged, by whom challenged, the reasons therefor, the results of any investigations made with respect thereto, and the disposition thereof. Invalid ballots shall not be counted.

#### § 1250.206 Referendum report.

Except as otherwise directed, the Administrator shall prepare and submit to the Secretary a report on results of the referendum, the manner in which it was conducted, the extent and kind of public notice given, and other information pertinent to analysis of the referendum and its results.

#### § 1250.207 Confidential information.

The ballots cast or the manner in which any person voted and all information furnished to, compiled by, or in the possession of the referendum agent, shall be regarded as confidential.

#### Subpart—Rules of Practice Governing Proceedings on Petitions to Modify or To Be Exempted From Orders

##### Sec.

1250.250 Words in the singular form.

1250.251 Definitions.

1250.252 Institution of proceeding.

#### Subpart—Rules of Practice Governing Proceedings on Petitions To Modify or To Be Exempted From Orders

#### § 1250.250 Words in the singular form.

Words in this subpart in the singular form shall be deemed to import the plural, and vice versa, as the case may demand.

#### § 1250.251 Definitions.

As used in this subpart, the terms as defined in the act shall apply with equal force and effect. In addition, unless the context otherwise requires:

(a) The term "act" means the Egg Research and Consumer Information Act and as it may be amended (Public Law 93-428, 7 U.S.C. 2701 et seq.);

(b) The term "Department" means the U.S. Department of Agriculture;

(c) The term "Secretary" means the Secretary of Agriculture or any other officer or employee of the Department of Agriculture to whom there has heretofore been delegated, or to whom they may hereinafter be delegated the authority to act in his stead;

(d) The term "Administrative Law Judge" or "Judge" means any Administrative Law Judge appointed pursuant to 5 U.S.C. 3105 and assigned to conduct the hearing;

(e) The term "Administrator" means the Administrator of the Agricultural Marketing Service, with power to redele-

gate, or any other officer or employee of the Department to whom authority has been delegated or may hereafter be delegated to act in his stead;

(f) The term FEDERAL REGISTER means the publication provided for by the act of July 26, 1935 (49 Stat. 500), and act supplementary thereto and amendatory thereof;

(g) The term "order" means any order or any amendment thereto which may be issued pursuant to the act;

(h) The term "person" means any individual, group of individuals, partnership, corporation, association, cooperative, or any other entity, subject to an order or to whom an order is sought to be made applicable, or on whom an obligation has been imposed or is sought to be imposed under an order;

(i) The term "proceeding" means a proceeding before the Secretary arising under section 14(a) of the act;

(j) The term "hearing" means that part of the proceeding which involves the submission of evidence;

(k) The term "party" includes the Department;

(l) The term "Hearing Clerk" means the Hearing Clerk, U.S. Department of Agriculture, Washington, D.C.;

(m) The term "Administrative Law Judge's report" means the Administrative Law Judge's report to the Secretary and includes the Administrative Law Judge's proposed (1) findings of fact and conclusions with respect to all material issues of fact, law, or discretion, as well as the reasons or basis therefor, (2) order, and (3) rulings on findings, conclusions, and orders submitted by the parties; and

(n) The term "petition" includes an amended petition.

#### § 1250.252 Institution of proceeding.

(a) *Filing and service of petition.* Any person subject to an order desiring to complain that any order or any provision of any such order or any obligation imposed in connection therewith is not in accordance with the law, shall file with the Hearing Clerk, in quadruplicate, a petition in writing addressed to the Secretary. Promptly upon receipt of the petition, the Hearing Clerk shall transmit a true copy thereof to the Administrator and the General Counsel, respectively.

(b) *Contents of petition.* A petition shall contain:

(1) The correct name, address, and principal place of business of the petitioner. If petitioner is a corporation, such fact shall be stated, together with the name of the State of incorporation, the date of incorporation, and the names, addresses, and respective positions held by its officers and directors; if an unincorporated association, the names and addresses of its officers, and the respective positions held by them; if a partnership, the name and address of each partner;

(2) Reference to the specific terms and provisions of the order, or the interpretation or application thereof, which are complained of;

(3) A full statement of the facts (avoiding a mere repetition of detailed



evidence) upon which the petition is based, and which it is desired that the Secretary consider, setting forth clearly and concisely the nature of the petitioner's business and the manner in which petitioner claims to be affected by the terms or provisions of the order or the interpretation or application thereof, which are complained of;

(4) A statement of the grounds on which the terms or provisions of the order, or the interpretation or application thereof, which are complained of, are challenged as not in accordance with law;

(5) Prayers for the specific relief which the petitioner desires the Secretary to grant; and

(6) An affidavit by the petitioner, or if the petitioner is not an individual, by an officer of the petitioner having knowledge of the facts stated in the petition, verifying the petition.

(c) *Application to dismiss petition.*

(1) If the Administrator is of the opinion that the petition, or any portion thereof, does not substantially comply, in form or content, with the act or with the requirements of (b) of this section, he may, within 30 calendar days after the filing of the petition, file with the Hearing Clerk an application to dismiss the petition, or any portion thereof, on one or more of the grounds stated in this section. Such application shall specify the grounds of objection to the petition and if based, in whole or in part, on allegations of fact not appearing on the face of the petition, shall be accompanied by appropriate affidavits or documentary evidence substantiating such allegations of fact. The application may be accompanied by a memorandum of law. Upon receipt of such application, the Hearing Clerk shall cause a copy thereof to be served upon the petitioner, together with a notice stating that all papers to be submitted in opposition to such application, including any memorandum of law, must be filed by the petitioner with the Hearing Clerk not later than 20 calendar days after the service of such notice upon the petitioner. Upon the expiration of the time specified in such notice, or upon receipt of such papers from the petitioner, the Hearing Clerk shall transmit all papers which have been filed in connection with the application to the Judge for his consideration.

(2) *Decision by Administrative Law Judge.* The Judge, after due consideration, shall render a decision upon the motion stating the reasons for his action. Such decision shall be in the form of an order and shall be filed with the Hearing Clerk who shall cause a copy thereof to be served upon the petitioner and a copy thereof to be transmitted to the Administrator. Any such order shall be final unless appealed pursuant to § 900.65, incorporated by (d) below: *Provided*, That within 20 calendar days following the service upon the petitioner of a copy of the order of the Judge dismissing the petition, or any portion thereof, on the ground that it does not substantially comply in form and content with the act or with (b) of this section, the petitioner

shall be permitted to file an amended petition.

(3) *Oral argument.* Unless a written application for oral argument is filed by a party with the Hearing Clerk not later than the time fixed for filing papers in opposition to the motion, it shall be considered that the party does not desire oral argument. The granting of a request to make oral argument shall rest in the discretion of the Judge.

(d) *Further proceedings.* Further proceedings on petitions to modify or to be exempted from orders shall be governed by § 900.52a through § 900.71 excluding § 900.70 of the title "Rules of Practice Governing Proceedings on Petitions to Modify or To Be Exempted From Marketing Orders" revised October 29, 1973, and any amendments thereto, except that all references to marketing orders shall mean orders under the act, and as may hereafter be amended, and the same are incorporated herein and made a part hereof by reference.

This proposed notice in the FEDERAL REGISTER shall be null and void if the final decision regarding the order is negative.

Dated: September 12, 1975.

WILLIAM H. WALKER,  
Deputy Administrator,  
Program Operations.

[FR Doc. 75-24745 Filed 9-16-75; 8:45 am]

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

### Public Health Service

[42 CFR Part 67]

### GRANTS FOR HEALTH SERVICES RESEARCH CENTERS

#### Proposed Rulemaking

Notice is hereby given that the Assistant Secretary for Health, with the approval of the Secretary of Health, Education, and Welfare, proposes to add a new Part 67, entitled "National Center for Health Services Research Grants," to Title 42, Code of Federal Regulations and to add a new Subpart B entitled "Grants for Health Services Research Centers," to such new Part 67.

The Health Services Research, Health Statistics and Medical Libraries Act of 1974, Pub. L. 93-353 (July 23, 1974), as is relevant here, substantially revised sections 304 and 305 of the Public Health Service Act to authorize the Secretary to support a number of programs for health services research, evaluations and demonstrations. The purpose of the proposed new Part 67 is to set aside a single place in the Code of Federal Regulations for the regulations governing such programs.

Section 305(d) of the Public Health Service Act, as amended by such Act authorizes the Secretary to make grants to assist public or private nonprofit entities in meeting the costs of planning, establishing and operating centers for multidisciplinary health services research, evaluations and demonstrations. The purpose of the proposed new Subpart

B is to establish regulations implementing such authority. Subpart A is being reserved for the regulations to be promulgated at a later date covering the health services research project grant program.

Written comments concerning the proposed regulations are invited from interested persons. Inquiries may be addressed and data, views and arguments related to the proposed regulations may be presented in writing to the Director, Review and Advisory Services, National Center for Health Services Research, Health Resources Administration, 5600 Fishers Lane, Rockville, Maryland 20852, Room 15-35. All comments received in response to this notice will be available for public inspection at such office on weekdays (Federal holidays excepted between 8:45 a.m. and 5:15 p.m.). All relevant material received on or before October 17, 1975, will be considered.

It is therefore proposed to amend Title 42 of the Code of Federal Regulations by adding thereto a new Part 67 to read as set forth below.

Dated: August 13, 1975.

R. MOURE,  
Acting Assistant Secretary  
for Health.

Approved: September 11, 1975.

DAVID MATHEWS,  
Secretary.

## PART 67—NATIONAL CENTER FOR HEALTH SERVICES RESEARCH GRANTS

Subpart A—[Reserved]

Subpart B—Grants for Health Services Research Centers

Sec.

- 67.101 Purpose and scope.
- 67.102 Definitions.
- 67.103 Eligibility.
- 67.104 Application.
- 67.105 Evaluation and disposition of applications.
- 67.106 Grant awards.
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- 67.110 Nondiscrimination.
- 67.111 Publications and copyright.
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- 67.113 Control of data.
- 67.114 Grantee accountability.
- 67.115 Reports.
- 67.116 Applicability of 45 CFR Part 74.
- 67.117 Additional conditions.

AUTHORITY: Sec. 215, 58 Stat. 690 (42 U.S.C. 216); sec. 305(d), as amended, 88 Stat. 364; (42 U.S.C. 242c(d)).

### § 67.101 Purpose and scope.

(a) The regulations of this subpart are applicable to the award of grants under section 305(d) of the Public Health Service Act, as amended, to assist in meeting the costs of planning, establishing and operating multidisciplinary Health Services Research Centers by providing support for both permanent staff composed of experts from different disciplines and the administrative costs of carrying out multidisciplinary health services research, evaluations and demonstrations respecting:



(1) The accessibility, acceptability, planning, organization, distribution, technology, utilization, quality, and financing of health services and systems;

(2) The supply and distribution, education and training, quality, utilization, organization, and cost of health manpower; and

(3) The design, construction, utilization, and cost of facilities and equipment.

(b) Additional support awarded under this subpart, for National Special Emphasis Centers is intended to support staff, research, demonstration, and evaluation projects, training programs, and administrative costs for activities appropriate to the particular area of special emphasis.

#### § 67.102 Definitions.

As used in this subpart:

(a) "Act" means the Public Health Service Act, as amended.

(b) "Secretary" means the Secretary of Health, Education, and Welfare and any other officer or employee of the Department of Health, Education, and Welfare to whom the authority involved has been delegated.

(c) "Nonprofit" as applied to a private entity, means that no part of the net earnings of such entity inures or may lawfully inure to the benefit of any shareholder or individual.

(d) "Project period" means the total period of time for which support for a project has been approved as specified in the grant award document. Such approval does not commit or obligate the Federal government to any additional, supplemental or continuation support beyond the current budget period.

(e) "Budget period" means the interval of time (usually 12 months) into which the project has been divided for budgetary and reporting purposes and for which the Government has made a financial commitment to fund a particular project.

(f) "Center" means a Health Services Research Center supported under this subpart.

(g) "National Special Emphasis Center" mean a Center which directs a substantial portion of its efforts in research training, technical assistance, and other appropriate activities to a particular aspect of health care delivery specified by the Secretary and requiring a particular kind of scientific expertise. Such Centers shall include:

(1) A Health Care Technology Center, which shall focus on all forms of technology, including computers and electronic devices, and its applications in health care delivery;

(2) A Health Care Management Center, which shall focus on the improvement of administration and organization in the health field, the training and retraining of administrators of health care enterprises, and the development of leaders, planners and policy analysts in the health field; and

(3) Such other Centers as the Secretary shall deem appropriate, provided that formal notification of the competition for a grant award and designation

as a National Special Emphasis Center under this subpart shall be made at least ninety (90) days prior to the closing date for filing applications for Center grants.

(h) "State" means one of the 50 States, the District of Columbia, Puerto Rico, Guam, Virgin Islands, American Samoa, and the Trust Territory of the Pacific Islands.

(i) "Grantee" means the public or nonprofit private entity that receives a grant under section 305(d) of the Act and this subpart and assumes legal and financial responsibility for the funds awarded and for the performance of the grant supported activity.

(j) "Director" means a single individual, designated by the grantee in the grant application and approved by the Secretary, who is responsible for the scientific, technical, and administrative direction of the Center.

#### § 67.103 Eligibility.

Any public or nonprofit private entity located in a State is eligible to apply for a grant under this subpart; *Provided*, That no entity is eligible for assistance for more than one Center at any one time.

#### § 67.104 Application.

(a) An application for a grant under this subpart shall be submitted to the Secretary at such time and in such manner as the Secretary may prescribe.<sup>1</sup>

(b) The application shall be executed by an individual authorized to act for the applicant and to assume on behalf of the applicant the obligations imposed by the Act, the regulations of this subpart and the terms and conditions of any grant award.

(c) In addition to such other pertinent information as the Secretary may require, an application for a grant under this subpart shall contain the following:

(1) A description of the manner in which the applicant intends to plan and establish a Center, including a timetable for making the proposed Center operational;

(2) A description of the staff of the proposed Center, including their qualifications, academic training, responsibilities and functions;

(3) A description of the manner in which the staff will be organized and supervised to carry out the proposed activities of the Center;

(4) A description of the applicant's plan for providing at the Center educational opportunities to students, health professionals and other appropriate individuals;

(5) A description of the applicant's plan for sharing the knowledge and expertise of the Center's staff by providing technical assistance to appropriate orga-

<sup>1</sup> Applications and instructions are available from the Director, Review and Advisory Services, National Center for Health Services Research, Health Resources Administration, 5600 Fishers Lane, Rockville, Maryland 20852, Room 15-35.

nizations and individuals; and through other forms of public and community services;

(6) A description of the applicant's plan for disseminating the Center's research findings to appropriate forums;

(7) A description of the need of the region in which the proposed Center will be located for a Center and a description of the areas of research which the applicant expects the Center to address by virtue of particular problems and characteristics of the local health care delivery system;

(8) A description of the organizational structure of the applicant and the nature of any relationship with and access to health care delivery systems in which research activities can be undertaken and research findings tested;

(9) A description of the procedures by which research projects will be selected, including the methodology to be utilized in ensuring that such projects will be selected on the basis of (i) the regional or national importance of the problem to be addressed, (ii) the unique potential for definitive research on a problem, and (iii) opportunities for local application of the research findings;

(10) A budget which allocates the total support both by type of expenditure and by the activities identified in paragraphs (c) (1), (4), (5), (6), and (9) of this section;

(11) A description of the resources which the applicant plans to make available to the proposed Center;

(12) A description of the proposed Center's relationships with other academic institutions and research organizations with regard to the impact of such relationships on the quality and scope of the Center's research and the responsiveness of its project selection to local, regional and national priorities; and

(13) Assurances satisfactory to the Secretary that the Center will meet the operational requirements of § 67.107 when it becomes operational.

(d) In addition to the material specified in paragraph (c) of this section, an application for a grant with a designation as a National Special Emphasis Center shall also contain the following:

(1) A description of the areas of research which the applicant expects the Center to address by virtue of the particular problems and characteristics of the field of special emphasis;

(2) A description of the nature of any relationships with and access to health care delivery systems that would enhance the ability to carry out research, evaluations, and demonstrations in management, technology, or other areas of special emphasis;

(3) A description of the procedures by which special emphasis projects will be selected including the methodology to be utilized in ensuring that such projects will be selected on the basis of national importance of the problem being addressed and the unique potential for definitive research on a problem;

(4) A description of the resources which the applicant plans to make avail-



able to enhance the special emphasis activities;

(5) A description including a budget, of the proposed Center's plan for disseminating its research findings to groups and individuals particularly concerned with the area of special emphasis; and

(6) Assurances satisfactory to the Secretary that it will meet the additional operational requirements of § 67.107 when it becomes operational.

#### § 67.105 Evaluation and disposition of applications.

(a) *Evaluation.* (1) All applications for a grant under this subpart will be submitted by the Secretary for review to a panel of experts who are neither officers or employees of the United States and who possess qualifications necessary to evaluate both the applicant's proposed method of planning, establishing and operating a Center and the potential of the proposed Center to make a valuable scientific contribution (hereinafter referred to as the review panel).

(2) The review panel to which an application has been submitted pursuant to paragraph (a) (1) of this section shall make a written report to the Secretary on each application so submitted. Each report shall consist of the following parts:

(i) The first part shall consist of a factual summary of the proposed Center, including a synopsis of the information required under § 67.104(c). If the applicant is applying for an award as a National Special Emphasis Center a factual summary of the information provided in accordance with § 67.104(d) shall also be submitted.

(ii) The second part shall address the scientific and technical merit of the application and shall consist of a critique of the proposal and an assessment of the adequacy of the applicant's plan and available resources for meeting the requirements of § 67.107.

(iii) The third part, where appropriate, shall address the scientific and technical merit of the application for an additional award for a National Special Emphasis Center. This part of the report shall consist of a critique of the proposal and an assessment of the adequacy of the applicant's plan and available resources for meeting the additional requirements of § 67.107.

(iv) The fourth part shall describe the panel's assessment of the relevance of the proposed program to regional or national health care issues.

(v) The fifth part shall consist of a set of recommendations to the Secretary with respect to the disposition of the application:

(A) The panel may recommend that the Secretary approve, disapprove, or defer a decision in order to gather further information on an application for support as a Health Services Research Center. If the panel recommends approval, it shall also provide its recommendation regarding an appropriate project period and an appropriate level of support. If it recommends deferral, it shall specify

the additional information it deems necessary for an adequate review of the application.

(B) The panel may also recommend that the Secretary approve, disapprove, or defer a decision in order to gather further information on an application for additional support as a National Special Emphasis Center. If the panel recommends approval, it shall also provide its recommendation regarding an appropriate project period and an appropriate level of support. If it recommends deferral, it shall specify the additional information it deems necessary for an adequate review of the application.

(b) *Disposition.* On the basis of the Secretary's evaluation of the application and taking into consideration any recommendations made pursuant to paragraph (a) of this section, the Secretary shall either (1) approve, (2) defer for a later decision or (3) disapprove any application for grant assistance under this subpart. Such disapproval of an application shall not preclude its reconsideration if the application is resubmitted in the same or a revised version at a later date.

#### § 67.106 Grant awards.

(a) *General.* (1) Within the limits of funds available for such purpose, the Secretary may award a grant to those applicants whose approved proposed Centers will in his judgment best promote the purposes of section 305(d) of the Act and this subpart, taking into consideration:

(i) Recommendations made pursuant to § 67.105.

(ii) The appropriateness of the proposed budget and the extent to which the fiscal plan provides assurance that effective use would be made of grant funds.

(iii) The capability of the applicant as demonstrated by organizational and institutional arrangements to successfully operate the proposed Center.

(iv) The qualifications, achievements, and commitment of the senior personnel.

(v) The strength and scientific integrity of the general program and approach of the proposed Center.

(vi) The nature of the sponsoring institution's commitment to the proposed Center and the relative importance it ascribes to the endeavor.

(vii) The past success and future potential of the proposed Center's personnel in receiving permanent and project related support from other sources.

(viii) The extent to which a proposed Center's planning process incorporates the concerns of pertinent constituents and reflects an awareness of significant research problems in health services.

(ix) The strength of the relationship the proposed Center has developed with components of a local health care system in which specific projects will be conducted and research findings tested.

(x) The integration of disciplinary interests within the proposed Center and

the coordination of the research program with training and educational efforts.

However, no grant may be awarded which will result in more than twenty per centum (20%) of all Centers supported under this subpart being located in any one HEW region, except that this restriction shall not operate to proscribe awarding at least two grants under this subpart to institutions located in any single HEW region; *Provided*, That to the extent feasible, the Secretary will make such grants as will result in at least six Centers being operational in each fiscal year.

(2) In making any grant award the Secretary may add additional conditions to or require specific modifications in the Center as proposed in the application including a different level of grant support from that requested in the application. In such cases the Secretary will obtain either the written agreement of the applicant to proceed on such basis prior to making any grant award or such condition or modification will appear on the grant award notice.

(3) All grant awards shall be in writing. The Notice of Grant Awarded shall set forth the amount of funds awarded for the conduct of the Center during the first budget period and the amount of support recommended for the remainder of the project period.

(4) The project period for any grant under this subpart shall be specified in the Notice of Grant Awarded and shall begin no later than nine months following the date of such award. In no case may a project period exceed five years; *Provided*, That the approved project period may be extended for a period not to exceed six months beyond five years where the Secretary determines on the basis of a request by the grantee prior to the termination of the currently active grant that such additional time is needed to permit the use of funds previously awarded but not expended. No additional support may be awarded for this period.

(5) Neither the approval of any application nor the awarding of any grant shall commit or obligate the Federal Government in any way to make any additional, supplemental, continuation or other awards with respect to the Center or any part of the Center. For continuation support, grantees must make separate application annually and at such times and in such form as the Secretary may prescribe.

(b) *Determination of grant amount.* The amount of any grant shall be determined by the Secretary on the basis of his estimate of the sum necessary for all or a designated portion of the direct costs of the Center plus an additional amount for the indirect costs, if any, which will be calculated by the Secretary either:

(1) On the basis of the estimate of the actual indirect costs reasonably related to the project; or

(2) On the basis of a percentage of all or a designated portion of the estimated direct costs of the project when there are



reasonable assurances that the use of such percentage will not exceed the approximate actual indirect costs.

Such award may include an estimated provisional amount for indirect costs or for designated direct costs such as fringe benefit rates subject to upward (within the limits of available funds) as well as downward adjustments to actual costs when the amount properly expended by the grantee for provisional items has been determined by the Secretary.

(c) *Supplemental awards.* The Secretary may make supplemental awards during the course of any budget period of an approved Center where the Secretary finds on the basis of the applicant's written request and such progress and accounting reports as the Secretary may require that the amount of the award initially approved was less than the amount necessary to carry out the approved Center activities for that period. The Secretary may also make a supplemental award where in his judgment such an award is necessary for the preparation of data in suitable form for transmittal in accordance with § 67.113. However, the additional grant awards shall not in the aggregate exceed twenty per centum (20%) of the original award for direct Center costs in the budget period in which the supplemental awards are being made, unless the supplemental award that would result in this limit being exceeded is approved by the review panel which evaluated the Center's initial application. After such a request is considered by the review panel, it shall submit a written report to the Secretary which describes the current status of the Center, the basis for the request, and the potential consequences of any request that is disapproved.

(d) *Non-competing continuation awards.* Where a grantee has filed an application for continuation support and within the limits of funds available for this purpose, the Secretary may make a grant award for an additional budget period for any previously approved Center where the Secretary finds on the basis of such progress and accounting reports as may be required that the Center's activities during the current budget period justify continued support on the project for an additional budget period. Where the Secretary determines to continue support, the amount of grant award shall be determined in accordance with paragraph (b) of this section. Where the Secretary determines not to continue a project for an additional budget period, the grantee will be notified in writing before the end of the current budget period.

#### § 67.107 Operational requirements.

(a) Any Center supported under this subpart shall:

(1) Have a full-time Director who possesses a demonstrated capacity for sustained productivity and leadership in health services research, demonstrations, and evaluations. The Director shall oversee the research program and the general operation of the Center and shall

to the extent practicable directly participate in research activities. Where the Director of a Center becomes unable to function in such capacity, the grantee shall so inform the Secretary as quickly as possible. Within five (5) days, the grantee shall designate an Interim Director and inform the Secretary of the name of such individual. Within ninety (90) days, the grantee shall nominate an Acting Director who, if approved by the Secretary, shall serve in that capacity until the end of the budget period. The failure to obtain Secretarial approval of a new Director in the prescribed period of time shall result in immediate suspension of the grant;

(2) Have such additional full-time professional staff representing various disciplines relevant to health services research as necessary to plan, establish and operate the proposed Center and to carry out or administer research projects undertaken with the Center. The number and expertise of the staff shall be determined by the size of the proposed Center, the availability to it of staff resources other than its own immediate staff, and the nature and scope of the problems which its research will address;

(3) Be located within an established academic or research institution with available resources appropriate to the proposed activities to be conducted by the Center;

(4) Have written agreements with clinical settings which provide for settings appropriate for the initiation and evaluation of experiments in health services research;

(5) Select problems in health services for research, demonstrations and evaluations respecting:

(i) The accessibility, acceptability, planning, organization, distribution, technology, utilization, quality, and financing of health services and systems;

(ii) The supply and distribution, education and training, quality, utilization, organization, and cost of health manpower; and

(iii) The design, construction, utilization, organization, and cost of facilities and equipment on the basis of (A) their regional or national importance, (B) the unique potential for definitive research on the problem, (C) the opportunities for local application of the research findings;

(6) Provide educational opportunities, through formal mechanisms, for university students, health professionals or other appropriate individuals;

(7) Provide for the dissemination of its research findings, subject to the requirements for confidentiality as set forth in section 308(d) of the Act and § 67.112;

(8) Provide, through a formal mechanism, for consultations and technical assistance to concerned individuals and groups of the geographical area in which the Center will be located.

(b) National Special Emphasis Centers shall, in addition to the requirements of paragraph (a) of this section:

(1) Provide for the dissemination of its research findings on a national scale to

groups and individuals particularly concerned with the area of special inquiry;

(2) Select problems in its area of special emphasis for research, demonstration and evaluation on the basis of the national importance of the problem being addressed and the unique potential for definitive research;

(3) Provide, through a formal mechanism, for consultations and technical assistance appropriate to its area of special expertise to concerned individuals and groups on a national scale; and

(4) Employ all of the resources made available to the Center by virtue of its National Special Emphasis designation in planning, conducting and monitoring research, training, technical assistance, and other appropriate activities solely in its area of special emphasis.

#### § 67.108 Grant payments.

The Secretary shall from time to time make payments to the grantee of all or a portion of any grant award, either by way of reimbursement for expenses incurred in the budget period, or in advance for expenses to be incurred, to the extent he determines such payments are necessary to promote prompt initiation and advancement of the approved Center. The amounts otherwise payable to any grantee shall be reduced by:

(a) Amounts equal to the fair market value of any equipment or supplies furnished to such grantee at their request by the Secretary for the purpose of planning, establishing or operating the Center; and

(b) Amounts equal to the pay, allowances, traveling expenses, and related personnel expenses attributable to the performance of services by an officer or employee of the government in connection with such Center, if such officer or employee was assigned or detailed by the Secretary at the request of the grantee to perform such services.

#### § 67.109 Use of project funds.

(a) Any funds granted pursuant to this subpart shall be expended by the grantee solely for planning, establishing or operating the approved Center in accordance with the Act, the regulations of this subpart, the terms and conditions of the award, and the applicable cost principles prescribed in Subpart Q of 45 CFR Part 74.

(b) The grantee may not in whole or in part delegate or transfer this responsibility for the use of such funds to any other person, or other legal entity, without the specific prior written approval of the Secretary.

(c) Prior approval by the Secretary is required whenever there is to be a significant change in the scope or nature of the Center's approved activities.

#### § 67.110 Nondiscrimination.

(a) Attention is called to the requirements of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. 2000d et seq.) and in particular section 601 of such Act which provides that no person in the United States shall on account of race, color, or national origin be excluded from participation in, be denied the benefits



of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Regulations implementing Title VI which applies to grants made under this subpart have been issued by the Secretary with the approval of the President (45 CFR Part 80).

(b) Attention is called to the requirements of section 504 of the Rehabilitation Act of 1973, as amended, which provides that no otherwise qualified handicapped person in the United States shall, solely by reason of his handicap, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

(c) Grant funds used for remodeling, alteration or repairs shall be subject to the conditions that the grantee shall comply with the requirements of Executive Order 11246, 30 FR 12319 (September 24, 1965), as amended, and with the applicable rules, regulations, and procedures prescribed pursuant thereto.

#### § 67.111 Publications and copyright.

(a) *Copyright.* Except as may otherwise be provided under the terms and conditions of the award, the grantee is free to copyright any book or other copyrightable materials developed under the grant, subject to a royalty-free, nonexclusive and irrevocable license of the Department to reproduce, publish, alter or otherwise use, and to authorize others to use the work for Government purposes. In any case in which a copyright has been obtained, the Secretary shall be so notified.

(b) *Publications.* Any reports, papers, statistics, or other materials developed from work supported in whole or in part by an award made under this subpart shall be submitted to the Secretary. The Secretary may make such materials available and disseminate the material on as broad a basis as practicable and in such form as to make such materials understandable.

#### § 67.112 Confidentiality.

No information obtained by a Center in the course of its health services research activities directly supported under this subpart may be used for any purpose other than the purpose for which it was supplied (which shall include the disclosure of such information to the Secretary for carrying out his responsibilities under the Health Services Research, Health Statistics, and Medical Libraries Act of 1974 (Pub. L. 93-353), unless authorized under regulations of the Secretary. Further, such information may not be published or released in other than statistical form if the person who supplied the information or who is described in it is identifiable unless such person has signed a written consent on such forms and in such manner as the Secretary may prescribe. For purposes of this section and § 67.113, the term "directly supported", as it relates to health services research, demonstration, or evalua-

tion projects, means discrete, identifiable projects supported under this subpart and not to solely the provision of administrative and staff support for the Center.

#### § 67.113 Control of data.

Except as otherwise provided in the terms and conditions of the award and subject to the confidentiality requirements of section 67.112, all data collected or assembled for the purposes of carrying out health services research, demonstration, or evaluation projects directly supported under this subpart (as that term is defined in § 67.112) shall be made available to the Secretary upon request.

#### § 67.114 Grantee accountability.

(a) *Accounting for grant award payments.* All payments made by the Secretary shall be recorded by the grantee in accounting records separate from the records of all other funds, including funds derived from other grant awards. With respect to each approved project the grantee shall account for the sum total of all amounts paid by presenting or otherwise making available evidence satisfactory to the Secretary of expenditures for direct and indirect costs meeting the requirements of this subpart; *Provided, however,* That when the amount awarded for indirect costs was based on a predetermined fixed percentage of estimated direct costs, the amount allowed for indirect costs shall be computed on the basis of such predetermined fixed-percentage rates applied to the total, or a selected element thereof, of the reimbursable direct costs incurred.

(b) *Accounting for royalties.* Royalties received by grantees from copyrights on publications or other works developed under the grant, or from patents or inventions conceived or first actually reduced to practice in the course of or under such grant, shall be accounted for as follows:

(1) *State and local governments.* When the grantee is a State or local government as defined in 45 CFR 74.3, royalties shall be accounted for as provided in 45 CFR 74.44.

(2) *Grantees other than State and local governments.* Where the grantee is not a State or local government as so defined, royalties shall be accounted for as follows:

(i) Patent royalties, whether received during or after the project period, shall be governed by agreements between the Assistant Secretary for Health, Department of Health, Education, and Welfare, and the grantee, pursuant to the Department's patent regulations (45 CFR Parts 6 and 8).

(ii) Copyright royalties, whether received during or after the grant period, shall first be used to reduce the Federal share of the grant to cover the costs of publishing or producing the materials; and any royalties in excess of the costs of publishing or producing such materials shall be distributed in accordance with Chapter 1-420 or the Department of

Health, Education, and Welfare Grants Administration Manual.<sup>2</sup>

(c) *Grant closeout.*—(1) *Date of final accounting.* In addition to such other special and periodic accounting as the Secretary may require, a grantee shall render with respect to each Center a full account, as provided herein, as of the termination of grant support which shall be (i) the end of the project period, or (ii) the date of any termination of grant support pursuant to Subpart M of 45 CFR Part 74.

(2) *Final settlement.* There shall be payable to the United States as final settlement with respect to each approved project the total sum of (i) any amount not accounted for pursuant to paragraph (a) of this section and (ii) any other amounts due pursuant to Subparts F, M, and O of 45 CFR Part 74. Such total sum shall constitute a debt owed by the grantee to the United States and shall be recovered from the grantee or its successors or assignees by set-off or other action as provided by law.

#### § 67.115 Reports.

Each grant awarded under this subpart shall be subject to the condition that the grantee shall file written notification with the Secretary of each research, demonstration or evaluation project undertaken by the Center on the date that such project is initiated. Such notification shall include:

(a) A description of the project, including the hypotheses to be tested or the objectives to be pursued;

(b) The names of the principal investigators and the principal staff members that will be assigned to the project; and

(c) A budget, including an identification of the source of funds.

#### § 67.116 Applicability of 45 CFR Part 74.

The provisions of 45 CFR Part 74, establishing uniform administrative requirements and cost principles, shall apply to all grants under this subpart to States and local governments as those terms are defined in Subpart A of that Part 74. The relevant provisions of the following subparts of Part 74 shall also apply to grants to other grantee organizations under this subpart:

#### 45 CFR Part 74

##### Subpart

- A—General.
- B—Cash Depositories.
- C—Bonding and Insurance.
- D—Retention and Custodial Requirements for Records.
- F—Grant-Related Income.
- G—Matching and Cost Sharing.
- K—Grant Payment Requirements.
- L—Budget Revision Procedures.
- M—Grant Closeout, Suspension, and

<sup>2</sup> The Department of Health, Education, and Welfare Grants Administration Manual is available for public inspection and copying at the Department's and Regional Offices' information centers listed in 45 CFR 5.31 and may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.



Termination.  
O—Property.  
Q—Cost Principles.

§ 67.117 Additional conditions.

The Secretary may, with respect to any grant awarded under this subpart, impose additional conditions prior to or at the time of any award when in his judgment such conditions are necessary to assure or protect advancement of the approved Center or the conservation of grant funds.

[FR Doc. 75-24719 Filed 9-16-75; 8:45 am]

DEPARTMENT OF  
TRANSPORTATION

Federal Railroad Administration

[49 CFR Part 215]

[FRA Waiver Petition Docket No.  
RSFC-74-19]

BIRMINGHAM SOUTHERN RAILROAD CO.

Waiver of Freight Car Standards

The Birmingham Southern Railroad Company (BS) has petitioned the Federal Railroad Administration (FRA) for an exemption from certain requirements of the FRA Freight Car Safety Standards pertaining to the lubrication of journal bearings. The BS has requested a permanent exemption from the requirement of FRA regulations (49 CFR 215.97) that plain bearing journal boxes must be repacked at 24 month intervals.

The BS seeks to have a portion of its freight car fleet exempted from the 24 month repack requirement and to substitute a 48 month lubrication interval. These cars are all used in what petitioner describes as captive service on primarily petitioner's own lines. The freight cars which are the subject of this petition generally travel 15 miles or less on most trips and normally do not leave the geographic confines of Jefferson County in the State of Alabama.

Petitioner believes that the low mileage accumulated by these cars and the slow speed at which they operate warrant the granting of an exemption. The overall hot box record for these cars is good according to the petitioner and prior to the adoption of federal standards petitioner was able to operate these cars for periods of 96 and 120 months between the repacking of the journals.

The petition seeks an exemption for approximately 400 ore hopper cars, 250 coal hopper cars, 200 gondolas, 8 flat cars and 2 box cars. The cars all bear BS reporting marks and assorted numbers in the series between 100 and 9,400 except for 150 ore hopper cars which are leased from other railroads. These ore hoppers bear either Bessemer and Lake Erie reporting marks in the 20,000 series or Duluth, Missabe and Iron Range reporting marks in the series between 27,000 and 30,000.

Interested persons are invited to participate in these proceedings by submitting written data, views, or comments. FRA does not anticipate scheduling an opportunity for oral comment on this petition since the facts do not appear to

warrant it. An opportunity to present oral comments will be provided however, if requested by any interested person prior to October 15, 1975. All communications concerning these petitions should identify the appropriate Docket Number (FRA Waiver Petition Docket Number RSFC-74-19) and should be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, SW., Washington, D.C. 20590. Communications received before October 31, 1975 will be considered by the Federal Railroad Administration before final action is taken. Comments received after that date will be considered so far as practicable. All comments received will be available, both before and after the closing date for communications, for examination by interested persons during regular business hours in Room 5101, Nassif Building, 400 Seventh Street, SW., Washington, D.C. 20590.

This notice is issued under the authority of section 202, 84 Stat. 971, 45 U.S.C. 431; and § 1.49(n) of the regulations of the Office of the Secretary of Transportation, 49 CFR 1.49(n).

Issued in Washington, D.C. on September 9, 1975.

DONALD W. BENNETT,  
Chief Counsel.

[FR Doc. 75-24687 Filed 9-16-75; 8:45 am]

[49 CFR Part 215]

[FRA Waiver Petition Docket No. RSFC-75-2]

UNION RAILROAD CO.

Waiver of Freight Car Standards

The Union Railroad Company (URR) has petitioned the Federal Railroad Administration (FRA) for an exemption from certain requirements of the FRA Freight Car Safety Standards pertaining to the periodic inspection of freight cars. The URR has requested a limited exemption from the requirement of FRA regulations which requires that all freight cars be given an initial periodic inspection prior to December 31, 1976 (49 CFR 215.25).

The URR presently operates 649 hopper cars which it seeks to have exempted from the periodic inspection requirement. These cars are used exclusively to haul coke between various United States Steel Corporation plants in the Pittsburgh area in the State of Pennsylvania. The hopper cars were all reconditioned in 1969 and bear URR reporting marks in the series between 3000 and 3649.

The cars are used primarily within the confines of the various plants in the Pittsburgh area but do operate for short distances, not exceeding 15 miles, over tracks that are part of the general railroad system of transportation. The maximum speed at which the cars are operated does not exceed 30 miles per hour.

Petitioner seeks a limited exemption for these cars which would terminate on December 31, 1977. It is petitioner's intent to replace all of these cars by that

date. Petitioner states that all of these cars have been examined and found safe to operate under the conditions described previously.

Interested persons are invited to participate in these proceedings by submitting written data, views, or comments. FRA does not anticipate scheduling an opportunity for oral comment on this petition since the facts do not appear to warrant it. An opportunity to present oral comments will be provided however, if requested by any interested person prior to October 15, 1975. All communications concerning these petitions should identify the appropriate Docket Number (FRA Waiver Petition Docket Number RSFC-75-2) and should be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, SW., Washington, D.C. 20590. Communications received before October 31, 1975 will be considered by the Federal Railroad Administration before final action is taken. Comments received after that date will be considered so far as practicable. All comments received will be available, both before and after the closing date for communications, for examination by interested persons during regular business hours in Room 5101, Nassif Building, 400 Seventh Street, SW., Washington, D.C. 20590.

This notice is issued under the authority of section 202, 84 Stat. 971, 45 U.S.C. 431; and § 1.49(n) of the regulations of the Office of the Secretary of Transportation, 49 CFR 1.49(n).

Issued in Washington, D.C. on September 10, 1975.

DONALD W. BENNETT,  
Chief Counsel.

[FR Doc. 75-24688 Filed 9-16-75; 8:45 am]

National Highway Traffic Safety  
Administration

[49 CFR Part 583]

[Docket No. 75-25; Notice No. 1]

COST INFORMATION REPORTING

Proposed Rulemaking

Correction

In the issue of Friday, September 12, 1975, the first two columns of FR Doc. 75-24335, carrying the above headings, appear on page 42365. The balance of the document appears on pages 42367 and 42368.

ENVIRONMENTAL PROTECTION  
AGENCY

[40 CFR Part 52]

[FRL 431-7]

APPROVAL AND PROMULGATION OF  
STATE IMPLEMENTATION PLANS;  
VERMONT

Proposed Regulatory and Monitoring  
Changes

On May 31, 1972 (37 FR 10842), pursuant to section 110 of the Clean Air Act and 40 CFR Part 51, the Administrator



approved with exceptions the Vermont Implementation Plan for attainment of National Air Quality Standards.

On March 3, 1975 the Secretary of Environmental Conservation submitted proposed revisions to be included in the plan: (1) A definition of "Public Notice" defined in accordance with 40 CFR § 51.4 Public Hearings; (2) a revision of the Methodology for Sampling Photochemical Oxidants to make the Vermont sampling method consistent with FEDERAL REGISTER, Vol. 36, No. 228, Part 50, Appendix D; (3) a revision of the Combustion Contaminant Limitation for Fuel Burning Equipment which rated heat input over 1000 million Btu's per hour from an allowable emission rate of 0.02 lb/hr/10<sup>6</sup> Btu to 0.06 lb/hr/10<sup>6</sup> Btu of particulates, (this higher allowance does not affect any existing installation); (4) the deletion of the proposed Winookski site from the originally proposed Air Quality Network which does not reduce the number of monitors below the minimum number required by 40 CFR 51.17; and (5) a revision of Rule 6 of the Air Quality Variance Board "Rules of Practice" pertaining to oral hearings in compliance with Federal Regulations.

Copies of the Vermont submission are available for public inspection during normal business hours at the EPA, Region I, JFK Federal Building, Room 2113, Boston Massachusetts 02203; the Air Quality Variance Board, P.O. Box #489, Montpelier, Vermont 05602; and at the Freedom of Information Center, EPA, 401 M Street SW., Washington, D.C. 20460.

Interested persons may participate in this rulemaking by submitting written comments, preferably in triplicate, to the Regional Administrator, Environmental Protection Agency, Region I, JFK Building, Boston, Massachusetts 02203. Comments received on or before October 17, 1975, will be considered. Receipt of comments will be acknowledged but substantive responses to individual comments will not be provided. Comments received will be available during normal working hours at the Region I office. The Administrator's decision to approve or disapprove the plan is based on whether it meets the requirements of section 110(a) (2) (A)-(H) of the Clean Air Act and EPA regulations in 40 CFR part 51. All relevant matter presented shall be evaluated and the agency will incorporate in the rules adopted a concise general statement of their basis and purpose. Authority: section 110(a) of the Clean Air Act, as amended, 42 U.S.C. 1857c-5(a).

Dated: September 3, 1975.

JOHN A. S. MCGLENNON,  
Regional Administrator.

[FR Doc. 75-24667 Filed 9-16-75; 9:45 am]

#### [ 40 CFR Part 52 ]

[FRL 432-4]

#### ARIZONA

#### Approval and Promulgation of State Implementation Plans; Regulation To Control Open Burning

The Regional Administration hereby issues this notice setting forth Arizona revisions to the State Implementation Plan as proposed rulemaking, and advises the public that comments may be submitted on whether these revisions should be approved or disapproved as required by Section 110 of the Clean Air Act. Only comments received on or before October 17, 1975, will be considered. The Regional Administrator's decision to approve or disapprove the revisions will be based on whether they meet the requirements of Section 110(a) (2) (A)-(H) and EPA regulation in 40 CFR Part 51.

The Arizona State Department of Health Services amended the state Rules and Regulations for Air Pollution Control by adding Regulation 7-1-1.7 which provides for the control of open burning. The new regulation makes unlawful any burning, in the open where the products of combustion are not directed through a flue. Exemptions are provided for cooking and recreational fires, animal branding fires and fires for the purpose of frost protection. Public agencies may obtain permission to conduct open burnings for appropriate purposes.

This regulation was adopted by the Board of Health after a public hearing held on October 25, 1973. The regulation was certified by the State Attorney General and filed with the Secretary of State on October 26, 1973, and became effective on that date. The regulation was submitted to EPA as a formal revision to the State Implementation Plan in February, 1974. If EPA determines that the revision is approvable, final rulemaking in the FEDERAL REGISTER will formally include the regulation in the State Implementation Plan.

All material relating to these proposed revisions will be available for public inspection at the Freedom of Information Center, EPA, 401 M Street SW., Washington, D.C. 20460, the Arizona State Department of Health Services, 1740 West Adams Street, Phoenix, Arizona and at EPA-Region IX, 100 California Street, San Francisco, California 94111. Interested persons may participate in this rulemaking by submitting written comments, preferably in triplicate, to the Regional Administrator, Environmental Protection Agency, Region IX, 100 California Street, San Francisco, California 94111. Relevant comments received on or before October 17, 1975, will be considered. Such comments received will be available during normal working hours at the Region IX office. Substantive responses to individual comments will not be provided; however, the final promulgation will include a general discussion

of substantive issues raised during the public comment period.

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

PAUL DE FALCO, Jr.,  
Regional Administrator,  
Environmental Protection Agency.

Dated: September 4, 1975.

[FR Doc. 75-24775 Filed 9-16-75; 8:45 a.m.]

#### NEVADA

#### [ 40 CFR Part 52 ]

[FRL 432-3]

#### Approval and Promulgation of State Implementation Plans

The purpose of this notice is to propose EPA approval of the indirect source regulations adopted by Clark County District Health Department, Nevada. If approved, these regulations would become part of the Nevada Implementation Plan for attainment and maintenance of the National Ambient Air Quality Standards.

On August 14, 1971 (36 FR 15486), the Administrator of the Environmental Protection Agency promulgated as 42 CFR Part 420 regulations for the preparation, adoption, and submittal of state implementation plans under Section 110 of the Clean Air Act, as amended. These regulations were republished on November 25, 1971 (36 FR 22369), as 40 CFR Part 51.

On April 18, 1973 (38 FR 9599), the Administrator proposed amendments to the November 25, 1971 regulations designed primarily to expand the scope of review prior to construction or modification of buildings, facilities, and installations. The amended regulations were to require consideration of the air quality impact not only of pollutants emitted directly from stationary sources (consideration of which was already required by 40 CFR Part 51), but also of pollution arising from mobile source activity associated with buildings, facilities, and installations. The amendments were proposed pursuant to an order by the United States Court of Appeals for the District of Columbia Circuit on January 31, 1973, and modified on February 12, 1973, in the case of *Natural Resources Defense Council, Inc., et al. v. EPA*, Case No. 72-1522, and seven related cases, 4 ERC 1945.

On June 18, 1973 (38 FR 15834), the Administrator promulgated regulations as a part of 40 CFR Part 51 which required that the states adopt, submit, and implement legally enforceable regulations and administrative procedures for the review of indirect sources (sources which affect air quality because of emissions arising from associated mobile source activity).

On October 30, 1973 (38 FR 29893), the Administrator proposed regulations for the review of indirect sources for those states which did not submit regulations or whose regulations could not be approved.



On February 25, 1974 (39 FR 7270), the Administrator promulgated regulations for the federal review of indirect sources (40 CFR § 52.22, Maintenance of National Standards) and also stated that the requirements of Section 51.18 had not been met for the State of Nevada since the State failed to submit a plan for review of new or modified indirect sources (40 CFR § 52.1478(e)). The Administrator incorporated the provisions of § 52.22(b) by reference and made them a part of the applicable implementation plan for the State of Nevada [§ 52.1478(d)].

On November 12, 1974, the Governor submitted to the Administrator regulations for the State of Nevada for indirect source review and on March 26, 1975 (40 FR 13306) the Administrator approved these regulations.

On February 21, 1975, Governor O'Callaghan of the State of Nevada submitted to the Administrator regulations adopted by the Clark County District Health Department for the review of indirect sources (called complex sources by the County) as a revision to the State Implementation Plan. Public hearings on these regulations were held on May 22, 1974, and June 26, 1974. The regulations were adopted by the District Health Department, Clark County on October 23, 1974, and were made effective on December 1, 1974.

Under the Clark County Complex Source regulations, the types of facilities that will be reviewed are large shopping centers, sports complexes, drive-in theaters, amusement parks and recreational areas, developments, and motor vehicle parking lots of greater than 500 spaces. Highways with anticipated average annual daily traffic volumes of greater than 10,000 motor vehicles per day and airports which are expected to generate greater than 25,000 landing and takeoff operations per year by regularly scheduled airlines or charter flights over the next ten years or with parking areas of greater than 500 spaces or which generate greater than 1,000 vehicle trips/hour or 5,000 vehicle trips/eight hours will also be reviewed under the complex source regulations.

The Administrator hereby acknowledges receipt of these regulations as an implementation plan revision and proposes approval as part of the Nevada State Implementation Plan. This submittal has been reviewed by EPA in terms of compliance with the revisions to Part 51 of this Chapter which set the requirements for approvable regulations for the review of indirect sources and has found these regulations to meet with the requirements under Part 51.

Copies of the Clark County Indirect Source Regulations are available for public inspection during normal business hours at the EPA, Region IX Office located at 100 California Street, San Francisco, California; at the District Board of Health, Clark County, 625 Shadow Lane, Las Vegas, Nevada; and the Freedom of Information Center, EPA, 401 M Street SW., Washington, D.C.

Interested persons may participate in this rulemaking by submitting written comments, preferably in triplicate, to the Regional Administrator, EPA, Region IX, 100 California Street, San Francisco, California 94111. Relevant comments received on or before October 17, 1975, will be considered.

Receipt of comments will be acknowledged but substantive responses to individual comments will not be provided. Comments received will be available for inspection during normal working hours at the Region IX Office.

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

Dated: September 4, 1975.

PAUL DE FALCO, Jr.,  
Regional Administrator.

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

**Subpart DD—Nevada**

1. In § 52.1470, paragraph (c) is revised to read as follows:

**§ 52.1470 Identification of Plan.**

(c) Supplemental information was submitted on June 12, July 14, and November 17, 1972, January 19, 1973, April 1, 1974 (Article 13 of the Nevada Air Quality Regulations (NAQR) for the review of Complex Sources, as amended and re-submitted on November 12, 1974—Administrative procedure submitted December 11, 1974), June 14, 1974 (Article 4 of the NAQR-Visible Emissions From Stationary Sources), November 12, 1974 (Article 5 of the NAQR-Open Burning Articles 7.2.5 and 7.2.6 of the NAQR-Particulate Matter-Industrial Sources), and February 21, 1975 (Section 9 of the Clark County District Board of Health Air Pollution Control Regulations for the review of Complex Sources).

[FR Doc. 75-24774 Filed 9-16-75; 8:45 am]

**FEDERAL COMMUNICATIONS COMMISSION**

[47 CFR Part 2]

[Docket No. 20586, FCC 75-987]

**TABLE OF FREQUENCY ALLOCATIONS**

**Notice of Proposed Rule Making**

By the Commission.

In the matter of amendment of Part 2 of the Commission's Rules and Regulations to add a new US footnote to the Table of Frequency Allocations permitting the use of the frequency band 2025-2035 MHz by Government earth stations for earth-to-space transmissions for tracking, telemetry and telecommand at Wallops Is., Virginia; Seattle, Washington; and Honolulu, Hawaii.

1. Notice is hereby given of a proposed rule making in the above captioned matter.

2. The Commission, through the Interdepartment Radio Advisory Committee (IRAC) and the Office of Telecommunication Policy (OTP), has been requested

to amend its Rules to permit the use of the frequency band 2025-2035 MHz for the Geostationary Operational Environment Satellite (GOES) System. According to a report from the National Oceanic and Atmospheric Administration (NOAA), more than a decade ago, earth-synchronous environmental satellites became part of the plan for the National Operational Meteorological Satellite System. In 1970, a contract was awarded for three such spacecraft. During the development, testing, launch and positioning of these satellites, they are under the direct control of the National Aeronautics and Space Administration (NASA) and are called Synchronous Meteorological Satellites (SMS). However, upon obtaining the desired orbit position and being fully tested, the satellites are turned over to the Department of Commerce (NOAA) and are redesignated Geostationary Operational Environmental Satellites (GOES). Present plans call for one satellite to be positioned over the Atlantic Ocean and one over the Pacific Ocean, with the remaining satellite to be an in-orbit spare. As these satellites deteriorate with age, replacement satellites will be launched.

3. GOES will be used in short-range forecasting and warning of weather, ocean and solar hazards, providing nearly continuous, detailed observations and collecting timely observations of developing hazards from instruments in remote inaccessible areas. Its objectives include providing nearly continuous observation of the earth and its environment over large areas of North and South America and the adjacent ocean areas within view of the spacecraft. In addition, GOES will provide data collection from remote observing platforms such as buoys, automatic weather stations, ships, aircraft, and balloons. Furthermore, the system will measure energetic solar particle flux, X-rays and the strength of the earth's magnetic field. And lastly GOES can transmit centrally prepared environmental data to remote receiving stations. Like the earlier TIROS Operational Satellite (TOS), GOES spacecraft will be equipped to relay cloud-cover pictures, centrally processed weather maps, and other related information data to receiving stations within line of sight.

4. The general authority for Government operations in this band is contained in existing footnote U.S. 90 which reads:

US90 In the band 2025-2120 MHz earth-to-space transmissions in the space research and earth exploration-satellite services by Government and non-Government stations at specific locations may be authorized subject to such conditions as may be applied on a case-by-case basis.

The footnote, as proposed, will allow three earth stations to use the frequency band 2025-2035 MHz for earth-to-space transmissions for tracking, telemetry, and telecommand. Government use will be on a coequal basis with non-Government operations in this band, which in-



clude television pickup and television studio-to-transmitter link (STL).

5. The proposed amendment to the Rules, as set forth in the Appendix, is issued pursuant to the authority contained in Sections 4(i) and 303 of the Communications Act of 1934, as amended.

6. Pursuant to the applicable procedures set forth in § 1.145 of the Commission's Rules, interested persons may file comments on or before October 22, 1975, and reply comments on or before November 3, 1975. All relevant and timely comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision, the Commission may also take into account other relevant information before it in addition to the specific comments invited by the Notice. In accordance with the provisions of § 1.419 of the Commission's Rules, an original and 14 copies of all statements, briefs, or comments filed shall be furnished to the Commission. Responses will be available for public inspection during regular business hours in the Commission's Broadcast and Docket Reference Room at its Headquarters in Washington, D.C.

Adopted: September 5, 1975.

Released: September 10, 1975.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] VINCENT J. MULLINS,  
Secretary.

[F.R. Doc.75-24702 Filed 9-16-75; 8:45 a.m.]

## FEDERAL HOME LOAN BANK BOARD

### [12 CFR Part 563]

[No. 75-835]

#### FEDERAL SAVINGS AND LOAN INSURANCE CORPORATION

#### Proposed Amendment Relating to Insurance of Loans

#### SUMMARY

SEPTEMBER 8, 1975.

The following summary of the amendment proposed by this Resolution is provided for the reader's convenience and is subject to the full explanation in the following preamble and to the specific provisions of the proposed regulation.

**I. Proposed Amendment.**—Prohibits an insured institution and its service corporation affiliates from insuring loans with a mortgage insurance company where:

A. Compensation is paid to the insured institution and other specified corporations and persons in connection with the issuance or renewal of mortgage insurance by such company;

B. Certain management interlocks exist respecting the mortgage insurance company and the insured institution; or

C. The insured institution and its directors, officers and controlling persons have a material financial interest in the mortgage insurance company.

**II. Reasons for Proposal.**—To limit the potential for abuse and risk as a result of self-dealing business practices.

Section 563.9-7 of the Insurance Regulations requires mortgage insurance (or a specific reserve) on loans of all insured institutions in excess of 90% of value. Such mortgage insurance must be underwritten by a "qualified private insurer" as defined by the Federal Home Loan Mortgage Corporation. Loans that do not exceed 90% of value may be insured at the discretion of the lending institution. In such cases, there has been no regulatory requirement or restriction with respect to the choice of a mortgage insurance company.

Dealings with mortgage insurance companies in which the institution and its officers, directors or controlling persons have material interests evoke self-dealing practices and abuses. The Board believes that such practices and abuses are unsafe and unsound, inimical to economical home financing and adversely affect the accomplishment of other purposes of title IV of the National Housing Act, as amended. The Board is therefore seeking to restrict such dealings.

Accordingly, the Board hereby proposes to amend Part 563 by adding § 563.44 to read as set forth below.

Interested persons are invited to submit written data, views, and arguments to the Office of the Secretary, Federal Home Loan Bank Board, 320 First Street NW., Washington, D.C. 20552, by October 20, 1975, as to whether this proposal should be adopted, rejected, or modified.

#### § 563.44 Loans involving mortgage insurance.

(a) **Definitions.** For purposes of this section—

(1) The terms "affiliate", "company", "control", "consolidated net worth", "consolidated net earnings", "officer" and "director" have the same meanings given to them by §§ 583.15, 583.9, 583.26, 583.20, 583.21, 583.24 and 583.25 of this Chapter, respectively.

(2) Beneficial ownership of an equity security by a director, officer or controlling person shall include:

(i) Ownership through a spouse, child, or spouse of a child of such director, officer or controlling person;

(ii) Ownership through a broker or other nominee or agent; and

(iii) Ownership through a company controlled by such director, officer or controlling person.

(3) A company shall be deemed a parent company of a mortgage insurance company if such mortgage insurance company represents more than 15 percent of such company's consolidated net worth at the close of its preceding fiscal year or of its consolidated net earnings for such fiscal year.

(b) **Prohibitions.** No insured institution or service corporation affiliate thereof shall insure any loan with a mortgage insurance company if—

(1) Any commission, fee, or other compensation is to be paid to, or received by,

either directly or indirectly, such institution, any affiliate thereof, or any director, officer or employee of such institution or affiliate thereof in connection with the issuance or renewal of mortgage insurance by such mortgage insurance company; or

(2) A savings account into which mortgage insurance premiums are paid is maintained at such institution by such mortgage insurance company as a condition to placement or renewal of mortgage insurance with it; or

(3) Any officer of such mortgage insurance company or parent company thereof is a director, officer or controlling person of such institution or affiliate thereof; or

(4) Any director of such mortgage insurance company or parent company thereof is an officer of such institution or affiliate thereof; or

(5) The amount of investment in such mortgage insurance company or parent company thereof by the institution, its affiliates, and the directors, officers, and controlling persons of such insured institution and affiliates is sufficient to give rise to a conflict of interest in the placement or renewal of mortgage insurance. In the absence of a compelling justification to the contrary, a conflict of interest will be presumed by the Corporation to exist if:

(i) Any director, officer or controlling person of such institution or affiliate thereof holds, directly or indirectly, equity securities of such mortgage insurance company or parent company thereof either having a cost in excess of \$50,000 or representing more than 1 percent of any class of equity securities of such company; or

(ii) Such institution, all affiliates thereof, and all directors, officers and controlling persons of such insured institution or affiliate thereof, hold in the aggregate, directly or indirectly, equity securities of such mortgage insurance company or parent company thereof either having a cost of \$100,000 or representing more than 2 percent of any class of equity securities of such company.

(c) **Exceptions.** This section shall take effect on \_\_\_\_\_ (30 days after publication of final regulation), except that paragraphs (b) (4) and (5) shall take effect on July 1, 1976. Notwithstanding this section, insurance policies issued prior to such date may be renewed during the term of the loan.

(Secs. 402, 403, 48 Stat. 1256, 1257, as amended; 12 U.S.C. 1725, 1726, Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1943-48 Comp., p. 1071).

BY THE FEDERAL HOME LOAN BANK BOARD,

[SEAL]

J. J. FINN,  
Secretary.

[F.R. Doc.75-24712 Filed 9-16-75; 8:45 am]



**INTERSTATE COMMERCE  
COMMISSION**

[ 49 CFR 1201 ]

**UNIFORM SYSTEM OF ACCOUNTS FOR  
RAILROAD COMPANIES**

SEPTEMBER 11, 1975.

The Bureau of Accounts is presently working on a comprehensive revision of the Uniform System of Accounts for Railroad Companies with the objective of serving the needs of the Commission, railroad management, and the public. Initially, our plan calls for a revised chart of accounts. Accordingly, this notice solicits comments and suggestions on the enclosed chart. We wish to point out that this initial phase represents research so the enclosed chart is not intended to be all-inclusive but is designed for discussion by all interested parties.

We have identified the following major deficiencies in the current accounting system:

1. Operating expense accounts do not yield adequate cost information for determining cost of service because many accounts include various elements such as labor, material, and overheads. Also, in certain accounts indirect costs are mixed with directly traceable costs.

2. In minor respects the USOA deviates from generally accepted accounting principles (GAAP).

3. Many instructions and account texts are unclear or silent on certain issues.

4. Many of the terms, captions, titles, etc. are obsolete or unclear.

To remedy these deficiencies we plan to do the following:

1. Revise revenue accounts to reclassify charges against revenues which should be operating expenses.

2. Restructure operating expense accounts into a matrix format. This will separate elements into homogeneous natural account classifications (e.g. Salaries and Wages, Materials, Fuel, Overhead items), and will provide for direct assignment of these elements to the various activities. Direct and indirect costs will be identifiable. This format will also provide flexibility for expansion later for branch line accounting, and commodity point-to-point cost determination.

Note: The enclosed matrix does not include all the detailed breakdown we have developed, but will be used with supporting schedules which are intended to minimize the need for special cost studies and allocations of expenses necessitated by Rail Form A.

2. The system will be brought into full accord with GAAP.

3. Unclear and ambiguous instructions, definitions, and texts of accounts will be clarified and where rules are not presently provided, either they will be incorporated in the present revision or separate rulemakings will be initiated.

4. Terms will be updated in accord with current accounting usage.

We have not numbered the accounts on the chart and would appreciate input as to the preferred numbering approach. Specifically, we would like to determine

the preferred number of digits and the significance of each digit (e.g. first or last digit could signify the activity or the natural account classification).

We would appreciate receiving comments and suggestions on the proposed chart of accounts by October 31, 1975.

JOHN A. GRADY,  
Director,  
Bureau of Accounts.

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APPENDIX I

PROPOSED PRIMARY PROPERTY ACCOUNTS,  
RAILROADS

Account Name
Road:
Engineering
Land for transportation purposes
Other right-of-way expenditures
Grading
Tunnels and subways
Bridges, trestles and culverts
Elevated structures
Ties
Rails
Other track material
Ballast
Track laying and surfacing
Fences, snowsheds and signs
Station and Office Buildings
Roadway Buildings
Water Stations
Fuel Stations
Shop and enginehouses
Storage warehouses
Wharves and docks
Coal and ore wharves
TOFC/COFC terminals
Communication systems
Signals and interlockers
Power plants
Power transmission systems
Miscellaneous structures
Roadway machines
Public improvements construction
Shop machinery
Power plant machinery
Equipment:
Locomotives
Freight-train cars
Passenger-train cars
Highway revenue equipment
Floating equipment
Work equipment
Miscellaneous equipment
General Expenditures:
Interest during construction
Other general expenditures; road
Other Property Accounts:
Other elements of investment
Unfinished Construction

APPENDIX II

PROPOSED BALANCE SHEET ACCOUNTS

Assets
Current Assets:
Cash and Working Funds:
Cash
Working

Special Deposits:
Interest Special Deposits
Dividend Special Deposits
Miscellaneous Special Deposits
Temporary Cash Investments
Notes Receivable:
Notes Receivable; Officers, Stockholders, and Employees
Notes Receivable; Other
Receivable from Affiliated Companies:
Loans and Notes Receivable from Affiliated Companies
Interest and Dividends Receivable from Affiliated Companies
Accounts Receivable from Affiliated Companies
Accounts Receivable:
Accounts Receivable; Interline Balances
Accounts Receivable; Agents and Conductors
Accounts Receivable; Officers, Stockholders and Employees
Accounts Receivable; Other
Accounts Receivable; Accrued Allowance for Uncollectible Accounts
Prepayments:
Prepaid Taxes and Licenses
Prepaid Insurance
Prepaid Interest
Prepaid Rents
Miscellaneous Prepayments
Materials and Supplies
Other Current Assets:
Subscriptions to Capital Stock
Interest and Dividends Receivable
Other Current Assets
Deferred Income Tax Charges
Tangible Property:
Road Property
Equipment
General Expenditures
Other Property Accounts
Accumulated Depreciation; Road and Equipment Property
Accumulated Amortization; Road and Equipment Property; Defense Projects
Improvements to Leased Property
Accumulated Depreciation; Improvements to Leased Property
Accumulated Depreciation; Improvements to Leased Property—Defense Projects
Property Used in Other Than Carrier Operations
Accumulated Depreciation; Property Used in Other Than Carrier Operations
Intangible Property:
Organization and Other Intangible Property:
Organization
Accumulated Amortization; Organization
Other Intangible Property
Accumulated Amortization; Other Intangible Property
Investment Securities and Advances:
Investments and Advances; Affiliated Companies:
Stocks; Affiliated Companies
Bonds; Affiliated Companies
Notes; Affiliated Companies
Other Investments; Affiliated Companies
Advances; Affiliated Companies
Adjustments; Investments and Advances; Affiliated Companies
Other Investments and Advances:
Stocks; Other
Bonds; Other
Notes; Other
Other Investment; Other
Advances; Other
Adjustments; Other Investments and Advances
Special Funds:
Sinking Funds
Capital Funds
Insurance and Other Funds



PROPOSED RULES

Deferred Charges:  
 Unamortized Debt Discount and Expense  
 Other Deferred Charges  
 Accumulated Deferred Income Tax Charges  
 Clearing Accounts

Liabilities

Current Liabilities:  
 Notes Payable and Matured Obligations:  
 Notes Payable  
 Matured Long-term Obligations  
 Payables to Affiliated Companies:  
 Loans and Notes Payable to Affiliated Companies  
 Interest and Dividends Payable to Affiliated Companies  
 Accounts Payable to Affiliated Companies  
 Accounts Payable:  
 Accounts Payable; Officers, Stockholders and Employees  
 Accounts Payable; Interline Balances  
 Accounts Payable; Employee Withholding  
 Accounts Payable; Other  
 Salaries and Wages Payable  
 Accrued Operating Taxes and Licenses;  
 Old Age Retirement Taxes; Accrued  
 Unemployment Insurance Taxes; Accrued  
 Real Estate and Personal Property Taxes; Accrued  
 Other Taxes; Accrued  
 Accrued Income Taxes:  
 Accrued Federal Income Taxes  
 Accrued State and Other Income Taxes  
 Dividends Payable  
 Interest Accrued  
 Matured Interest  
 Current Equipment Obligations and Other  
 Long-Term Debt

Estimated Liabilities; Accrued:  
 Pensions and Welfare  
 Self-Insurance  
 Casualty and Other Claims  
 Other Estimated Liabilities  
 Other Current Liabilities  
 Deferred Income Tax Credits  
 Long-Term Debt:  
 Advances Payable; Affiliated Companies:  
 Notes Payable  
 Open Accounts  
 Interest Accrued  
 Other Advances Payable:  
 Notes Payable  
 Open Accounts  
 Interest Accrued  
 Equipment and Other Long-Term Obligations:  
 Equipment Obligations  
 Bonds and Debentures  
 Capitalized Lease Obligations  
 Receivers' and Trustees' Securities  
 Other Long-Term Obligations  
 Recquired Long-Term Obligations  
 Deferred Credit:  
 Unamortized Premium on Debt  
 Other Deferred Credits  
 Accumulated Deferred Income Tax Credits  
 Estimated Liabilities:  
 Pensions and Welfare  
 Self-Insurance  
 Casualty and Other Claims  
 Accrued Liability; Leased Property  
 Other Estimated Liabilities  
 Equalization Allowance  
 Stockholders' Equity  
 Capital Stock:  
 Capital Stock-Preferred  
 Capital Stock-Common

Subscribed Capital Stock  
 Nominally Issued Securities  
 Stock Liability for Conversion  
 Premiums and Assessments on Capital Stock  
 Discount on Capital Stock  
 Commission and Expense on Capital Stock  
 Other Capital in Excess of Par or Stated Value  
 Retained Earnings; Appropriated  
 Retained Earnings; Unappropriated  
 Treasury Stock

APPENDIX III

FORM OF INCOME STATEMENT

Ordinary Items

Railway Operating Income:  
 Railway Operating Revenues  
 Railway Operating Expenses:  
 Net Revenue for Railway Operations  
 Other Income  
 Other Deductions:  
 Income Available for Fixed Charges  
 Fixed Charges:  
 Income from Continuing Operations before income taxes  
 Provision for Income Taxes:  
 Current  
 Deferred  
 Income from continuing operations  
 Income From Discontinued Operations (Net):  
 Income before extraordinary items  
 Extraordinary Items (Net):  
 Cumulative Effect of Changes in Accounting Principles (Net)  
 Net Income Transferred to Retained Income—Unappropriated

APPENDIX IV.—Matrix of operating expenses

Accounts	Maintenance of equipment				Station	Yard	Train	Transportation					Traf- fic	General and admin- istrative
	Maintenance of way and structures	Loco- motives	Freight train cars	Other equip- ment				Other services						
								Coal and ore wharves	Floating equip- ment	TOFC terminal	Grain elevators	Other		
Salaries:														
Officers.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Supervisory and technical.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Salaries and wages:														
Clerical and administrative.....	X	X	X	X	X <sup>1</sup>	X	X	X	X	X	X	X	X	X <sup>1</sup>
Engineman:														
Switching.....							X							
Running.....							X							
Trainmen:														
Switching.....							X							
Running.....							X							
Dispatchers.....							X							
Car and locomotive cleaning and servicing:														
Switching.....							X							
Running.....							X							
Repair and maintenance employees.....	X <sup>1</sup>	X <sup>1</sup>	X <sup>1</sup>	X <sup>1</sup>	X	X	X	X	X	X	X	X	X	X
Other employees.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Miscellaneous paid time off:														
Clerical and administrative.....	X	X	X	X	X <sup>1</sup>	X	X	X	X	X	X	X	X	X <sup>1</sup>
Engineman:														
Switching.....							X							
Running.....							X							
Trainmen:														
Switching.....							X							
Running.....							X							
Dispatchers.....							X							
Car and locomotive cleaning and servicing:														
Switching.....							X							
Running.....							X							
Repair and maintenance employees.....	X <sup>1</sup>	X <sup>1</sup>	X <sup>1</sup>	X <sup>1</sup>	X	X	X	X	X	X	X	X	X	X
Other employees.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Other fringes:														
Federal payroll taxes.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
State payroll taxes.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Workmen's compensation.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Group insurance premiums.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Pensions and retirement plans.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Health and welfare benefits.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Other fringes.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X



PROPOSED RULES

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APPENDIX IV.—Matrix of operating expenses—Continued

Accounts	Maintenance of equipment			Station	Yard	Train	Transportation					Traffic	General and administrative	
	Maintenance of way and structures	Locomotives	Freight train cars				Other equipment	Other services						
								Coal and ore wharves	Floating equipment	TOFC terminal	Grain elevators			Other
Materials:														
Locomotive materials—new and rebuilt		X <sup>1</sup>												
Car materials—new and rebuilt			X <sup>1</sup>	X <sup>1</sup>										
Rails	X <sup>1</sup>													
Ties	X <sup>1</sup>													
Ballast	X <sup>1</sup>													
Other track material	X <sup>1</sup>													
Other material	X <sup>1</sup>													
Tools and operating supplies:														
Train supplies						X								
Operating and service tools	X	X	X	X	X	X	X	X	X	X	X			
Locomotive supplies						X								
Other supplies	X	X	X	X	X	X	X	X	X	X	X		X	
Fuels:														
Diesel fuel:														
Switching						X	X							
Running						X	X							
Other motive power fuels:														
Switching						X	X							
Running						X	X							
Gasoline	X	X	X	X	X	X	X	X	X	X	X		X	
Fuel for heating	X	X	X	X	X	X	X	X	X	X	X		X	
Lubricants														
Lubricants	X	X	X	X	X	X	X	X	X	X	X		X	
Utilities														
Utilities	X	X	X	X	X	X	X	X	X	X	X		X	
Purchased services:														
Hire of freight cars—debit						X								
Hire of freight cars—credit							X							
Locomotive rentals—debit						X								
Locomotive rentals—credit							X							
Work equipment rentals—debit	X					X								
Work equipment rentals—credit							X		X		X			
Floating equipment rentals—debit							X							
Floating equipment rentals—credit								X						
Other equipment rentals—debit														
Other equipment rentals—credit														
Repairs billed by others		X	X	X										
Repairs billed to other lines—credit		X	X	X										
Other purchased services	X	X	X	X		X								
Joint facility—debit	X	X	X	X	X	X	X	X	X	X	X		X	
Joint facility—credit														
Casualty and damages:														
Claims settlement—property lost and damaged:														
(a) Cargo lost and damaged:														
(1) Carload						X								
(2) Less than carload						X								
(3) TOFC						X								
(b) Other property lost and damaged						X								
Employee's claims	X	X	X	X	X	X	X	X	X	X	X		X	
Casualty—outside parties								X	X	X	X		X	
Insurance premiums—fire, theft, injuries, and other	X	X	X	X	X	X	X	X	X	X	X		X	
General:														
Printing, stationery, and postage	X	X	X	X	X	X	X	X	X	X	X		X	
Telephone and telegraph	X	X	X	X	X	X	X	X	X	X	X		X	
Travel and other expenses of officers and employees	X	X	X	X	X	X	X	X	X	X	X		X	
Professional services	X	X	X	X	X	X	X	X	X	X	X		X	
Office and other space rental	X	X	X	X	X	X	X	X	X	X	X		X	
Rent and other expenses of office equipment	X	X	X	X	X	X	X	X	X	X	X		X	
Operating taxes:														
Property taxes														
Other miscellaneous taxes														
Uncollectible accounts														
Depreciation	X <sup>1</sup>	X <sup>1</sup>	X <sup>1</sup>	X <sup>1</sup>									X <sup>1</sup>	
Amortization	X <sup>1</sup>	X <sup>1</sup>	X <sup>1</sup>	X <sup>1</sup>									X <sup>1</sup>	
Retirements	X <sup>1</sup>	X <sup>1</sup>	X <sup>1</sup>	X <sup>1</sup>									X <sup>1</sup>	

<sup>1</sup> See supporting schedules.



PROPOSED RULES

APPENDIX V.—Supporting schedule way and structures

Accounts	Repairs		Depreciation	Retirements
	Labor	Materials		
Engineering			X	X
Other right-of-way expenditures			X	X
Grading			X	X
Roadway maintenance:				
Yard switching tracks	X			
Way switching tracks	X			
Running tracks	X			
Tunnels and subways:				
Yard switching tracks	X	X	X	X
Way switching tracks	X	X	X	X
Running tracks	X	X	X	X
Bridges, trestles, and culverts:				
Yard switching tracks	X	X	X	
Way switching tracks	X	X	X	
Running tracks	X	X	X	
Elevated structures:				
Yard switching tracks	X	X	X	
Way switching tracks	X	X	X	
Running tracks	X	X	X	
Ties:				
Yard switching tracks		X		X
Way switching tracks		X		X
Running tracks		X		X
Rails:				
Yard switching tracks		X		X
Way switching tracks		X		X
Running tracks		X		X
Other track material:				
Yard switching tracks		X		X
Way switching tracks		X		X
Running tracks		X		X
Ballast:				
Yard switching tracks		X		X
Way switching tracks		X		X
Running tracks		X		X
Track laying and surfacing:				
Yard switching tracks	X			X
Way switching tracks	X			X
Running tracks	X			X
Fences, snowbeds, and signs:				
Yard switching tracks		X	X	
Way switching tracks		X	X	
Running tracks		X	X	
Station and office buildings:				
Platform:				
Origin and destination carload	X	X	X	
Origin and destination LCL	X	X	X	
Transfer LCL	X	X	X	
Station:				
Running (train work)	X	X	X	
Origin and destination carload	X	X	X	
TOFC	X	X	X	
LCL	X	X	X	
Intraterminal	X	X	X	
Interterminal	X	X	X	
Special service carload	X	X	X	
Special services LCL	X	X	X	
Special services TOFC	X	X	X	
General office	X	X	X	
Roadway Buildings:				
Yard	X	X	X	
Way	X	X	X	
Running	X	X	X	
Water stations	X	X	X	
Fuel stations:				
Yard	X	X	X	
Way	X	X	X	
Running	X	X	X	
Shops: Freight cars	X	X	X	
Enginehouses	X	X	X	
Storage warehouses	X	X	X	
Wharves and docks	X	X	X	
Coal and ore wharves	X	X	X	
TOFC/COFC terminals	X	X	X	
Communication systems	X	X	X	
Signals and interlockers:				
Yard	X	X	X	
Way	X	X	X	
Running	X	X	X	
Powerplants:				
Yard	X	X	X	
Way	X	X	X	
Running	X	X	X	



Accounts	Repairs		Depreciation	Retirements
	Labor	Materials		
<b>Power transmission systems:</b>				
Yard	X	X	X	
Way	X	X	X	
Running	X	X	X	
Miscellaneous structures	X	X	X	
<b>Roadway machines:</b>				
Yard	X	X	X	
Way	X	X	X	
Running	X	X	X	
<b>Removing snow, ice, and sand:</b>				
Yard	X			
Way	X			
Running	X			
<b>Public improvements—maintenance:</b>				
Yard		X	X	X
Way		X	X	X
Running		X	X	X
<b>Right-of-way expenses:</b>				
Yard	X	X		
Way	X	X		
Running	X	X		
Interest during construction				X
Other expenditures—general				X
Other elements of investment				X

APPENDIX VI.—Supporting schedule, clerical wages

	Station employees	General office employees
<b>Platform:</b>		
Origin and destination—carload	X	
Origin and destination—less than carload	X	
Transfer—less carload	X	
<b>Station:</b>		
Running (train work)	X	
Origin and destination—carload	X	
Origin and destination—less carload	X	
TOFC	X	
Intraterminals	X	
Interterminals	X	
Special services—carload	X	
Special services—less carload	X	
Special services—TOFC	X	
<b>Claims clerical:</b>		
Carload		X
Less carload		X
TOFC		X
Intraterminal		X
Interterminal		X
Loss and damage		X



## PROPOSED RULES

## APPENDIX VII

## APPENDIX VII.—Equipment

Type of equipment	Repairs		Repairs billed by others		Repairs billed to others		Depreciation	Retirements
	Labor	Material	Labor	Material	Labor	Material		
Diesel locomotives:								
Yard.....	X	X	X	X	X	X	X	X
Road.....	X	X	X	X	X	X	X	X
Other locomotives:								
Yard.....	X	X	X	X	X	X	X	X
Road.....	X	X	X	X	X	X	X	X
Total.....								
Highway revenue equipment:								
Refrigerated trailers.....	X	X	X	X	X	X	X	X
Other trailers.....	X	X	X	X	X	X	X	X
Refrigerated containers.....	X	X	X	X	X	X	X	X
Other containers.....	X	X	X	X	X	X	X	X
All other revenue equipment.....	X	X	X	X	X	X	X	X
Total.....								
Floating equipment:								
Running.....	X	X	X	X	X	X	X	X
Terminal.....	X	X	X	X	X	X	X	X
Total.....								
Work equipment.....	X	X	X	X	X	X	X	X
Miscellaneous equipment:								
Work equipment.....	X	X	X	X	X	X	X	X
Miscellaneous equipment.....	X	X	X	X	X	X	X	X
General.....	X	X	X	X	X	X	X	X
Total.....								
Shop machinery.....	X	X	X	X	X	X	X	X
Powerplant machinery.....	X	X	X	X	X	X	X	X
Interest during construction.....								X
Other expenditures—general.....								X
Other elements of investment.....								X
Freight train cars:								
Box—general service:								
Unequipped.....		X	X	X	X	X	X	X
Equipped.....		X	X	X	X	X	X	X
Box—special service.....		X	X	X	X	X	X	X
Gondola:								
General service.....		X	X	X	X	X	X	X
Special service.....		X	X	X	X	X	X	X
Hopper (open top):								
General service.....		X	X	X	X	X	X	X
Special service.....		X	X	X	X	X	X	X
Hopper (covered).....		X	X	X	X	X	X	X
Tank:								
Under 9,999 gal.....		X	X	X	X	X	X	X
10,000 to 18,999 gal.....		X	X	X	X	X	X	X
19,000 to 21,999 gal.....		X	X	X	X	X	X	X
22,000 to 27,999 gal.....		X	X	X	X	X	X	X
28,000 to 31,999 gal.....		X	X	X	X	X	X	X
32,000 gals and over.....		X	X	X	X	X	X	X
Refrigerator:								
Meat—mechanical.....		X	X	X	X	X	X	X
Other than meat—mechanical.....		X	X	X	X	X	X	X
Meat—nonmechanical.....		X	X	X	X	X	X	X
Other than meat—nonmechanical.....		X	X	X	X	X	X	X
Stock.....		X	X	X	X	X	X	X
Auto rack.....		X	X	X	X	X	X	X
Flat:								
General service.....		X	X	X	X	X	X	X
Special service.....		X	X	X	X	X	X	X
TOFC/COFC.....		X	X	X	X	X	X	X
All other.....		X	X	X	X	X	X	X
Caboose.....		X	X	X	X	X	X	X
Total.....								



APPENDIX VIII.—Hire of freight train cars and trailers

Type of equipment	Gross amounts receivable				Gross amounts payable					
	Mileage cars	Per diem basis			All other per diem cars	Mileage cars	Per diem basis			All other per diem cars
		Mileage	Time	Incentive			Mileage	Time	Incentive	
Mileage basis:										
Tank:										
Under 10,000 gal.	X					X				
10,000 to 18,999 gal.	X					X				
19,000 to 21,999 gal.	X					X				
22,000 to 27,999 gal.	X					X				
28,000 to 31,999 gal.	X					X				
32,000 gal and over	X					X				
Refrigerator:										
Meat—mechanical	X					X				
O/T meat—mechanical	X					X				
Meat—nonmechanical	X					X				
O/T meat—nonmechanical	X					X				
Flat TOFC/COFC	X					X				
Combination mileage and per diem basis:										
Box:										
General service:										
Unequipped		X	X	X	X		X	X	X	X
Equipped		X	X	X	X		X	X	X	X
Special service		X	X	X	X		X	X	X	X
Gondola:										
General service		X	X	X	X		X	X	X	X
Special service		X	X	X	X		X	X	X	X
Hopper:										
Open general service		X	X	X	X		X	X	X	X
Open special service		X	X	X	X		X	X	X	X
Covered		X	X	X	X		X	X	X	X
Stock		X	X	X	X		X	X	X	X
Auto rack		X	X	X	X		X	X	X	X
Flat:										
General service		X	X	X	X		X	X	X	X
Special service		X	X	X	X		X	X	X	X
All other		X	X	X	X		X	X	X	X
Refrigerated highway trailers		X	X	X	X		X	X	X	X
Other highway trailers		X	X	X	X		X	X	X	X
Caboose cars		X	X	X	X		X	X	X	X
Total										

[FR Doc. 75-24352 Filed 9-11-75; 8:45 am]

SECURITIES AND EXCHANGE COMMISSION

[ 17 CFR Part 240 ]

[Rel. No. 34-11628; File No. 4-180]

AMENDMENT OR ABROGATION OF EXCHANGE OFF-BOARD TRADING RULES

Notice of Rulemaking Proceeding

Correction

In FR Doc. 75-23848 appearing at page 41808, in the issue for September 9, 1975, on page 41820 in the second column, the ninth and tenth lines of the first full paragraph should be transposed.



# 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 DEFENSE

### Office of the Secretary of Defense DEPARTMENT OF DEFENSE WAGE COMMITTEE

#### Closed Meetings

Pursuant to the provisions of section 10 of Public Law 92-463, the Federal Advisory Committee Act, effective January 5, 1973, notice is hereby given that a meeting of the Department of Defense Wage Committee will be held on Tuesday, October 7, 1975; Tuesday, October 14, 1975; Tuesday, October 21, 1975; and Tuesday, October 28, 1975 at 9:45 a.m. in Room 1E801, The Pentagon, Washington, D.C.

The Committee's primary responsibility is to consider and submit recommendations to the Assistant Secretary of Defense (Manpower and Reserve Affairs) concerning all matters involved in the development and authorization of wage schedules for Federal prevailing rate employees pursuant to Public Law 92-392. At this meeting, the Committee will consider wage survey specifications, wage survey data, local wage survey committee reports and recommendations, and wage schedules derived therefrom.

Under the provisions of section 10(d) of Public Law 92-463, the Federal Advisory Committee Act, meetings may be closed to the public when they are concerned with matters listed in section 552(b) of Title 5, United States Code. Two of the matters so listed are those related solely to the internal personnel rules and practices of an agency, (5 USC 552(b)(2)), and those involving trade secrets and commercial or financial information obtained from a person and privileged or confidential (5 USC 552(b)(4)).

Accordingly, the Deputy Assistant Secretary of Defense (Civilian Personnel Policy) hereby determines that this meeting will be closed to the public because the matters considered are related to the internal rules and practices of the Department of Defense, (5 USC 552(b)(2)), and the detailed wage data considered by the Committee during its meetings have been obtained from officials of private establishments with a guarantee that the data will be held in confidence, (5 USC 552(b)(4)).

However, members of the public who may wish to do so, are invited to submit material in writing to the Chairman concerning matters believed to be deserving of the Committee's attention. Additional information concerning this meeting may be obtained by contacting the Chairman, Department of Defense Wage Commit-

tee, Room 3D281, The Pentagon, Washington, D.C.

MAURICE W. ROCHE,  
Director, Correspondence  
and Directives, OASD(C).

SEPTEMBER 12, 1975.

[FR Doc.75-34685 Filed 9-16-75;8:45 am]

## DEPARTMENT OF JUSTICE

### Antitrust Division

#### UNITED STATES v. COPPER DEVELOPMENT ASSOCIATION INC., ET AL.

#### Written Comments Upon Consent Judgment and Department of Justice Response Thereto

Pursuant to the Antitrust Procedures and Penalties Act, 15 U.S.C. 16, the following written comments on the proposed judgment filed with the United States District Court in the Southern District of New York, 74 Civil 1712, United States of America v. Copper Development Association, Inc., et al., were received by the Department of Justice and are published herewith, together with Justice's response to the comments.

Dated: September 12, 1975.

THOMAS E. KAUFER,  
Assistant Attorney General,  
Antitrust Division.

SEPTEMBER 8, 1975.

Mr. T. O. MOSLEY,  
Patent Manager, United States Pipe and Foundry Co., 3300 First Avenue North, Birmingham, Ala. 35202.

DEAR MR. MOSLEY: We have received your letter dated August 18, 1975 commenting upon Section VI of the proposed Final Judgment in *United States v. Copper Development Association, Inc., et al.* (74 Civil 1712 EW).

In response to your comment we direct your attention to paragraph A of Section VI of the said proposed Final Judgment which provides that the Court is authorized to determine a reasonable and nondiscriminatory fee for technical data "in the absence of agreement" between the licensor and applicant.

Sincerely yours,

BERNARD WEHRMANN,  
Chief, New York Office.

AUGUST 18, 1975.

Mr. BERNARD WEHRMANN,  
Chief, New York Office, Antitrust Division,  
U.S. Department of Justice, 28 Federal Plaza, New York, N.Y. 10007.

DEAR MR. WEHRMANN: We have read the Consent Decree concerning Soverent systems published in the FEDERAL REGISTER, July 9, 1975. It is noted that Section VI of the decree dealing with Technical Data requires C.D.A. Inc. to license such for a "reasonable and nondiscriminatory fee." This terminology was also in the ANSI Standard but was interpreted by the C.D.A. Inc. to include

fees which were later determined to be both unreasonable and discriminatory. It would, therefore, appear that a price for "Technical Data" fixed by the court would be in order, especially since ANSI is apparently planning to reinstate the American National Standard B 16.32-1973, which makes the Soverent System a part of the Standard.

Yours very truly,

T. O. MOSLEY,  
Patent Manager.

[FR Doc.75-24706 Filed 9-16-75;8:45 am]

### Law Enforcement Assistance Administration

#### NATIONAL ADVISORY COMMITTEE ON CRIMINAL JUSTICE STANDARDS AND GOALS

#### Meeting

This is to provide notice of meeting of the National Advisory Committee on Criminal Justice Standards and Goals.

The National Advisory Committee will meet on October 1, 1975. The meeting will be held at the Ramada Inn/Rosslyn, 1900 N. Ft. Myer Drive, Arlington, Virginia. The meeting will convene at 9:30 a.m. and will be open to the public.

Discussion will focus on the progress and review of the individual task forces, which are:

1. Disorders and Terrorism
2. Juvenile Delinquency
3. Organized Crime
4. Private Security
5. Research and Development

For further information, contact William T. Archey, Director, Policy Analysis Division, Office of Planning and Management, 633 Indiana Avenue, N.W., Washington, D.C.

GERALD H. YAMADA,  
Attorney-Advisor,  
Office of General Counsel.

[FR Doc.75-24778 Filed 9-16-75;8:45 am]

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[Office & Serial Number C-21667—  
Withdrawal]

#### COLORADO

#### Proposed Withdrawal and Reservation of Lands

The Forest Service, United States Department of Agriculture, has filed an application, Serial Number Colorado 21667, for the withdrawal of the public lands described below, from location and entry under the mining laws only, subject to valid existing rights, pursuant to authority of Executive Order 10355.

The applicant wishes to assure tenure of the lands for protection of their iden-



tified values as part of a travel influence zone adjacent to United States Highway that has been recommended for scenic Highway designation.

All persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing no later than 30 days from the date of this notice, to the undersigned officer of the Bureau of Land Management, Department of the Interior, Colorado State Office, Room 700, Colorado State Bank Building, 1600 Broadway, Denver, Colorado 80202.

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

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

The lands involved in the application are scattered blocks of National Forest Land within the following legal subdivisions:

- T. 37 N., R. 8 W., N.M.P.M.,  
 Sec. 8, E $\frac{1}{2}$ E $\frac{1}{2}$ ;  
 Sec. 9, W $\frac{1}{2}$ W $\frac{1}{2}$ ;  
 Sec. 17, E $\frac{1}{2}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ , N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 18, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 19, S $\frac{1}{2}$ NE $\frac{1}{4}$ ;  
 Sec. 20, W $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ , W $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{4}$ -SW $\frac{1}{4}$ ;  
 Sec. 30, E $\frac{1}{2}$ NE $\frac{1}{4}$ ;  
 T. 37 N., R. 9 W.,  
 Sec. 1, Lot 3;  
 Sec. 2, SE $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ , E $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 11, E $\frac{1}{2}$ E $\frac{1}{2}$ E $\frac{1}{2}$ ;  
 Sec. 12, SW $\frac{1}{4}$ NW $\frac{1}{4}$ , W $\frac{1}{2}$ SW $\frac{1}{4}$ , S $\frac{1}{2}$ NE $\frac{1}{4}$ -SW $\frac{1}{4}$ , NW $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 13, NW $\frac{1}{4}$ SW $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$ ;  
 Sec. 24, E $\frac{1}{2}$ W $\frac{1}{2}$ ;  
 Sec. 25, E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
 T. 38 N., R. 9 W.,  
 Sec. 1, SW $\frac{1}{4}$ NW $\frac{1}{4}$ , NW $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
 Sec. 24, E $\frac{1}{2}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
 Sec. 25, SE $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
 Sec. 36, N $\frac{1}{2}$ NW $\frac{1}{4}$ , SW $\frac{1}{4}$ NW $\frac{1}{4}$ , NW $\frac{1}{4}$ SW $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$ ;  
 T. 39 N., R. 8 W. (Protraction Diagram No. 27, dated 11/12/64),  
 Sec. 5, W $\frac{1}{2}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
 Sec. 6, NE $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ -SW $\frac{1}{4}$ , N $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$ ;  
 Sec. 7, West 20 chains.  
 T. 39 N., R. 9 W.,  
 Sec. 12, S $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ , S $\frac{1}{2}$ -SE $\frac{1}{4}$ ;  
 Sec. 13, W $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ , W $\frac{1}{2}$ NE $\frac{1}{4}$ , W $\frac{1}{2}$ SE $\frac{1}{4}$ , W $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 24, W $\frac{1}{2}$ E $\frac{1}{2}$ NE $\frac{1}{4}$ , W $\frac{1}{2}$ NE $\frac{1}{4}$ ;  
 Sec. 25, W $\frac{1}{2}$ NE $\frac{1}{4}$ , E $\frac{1}{2}$ E $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$  excluding M.S. 20762;  
 Sec. 36, NE $\frac{1}{4}$ SW $\frac{1}{4}$ , W $\frac{1}{2}$ SW $\frac{1}{4}$  excluding M.S. 1779.  
 T. 40 N., R. 8 W. (Protraction Diagram No. 27, dated 11/12/64),  
 Sec. 31, E $\frac{1}{2}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ , SW $\frac{1}{4}$ -NE $\frac{1}{4}$ , E $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ ;  
 Sec. 32, NW $\frac{1}{4}$  excluding Coal Bank Pass Withdrawal, NE $\frac{1}{4}$ SW $\frac{1}{4}$ , W $\frac{1}{2}$ SW $\frac{1}{4}$ .

A strip of land 200 feet on either side of the centerline of U.S. Highway 550 crossing through the following described lands:

- T. 40 N., R. 8 W.,  
 Sec. 21, W $\frac{1}{2}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NW $\frac{1}{4}$ , SW $\frac{1}{4}$  excluding Deer Creek Withdrawal;  
 Sec. 26, N $\frac{1}{2}$ NW $\frac{1}{4}$ ;  
 Sec. 29, NE $\frac{1}{4}$ , E $\frac{1}{2}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$ , W $\frac{1}{2}$ -SE $\frac{1}{4}$ .

Also a strip of land 200 feet from centerline on north side of U.S. Highway 550 and 400 feet from centerline on south side of U.S. Highway 550 through the following described lands:

- T. 40 N., R. 8 W.,  
 Sec. 12, E $\frac{1}{2}$ SW $\frac{1}{4}$ , N $\frac{1}{2}$ SE $\frac{1}{4}$ , SW $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 13, E $\frac{1}{2}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$  except for Molas Pass Withdrawal;  
 Sec. 14, S $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ , SW $\frac{1}{4}$ SW $\frac{1}{4}$ , N $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$  except for East Lime Withdrawal;  
 Sec. 15, S $\frac{1}{2}$ SW $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ , S $\frac{1}{2}$ SE $\frac{1}{4}$ ;  
 Sec. 22, N $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$ , NW $\frac{1}{4}$ NE $\frac{1}{4}$ .

The net area of National Forest Land totals 4,382 acres.

EVERETT K. WEEDIN,  
 Chief,  
 Branch of Land Operations.

[FR Doc.75-24738 Filed 9-16-75;8:45 am]

## MONTANA AND WYOMING

### Designation of Additions to Pryor Mountain Wild Horse Range

Pursuant to Public Law 92-195 of December 15, 1971 (85 Stat. 649), and 43 CFR Subparts 2070 and 4712.2, I hereby designate the public lands in the following described areas as additions to and as part of the Pryor Mountain Wild Horse Range:

WYOMING  
 (W-15468A)

#### SIXTH PRINCIPAL MERIDIAN

- T. 58 N., R. 95 W.,  
 Sec. 19, lot 2, SE $\frac{1}{4}$ NE $\frac{1}{4}$ ;  
 Sec. 20, N $\frac{1}{2}$ S $\frac{1}{2}$ , SE $\frac{1}{4}$ SW $\frac{1}{4}$ , S $\frac{1}{2}$ SE $\frac{1}{4}$ ;  
 Sec. 21, Southwest Diagonal  $\frac{1}{2}$  of the SW $\frac{1}{4}$ ;  
 Sec. 26, SW $\frac{1}{4}$ NW $\frac{1}{4}$ , W $\frac{1}{2}$ SW $\frac{1}{4}$ ;  
 Sec. 27, S $\frac{1}{2}$ ;  
 Sec. 28, NW $\frac{1}{4}$ , W $\frac{1}{2}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ ;  
 Sec. 29, NE $\frac{1}{4}$ NW $\frac{1}{4}$ , NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 33, NE $\frac{1}{4}$ NW $\frac{1}{4}$ , NE $\frac{1}{4}$ ;  
 Sec. 34, N $\frac{1}{2}$ ;  
 Sec. 35, W $\frac{1}{2}$ NW $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ .  
 The area described aggregates approximately 2,360 acres in Big Horn County.

MONTANA  
 (M-31858)

#### MONTANA PRINCIPAL MERIDIAN

- T. 8 S., R. 28 E.,  
 Sec. 17, S $\frac{1}{2}$ , S $\frac{1}{2}$ N $\frac{1}{2}$ ;  
 Sec. 18, E $\frac{1}{2}$ SE $\frac{1}{4}$ .  
 The area described aggregates approximately 560 acres in Carbon County.

1. The Pryor Mountain Wild Horse Range is a Class III natural environment area under the Bureau of Outdoor Recreation system of classification.

2. Lands described are subject to all the provisions of the law and regulations cited above and the FEDERAL REGISTER Document 68-11056, published September 12, 1968, which established the Pryor Mountain Wild Horse Range (33 FR 12920).

JACK O. HORTON,  
 Assistant Secretary of the Interior.

SEPTEMBER 10, 1975.

[FR Doc.75-24733 Filed 9-16-75;8:45 am]

## OUTER CONTINENTAL SHELF

### Approval of Official Protraction Diagram

1. Notice is hereby given that, effective with this publication, the following OCS Official Protraction Diagrams approved on the dates indicated, are available, for information only, in the Outer Continental Shelf Office, Bureau of Land Management, New Orleans, Louisiana. In accordance with Title 43, Code of Federal Regulations, these protraction diagrams are the basic record for the description of mineral and oil and gas lease offers in the geographic areas they represent.

### OUTER CONTINENTAL SHELF OFFICIAL PROTRACTION DIAGRAMS

Description:	Approval Date
NI 18-4 Beaufort.....	August 1, 1975
NI 18-5.....	August 1, 1975
NI 18-8.....	August 1, 1975
NH 17-9.....	July 21, 1975
NH 17-12.....	July 21, 1975
NH 18-1.....	July 21, 1975

2. Copies of these diagrams are for sale at two dollars (\$2.00) per sheet by the Manager, Outer Continental Shelf Office, Bureau of Land Management, Suite 3200 The Plaza Tower, 1001 Howard Avenue, New Orleans, La. 70113. Checks or Money Orders should be made payable to the Bureau of Land Management.

JOHN RANKIN,  
 Manager, New Orleans Outer  
 Continental Shelf Office.

[FR Doc.75-24732 Filed 9-16-75;8:45 am]

## UTAH

[U-30766]

### Proposed Withdrawal and Reservation of Lands

The Department of Agriculture, on behalf of the Forest Service, has filed application U30766 for withdrawal of the land described below, from all forms of appropriation under the mining laws (30 U.S.C. Ch. 2), but not from leasing under the mineral leasing laws, subject to valid existing rights.

The applicant desires the land for public recreation and administrative use.

All persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing no later than October 31, 1975, to the undersigned officer of the Bureau of Land Management, Department of the Interior (P.O. Box No. 11505, Salt Lake City, Utah 84111).

The authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the land and its resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the land for purposes other than the applicant's, to eliminate land needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the land and its resources.



He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the land will be withdrawn as requested by the applicant agency.

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

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

The land involved in the application is:

SALT LAKE MERIDIAN

MANTI-LASAL NATIONAL FOREST;

Joe's Valley Reservoir Recreation Complex

T. 17 S., R. 6 E.,

Sec. 19, lots 15, 16, S $\frac{1}{2}$ SE $\frac{1}{4}$ ;

Sec. 20, S $\frac{1}{2}$ SW $\frac{1}{4}$ ;

Sec. 29, W $\frac{1}{2}$ ;

Sec. 30, lots 1, 2, 7, 8, 9, 10, 15, 16, E $\frac{1}{2}$ ;

Sec. 31, lots 1, 2, 3, 4, 7, 8, 9, 10, 13, 14, 15, and 16, E $\frac{1}{2}$ ;

Sec. 32, E $\frac{1}{2}$ W $\frac{1}{2}$ .

T. 18 S., R. 6 E.,

Sec. 5, lots 1 to 4 inclusive, N $\frac{1}{2}$  lots 5 and 6, lots 7, 8, S $\frac{1}{2}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ ; Sec. 6, lots 1 to 11 inclusive, SE $\frac{1}{4}$ NW $\frac{1}{4}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$ , that part of the NW $\frac{1}{4}$ SE $\frac{1}{4}$ , described as follows: Beginning at the SW corner of the NW $\frac{1}{4}$ SE $\frac{1}{4}$ , thence northerly along the west line of said NW $\frac{1}{4}$ SE $\frac{1}{4}$ , 1,129 feet to a point; thence S. 36°01'E., 10.12 feet to a point; thence along the arc of a curve to the right with a radius of 2,804.79 feet an arc distance of 205.60 feet to a point; thence S. 31°49'E., 1,117.32 feet to a point on the south line of NW $\frac{1}{4}$ SE $\frac{1}{4}$ ; thence westerly 708.64 feet along said line to the SW corner of the NW $\frac{1}{4}$ SE $\frac{1}{4}$  the place of beginning; SW $\frac{1}{4}$ SE $\frac{1}{4}$ ;

Sec. 6 and 7, a tract of land in the SE $\frac{1}{4}$ SE $\frac{1}{4}$  Sec. 6 and N $\frac{1}{2}$ NE $\frac{1}{4}$  Sec. 7, described as follows: Beginning at the quarter corner common to Sec. 6 and 7; thence from said point of beginning easterly 1,320 feet along the north line of the NW $\frac{1}{4}$ NE $\frac{1}{4}$  Sec. 7 to the NE corner of the NW $\frac{1}{4}$ NE $\frac{1}{4}$  said Sec. 7; thence northerly 331.74 feet along the west line of the SE $\frac{1}{4}$ SE $\frac{1}{4}$  Sec. 6 to a point; thence S. 31°49' E., 809.88 feet to a point; thence along the arc of a curve to the left with a radius of 272.21 feet an arc distance of 298.60 feet to a point; thence N. 85°21' E. 63.00 feet to a point; thence along the arc of a curve to the right with a radius of 67.32 feet an arc distance of 104.47 feet to a point; thence S. 05°49' E., 297.81 feet to a point; thence along the arc of a curve to the right with a radius of 2,804.79 feet an arc distance of 318.19 feet to a point; thence S. 00°45' W., 165.64 feet to the south line of the NE $\frac{1}{4}$ NE $\frac{1}{4}$  Sec. 7; thence westerly 855.46 feet along the said south line to NE $\frac{1}{4}$ NE $\frac{1}{4}$  to the SW corner thereof; thence westerly 1,320 feet along the south line of the NW $\frac{1}{4}$ NE $\frac{1}{4}$  Sec. 7 to the SW corner thereof; thence northerly 1,320 feet along the west line of NW $\frac{1}{4}$ NE $\frac{1}{4}$  Sec. 7 to the NW corner thereof of beginning;

Sec. 7, W $\frac{1}{2}$ W $\frac{1}{2}$ E $\frac{1}{2}$ NW $\frac{1}{4}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ ;

Sec. 8, W $\frac{1}{2}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ , SW $\frac{1}{4}$ , W $\frac{1}{2}$ SE $\frac{1}{4}$ .

The areas described aggregate 3,923.53 acres more or less in Emery County, Utah.

PAUL L. HOWARD,  
State Director.

[FR Doc. 75-24731 Filed 9-16-75; 8:45 am]

Bureau of Mines

LEAD AND ZINC CONSUMPTION AND PRODUCTION

Open Meetings

CROSS REFERENCE: For a document issued jointly by the Bureau of Mines, Department of Interior and the Domestic and International Business Administration, Department of Commerce announcing meetings on lead and zinc consumption and production, see FR Doc. 75-24777 under the Department of Commerce in the Notices section of this issue.

Office of Hearings and Appeals

[Docket No. M 75-133]

DEAN JONES COAL CO., INC.

Petition for Modification of Application of Mandatory Safety Standard

Notice is hereby given that in accordance with the provisions of section 301 (c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. § 861(c) (1970), Dean Jones Coal Company, Incorporated, has filed a petition to modify the application of 30 CFR 77.1605(k) to its Nos. 5 and 7 Mines, Lee County, Virginia.

30 CFR 77.1605(k) provides:

Berms or guards shall be provided on the outer bank of elevated roadways.

In support of its petition, Petitioner states that the petition applies to all private roadways used by Petitioner in its mine operations in Lee County, Virginia. The subject roadways are elevated and have been constructed and maintained by Petitioner. The alternate method, hereinafter described, will guarantee no less than the same measure of protection as that provided by the mandatory safety standard. The alternate method is as follows:

Berms or guard rails shall be provided on the outer banks of the elevated roadways at:

1. The turn-around locations where vehicles turn to approach the load-out facilities.

2. The switch backs where the trucks cannot make a turn without backing up.

3. At all other locations where berms or guard rails are not provided:

(a) A daily inspection of all coal-hauling vehicles shall be made and any defects detected shall be corrected before the vehicle is put into service. A record of the inspection and repair on each vehicle shall be kept and maintained by a supervisory employee.

(b) As far as practicable, roadway surfaces shall be kept free of debris, or excessive water, snow or ice and maintained as free as practicable of small ditches (washboard effects).

(c) A traffic system shall be put into use for these roads requiring that loaded vehicles have the right-of-way on the highwall side of roads regardless of their direction of travel.

(d) Warning signs shall be posted designating curves, steep grades where trucks should shift to a lower gear, and where roadways are reduced to one-lane traffic. Stop signs shall be posted where

one road intersects another, giving main haulage road traffic the right-of-way. Signs shall also be posted designating passing points.

(e) All equipment operators shall be trained in the use of haulage equipment and the safety of vehicles on haulage roads.

(f) All haulage vehicles shall have:

(i) Original manufacturer's brakes.

(ii) Engine or Jacobs brakes.

(iii) Emergency (parking) braking systems.

(g) Adequate supplies of crushed stone or other suitable materials shall be stored at strategic locations along the haulage roads for use when the road surface becomes slippery.

(h) A minimum width of 30 feet shall be provided and maintained along two-lane roads; and where widths of less than 30 feet are provided and maintained, the roads shall be designated as single-lane roads.

(i) On roads that afford only one traffic lane, a minimum width of 16 feet be maintained, with passing points provided at intervals of not more than 1,000 feet; if visibility is obscured by brush or other materials, passing points shall not be more than 500 feet apart.

(j) Where abrupt drop-offs are present along the outer banks, super-elevation shall be provided to cause vehicles to gravitate toward the highwall side of the road.

(k) All rules of the road (traffic system) shall be posted on the bulletin boards throughout each mine area, and such rules of the road shall be made part of the training and retraining programs.

Persons interested in this petition may request a hearing on the petition or furnish comments on or before October 17, 1975. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearings Division, U.S. Department of the Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

JAMES R. RICHARDS,

Director,

Office of Hearings and Appeals.

SEPTEMBER 8, 1975.

[FR Doc. 75-24672 Filed 9-16-75; 8:45 am]

[Docket No. M75-134]

EASTERN ASSOCIATED COAL CORP.

Petition for Modification of Application of Mandatory Safety Standard

Notice is hereby given that in accordance with the provisions of section 301 (c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. § 861(c) (1970), Eastern Associated Coal Corp. has filed a petition to modify the application of 30 CFR 75.305 to its Wharton No. 2 Mine, Barrett, West Virginia.

30 CFR 75.305 provides in pertinent part:

In addition to the preshift and daily examinations required by this Subpart D, examinations for hazardous conditions, including tests for methane, and for compliance with the mandatory health or safety



standards, shall be made at least once each week by a certified person designated by the operator in the return of each split of air where it enters the main return, on pillar falls, at seals, in the main return, at least one entry of each intake and return air-course in its entirety, idle workings, and, insofar as safety considerations permit, abandoned areas. Such weekly examinations need not be made during any week in which the mine is idle for the entire week, except that such examination shall be made before any other miner returns to the mine. The person making such examinations and tests shall place his initials and the date and time at the places examined, and if any hazardous condition is found, such condition shall be reported to the operator promptly. Any hazardous condition shall be corrected immediately. \* \* \*

In support of its petition, Petitioner states:

1. Petitioner desires to ventilate the 2 South Main Section of its Wharton No. 2 Mine with intake air entering from outside the mine, crossing the face areas and then returning outside by crossing a gob area. The advantages of the proposed system of ventilation include more effective ventilation of the face areas and of the gob areas. The sole disadvantage of the proposed system is that weekly examinations of the return air course, required by Section 75.305, could not be made because the return air is coursed through a gob area.

2. Petitioner's proposed system of ventilation therefore excludes the requirement of a weekly examination of the return air course.

3. Petitioner's proposed system of ventilation will at all times guarantee no less than the same measure of protection afforded the miners at the affected mine by 30 CFR 75.305.

Persons interested in this petition may request a hearing on the petition or furnish comments on or before October 17, 1975. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearings Division, U.S. Department of the Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

JAMES R. RICHARDS,  
Director, Office of  
Hearings and Appeals.

SEPTEMBER 8, 1975.

[FR Doc.75-24675 Filed 9-16-75; 8:45 am]

[Docket No. M75-135]

**FLORENCE MINING CO.**

**Petition for Modification of Application of Mandatory Safety Standard**

Notice is hereby given that in accordance with the provisions of section 301 (c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. § 861(c) (1970), The Florence Mining Company has filed a petition to modify the application of 30 CFR 75.802(a) to its Dias Mine, Indiana County, Pennsylvania. 30 CFR 75.802(a) in pertinent part provides:

(a) Except as provided in paragraph (b) of this section, high-voltage circuits extend-

ing underground and supplying portable, mobile, or stationary high-voltage equipment shall contain either a direct or derived neutral which shall be grounded through a suitable resistor at the source transformers. \* \* \*

In support of its petition, Petitioner states as follows:

1. Mining operation at the subject mine was started in 1968. The mine has received power since it began operations from the utility at a point approximately 1800 feet from the mouth of the mine.

2. The utility provides power in the form of three electrified wires, each being 7200 volts with respect to each other.

3. The utility's transformer does not furnish a neutral or any form of ground wire or grounding system. Petitioner has no right or authority to modify the utility's equipment.

4. In order to comply with safety requirements and insure safe conditions, Petitioner purchased and installed a separate neutral source transformer and a grounding resistor. These items were located along with all other safety devices at a point readily accessible to the point where the power system enters the underground portion of the subject mine.

5. The site for all safety protective devices controlling the high-voltage circuits entering the underground portion of the Dias Mine was chosen for its close accessibility to the mine entrance, as opposed to the utility service point which is on the opposite side of a hill 1800 feet away from the mine entrance.

6. The voltage being supplied and the location and integrity of the safety protective devices controlling the underground power system have remained constant since the Dias Mine was placed in operation by Petitioner in 1968.

7. The above-mentioned safety devices were installed in their present location and have been in service since 1968. From the time of installation, the safety devices controlling the underground high-voltage circuits have been inspected, tested, and faithfully maintained. They have been considered in full compliance with the rigid standards necessary for safe operation of underground power systems by Petitioner, by the State agencies, and until March 1975, by the Federal agencies. Prior to March 1975, MESA had repeatedly inspected the Dias Mine and found its electrical safety devices in accord with the requirements of 75.802.

8. Section 75.802(a) requires either a direct neutral or a derived neutral to be used as a source with which to originate a grounding system for high-voltage circuits entering the underground portion of the mine. The power transformer furnished by the utility does not have a direct neutral point with which to originate a grounding system. Thus, Florence installed a neutral source derivative transformer—a derived neutral—for its grounding system.

9. Section 75.802(a) requires that the electrical system "be grounded through a suitable resistor at the source transformer" (*emphasis added*). For purposes of 75.802(a) at the Dias Mine, the "source transformer" is the transformer installed

and owned by Petitioner which contains the neutral point.

**PETITIONER'S PLANS FOR ALTERNATIVE SYSTEM**

Petitioner believes its alternate system will be safer and will at all times guarantee no less than the same measure of protection than the present requirement as applied to the Dias Mine.

1. The Dias Mine will receive power from the utility through Delta connected transformers located approximately 1800 feet from the mine's entrance.

2. A neutral source transformer for the derived neutral will be located in close proximity and easily accessible to the mine entrance with all other safety protective devices for the high-voltage circuits entering the underground portion of the Dias Mine.

3. The neutral source transformer will be wired to the power transformer.

4. The derived neutral will be grounded through a suitable resistor at the neutral source transformer.

5. All safety devices controlling underground high-voltage circuits will be inspected, tested, and faithfully maintained.

Petitioner proposes its present system as an alternate system to meet the intent of Section 75.802(a).

Persons interested in this petition may request a hearing on the petition or furnish comments on or before October 17, 1975. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearings Division, U.S. Department of the Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

JAMES R. RICHARDS,  
Director, Office of  
Hearings and Appeals.

SEPTEMBER 8, 1975.

[FR Doc.75-24676 Filed 9-16-75; 8:45 am]

[Docket No. M76-3]

**REPUBLIC STEEL CORP.**

**Petition for Modification of Application of Mandatory Safety Standard**

Notice is hereby given that in accordance with the provisions of section 301 (c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. § 861(c) (1970), Republic Steel Corporation has filed a petition to modify the application of 30 CFR 75.321 to its Banning No. 4 Mine, Westmoreland County, Pa. 30 CFR 75.321 provides:

Each operator shall adopt a plan on or before May 29, 1970, which shall provide that when any mine fan stops, immediate action shall be taken by the operator or his agent (a) to withdraw all persons from the working sections, (b) to cut off the power in the mine in a timely manner, (c) to provide for restoration of power and resumption of work if ventilation is restored within a reasonable period as set forth in the plan after the working places and other active workings where methane is likely to accumulate are reexamined by a certified person to determine if methane in amounts of 1.0 volume per



centum or more exists therein, and (d) to provide for withdrawal of all persons from the mine if ventilation cannot be restored within such reasonable time. \* \* \*

To be read in conjunction with section 75.321 is 30 CFR 75.321-1 which provides:

Unless a different period of time is approved by the Coal Mine Safety District Manager, "reasonable period" referred to in § 75.321 means a time lapse of not more than 15 minutes.

In support of its petition, Petitioner states:

Modification of Section 75.321 is sought because of the amount of water in the affected areas of the subject mine. Petitioner is not able to de-energize the power at any time because if the pumps are not functioning, it is estimated that in 30 minutes or less the area would become flooded. The area referred to in this Petition is that portion of Banning No. 4 Mine from the elevator to 4 right, No. 24 butt and is approximately 6,500 ft. in length. The remainder of the mine will be in full compliance with the law.

#### ALTERNATE METHOD

The proposed alternative procedure offers a degree of safety inasmuch as adequate ventilation will be constantly maintained, and, during fan stoppages, the aforementioned area will be patrolled and examined by certified persons who will have constant communication with the surface. This method will guarantee no less than the same measure of protection afforded the miners by the mandatory safety standard.

Persons interested in this petition may request a hearing on the petition or furnish comments on or before October 17, 1975. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearings Division, U.S. Department of the Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

JAMES R. RICHARDS,  
Director, Office of  
Hearings and Appeals.

SEPTEMBER 8, 1975.

[FR Doc.75-24677 Filed 9-16-75;8:45 am]

### DEPARTMENT OF COMMERCE LEAD AND ZINC CONSUMPTION AND PRODUCTION

#### Open Meetings

The Departments of Commerce and Interior will chair informal meetings to discuss the outlook for U.S. lead and zinc consumption and production for use at the annual meeting of the International Lead and Zinc Study Group to be held this November. The Department of Commerce meeting, to be attended by representatives of the lead and zinc consuming industries, will be held September 25, 1975 at 10:30 a.m., in Room 3817, U.S. Department of Commerce, 14th Street and Constitution Avenue, N.W., Washington, D.C. 20230. The Department of the Interior meeting, to be attended by representatives of the lead and zinc producing industries, will be held September 25,

1975 at 10:30 a.m., in Room 1042 of the Columbia Plaza Office Building, 2401 E Street, N.W., Washington, D.C. 20241. The meetings will be open to public observation. A limited number of seats will be available to the public on a first-come, first-served basis.

Dated: September 12, 1975.

RICHARD EHMANN,  
Acting Deputy Assistant Secretary,  
Bureau of Resources and  
Trade Assistance.

JOHN D. MORGAN, Jr.,  
Associate Director, Mineral and  
Materials Supply/Demand  
Analysis, Bureau of Mines.

[FR Doc.75-24777 Filed 9-16-75;8:45 am]

#### Domestic and International Business Administration

### SEMICONDUCTOR MANUFACTURING AND TEST EQUIPMENT TECHNICAL ADVISORY COMMITTEE

#### Partially Closed Meeting

Pursuant to the provisions of the Federal Advisory Committee Act, 5 U.S.C. App. I (Supp. III, 1973), notice is hereby given that a meeting of the Semiconductor Manufacturing and Test Equipment Technical Advisory Committee will be held on Tuesday, October 21, 1975, at 9:30 a.m. in Room 5230, Main Commerce Building, 14th and Constitution Avenue, N.W., Washington, D.C.

The Semiconductor Manufacturing and Test Equipment Technical Advisory Committee was initially established on January 3, 1973. On December 20, 1974, the Acting Assistant Secretary for Administration approved the recharter and extension of the Committee for two additional years, pursuant to Section 5(c) (1) of the Export Administration Act of 1969, as amended, 50 U.S.C. App. Sec. 2404(c) (1) (Supp. III, 1973) and the Federal Advisory Committee Act.

The Committee advises 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 manufacturing and test equipment, including technical data related thereto, and including those whose export is subject to multilateral (COCOM) controls.

The Committee meeting agenda has six parts:

#### GENERAL SESSION

- (1) Opening remarks by the Director, Office of Export Administration.
- (2) Overview of the Office of Export Administration by the Director, OEA.
- (3) Election of Chairman.
- (4) Presentation of papers or comments by the public.
- (5) Technical problems relating to export control coverage of semiconductor manufacturing and test equipment.

#### EXECUTIVE SESSION

- (6) 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.

With respect to agenda item (6), the Assistant Secretary of Commerce for Administration, with the concurrence of the delegate of the General Counsel, formally determined on December 18, 1974, pursuant to Section 10(d) of the Federal Advisory Committee Act that the matters to be discussed in the Executive Session should be exempt from the provisions of the Act relating to open meetings and public participation therein, because the Executive Session will be concerned with matters listed in 5 U.S.C. 552(b) (1), i.e., it is specifically required by Executive Order 11652 that they be kept confidential in the interest of the national security. All matters have been properly classified under the Executive Order. All Committee members have appropriate security clearances.

Copies of the minutes of the open portion of the meeting will be available upon written request addressed to the Freedom of Information Officer, Room 3100, Domestic and International Business Administration, U.S. Department of Commerce, Washington, D.C. 20230.

For further information, contact Mr. Charles C. Swanson, Director, Operations Division, Office of Export Administration, Domestic and International Business 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 series of meetings of the Semiconductor Manufacturing and Test Equipment Technical Advisory Committee and of any subcommittees thereof is hereby published.

Dated: September 12, 1975.

RAUER H. MEYER,  
Director, Office of Export Administration,  
Bureau of East-West Trade.

#### Notice of Determination

In response to written requests of representatives of a substantial segment of the semiconductor manufacturing and test equipment industry, the Semiconductor Manufacturing and Test Equipment 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 semiconductor manufacturing and test equipment, including technical data related thereto, and including those whose export is subject to multilateral (COCOM) controls.

The Committee, which currently has eight 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 Manufacturing and Test Equipment Technical Advisory Committee and its formal subcommittees, dealing with security classified matters, were approved on March 6, 1973 for the meeting of March 27, 1973; on June 18, 1973 for the meeting of June 29, 1973; on August 21, 1973 for a series of meetings from August 21, 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 on 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 lists 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 C.F.R. 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,  
Acting Assistant Secretary  
for Administration.

Dated: December 12, 1974.

ALFRED MEISNER,  
Acting General Counsel.

[FR Doc. 75-24713 Filed 9-16-75; 8:45 am]

#### TELECOMMUNICATIONS EQUIPMENT TECHNICAL ADVISORY COMMITTEE

##### Partially Closed Meeting

Pursuant to the provisions of the Federal Advisory Committee Act, 5 U.S.C. App. I (Supp. III, 1973), notice is hereby given that a meeting of the Telecommunications Equipment Technical Advisory Committee will be held Thursday, October 30, 1975, at 10 a.m., in Room 5230, Main Commerce Building, 14th and Constitution Avenue, N.W., Washington, D.C.

The Telecommunications Equipment Technical Advisory Committee was initially established on April 5, 1973. On March 12, 1975, the Acting Assistant Secretary for Administration approved the recharter and extension of the Committee for two additional years, pursuant to Section 5(c)(1) of the Export Administration Act of 1969, as amended, 50 U.S.C. App. Sec. 2404(c)(1) (Supp. III, 1973) and the Federal Advisory Committee Act.

The Committee advises 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 telecommunications equipment, including technical data related thereto, and including those whose export is subject to multilateral (COCOM) controls.

The Committee meeting agenda has seven parts:

#### GENERAL SESSION

- (1) Opening remarks by the Chairman.
- (2) Presentation of papers or comments by the public.
- (3) Report on licensing policies and controls.
- (4) Report on Electronic Industries Association (EIA) sponsored trip to the People's Republic of China.
- (5) Report on foreign availability as exhibited at Telecon 75.
- (6) Other reports on foreign availability.

#### EXECUTIVE SESSION

- (7) 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.

With respect to agenda item (7), the Assistant Secretary of Commerce for Administration, with the concurrence of the delegate of the General Counsel, formally determined on February 25, 1975, pursuant to Section 10(d) of the Federal Advisory Committee Act that the matters to be discussed in the Executive Session should be exempt from the provisions of the Act relating to open meetings and public participation therein, because the Executive Session will be concerned with matters listed in 5 U.S.C. 552(b)(1), i.e., it is specifically required by the Executive Order 11652 that they be kept confidential in the interest of the national security. All materials to be reviewed and discussed by the Committee during the Executive Session of the meeting have been properly classified under the Executive Order. All Committee members have appropriate security clearances.

Copies of the minutes of the open portion of the meeting will be available upon written request addressed to the Freedom of Information Officer, Room 3100, Domestic and International Business Administration, U.S. Department of Commerce, Washington, D.C. 20230.

For further information, contact Mr. Charles C. Swanson, Director, Operations Division, Office of Export Administration, Domestic and International Business 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 series of meetings of the Telecommunications Equipment Technical Advisory Committee and of any subcommittees was published in the



FEDERAL REGISTER (40 FR 17865 appearing in the issue of April 23, 1975).

Dated: September 12, 1975.

RAUER H. MEYER,  
Director, Office of Export Ad-  
ministration, Bureau of East-  
West Trade, U.S. Department  
of Commerce.

[FR Doc.75-24714 Filed 9-16-75;8:45 am]

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

### Food and Drug Administration

[Docket No. 75G-0265]

#### APLIN AND BARRETT LTD.

#### Filing of Petition for Affirmation of GRAS Status

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (secs. 201 (s), 409, 701(a), 52 Stat. 1055, 72 Stat. 1784-1786; 21 U.S.C. 321(s), 348, 371(a)) and the regulations for affirmation of GRAS status (21 CFR 121.40), published in the FEDERAL REGISTER of December 2, 1972 (37 FR 25705), notice is given that a petition (GRASP 5G0049) has been filed by Aplin and Barrett Ltd., Trowbridge, Wilts, England BA14 8HS and placed on public display at the office of the Hearing Clerk, Food and Drug Administration, proposing affirmation that NISIN for use in food as an antimicrobial preservative is generally recognized as safe (GRAS).

Any petition which meets the format requirements outlined in 21 CFR 121.40 is filed by the Food and Drug Administration. There is no pre-filing review of the adequacy of data to support a GRAS conclusion. Thus, the filing of a petition for GRAS affirmation should not be interpreted as a preliminary indication of suitability for affirmation.

Interested persons may, on or before November 17, 1975, review the petition and/or file comments (preferably in quintuplicate) with the Hearing Clerk, Food and Drug Administration, Rm. 4-65, 5600 Fishers Lane, Rockville, MD 20852. Comments should include any available information that would be helpful in determining whether the substance is, or is not, generally recognized as safe. A copy of the petition and received comments may be seen in the office of the Hearing Clerk, address given above, during working hours, Monday through Friday.

Dated: September 10, 1975.

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

[FR Doc.75-24683 Filed 9-16-75;8:45 am]

[Docket No. 75F-0218]

#### DOW CHEMICAL CO.

#### 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 5B3088) has been filed by Dow Chemical

Co., 2030 Dow Center, Midland, MI 48640, proposing that § 121.2541 *Emulsifiers and/or surface-active agents* be amended to provide for the safe use of sodium monoalkylphenoxybenzenedisulfonate and sodium dialkylphenoxybenzenedisulfonate mixtures as emulsifiers and/or surface-active agents in the manufacture of articles or components of articles intended to contact food.

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: September 10, 1975.

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

[FR Doc.75-24684 Filed 9-16-75;8:45 am]

#### Health Services Administration NATIONAL MIGRANT HEALTH ADVISORY COMMITTEE

#### Meeting

In accordance with section 10(a)(2) of the Federal Advisory Committee Act (Public Law 92-463), announcement is made of the following National Advisory body scheduled to assemble during the month of October 1975:

Name: NATIONAL MIGRANT HEALTH ADVISORY COMMITTEE.

Date and Time: October 1-3, 1975, 9 a.m.

Place: Parklawn Building, Room 7-23, 5600 Fishers Lane, Rockville, Md.  
Open for entire session.

Purpose: The Committee is charged with advising the Administrator, Health Services Administration, on National policies and priorities; program guidelines, standards, and evaluation techniques; and other crucial issues relating to the Migrant Health Program.

Agenda: The agenda will contain orientation to new legislation and draft regulations and review of draft regulations, including the Committee's recommendations.

Agenda items are subject to change as priorities dictate.

The meeting is open to the public for observation and participation. Anyone wishing to participate, obtain a roster of members or other relevant information should contact Mr. Billy M. Sandlin, Parklawn Building, Room 7A-20, 5600 Fishers Lane, Rockville, Maryland 20852, Telephone (301) 443-1153.

NOTE.—Post Office inadvertently delayed publication, thereby reducing time of public notice.

Date: September 10, 1975.

WILLIAM H. ASPDEN, Jr.,  
Acting Associate Administrator  
for Management.

[FR Doc.75-24872 Filed 9-16-75;8:45 am]

#### Office of Education COMPARABILITY DETERMINATIONS Fiscal Year 1976

Section 141(a)(3)(C) of the Elementary and Secondary Education Act of 1965, as amended (20 U.S.C. 241e(a)(3)(C)), requires that a State educational agency approve a project application only upon its determination that the services the applicant local educational agency is providing in project areas with State and local funds are at least comparable to the services that agency is providing in areas not designated for projects under Title I. Regulations governing such determinations are provided at 45 CFR 116.26 as revised and published in the FEDERAL REGISTER on June 28, 1973. State and local educational agencies should also note the provisions of paragraph 17 of Section 403 of Public Law 81-874 as added by Section 101(a)(9)(K) of Public Law 93-380 (H.R. 69) pertaining to the exclusion of certain expenditures from determinations of comparability.

The data required for such determinations of comparability are set forth in paragraph (b) of § 116.26. The same paragraph also provides that for Fiscal Year 1974 and succeeding fiscal years the Commissioner of Education will specify the date, not later than November 1, as of which such data must be secured. Accordingly, I hereby designate October 1, 1975, as the date for this purpose for Fiscal Year 1976 or, as determined by the State educational agency, the nearest date thereto, but not later than November 1, 1975, that has been established as the date as of which reports containing similar data, such as enrollment data, are to be submitted by local educational agencies for State purposes.

(Catalog of Federal Domestic Assistance Program No. 13.428, Educationally Deprived Children—Local Educational Agencies (Title I/LESEA))

Dated: September 10, 1975.

DUANE J. MATTHEIS,  
Acting Commissioner of Education.

[FR Doc.75-24707 Filed 9-16-75;8:45 am]

#### Office of the Secretary PRESIDENT'S COUNCIL ON PHYSICAL FITNESS AND SPORTS

#### Meeting

The President's Council on Physical Fitness and Sports will hold its quarterly meeting on November 13-14, 1975. The meetings will be held from 9:30 a.m.-5:00 p.m. on Thursday and Friday, November 13 and 14, in Conference Room 7, Building 31, Sixth Floor, C Wing, National Institutes of Health, Bethesda, Maryland.

The purpose of the meeting is to assess progress on the national program of physical fitness and sports and to plan future directions. Two new members have been appointed to the Council by the President and will be attending their first meeting.

A list of the Council members and the Executive Order, dated September 25,



1970, establishing their responsibilities may be obtained from:

Mr. C. Carson Conrad, Executive Director, President's Council on Physical Fitness and Sports, Washington, D.C. 20201. Telephone: 202-755-7947.

The meeting will be open to the public.

Dated: September 4, 1975.

C. CARSON CONRAD,  
Executive Secretary, President's  
Council on Physical Fitness  
and Sports.

[FR Doc.75-24689 Filed 9-16-75;8:45 am]

#### REVIEW PANEL ON NEW DRUG REGULATION

##### Meeting

Notice is hereby given, pursuant to Pub. L. 92-463, that the Review Panel on New Drug Regulation, established pursuant to 42 USC 217 a, by the Secretary, Department of Health, Education, and Welfare, on February 21, 1975, will meet on Monday, October 13, 1975, at 9:15 a.m. and Tuesday, October 14, 1975, at 8:30 a.m. in Room 5051 of the Department of Health, Education, and Welfare's North Building, 330 Independence Avenue, S.W., Washington, D.C. The Review Panel will consider matters pertaining to its study of existing policies and procedures for the regulation of new drugs by the Food and Drug Administration.

The meeting is open to the public.

Further information on the Review Panel may be obtained from Dr. Lionel M. Bernstein, Executive Secretary, Review Panel on New Drug Regulation, Room 4617, HEW North Building, 330 Independence Avenue, S.W., Washington, D.C. 20201, telephone (202) 245-7510.

LIONEL M. BERNSTEIN, M.D.,  
Executive Secretary, Review Panel  
on New Drug Regulation.

SEPTEMBER 12, 1975.

[FR Doc.75-24661 Filed 9-16-75;8:45 am]

#### DEPARTMENT OF TRANSPORTATION

Office of the Secretary

#### TUNNELING RESEARCH AND DEVELOPMENT PROGRAM

##### Public Meeting

The Department of Transportation (DOT) has undertaken a continuing program of research and development in tunneling, under the direction of the Assistant Secretary for Systems Development and Technology (TST). Direct responsibility for the program is assigned to the TST Office of Systems Engineering. That office has developed a draft long-range plan outlining the scope, priorities, and objectives for the tunneling research and development program.

The views of the public, including the transit and construction industries, are desired in the development of the long-range plan. To this end, a public meeting

will be held on October 9 and 10, 1975, commencing each day at 10:00 a.m. (EDT), at the Department of Transportation Headquarters (Nassif) Building, 400 Seventh Street, S.W., Washington, D.C. 20590, in room 10214. A presentation of the draft plan will be made, following which any interested member of the public may make a statement or address questions to the meeting chairman. Additionally, written statements of views and opinions may be submitted by October 31, 1975, to the Office of Systems Engineering (TST-45) at the above address.

Printed material describing prior planning development is available in advance of the public meeting upon request to the Office of Systems Engineering.

Issued in Washington, D.C., September 11, 1975.

W. E. STONEY,  
Acting Assistant Secretary for  
Systems Development and  
Technology.

[FR Doc.75-24736 Filed 9-16-75;8:45 am]

#### CIVIL AERONAUTICS BOARD

[Docket No. 28302; Order No. 75-9-36]

#### BRANIFF AIRWAYS, INC. AND FRONTIER AIRLINES, INC.

##### Investigation and Suspension Regarding Proposed Domestic Fare Increases

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 12th day of September, 1975.

By tariff revisions<sup>1</sup> marked to become effective on September 15 and September 18, 1975, respectively, Frontier Airlines, Inc. (Frontier) and Braniff Airways, Inc. (Braniff) propose a general fare increase of 3.5 percent and to make permanent the 4 percent increase which the Board recently permitted to be extended through January 14, 1976 (Order 75-6-72).<sup>2</sup>

Each of the carriers bases its justification on data for the year ended March 31, 1975. However, an evaluation of industry results for the year ended June 30, 1975 will be completed shortly, and the Board is of the opinion that it would be inappropriate to consider fare-increase proposals at this time based upon data which will soon be outdated.

Upon consideration of all relevant matters, the Board has determined that the proposals may be unjust or unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial, or otherwise unlawful, and should be investigated. The Board further concludes that the proposals should be suspended pending investigation.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204, 403, 404, and 1002 thereof,

<sup>1</sup> Revisions to Airline Tariff Publishers, Company, Inc., Tariff C.A.B. No. 249.

<sup>2</sup> Various other proposals have been made for effect October 1, 1975 which will be dealt with by subsequent order.

#### IT IS ORDERED THAT:

1. An investigation be instituted to determine whether the fares and provisions described in Appendix A<sup>3</sup> attached hereto, and rules, regulations and practices affecting such fares and provisions, are or will be unjust, unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and, if found to be unlawful, to determine and prescribe the lawful fares and provisions, and rules, regulations, or practices affecting such fares and provisions;

2. Pending hearing and decision by the Board, the fares and provisions described in Appendix A hereto are suspended and their use deferred to and including December 13, 1975, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board; and

3. A copy of this order will be filed in the aforesaid tariffs and be served upon Braniff Airways, Inc., Frontier Airlines, Inc., and the complainants in Dockets 28235 and 28239, which are hereby made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board:

[SEAL] EDWIN Z. HOLLAND,  
Secretary.

[FR Doc.75-24723 Filed 9-16-75;8:45 am]

[Docket No. 27844]

#### CARIBBEAN INTERNATIONAL AIRWAYS LTD.

##### Reassignment of Proceeding

This proceeding has been reassigned from Administrative Law Judge Greer M. Murphy to Administrative Law Judge Burton S. Kolko. Future communications should be addressed to Judge Kolko.

Dated at Washington, D.C., September 11, 1975.

[SEAL] ROBERT L. PARK,  
Chief Administrative Law Judge.

[FR Doc.75-24721 Filed 9-16-75;8:45 am]

[Docket No. 27844]

#### CARIBBEAN INTERNATIONAL AIRWAYS LIMITED

##### Rescheduling of Prehearing Conference

Notice is hereby given that the prehearing conference in this proceeding, previously assigned to be held on October 29, 1975 (40 F.R. 34626, August 18, 1975), before Administrative Law Judge Greer M. Murphy, has been rescheduled and will be held on October 3, 1975, at 10:00 a.m. (local time) in Room 726, Universal Building, 1825 Connecticut Avenue NW, Washington, D.C., before Administrative Law Judge Burton S. Kolko.

<sup>3</sup> Filed as part of the original document.



Dated at Washington, D.C., September 11, 1975.

[SEAL] ROBERT L. PARK,  
Chief Administrative Law Judge.  
[FR Doc. 75-24722 Filed 9-16-75; 8:45 am]

### COMMISSION ON CIVIL RIGHTS COLORADO STATE ADVISORY COMMITTEE

#### Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the Rules and Regulations of the U.S. Commission on Civil Rights, that a planning meeting of the Colorado State Advisory Committee (SAC) to this Commission will convene at 9:00 a.m. and end at 1:00 p.m. on October 18, 1975, at the Quality Inn Motel, 1840 Sherman Street, Denver, Colorado 80203.

Persons wishing to attend this meeting should contact the Committee Chairperson, or the Mountain States Regional Office of the Commission, Room 216, 1726 Champa Street, Denver, Colorado 80202.

The purpose of this meeting is to discuss the Medical/Legal Access Project Report.

This meeting will be conducted pursuant to the Rules and Regulations of the Commission.

Dated at Washington, D.C., September 11, 1975.

ISAIAH T. CRESWELL, Jr.,  
Advisory Committee  
Management Officer.

[FR Doc. 75-24739 Filed 9-16-75; 8:45 am]

### MARYLAND STATE ADVISORY COMMITTEE

#### Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the Rules and Regulations of the U.S. Commission on Civil Rights, that a planning meeting of the Maryland State Advisory Committee (SAC) to this Commission will convene at 8:00 p.m. and end at 10:00 p.m. on October 9, 1975, at Johns Hopkins University, Levering Hall, Baltimore, Maryland.

Persons wishing to attend this meeting should contact the Commission Chairperson, or the Mid-Atlantic Regional Office of the Commission, Room 510, 2120 L Street, N.W., Washington, D.C. 20037.

The purpose of this meeting is to report on S&L hearing and other subcommittee business.

This meeting will be conducted pursuant to the Rules and Regulations of the Commission.

Dated at Washington, D.C., September 11, 1975.

ISAIAH T. CRESWELL, Jr.,  
Advisory Committee  
Management Officer.

[FR Doc. 75-24740 Filed 9-16-75; 8:45 am]

### MICHIGAN STATE ADVISORY COMMITTEE Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the Rules and Regulations

of the U.S. Commission on Civil Rights, that a planning meeting of the Michigan State Advisory Committee (SAC) to this Commission will convene at 4:00 p.m. on October 7, 1975, at the Metropolitan Building, Room 411, 432 N. Saginaw Street, Flint, Michigan 48502.

Persons wishing to attend this meeting should contact the Committee Chairperson or the Midwestern Regional Office of the Commission, Room 3251, 230 South Dearborn Street, Chicago, Illinois 60604.

The purpose of this meeting is to: 1. Receive progress report on drafting of Model Cities hearing report; 2. Continue planning progress for October 22-23 factfinding meeting in Sault Ste. Marie; 3. Continue discussion of agency and committee functions; 4. Other old and new business; 5. Public participation, if requested.

Public participation is invited during that portion of the meeting designated for that purpose by the Chairperson. Written statements are welcome, before or after the meeting, and may be sent to either Chairperson Terry at 163 Madison, Detroit, Michigan 48226, or to the Midwestern Regional Office. Oral statements may be made during the meeting by making arrangements with the Chairperson or staff in advance.

This meeting will be conducted pursuant to the Rules and Regulations of the Commission.

Dated at Washington, D.C., September 12, 1975.

ISAIAH T. CRESWELL, Jr.,  
Advisory Committee  
Management Officer.

[FR Doc. 75-24741 Filed 9-16-75; 8:45 am]

### OKLAHOMA STATE ADVISORY COMMITTEE

#### Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the Rules and Regulations of the U.S. Commission on Civil Rights, that a planning meeting of the Oklahoma State Advisory Committee (SAC) to this Commission will convene at 6:00 p.m. on October 10, 1975, and at 3:00 p.m. on October 11, 1975, at Holiday Inn West 801 S. Meridian Street, Oklahoma City, Oklahoma 73108.

Persons wishing to attend this meeting should contact the Committee Chairperson, or the Southwestern Regional Office of the Commission, Room 231, New Moore Building, 106 Broadway, San Antonio, Texas 78205.

The purpose of this meeting is to plan for the other Subcommittee meetings and a report from Subcommittee on Employment and activities for entire SAC.

This meeting should be conducted pursuant to the Rules and Regulations of the Commission.

Dated at Washington, D.C., September 11, 1975.

ISAIAH T. CRESWELL, Jr.,  
Advisory Committee  
Management Officer.

[FR Doc. 75-24742 Filed 9-16-75; 8:45 am]

### PENNSYLVANIA STATE ADVISORY COMMITTEE

#### Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the Rules and Regulations of the United States Commission on Civil Rights, that a planning meeting of the Pennsylvania State Advisory Committee (SAC) to this Commission will convene at 10:00 a.m. and end at 12:00 noon on October 8, 1975, Federal Building-600 Arch Street, Room 6310, Philadelphia, Pennsylvania.

Persons wishing to attend this meeting should contact the Committee Chairperson, or the Mid-Atlantic Regional Office of the Commission, Room 510, 2120 L Street, N.W., Washington, D.C. 20425.

The purpose of this meeting is to have a progress report on mushroom study.

This meeting will be conducted pursuant to the Rules and Regulations of the Commission.

Dated at Washington, D.C., September 12, 1975.

ISAIAH T. CRESWELL, Jr.,  
Advisory Committee  
Management Officer.

[FR Doc. 75-24743 Filed 9-16-75; 8:45 am]

### VIRGINIA STATE ADVISORY COMMITTEE Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the Rules and Regulations of the United States Commission on Civil Rights, that a planning meeting of the Virginia State Advisory Committee (SAC) to this Commission will convene at 7:00 p.m. and end at 10:00 p.m. on October 22, 1975, at City Hall, 5th Floor Conference Room, Richmond, Virginia 23219.

Persons wishing to attend this meeting should contact the Committee Chairperson, or the Mid-Atlantic Regional Office of the Commission, Room 510, 2120 L Street, N.W., Washington, D.C. 20425.

The purpose of this meeting is for the newly rechartered committee to meet and discuss plans for future activities.

This meeting will be conducted pursuant to the Rules and Regulations of the Commission.

Dated at Washington, D.C., September 12, 1975.

ISAIAH T. CRESWELL, Jr.,  
Advisory Committee  
Management Officer.

[FR Doc. 75-24744 Filed 9-16-75; 8:45 am]

### ENVIRONMENTAL PROTECTION AGENCY

[FRL 432-1]

#### PESTICIDES

Amendment to Pesticide Enforcement Policy Statement No. 1, Use of Registered Pesticides at Less Than Label Dosage Rates

On May 5, 1975, the U.S. Environmental Protection Agency published in the FEDERAL REGISTER Pesticide Enforcement



Policy Statement (PEPS) No. 1 entitled "Use of Registered Pesticides at Less Than Label Dosage Rate" (40 FR 19529). This notice informed the pesticide industry and the general public of the Agency's policy permitting the use of a registered pesticide at less than label dosage rates providing that the use is 1) recommended in writing by a knowledgeable expert, 2) is efficacious against the target pest, 3) is performed in accordance with all other label instructions and precautions, and 4) is not repeated at the low dosage rate so frequently as to result in a total pesticide dosage higher than that specified on the label. The policy specifically prohibits use of a lower dosage of "a rodenticide, termite control product or antimicrobial agent such as a disinfectant, sanitizer, or fungicide."

Since the publication of this PEPS, the Agency has received numerous requests that the Agency review the applicability of this policy to agricultural fungicides. Comments were received in the form of letters from pesticide experts representing two state universities and an agricultural research association, and statements made by members of the agricultural community at public meetings and during private communications. Experts specifically cited several circumstances, including use of fungicides on cotton, certain fruit and vegetable crops and in the control of some plant disease, where the application of a lesser dosage rate is effective and higher rates therefore introduce needless additional chemicals into the environment. After reviewing this matter, the agency has determined that the applicability of PEPS No. 1 to agricultural fungicides is consistent with the general enforcement policy regarding lesser dosages adopted by the Agency and need not remain subject to the requirement for full dosages specified for certain products in PEPS No. 1.

The U.S. Environmental Protection Agency hereby revises Pesticide Enforcement Policy Statement No. 1 (40 FR 19529, May 5, 1975), Section II, Paragraph Two, Sentence Two to read as follows:

Notwithstanding the above, the application or use at a lesser dosage rate of a rodenticide, termite control product, or antimicrobial agent such as a disinfectant or sanitizer which is intended for structural, institutional or domestic use under any circumstances is prohibited.

ROBERT L. BAUM,  
Acting Assistant Administrator  
for Enforcement.

SEPTEMBER 10, 1975.

[FR Doc. 75-24668 Filed 9-16-75; 8:45 am]

**ENERGY RESEARCH AND  
DEVELOPMENT ADMINISTRATION  
HIGH ENERGY PHYSICS ADVISORY PANEL  
Meeting**

AUGUST 27, 1975.

On September 22-23, 1975, the High Energy Physics Advisory Panel will meet at the Fermi National Accelerator Labo-

ratory (FERMILAB), Batavia, Illinois, in the Central Laboratory Building. The portion of the meeting which will be open to the public will begin at 10 a.m. and end at approximately 5 p.m. on September 22 and will resume at 9 a.m. and end at approximately 12 noon on September 23.

The Panel will review and discuss the research program and facility development at FERMILAB; discuss the report responding to the Office of Management and Budget request for a study on long-term plans for high energy physics; discuss recent developments toward the establishment of a Joint U.S.-USSR Coordinating Committee on Fundamental Properties of Matter under the Joint U.S.-USSR Committee on Cooperation in the Peaceful Uses of Atomic Energy; discuss the status of the study group to investigate the potential problems that might be involved if there were to be a collaborative effort by the U.S., USSR, European nations, and Japan to build a very large high energy accelerator; and examine the current status of budget requests of the High Energy Physics Program.

In addition to the public sessions, the Panel plans to hold two (2) executive sessions. The first session is scheduled to begin at 9 a.m. prior to the open session on September 22; the second will begin at approximately 1 p.m. on September 23 and continue throughout the end of the meeting at approximately 4:30 p.m.

I have determined, in accordance with subsection 10(d) of Pub. L. 92-463 that these executive sessions will consist of an exchange of opinions and formulation of recommendations, the discussion of which, if written would fall within exemption (5) of 5 U.S.C. 552(b).

It is essential to close these portions of the meeting to protect the free interchange of internal views and to avoid undue interference with Agency or Committee operation.

The Chairman is empowered to conduct the meeting in a manner that in his judgment will facilitate the orderly conduct of business.

With respect to public participation in the meeting, the following requirements shall apply:

(a) Persons wishing to submit written statements on the topics for discussion may do so by mailing 25 copies thereof, postmarked, if possible no later than September 8, 1975, to the Executive Secretary, High Energy Physics Advisory Panel, Dr. Ernest Coleman, Division of Physical Research, U.S. Energy Research and Development Administration, Washington, D.C. 20545. Minutes of the meeting will be kept open for 30 days for receipt of written statements for the record.

(b) Those persons submitting a written statement in accordance with paragraph (a) above may request an opportunity to make oral statements concerning the written statement. Such requests shall accompany the written statement, and shall set forth reasons justifying the need for such oral statements and their

usefulness to the Panel. To the extent that the time available for the meeting permits, the Panel will receive oral statements during a period of not more than 30 minutes at an appropriate time, chosen by the Chairman.

(c) Requests for the opportunity to make oral statements shall be ruled on by the Chairman of the Panel, who is empowered to apportion the time available among those selected by him to make oral statements.

(d) Information as to the Chairman's ruling on requests for the opportunity to present oral statements, and the time allotted, can be obtained by a prepaid telephone call to the office of the Executive Secretary of the Panel. His telephone number is Area Code 301-973-3624.

(e) Questions at the meeting may be asked only by members of the Advisory Panel.

(f) Seating for the public will be made available on a first-come, first-served basis.

(g) Copies of minutes of public sessions will be made available for copying, following their acceptance by the Panel at its next meeting, in accordance with the Federal Advisory Committee Act, at the U.S. Energy Research and Development Administration's Public Document Room, 1717 H Street NW, Washington, D.C., upon payment of all charges required by law.

HARRY L. PEEBLES,  
Deputy Advisory Committee  
Management Officer.

[FR Doc. 75-24984 Filed 9-16-75; 8:45 am]

**FEDERAL COMMUNICATIONS  
COMMISSION**

**FIXED SATELLITE ADVISORY COMMITTEE**

**Meeting Regarding 1979 World  
Administrative Radio Conference**

SEPTEMBER 11, 1975.

In preparation for the 1979 World Administrative Radio Conference, a meeting of the Fixed Satellite Advisory Committee, chaired by Raymond B. Crowell, will be held on Friday, October 3, 1975, at 10:00 a.m. in Room 8210 located at 2025 M Street, N.W., Washington, D.C.

The meeting will be open to the public and any member of the public is invited to participate and present oral or written statements of relevance to the agenda upon recognition by the Chairman.

The meeting will be conducted in accordance with the following agenda:

1. Chairman's opening remarks.
2. Approval of minutes of first meeting.
3. Discussion of procedural matters concerning work of Advisory Committee:
  - a. Guidelines for submission and consideration of papers, reports, recommendations, etc.
  - b. Document numbering scheme.
  - c. Format of committee output.
  - d. Other.
4. Report of Informal Task Group 1 (Allocations).
5. Report of Informal Task Group 2 (Technical other than sharing).
6. Report of Informal Task Group 3 and 4 (Sharing).
7. Discussion and review of task group work assignments.



8. Suggestions for matters to be considered at next meeting.  
 9. Date of next meeting.  
 10. Further business.  
 11. Adjournment.

No part of this meeting will be concerned with matters which are within the exemptions of the Public Information Act, 5 U.S.C. 55s(b).

FEDERAL COMMUNICATIONS  
 COMMISSION,

[SEAL] VINCENT J. MULLINS,  
*Secretary.*

[FR Doc.75-24704 Filed 9-16-75; 8:45 am]

PRIVATE LAND MOBILE ADVISORY  
 COMMITTEE SET

Meeting and Agenda

The next meeting of the Private Land Mobile Advisory Committee will be held on October 10, 1975, in Washington, D.C. The meeting will be held in Conference Room 6331, Federal Communications Commission, 2025 M Street, N.W., at 1:00 P.M. and will be conducted in accordance with the following agenda:

1. Call of the agenda.
2. Opening remarks of the Commission.
3. Reports from the Chairman of the Fact Finding Bodies.
4. Discussion and review of work.
5. Establish work schedule and milestones.
6. Set next meeting date.
7. Further business.
8. Adjournment.

The three Fact Finding Bodies will meet the same day in accordance with the following schedule:

1. Fact Finding Body #1 (Frequencies below 960 MHz) with Co-Chairmen; Mr. Charles White and Mr. Donald Walker will meet at 9:00 A.M. in Room 6331 at 2025 M Street, N.W., Washington, D.C.
2. Fact Finding Body #2 (Frequencies above 960 MHz) chaired by Dr. H. Staras will meet at 10:00 in Room 8009 at 2025 M Street, N.W., Washington, D.C.
3. Fact Finding Body #3 (Ad Hoc Committee) with Chairman Mr. William Berman, will meet at 9:00 A.M. at the Association of American Railroads Building, 1920 L Street, N.W., Washington, D.C.

FEDERAL COMMUNICATIONS  
 COMMISSION,

[SEAL] VINCENT J. MULLINS,  
*Secretary.*

[FR Doc.75-24703 Filed 9-16-75; 8:45 am]

FEDERAL POWER COMMISSION

[Docket No. RP71-130]

TEXAS EASTERN TRANSMISSION CORP.  
 Availability of Draft Environmental Impact  
 Statement

SEPTEMBER 17, 1975.

Notice is hereby given in the above Docket, that on September 17, 1975 a Draft Environmental Impact Statement prepared by the staff of the Federal Power Commission was made available. This draft statement deals with the environmental impact of alternative permanent curtailment plans proposed in Docket No. RP-71-130 across the Texas Eastern Transmission Corporation system.

This draft statement has been circulated to Federal, State and Local agencies, and has been placed in the public files of the Commission, and is available for public inspection in the Commission Office of Public Information, Room 1000, 825 North Capitol Street, N.E., Washington, D.C. 20426, in its Fort Worth Regional Office located at 819 Taylor Street, and in its New York Regional Office located at 26 Federal Plaza, 22nd Floor, New York, New York. Copies are also available in limited quantities from the Federal Power Commission's Office of Public Information, Washington, D.C. 20426.

KENNETH F. PLUMB,  
*Secretary.*

[FR Doc.75-24785 Filed 9-16-75; 8:45 am]

NATIONAL SCIENCE FOUNDATION

ADVISORY COMMITTEE ON ETHICAL AND  
 HUMAN VALUE IMPLICATIONS OF SCIENCE  
 AND TECHNOLOGY

Open Meeting

In accordance with the Federal Advisory Committee Act, P.L. 92-463, the National Science Foundation announces the following meeting:

Name: Advisory Committee on Ethical and Human Value Implications of Science and Technology. Date: October 8, 1975. Time: 9:30 a.m. Place: Rm. 540, National Science Foundation, 1800 G Street, NW., Washington, D.C. Type of meeting: Open.

Contact person: Dr. Robert Baum, Manager, Ethical and Human Value Implications of Science and Technology Program (EHVIST), National Science Foundation, Rm. W-668, Washington, D.C. 20550. Anyone who plans to attend should notify Dr. Baum by October 6.

Summary minutes: May be obtained from the Committee Management Coordination Staff, Management Analysis Office, Rm. 248 National Science Foundation, Washington, D.C. 20550.

Purpose of advisory committee: To provide advice and recommendations concerning support of scholarly activities in the field of ethical and human value implications of scientific and technological progress in conjunction with cooperative programs of the National Endowment for the Humanities (NEH) and the National Science Foundation.

Agenda: Includes the following topics:

9:30-11:00

Discussion of Administrative Status of EHVIST Program with regard to Past and Projected Reorganizations within NSF Discussion of Review and Evaluation Process of EHVIST Proposals.

11:00-5:00

NOTE.—This portion of the meeting will be held in collaboration with the NEH Advisory Committee on Science, Technology and Human Values.

Summary of Previous Jointly-Funded NSF/NEH Projects: Research Design Workshop; Bibliography Project; Higher Education Programs Survey and Analysis; Public Understanding Project.

Review of Proposals for Possible Joint NSF/NEH Funding: Research Design Project; Philosophical Ethics Institute for Science and Engineering Faculty.

Discussion of Areas for Future Stimulation of Projects for Joint Support: Bibliographical Projects; International Communication; Public Understanding.

New business.

GAIL A. McHENRY,  
*Acting Committee  
 Management Officer.*

SEPTEMBER 11, 1975.

[FR Doc.75-24670 Filed 9-16-75; 8:45 am]

OFFICE OF MANAGEMENT AND  
 BUDGET

CLEARANCE OF REPORTS

List of Requests

The following is a list of requests for clearance of reports intended for use in collecting information from the public received by the Office of Management and Budget on 9-12-75 (44 USC 3509). The purpose of publishing this list in the FEDERAL REGISTER is to inform the public.

The list includes the title of each request received; the name of the agency sponsoring the proposed collection of information; the agency form number(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.

Requests for extension which appear to raise no significant issues are to be approved after brief notice through this release.

Further information about the items on this daily list may be obtained from the Clearance Office, Office of Management and Budget, Washington, D.C. 20503 (202-395-4529), or from the reviewer listed.

NEW FORMS

DEPARTMENT OF THE INTERIOR

Bureau of Outdoor Recreation, Survey of Recreation User Fee Policies—State and local governments, BOR 9-208, single-time, State and local governments, Lowry, R. L. 395-3772.

REVISIONS

ENVIRONMENTAL PROTECTION AGENCY

Ground Water Pollution Problems in the Southeastern United States, on occasion, Water Resources Professionals, Natural Resources Division, 395-6827.

VETERANS ADMINISTRATION

Notice of Eligibility, Application and Enrollment Certification, 22-1990V, on occasion, Veterans, Caywood, D. P. 395-3443.

DEPARTMENT OF COMMERCE

Bureau of Census, 1975 Rural Listing Test Address Register, DA-100, DA-101, DA-202, single-time, Housing Units in Travis County, George Hall, 395-6140.

DEPARTMENT OF LABOR

Labor-Management and Service Administration, Plan Description Report, EBS-1, other (see SF-83), Pension Plans and Selected Welfare Plans, Caywood, D. P. 395-8443.



## EXTENSIONS

## DEPARTMENT OF COMMERCE

Bureau of Census, Special Population Census Schedule, SC-19, on occasion, Households, George Hall, 395-6140.

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

## Office of the Secretary:

School System Summary Report, OS/CR 101, annually, Individuals, Sunderhauf, M. B. 395-6140.

Individual School Campus Report and Continuation Sheet, OS/CR 102, annually, Individuals, Sunderhauf, M. B. 395-6140.

## DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

## New Communities:

Statement of Financial Condition Control Statement, Supplemental Grants CDA Ltr. No. 8, HUD 7010, monthly, CDA's, Community and Veterans Affairs Division, 395-3532.

Preliminary Eligibility Determination Inquiry, HUD-6500, on occasion, Property Owners Unable To Obtain Insurance Under Fair Community and Veterans Affairs Division, 395-3532.

PHILLIP D. LARSEN,

*Budget and Management Officer.*

[FR Doc.75-24865 Filed 9-16-75;8:45 am]

## 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 9-11-75 (44 USC 3509). The purpose of publishing this list in the FEDERAL REGISTER is to inform the public.

The list includes the title of each request received; the name of the agency sponsoring the proposed collection of information; the agency form number(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.

Requests for extension which appear to raise no significant issues are to be approved after brief notice through this release.

Further information about the items on this daily list may be obtained from the Clearance Office, Office of Management and Budget, Washington, D.C. 20503 (202-395-4529), or from the reviewer listed.

## NEW FORMS

## TENNESSEE VALLEY AUTHORITY

Industrial Response to Electric Price Changes (Interviewer's Guide), single-time, Large Business Firms Which Might Alter Electric Usage, Lowry, R. L. 395-3771.

Evaluation of the Manpower Demand Study, single-time, Manpower Planning Agencies, Strasser, A. 395-5967.

## DEPARTMENT OF COMMERCE

Economic Development Administration, Performance Report Work Sheet (A-95), ED-434, semi-annually, Economic Development Districts, Caywood, D. P. 395-3443.

Bureau of Census, Survey of Institutionalized Persons (Dear Friend Letters), Institution, Resident and Family Questionnaires, SIP-1, SIP-2, SIP-3, single-time, Facility Administrator, Staff Members, Residents, Families, Reese, B. P. 395-3211.

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Alcohol, Drug Abuse and Mental Health Administration, State Alcoholism Profile Information System, AAA 0904, annually, State Alcoholism Authorities, Human Resources Division, Dick Eisinger, 395-3532.

## DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

## Community Planning and Management:

Monitoring or Real Property Acquisition—Questionnaire for Interviewing Former Property Owner, on occasion, Former Real Property Owner, Community and Veterans Affairs Division, 395-3532.

Equal Opportunity Questionnaire, on occasion, Individuals, Community and Veterans Affairs Division, 395-3532.

Monitoring of Relocation—Questionnaire for Interviewing Displaced Person, on occasion, displaced persons, Community and Veterans Affairs Division, 395-3532.

## EXECUTIVE OFFICE OF THE PRESIDENT

Office of Management and Budget, Questionnaire of S. 1437 Study, single-time, Public Interest Groups, Caywood, D. P. 395-3443.

PHILLIP D. LARSEN,

*Budget and Management Officer.*

[FR Doc.75-24864 Filed 9-16-75;8:45 am]

## SECURITIES AND EXCHANGE COMMISSION

[Rel. No. 19165; 70-5726]

## GEORGIA POWER CO.

## Proposed Charter Amendment To Authorize a New Kind of Preferred Stock

SEPTEMBER 10, 1975.

NOTICE IS HEREBY GIVEN that Georgia Power Company, 270 Peachtree Street, N.W., Atlanta, Georgia 30303, ("Georgia"), an electric utility subsidiary company of The Southern Company ("Southern"), a registered holding company, has filed an application-declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating Sections 6 (a), 6(b), 7, and 12(c) of the Act and Rules 42 and 50 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the application-declaration, which is summarized below, for a complete statement of the proposed transactions.

Georgia proposes to amend its charter so as to authorize a new kind of preferred stock having a par value of \$25 per share, to be designated Class A Preferred Stock. Georgia then proposes to issue up to 3,000,000 shares of Class A Preferred Stock and to sell such securities for the best price obtainable but for a price to Georgia of not less than \$25 per share nor more than \$25.50 per share, which shall also be the public offering price of such shares. Georgia intends that the sale of the Class A Preferred Stock will be at competitive bidding, but it may request by amendment that such sale be

excepted from the competitive bidding requirements of Rule 50 should circumstances develop which, in the opinion of Georgia's management, make such exception in the best interest of Georgia and its investors and consumers.

It is stated that Georgia believes that the continuing need for new capital and the growing complexity of modern financing require greater flexibility than now exists in Georgia's capital structure and that, in connection with future issues of its preferred stock, the present provisions for preferred stock, which has had a stated value of \$100 per share, prevent Georgia from taking advantage of a market for preferred stock of a lower par value which exists from time to time. Management believes that Georgia's ability to sell preferred stock at favorable terms will be strengthened by the creation of an additional kind of preferred stock with a par value of \$25 per share, since this would allow Georgia to issue either preferred stock having a par value of \$25 per share or a stated value of \$100 per share depending on market conditions which exist at the time of issue.

The terms of the Class A Preferred Stock will be established by further amendment to the charter of Georgia which will include a prohibition against redeeming said stock prior to November 1, 1980, if such redemption is for the purpose or in anticipation of refunding the stock with funds obtained at a lower cost of money. Georgia also proposes to make provision for a cumulative sinking fund for the benefit of the Class A Preferred Stock which would retire not more than 5% annually of the number of shares initially issued, commencing five years after the sale, with the noncumulative option on any sinking fund date, commencing five years or later after the sale, of redeeming an additional like number of shares.

The Class A Preferred Stock will rank on a parity as to dividends and assets with the outstanding preferred stock and will have the same rights and preferences as the outstanding preferred stock. On all matters submitted to a vote by the holders of the preferred stock and Class A Preferred Stock, both kinds of stock will vote together as a single class, each share of preferred stock being counted as one and each share of Class A Preferred Stock being counted as one-quarter; provided, however, that, if any change in the rights and preferences of the outstanding preferred Stock or Class A Preferred Stock would adversely affect the holders of only one, but not the other, such kind of stock, only the vote of the holders of at least 66 2/3% of the outstanding shares of the kind of stock so affected would be required.

Georgia proposes to apply the proceeds from the sale of the new preferred stock towards the financing of its 1975 construction program (estimated at \$473,751,000) and to pay notes payable in the form of notes to banks and commercial paper notes incurred for such purpose. Such notes presently outstanding aggregate approximately \$60,000,000.



It is stated that the issuance and sale of the Class A Preferred Stock will have been expressly authorized by the Georgia Public Service Commission, the State Commission of the State in which Georgia is organized and doing business. It is further stated that no other State commission and that no Federal commission, other than this Commission, has jurisdiction over the proposed transactions. Estimates of the fees and expenses to be incurred in connection with the proposed transactions are to be filed by amendment.

NOTICE IS FURTHER GIVEN that any interested person may, not later than October 8, 1975, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application-declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the applicant-declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the application-declaration, as amended or as it may be further amended, may be granted and permitted to become effective as provided in Rule 23 of the General Rules and Regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS,  
Secretary.

[PR Doc.75-24715 Filed 9-16-75;8:45 am]

[Rel. No. 8929; 812-3827]

**INVESTORS SYNDICATE OF AMERICA,  
INC. AND INVESTORS DIVERSIFIED  
SERVICES, INC.**

**Filing of Application for an Order  
Exempting a Proposed Transaction**

NOTICE IS HEREBY GIVEN that Investors Syndicate of America, Inc., IDS Center, Minneapolis, Minnesota 55402 ("ISA"), a face-amount certificate company registered under the Investment Company Act of 1940 (the "Act") whose common stock is wholly-owned by Investors Diversified Services, Inc. ("IDS"), and IDS, the investment adviser and principal underwriter of ISA (collectively referred to as "Applicants"),

filed an application on July 1, 1975 and an amendment thereto on September 8, 1975, pursuant to Section 17(b) of the Act, for an order of the Commission exempting from the provisions of Section 17(a) of the Act the proposed sale by IDS to ISA of a \$12 million note of the Equitable Life Holding Corporation ("Equitable Holding") guaranteed by The Equitable Life Assurance Society of the United States ("Equitable Assurance"). All interested persons are referred to the application on file with the Commission for a statement of the representations contained therein, which are summarized below.

Equitable Holding, a wholly-owned subsidiary of Equitable Assurance, a mutual life insurance company, is principally engaged in providing insurance and financial services to the business community and the general public. On November 29, 1974, IDS sold IDS Leasing Corporation ("Leasing"), a wholly-owned subsidiary engaged in commercial and industrial leasing and financing, to Equitable Holding for \$21 million in cash and a \$12 million note maturing five years after the date of sale, bearing interest, payable semi-annually, at the rate of 7½% per year (the "Note"). The Note is fully and unconditionally guaranteed by Equitable Assurance. IDS further agreed, for and in consideration of \$5 million in cash, not to engage in any business or activity competing with or similar to the business of Leasing for a period of five years from the date of sale. The Agreement of Sale between IDS and Equitable Holding further provides that Equitable Holding will agree to a transfer of the Note to an institutional investor which represents that its acquisition is for investment and not with a view to resale or distribution.

IDS proposes to sell the Note, and ISA proposes to purchase the Note, for cash, in an amount calculated to give ISA a yield to maturity from the date of purchase of 9%.

Section 17(a) of the Act provides, in pertinent part, that it shall be unlawful for any affiliated person of a registered investment company, or any affiliated person of such a person, acting as principal, knowingly to sell any security or other property to such registered company. Section 17(b) of the Act provides that the Commission, upon application, may exempt a proposed transaction from the provisions of Section 17(a) of the Act if evidence establishes that the terms of the proposed transaction, including the consideration to be paid or received, are reasonable and fair and do not involve overreaching on the part of any person concerned and the proposed transaction is consistent with the policy of each investment company concerned and with the general purposes of the Act.

Section 2(a)(3) of the Act defines an affiliated person of another person to include any person owning 5% or more of the outstanding voting securities of such other person or any person 5% or more of whose outstanding voting securities are owned by such other person. ISA

is a wholly-owned subsidiary of IDS and, therefore, Applicants are affiliated persons of each other within the meaning of Section 2(a)(3) of the Act. Accordingly, IDS is prohibited, absent an order of the Commission, from selling the Note to ISA.

Applicants assert that the terms of the proposed transaction, including the consideration to be paid or received, are reasonable and fair and do not involve overreaching on the part of any person concerned and that the proposed transaction is consistent with the policy of ISA and with the general purposes of the Act. In support thereof, Applicants state that the purchase price of the Note, an amount calculated to give ISA a yield to maturity of 9%, is based upon an analysis of the Note by ISA and upon an independent appraisal by The First Boston Corporation, a registered broker-dealer. Applicants further state that the Note, by reason of the guarantee, is, in effect, a note of Equitable Assurance and that, based upon published financial information, Equitable Assurance had, during 1974, \$433 million, before taxes and dividends, to meet such fixed obligations. ISA has determined that the Note will constitute a qualified investment for a face-amount certificate company and Applicants assert that, by reason of the sale, ISA will receive an investment of high quality, short maturity and attractive yield.

NOTICE IS FURTHER GIVEN that any interested person may, not later than October 6, 1975, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request, and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon Applicants at the addresses stated above. Proof of such service (by affidavit, or in case of an attorney-at-law, by certificate) shall be filed contemporaneously with the request. As provided by Rule 0-5 of the Rules and Regulations promulgated under the Act, an order disposing of the application will be issued as of course following October 6, 1975, unless the Commission thereafter orders a hearing upon request or upon the Commission's own motion. Persons who request a hearing, or advice as to whether a hearing is ordered, will receive any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Investment Management Regulation, pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS,  
Secretary.

[PR Doc.75-24716 Filed 9-16-75;8:45 am]



[Re]. No. 19157; File No. 3-4721; 70-5689]

**OHIO POWER CO.****Order for Hearing on Proposal To Issue and Sell Notes to Banks and to a Dealer in Commercial Paper**

SEPTEMBER 5, 1975.

In the matter of Ohio Power Company, Canton, Ohio 44701; (70-5689).

Ohio Power Company ("Ohio"), an electric utility subsidiary company of American Electric Power Company, Inc. ("AEP"), a registered holding company, has filed with this Commission an application on May 16, 1975 and subsequent amendments thereto pursuant to Section 6(b) of the Public Utility Holding Company Act of 1935 ("Act") and Rule 50 (a) (5) promulgated thereunder.

Ohio requested authorization pursuant to Section 6(b) of the Act for the issue and sale of short-term debt obligations not to exceed \$270,000,000 outstanding at any one time during the year ending June 30, 1976. Ohio also requested exception from the competitive bidding requirements of Rule 50 with respect to commercial paper included in the requested authorization.

A notice of filing of the application was issued on May 30, 1975, in the manner prescribed in Rule 23 promulgated under the Act (HCAR No. 19017). A request for a hearing was filed on June 26, 1975 by Ormet Corporation ("Ormet") and subsequently on July 11, 1975, it filed a petition for intervention.

By interim orders dated June 30, 1975 and July 31, 1975 (HCAR Nos. 19070 and 19106), this Commission authorized Ohio to incur short-term borrowings through August 31, 1975, in an aggregate principal amount not to exceed \$190,000,000 outstanding at any one time. The authorized amount of short-term borrowings has been extended until September 30, 1975 pending the disposition of the request for a hearing.

Ormet objects to the proposed short-term borrowings by Ohio. It states, among other things, that Ohio's request for authorization to borrow, not to exceed \$270,000,000 outstanding at any one time during the 12 months ending June 30, 1976, is not supported by the financial data that Ohio submitted. Ormet asserts that the record is incomplete and consists of unsubstantiated conclusions which cannot be evaluated without an evidentiary hearing.

Ormet also states that the application does not address itself to Ohio's ability to effect long-term financing to pay its short-term obligations to be incurred, and to meet other obligations which Ohio allegedly overlooked. Ormet also states that the need for the financing has not been established. It asserts that information published by Ohio indicates a large excess capacity and questions whether the incurring of further indebtedness by Ohio is necessary or in the public interest.

The Commission deeming it appropriate that a hearing be held in this proceeding:

It is ordered, accordingly, that a hearing be held in respect to the application, as amended, and that the hearing commence on September 29, 1975, or such later date as may be designated by the hearing officer, at 10:00 A.M. at the office of the Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549 in such room as may be designated by the hearing room clerk.

It is further ordered that at said hearing, evidence shall be addressed with respect to the following matters, but without prejudice to the presentation of additional matters and questions upon further examination:

1. Whether, in light of the objections presented by Ormet, the proposed financing is appropriate and necessary under Section 6(b) and other applicable provisions of the Act; and
2. What conditions, if any, should be imposed in an order authorizing the proposed transactions.

It is further ordered that jurisdiction be, and it hereby is, reserved to separate, in whole or in part, either for hearing or for disposition, any issues or questions which may arise in these proceedings and to take such other action as may appear conducive to an orderly, prompt and economical disposition of the matters involved. The Commission expects that, subject to the discretion of the presiding Administrative Law Judge, the hearing will proceed without adjournment in view of Ohio's cash requirements as set forth in its application.

It is further ordered that an Administrative Law Judge, hereafter to be designated, shall preside at said hearing. The officer so designated is hereby authorized to exercise all powers granted to the Commission under Section 18(c) of the Act and to the hearing officer under the Commission's Rules of Practice.

It is further ordered that the Secretary of the Commission shall give notice of the aforementioned hearing by mailing copies of this Order by certified mail to Ohio Power Company and Ormet Corporation, and that notice to other interested persons shall be given by the general release of the Commission and by publication of this Order in the FEDERAL REGISTER. Persons desiring to participate shall comply with Rule 9 of the Commission's Rules of Practice.

It is further ordered that jurisdiction be, and it hereby is, reserved to grant such further interim relief as may be appropriate during the pendency of this proceeding.

By the Commission.

[SEAL] SHIRLEY E. HARRIS,  
Acting Assistant Secretary.

[FR Doc.75-24767 Filed 9-16-75; 8:45 am]

[File No. 500-1]

**VICTOR KELLERING INC.****Suspension of Trading**

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common

stock of Victor Kellering Incorporated being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to Section 12(k) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from 9:00 a.m. on September 10, 1975 and terminating at midnight (EDT) September 19, 1975.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,  
Secretary.

[FR Doc.75-24750 Filed 9-16-75; 8:45 am]

**SMALL BUSINESS ADMINISTRATION****SALT LAKE CITY DISTRICT ADVISORY COUNCIL****Public Meeting**

The Small Business Administration Salt Lake City District Advisory Council will hold a public meeting at 9:00 a.m. (M.D.T.), Friday, October 10, 1975, at the Riverside Country Club, 2701 North University Avenue, Provo, Utah, to discuss such business as may be presented by members, staff of the Small Business Administration, and others present. For further information, write or call C. R. Hopkins, 125 South State Street, Salt Lake City, Utah 84138, (801) 524-5804.

Dated: September 9, 1975.

ANTHONY S. STASIO,  
Chief Counsel for Advocacy,  
Small Business Administration.

[FR Doc.75-24678 Filed 9-16-75; 8:45 am]

**SELECTIVE SERVICE SYSTEM  
REGISTRANTS PROCESSING MANUAL****Office of the Director**

The Registrants Processing Manual is an internal manual of the Selective Service System. The following portions of that Manual are considered to be of sufficient interest to warrant publication in the FEDERAL REGISTER:

- Current Forms Check List and Index (June 30, 1975).
- Temporary Instruction No. Appendix 1-15—Recession of Temporary Instruction No. Appendix 1-10.
- Current Temporary Instructions Check List (July 31, 1975).
- Temporary Instruction No. Appendix 1-16—Recession of Temporary Instruction No. Appendix 1-7.

BYRON V. PEPITONE,  
Director.

SEPTEMBER 9, 1975.

**REGISTRANT PROCESSING MANUAL****APPENDIX I—CURRENT FORMS CHECK LIST AND INDEX**

1. Introduction. The following list sets forth all current Selective Service System Operations forms and procedural directives. Only approved Operations forms are listed. No "Test" or temporary forms are included. Also listed are those forms of other agencies



used in the processing of registrants. Each listed form and its procedural directive should be filed in Appendix 1 of the Registrant Processing Manual (RPM).

2. *Dates of forms.* (a) Dates of forms and procedural directives shown on this check list/index reflect only the month and year of publication.

(b) The date shown in the "Date of Form" column is the date of publication of the current edition of the form. When the date shown in the "Date of Form" column is followed by an asterisk (\*), the previous edition of the form may be used until exhausted.

3. *Forms Listing.* (a) SSS Forms and Procedural Directives.

SSS form number	Title	Date of form	Date of procedural directive
	RIB OCR Forms—general		March 1974 (p. 1), January 1974 (p. 2-7), January 1973 (p. 1-4), June 1973 (att. 1-1), November 1973.
1	Registration Card	November 1973*	January 1968.
1-mailer	do	do	do
4	Tally Sheet	Undated or August 1948.	January 1968.
7	Status Card (OCR)	September 1974	July 1974.
101	Registrant File Folder	January 1973	January 1973.
102	Classification Record	October 1964	October 1970.
112	Minutes of Local or Appeal Board Meeting	January 1974	January 1974.
112-A	Minutes of Local or Appeal Board Meeting Continuation Sheet	do	Do.
114	Order for Transfer for Classification	Undated or February 1948.	January 1968.
116	Report of Manpower Inventory	July 1973	July 1973.
117	Availability of Registrants	July 1972	July 1972.
118	Dependency Questionnaire	March 1969	August 1969.
119	Report of Information	February 1971*	September 1974. February 1974 (atts. 1, 2).
120	Individual Appeal Record (OCR)	September 1972*	August 1972 (pp. 1-6, 8, 9), December 1972 (p. 7).
120-A	Action by Appeal Board	Undated or August 1971.	Undated.
121	Docket Book of Appeal Board	Undated or October 1948.	January 1968.
123	Cover Sheet Transmittal and Receipt	Undated or June 1969.	September 1969.
127	Current Information Questionnaire	January 1973	January 1973.
130	Request for Relief From Training and Service in the Armed Forces of the United States	July 1972	Undated.
131	Special Form for Alien or Dual National	do	July 1972.
130	Special Form for Conscientious Objector	April 1972	April 1972.
131	Application of Volunteer for Alternate Service	January 1972	January 1968.
132	Conscientious Objector Skills Questionnaire	December 1971	February 1973. September 1974 (atts. 1, 1.1, 1.2, 1.3).
133	Order To Report for Alternate Service	November 1972	November 1972.
133-A	Amendment to Order To Report for Alternate Service	July 1973	July 1973. November 1972 (facsimile).
134	Certificate of Release From Alternate Service	August 1972	July 1974. January 1973 (facsimile).
134-A	Certification of Completion of Alternate Service	July 1974	July 1974.
136	Employer's Statement of Availability of Job as Alternate Service	December 1971	November 1973.
137	Monthly Report of Availability of 1-O Registrants	May 1973	May 1973.
138	Monthly Activity Report of Class 1-W Registrants	do	Do.
172	Special Form for Divinity Student	September 1972	Undated.
173	Special Form for Registrant With Court Record	do	Do.
174	Special Form for Surviving Son	do	September 1972.
175	Special Form for Minister of Religion	do	Do.
201	Notice of Induction Call on Local Board	July 1973	July 1973.
202	Notice of Examination Call on Local Board	October 1973	October 1973.
204	Procedural Rights Notice (OCR)	Apr. 1972	Aug. 1972.
204-A	Notice of Decision of Local Board not to Reopen Classification (OCR)	do	Dec. 1972 (p. 1), Aug. 1972 (p. 2-7).
205	Induction and Medical Determinations (excluding medical specialists)	July 1972	July 1972.
220	Record of Results of Armed Forces Examination (OCR)	Sept. 1972*	Jan. 1974.
223	Order to Report for Armed Forces Examination (OCR)	do	Undated.
225	Physical Examination List	Dec. 1963	Jan. 1968.
225-A	Physical Examination List Continuation Sheet	Sept. 1969	Do.
230	Transfer for Armed Forces Examination	May 1972	May 1972.
252	Order to Report for Induction (OCR)	Dec. 1971	Aug. 1973.
253	Notice of Rescheduled Induction Reporting Date (OCR)	do	Do.
254	Application for Voluntary Induction	Oct. 1964*	Jan. 1968.
255	Notice of Cancellation (OCR)	Apr. 1972	Aug. 1972.
261	Delivery List	Aug. 1960*	Jan. 1971.
261-A	Delivery List Continuation	do	Do.
264	Postponement of Induction	Oct. 1960*	Jan. 1968.
301	Report of Violation	Oct. 1972	Jan. 1974. Sept. 1974 (atts. 1.1, 1.2).



DEPARTMENT OF LABOR

Office of the Secretary

[TA-W-137]

ARMCO STEEL CORP.

Investigation Regarding Certification of Eligibility To Apply for Worker Adjustment Assistance

On September 4, 1975, the Department of Labor received a petition filed under section 221(a) of the Trade Act of 1974 ("the Act") by the United Steelworkers of America on behalf of the workers and former workers of Armco Steel Corporation, Baltimore, Maryland (TA-W-137). Accordingly, the Acting Director, Office of Trade Adjustment Assistance, Bureau of International Labor Affairs, has instituted an investigation as provided in Section 221(a) of the Act and 29 CFR 90.12.

The purpose of the investigation is to determine whether absolute or relative increases of imports of articles like or directly competitive with stainless steel, bar and wire products produced by Armco Steel Corporation or an appropriate subdivision thereof have contributed importantly to an absolute decline in sales or production, or both, of such firm or subdivision and to the actual or threatened total or partial separation of a significant number or proportion of the workers of such firm or subdivision. The investigation will further relate, as appropriate, to the determination of the date on which total or partial separations began or threatened to begin and the subdivision of the firm involved. A group meeting the eligibility requirements of Section 222 of the Act will be certified as eligible to apply for adjustment assistance under Title II, Chapter 2, of the Act in accordance with the provisions of Subpart B of 29 CFR Part 90.

Pursuant to 29 CFR 90.13, the petitioner or any other person showing a substantial interest in the subject matter of the investigation may request a public hearing, provided such request is filed in writing with the Acting Director, Office of Trade Adjustment Assistance, at the address shown below, not later than September 29, 1975.

The petition filed in this case is available for inspection at the Office of the Acting Director, Office of Trade Adjustment Assistance, Bureau of International Labor Affairs, U.S. Department of Labor, 3rd St. and Constitution Ave., N.W., Washington, D.C. 20210.

Signed at Washington, D.C. this 9th day of September 1975.

MARVIN M. FOOKS,  
Acting Director, Office of  
Trade Adjustment Assistance.

[FR Doc.75-24725 Filed 9-16-75;8:45 am]

[TA-W-76 (Part I)]

CENTRALAB DIVISION OF GLOBE-UNION INC.

Notice of Negative Determination Regarding Eligibility To Apply for Worker Adjustment Assistance

In accordance with Section 223 of the Trade Act of 1974 the Department of

SSS form number	Title	Date of form	Date of procedural directive
204	Procedural Rights Notice (OCR)	Apr. 1972	Aug. 1972
204-A	Notice of Decision of Local Board not to Reopen Classification (OCR)	do.	Dec. 1972 (p. 1), Aug. 1972 (p. 2-7)
205	Inductions and Medical Determinations (excluding medical specialists)	July 1972	July 1972
220	Record of Results of Armed Forces Examination (OCR)	Sept. 1972 <sup>1</sup>	Jan. 1974
223	Order to Report for Armed Forces Examination (OCR)	do.	Undated
225	Physical Examination List	Dec. 1963	Jan. 1968
225-A	Physical Examination List Continuation Sheet	Sept. 1960	Do.
230	Transfer for Armed Forces Examination	May 1972	May 1972
232	Order to Report for Induction (OCR)	Dec. 1971	Aug. 1972
233	Notice of Rescheduled Induction Reporting Date (OCR)	do.	Do.
234	Application for Voluntary Induction	Oct. 1964 <sup>1</sup>	Jan. 1968
235	Notice of Cancellation (OCR)	Apr. 1972	Aug. 1972
281	Delivery List	Aug. 1960 <sup>1</sup>	Jan. 1971
281-A	Delivery List Continuation	Aug. 1960	Do.
284	Postponement of Induction	Oct. 1969 <sup>1</sup>	Jan. 1968
301	Report of Violation	Oct. 1972	Jan. 1974, Sept. 1974 (atts. 1,1, 1,2)
DD 62	Statement of Acceptability	Mar. 1959	Jan. 1968
DD 214	Armed Forces of the United States Report of Transfer or Discharge	Nov. 1972	Do.
DD 215	Correction to DD Form 214, Armed Forces of the United States Report of Transfer or Discharge	do.	Mar. 1974 (facsimile), Jan. 1968, Mar. 1974 (facsimile)
DD 308	Statement of Personal History	Mar. 1964 <sup>1</sup>	Jan. 1968
DD 1300	Report of Casualty	Feb. 1973	Do.
PHS 1587	Statement of Service—Verification of Status of Commissioned Officers of the U.S. Public Health Service	Aug. 1963	Mar. 1974 (facsimile), Jan. 1968, Mar. 1974 (facsimile)
SF 88	Report of Medical Examination	Apr. 1968	Feb. 1970, Mar. 1974 (facsimile)
SF 93	Report of Medical History	Jan. 1971	Aug. 1972

4. Forms and procedural directives discontinued or suspended. (a) Use of SSS Forms 100-S, Classification Questionnaire Minutes Of Action Continued, 102-S, Classification Record (Supplement), 103, Graduate Or Professional College Student Certificate, 103-A, Graduate Or Professional College Student Certificate, 109, Student Certificate, 109-A, Student Certificate, and 305, Notice Of Confinement Or Release From Confinement, has been discontinued. The facsimiles of these forms and their associated procedural directives will be withdrawn from Appendix 1 of the RPM and destroyed. Stock balances of the forms will be removed from inventory and destroyed.

(b) Submission of SSS Forms 117, 157, 158, and 205 has been suspended until further notice.

(c) No discontinued, superseded or use-suspended form is to be destroyed unless that destruction authority appears on the current edition of the form or specific written direction to destroy the form is received from National Headquarters. Authorized stocks of use-suspended forms will be maintained pending resumption of use or receipt of written destruction authority from National Headquarters.

5. Other agency forms. (a) Facsimiles of the current forms of other agencies listed in this check list index will be supplied by National Headquarters as they become available. Until such time as those current facsimiles are received, the version presently contained in Appendix 1 should be retained.

TEMPORARY INSTRUCTION NO. APPENDIX 1-13

Issued: July 18, 1975.

Subject: Rescission of Temporary Instruction No. Appendix 1-10.

Temporary Instruction No. Appendix 1-10 is rescinded and should be withdrawn from the Registrants Processing Manual and destroyed.

This Temporary Instruction shall terminate upon implementation.

REGISTRANT PROCESSING MANUAL

Current Temporary Instructions Check List

1. The following list sets forth all current Temporary Instructions as of July 31, 1975.

Where two numbers are shown for a Temporary Instruction, it is issued in sufficient quantity so that a copy may be filed under each number.

Temporary instruction number	Date issued or amended	Termination date
Appendix 1-7..	Oct. 17, 1973	Upon amendment or rescission.
Appendix 1-8/ 608-3.	Dec. 18, 1973	Upon receipt of revised SSS form 725 or upon rescission thereof.
Appendix 1-13.	Feb. 7, 1975	Upon rescission.
Appendix 1-14.	Apr. 7, 1975	Do.
613-2.	Dec. 19, 1972	Upon publication of all revisions to RPM changing references from SSS forms 2 and 110 to SSS form 7.
613-9/642-S.	Apr. 1, 1975	Upon rescission.
621-7.	May 27, 1975	Do.
622-8/680-4.	Apr. 8, 1975	Do.
631-10.	Mar. 12, 1975	Do.

2. All Temporary Instructions not appearing in the above list have been terminated or rescinded.

TEMPORARY INSTRUCTION NO. APPENDIX 1-16

Issued: August 29, 1975.

Subject: Rescission of Temporary Instruction No. Appendix 1-7.

Temporary Instruction No. Appendix 1-7 entitled "Availability of Registrants (SSS Form 117); Availability of Extended Priority Selection Group—Classes 1-A and 1-A-O (SSS Form 117-A); Monthly Report of Availability of Class 1-O Registrants (SSS Form 157); Report of Manpower Inventory (SSS Form 116)", is rescinded and should be withdrawn from the Registrants Processing Manual (RPM) and destroyed.

This Temporary Instruction will terminate upon implementation.

BYRON V. PEPITONE.

[FR Doc.75-24566 Filed 9-16-75;8:45 am]



Labor herein presents the results of TA-W-76 (Part I); investigation regarding certification of eligibility to apply for worker adjustment assistance as prescribed in Section 222 of the Act.

The investigation was initiated on July 8, 1975 in response to a worker petition received on July 7, 1975 by the International Union of Allied Industrial Workers of America (AFL-CIO), which was filed on behalf of workers formerly producing switches and potentiometers at the Villard Street, Milwaukee and Fort Dodge, Iowa, plants of the Centralab Division of Globe-Union Incorporated, Milwaukee, Wisconsin.

The notice of investigation was published in the FEDERAL REGISTER (40 FR 30765), on July 22, 1975. No public hearing was requested and none was held.

In the course of the investigation the petitioners requested that additional plants of Centralab be included in the scope of the original petition. The investigation was accordingly expanded to include the West Lafayette, Indiana and Milwaukee, Wisconsin plants of Centralab which produced circuit boards and ceramic electronic products, respectively. The results of these investigations are presented in separate Notices regarding eligibility to apply for worker adjustment assistance as prescribed in Section 222 of the Act.

The information upon which the determination was made was obtained principally from officials of Globe-Union, its customers, the U.S. International Trade Commission, U.S. Department of Commerce, and Department files.

In order to make an affirmative determination and issue a certification of eligibility to apply for adjustment assistance, each of the group eligibility requirements of Section 222 of the Trade Act of 1974 must be met:

(1) that a significant number or proportion of the workers in such workers' firm or an appropriate subdivision of the firm have become totally or partially separated, or are threatened to become totally or partially separated.

(2) that sales or production, or both, of such firm or subdivision have decreased absolutely, and

(3) that increases of imports of articles like or directly competitive with articles produced by such workers' firm or an appropriate subdivision thereof contributed importantly to such total or partial separation, or threat thereof, and to such decline in sales or production.

For purposes of paragraph (3), the term "contributed importantly" means a cause which is important but not necessarily more important than any other cause.

#### *Significant Total or Partial Separations*

Average hourly employment for the first half of 1975 was 37 percent below the same period in 1974. Hourly employment in December 1974 was 30 percent lower than in January 1974.

#### *Sales or Production, or Both, Have Decreased Absolutely*

Dollar value of sales for the first six months of 1975 was 25 percent lower

than in the first half of 1974. Dollar value of sales in 1974 was 8 percent lower than in 1973.

#### *Increased Imports Contributed Importantly*

Imports of switches and potentiometers have not increased appreciably in recent years and in any case are a very small percentage of domestic production. The dollar value of the import to consumption ratio of switches increased from 5.0 percent to 6.6 percent in the first half of 1975 compared to the same period a year earlier, while the import to consumption ratio for the same period increased from 4.8 percent to 6.2 percent.

The import to production ratio of potentiometers declined from 1.4 percent to 1.1 percent for the first half of 1975 compared to the same year earlier period, while the imports to consumption ratio declined from 1.8 percent to 1.4 percent.

Evidence developed during the course of the investigation indicates that the reason for the reduction in switch and potentiometer sales was the depressed economic conditions. Customers of Centralab indicated that because of poor economic conditions they had reduced their orders and in any case did not purchase imported switches or potentiometers.

#### *Conclusion*

After careful review of the facts obtained in the investigation, I conclude that increases of imports like or directly competitive with switches and potentiometers produced at the Villard Street, Milwaukee and Fort Dodge, Iowa plants of Centralab Division of Globe-Union Incorporated did not contribute importantly to the total or partial separation of the workers or to the absolute decline in sales or production of the Division.

Signed at Washington, D.C. this 8th day of September 1975.

Gloria G. Pratt,  
Director, Office of  
Foreign Economic Policy.

[FR Doc. 75-24728 Filed 9-16-75; 8:45 am]

[TA-W-76 (Part II)]

#### CENTRALAB DIVISION OF GLOBE-UNION INC.

#### Notice of Negative Determination Regarding Eligibility To Apply for Worker Adjustment Assistance

In accordance with Section 223 of the Trade Act of 1974 the Department of Labor herein presents the results of TA-W-76 (Part II); investigation regarding certification of eligibility to apply for worker adjustment assistance as prescribed in Section 222 of the Act.

The investigation was initiated on July 8, 1975 in response to a worker petition received on July 7, 1975 by the International Union of Allied Industrial Workers of America (AFL-CIO), which was filed on behalf of workers formerly

producing ceramic forms and specialty capacitors at the Hopkins Street, Milwaukee plants of the Centralab Division of Globe-Union Incorporated, Milwaukee, Wisconsin.

The notice of investigation was published in the FEDERAL REGISTER (40 FR 30765), on July 22, 1975. No public hearing was requested and none was held.

The information upon which the determination was made was obtained principally from officials of Globe-Union, its customers, industry analysts, and Department files.

In order to make an affirmative determination and issue a certification of eligibility to apply for adjustment assistance, each of the group eligibility requirements of Section 222 of the Trade Act of 1974 must be met:

(1) that a significant number or proportion of the workers in such workers' firm or an appropriate subdivision of the firm have become totally or partially separated, or are threatened to become totally or partially separated.

(2) that sales or production, or both, of such firm or subdivision have decreased absolutely, and

(3) that increases of imports of articles like or directly competitive with articles produced by such workers' firm or an appropriate subdivision thereof contributed importantly to such total or partial separation, or threat thereof, and to such decline in sales or production.

For purposes of paragraph (3), the term "contributed importantly" means a cause which is important but not necessarily more important than any other cause.

#### *Significant Total or Partial Separations*

Average monthly employment in 1974 was 39 percent below its level in 1973. Average employment for the first half of 1975 was 47 percent below its level for the first half of 1974 and 39 percent below its level for the second half of 1974. Sales or Production, or Both, Have Decreased Absolutely

Dollar value of sales for 1974 was 37 percent lower than in 1973. This sharp decline continued into 1975 when sales for first half of the year were 60 percent lower than in the same period of 1974 and 38 percent below their level for the second half of 1974.

#### *Increased Imports Contributed Importantly*

Imports of ceramic insulators, fittings and forms have increased in recent years but constituted less than two percent of domestic production. The imports to production ratio of such products was 1.8 percent for the first half of 1975 and has declined slightly from the same period in 1974. The imports to consumption ratio for these same ceramic products was 2.3 percent for the first half of 1975, the same as it was for the first half of 1974.

Imports of specialty capacitors of the type produced at the Hopkins plant is nil.

Evidence developed during the course of the investigation indicates that the reason for the reduction in sales of ceramic products and specialty capacitors at



the Hopkins plant was the general depressed market for these products. Customers of Centralab indicated that because of poor economic conditions they had reduced their orders from the company. These customers stated that they did not purchase imported products that are like or similar to those produced by the Hopkins plant of Centralab.

#### Conclusion

After careful review of the facts obtained in the investigation, I conclude that increases of imports like or directly competitive with products manufactured at the Hopkins Street plant of the Centralab Division of Globe-Union Incorporated did not contribute importantly to the total or partial separation of the workers or to the absolute decline in sales or production of the Division.

Signed at Washington, D.C. this 8th day of September 1975.

GLORIA G. PRATT,  
Director, Office of  
Foreign Economic Policy.

[FR Doc. 75-24727 Filed 9-16-75; 8:45 am]

#### CENTRALAB DIVISION OF GLOBE-UNION INC.

[TA-W-76 (Part III)]

#### Notice of Negative Determination Regarding Eligibility To Apply for Worker Adjustment Assistance

In accordance with Section 223 of the Trade Act of 1974 the Department of Labor herein presents the results of TA-W-76 (Part III); investigation regarding certification of eligibility to apply for worker adjustment assistance as prescribed in Section 223 of the Act.

The investigation was initiated on July 8, 1975 in response to a worker petition received on July 7, 1975 by the International Union of Allied Industrial Workers of America (AFL-CIO), which was filed on behalf of workers producing subsections of printed circuit boards at the West Lafayette, Indiana plant of the Centralab Division of Globe-Union Incorporated, Milwaukee, Wisconsin.

The notice of investigation was published in the FEDERAL REGISTER (40 FR 30765) on July 22, 1975. No public hearing was requested and none was held.

The information upon which the determination was made was obtained principally from officials of Globe-Union, its customers, industry analysts, and Department files.

In order to make an affirmative determination and issue a certification of eligibility to apply for adjustment assistance, each of the group eligibility requirements of Section 222 of the Trade Act of 1974 must be met:

(1) That a significant number or proportion of the workers in such workers' firm or

an appropriate subdivision of the firm have become totally or partially separated, or are threatened to become totally or partially separated, (2) that sales or production, or both, of such firm or subdivision have decreased absolutely, and (3) that increases of imports of articles like or directly competitive with articles produced by such workers' firm or an appropriate subdivision thereof contributed importantly to such total or partial separation, or threat thereof, and to such decline in sales or production.

For purposes of paragraph (3), the term "contributed importantly" means a cause which is important but not necessary more important than any other cause.

*Significant Total or Partial Separations.* Monthly employment in June 1975 was 19 percent below its level for October 1974. Average monthly employment during the first half of 1975 was 41 percent lower than in the same year earlier period.

*Sales or Production or Both, Have Decreased Absolutely.* Total dollar sales for 1974 were 16 percent lower than in 1973. Total dollar sales for the first half of 1975 were 44 percent lower than in the first half of 1974 and 38 percent lower than in the second half of 1974.

*Increased Imports Contributed Importantly.* Imports of printed circuit boards from 1970 to 1974 made up an insignificant percentage of both domestic production and consumption. The imports to production ratio in 1974 was 1.6 as was the imports to consumption ratio. These ratios increased in the first half of 1975 to 3.9 percent and 3.8 percent respectively.

Evidence developed during the course of the investigation indicates that the reason for the reduction of sales of printed circuit board segments of the type produced at the West Lafayette plant was the general depressed market for these products. Customers of Centralab indicated that because of poor economic conditions they had reduced their orders from the firm. These customers stated that they do not purchase imported products that are like or similar to those produced by the West Lafayette plant.

*Conclusion.* After careful review of the facts obtained in the investigation, I conclude that increases of imports like or directly competitive with those products produced at the West Lafayette plant of the Centralab Division of Globe-Union Incorporated did not contribute importantly to the total or partial separation of the workers or to the absolute decline in sales or production of the Division.

Signed at Washington, D.C. this 8th day of September 1975.

GLORIA G. PRATT,  
Director, Office of  
Foreign Economic Policy.

[FR Doc. 75-24728 Filed 9-16-75; 8:45 am]



## INTERSTATE COMMERCE COMMISSION

[Notice No. 856]

### ASSIGNMENT OF HEARINGS

SEPTEMBER 12, 1975.

Cases assigned for hearing, postponement, cancellation or oral argument appear below and will be published only once. This list contains prospective assignments only and does not include cases previously assigned hearing dates. The hearings will be on the issues as presently reflected in the Official Docket of the Commission. An attempt will be made to publish notices of cancellation of hearings as promptly as possible, but interested parties should take appropriate steps to insure that they are notified of cancellation or postponements of hearings in which they are interested.

MC 61592 Sub-350, Jenkins Truck Line, Inc., application dismissed.

MC 130314, Melody Tours, Incorporated, now being assigned December 1, 1975 (1 week) at Pittsburgh, Pa.; in a hearing room to be designated later.

MC 110144 Sub-15, Jack C. Robinson d/b/a Robinson Freight Lines, now being assigned October 14, 1975, at Nashville, Tennessee, (4 days), at the Ramada Inn-Kingston Pike, 7621 Kingston Pike.

I & S No. 9060 Sub 1, Iron or Steel Scrap, Southwestern Territory, now assigned September 16, 1975, at Washington, D.C., is cancelled.

MC 61445 Sub 6, Contractors Transport Corp., now assigned October 6, 1975, at Washington, D.C., is postponed to November 24, 1975, at Washington, D.C., at the Offices of the Interstate Commerce Commission.

MC 109533 Sub-65, Overnite Transportation Company, now assigned September 23, 1975, at Columbus, Ohio, in Room 235, Federal Office Building, 88 Marconi Blvd., is canceled and reassigned to September 22, 1975, Columbus, Ohio, at the Sheraton-Columbus Hotel, 50 North Third Street.

MC 109891 Sub-26, Infinger Transportation Company, Inc., application dismissed. AB 1 Sub 20, Chicago and North Western Transportation Company Abandonment Between Lake Crystal and Winnebago, In Blue Earth And Faribault Counties, Minnesota, now assigned November 4, 1975, at Mankato, Minn., is being advanced to November 3, 1975, (3 days), at Mankato, Minn., in a hearing room to be later designated.

MC 21436 Sub-Nos. 8, 9, 11, 12, 13, and 15, Harrison-Shields Transportation Lines, Inc. (Hillard Kriemer, Receiver in Bankruptcy), now being assigned, September 30, 1975, at Buffalo, N.Y., at the Buffalo Room, Statler-Hilton Hotel, 107 Delaware Avenue.

[SEAL] ROBERT L. OSWALD,  
Secretary.

[FR Doc.75-24756 Filed 9-16-75;8:45 am]

[Notice No. 857]

### ASSIGNMENT OF HEARINGS

SEPTEMBER 12, 1975.

Cases assigned for hearing, postponement, cancellation or oral argument appear below and will be published only once. This list contains prospective assignments only and does not include cases previously assigned hearing dates.

The hearings will be on the issues as presently reflected in the Official Docket of the Commission. An attempt will be made to publish notices of cancellation of hearings as promptly as possible, but interested parties should take appropriate steps to insure that they are notified of cancellation or postponements of hearings in which they are interested.

#### Correction

MC 139193 Sub-21, Roberts & Oake, Inc., now assigned November 3, 1975 at Kansas City, Missouri, will be held in Courtroom 3, 1114 Market Street; instead of St. Louis, Missouri.

[SEAL] ROBERT L. OSWALD,  
Secretary.

[FR Doc.75-24757 Filed 9-16-75;8:45 am]

## BUREAU OF ACCOUNTS

### Revision of Publications

SEPTEMBER 11, 1975.

The purpose of this notice is to encourage user participation in a study being made by the Bureau of Accounts to revise the following publications:

#### Annual—

Transport Statistics in the United States (All parts).

Freight Commodity Statistics of Class I Railroads.

Motor Carrier Freight Commodity Statistics of Class I Common and Contract Carriers of Property.

Selected Statistics of Class III Motor Carriers of Property.

Statement No. A-300, Wage Statistics of Class I Railroads.

#### Periodic—

Freight Loss and Damage Claims, Motor Carriers of Property.

Statement No. 100, Financial and Operating Statistics of Class I Railroads.

Statement No. 300, Wage Statistics of Class I Railroads.

Statement No. 350, Report of Railroad Employment, Class I Railroads.

Statement No. 600, Transportation Revenue and Traffic of Large Pipe Line Companies.

Statement No. 650, Revenues and Traffic of Carriers by Water.

Statement No. 750, Revenues, Expenses, Other Income and Statistics of Class I Motor Carriers of Passengers.

Statement No. 800, Financial and Operating Statistics, Class I Motor Carriers of Property.

Statement No. 950, Revenues, Expenses and Statistics of Freight Forwarders.

Suggestions and comments should include: (1) information to be retained in the publication; (2) information that should be eliminated, and (3) information to be added.

Written comments or suggestions related to the publications should be identified by the symbol ACR-2 and submitted in duplicate on or before October 31, 1975, to: John A. Grady, Director, Bureau of Accounts, Interstate Commerce Commission, 12th Street and Constitution Avenue, NW., Washington, D.C. 20423. If you care to discuss your views in person, please indicate in your response. All communications received on or before this date will be considered before taking action on the study. Inter-

ested parties may review all comments in the Bureau of Accounts.

JOHN A. GRADY,  
Director, Bureau of Accounts.

[FR Doc.75-24762 Filed 9-16-75;8:45 am]

[AB 2 (Sub-No. 7)]

## LOUISVILLE AND NASHVILLE RAILROAD CO.

### Abandonment

In the matter of Louisville and Nashville Railroad Company. Abandonment between Hartsville Junction, Tennessee and Scottsville, Kentucky, in Sumner County, Tennessee, and Allen County, Kentucky.

Upon consideration of the record in the above-entitled proceeding, and of a staff-prepared environmental threshold assessment survey which is available for public inspection upon request; and

It appearing, That no environmental impact statement need be issued in this proceeding because this proceeding does not represent a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969, 42 U.S.C. §§ 4321, et seq.; and good cause appearing therefor:

It is ordered, That applicant be, and it is hereby, directed to publish the appended notice in a newspaper of general circulation in Sumner County, Tenn. and Allen County, Ky., on or before September 30, 1975 and certify to the Commission that this has been accomplished.

And it is further ordered, That notice of this finding shall be given to the general public by depositing a copy of this order and the attached notice in the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., for public inspection, and by delivering a copy of the notice to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER as notice to interested persons.

Dated at Washington, D.C., this 9th day of September, 1975.

By the Commission, Commissioner BROWN.

[SEAL] ROBERT L. OSWALD,  
Secretary.

[AB 2 (Sub-No. 7)]

Louisville and Nashville Railroad Company. Abandonment between Hartsville Junction, Tennessee, and Scottsville, Kentucky, in Sumner County, Tennessee, and Allen County, Kentucky.

The Interstate Commerce Commission hereby gives notice that by order dated September 9, 1975, it has been determined that the proposed abandonment of the 26.1 mile line of the Louisville and Nashville Railroad Company between Hartsville Junction, Sumner County, Tenn. and Scottsville, Allen County, Ky., if approved by the Commission, does not constitute a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. §§ 4321, et seq., and that preparation of a detailed environmental impact statement will not be required under section 4332(2)(C) of the NEPA.



It was concluded, among other things, that (1) the anticipated permanent diversion of rail traffic of up to approximately four trucks a day is expected to create only minimal air pollution, safety hazard, fuel consumption, noise, and highway congestion alterations, (2) there are no definitive land use plans related to the line proposed for abandonment, and (3) the historic and ecological effects are minor.

This determination was based upon the staff preparation and consideration of an environmental threshold assessment survey, which is available on request to the Interstate Commerce Commission, Office of Proceeding, Washington, D.C. 20423; telephone 202-343-7966.

Interested persons may comment on this matter by filing their statements in writing with the Interstate Commerce Commission, Washington, D.C. 20423, on or before October 15, 1975.

This negative environmental determination shall become final unless good and sufficient reason demonstrating why an environmental impact statement should be prepared for this action is submitted to the Commission by the above-specified date.

[SEAL] ROBERT L. OSWALD,  
Secretary.

[FR Doc.75-24763 Filed 9-16-75; 8:45 am]

[AB 2 (Sub-No. 5)]

**LOUISVILLE AND NASHVILLE  
RAILROAD CO.  
Abandonment**

In the matter of Louisville and Nashville Railroad Company, Abandonment between Colesburg and Hohenwald, in Dickson, Hickman, and Lewis Counties, Tennessee.

Upon consideration of the record in the above-entitled proceeding, and of a staff-prepared environmental threshold assessment survey which is available for public inspection upon request; and

*It appearing,* That no environmental impact statement need be issued in this proceeding because this proceeding does not represent a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969, 42 U.S.C. §§ 4321, et seq.; and good cause appearing therefor:

*It is ordered,* That applicant be, and it is hereby, directed to publish the appended notice in a newspaper of general circulation in Dickson, Hickman, and Lewis Counties, Tenn., on or before September 30, 1975 and certify to the Commission that this has been accomplished.

*And it is further ordered,* That notice of this finding shall be given to the general public by depositing a copy of this order and the attached notice in the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., for public inspection, and by delivering a copy of the notice to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER as notice to interested persons.

Dated at Washington, D.C., this 9th day of September, 1975.

By the Commission, Commissioner Brown.

[SEAL] ROBERT L. OSWALD,  
Secretary.

[AB 2 (Sub-No. 5)]

Louisville and Nashville Railroad Company Abandonment between Colesburg and Hohenwald, in Dickson, Hickman, and Lewis Counties, Tennessee.

The Interstate Commerce Commission hereby gives notice that by order dated September 9, 1975, it has been determined that the proposed abandonment of the 50.5 mile line of the Louisville and Nashville Railroad Company between Colesburg and Hohenwald, in Dickson, Hickman, and Lewis Counties, Tenn., if approved by the Commission, does not constitute a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. §§ 4321, et seq., and that preparation of a detailed environmental impact statement will not be required under section 4332(2)(C) of the NEPA.

It was concluded, among other things, that the environmental impacts of the proposed action are considered insignificant because adequate highways exist in the area to accommodate the increase in motor carrier traffic necessary to replace current rail operations, the resulting air pollution, fuel consumption, intrusive noise, and safety hazard alterations would be minor, and there would be no historic or major ecological impacts involved.

This determination was based upon the staff preparation and consideration of an environmental threshold assessment survey, which is available on request to the Interstate Commerce Commission, Office of Proceedings, Washington, D.C. 20423; telephone 202-343-7966.

Interested persons may comment on this matter by filing their statements in writing with the Interstate Commerce Commission, Washington, D.C. 20423, on or before October 15, 1975.

This negative environmental determination shall become final unless good and sufficient reason demonstrating why an environmental impact statement should be prepared for this action is submitted to the Commission by the above-specified date.

[SEAL] ROBERT L. OSWALD,  
Secretary.

[FR Doc.75-24764 Filed 9-16-75; 8:45 am]

[Notice No. 19]

**MOTOR CARRIER ALTERNATE ROUTE  
DEVIATION NOTICES**

SEPTEMBER 12, 1975.

The following letter-notices of proposals (except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application), to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission under the Commission's Revised Deviation Rules-Motor Carriers of Passengers, 1969 (49 CFR 1042.2(c)(9)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 1042.2(c)(9)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 1042.2(c)(9)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Revised Deviation Rules-Motor Carriers of Property, 1969, will be numbered consecutively for convenience in identification and protests, if any, should refer to such letter-notices by number.

**MOTOR CARRIERS OF PASSENGERS**

No. MC 134303 (Deviation No. 1) (Correction) O'HARE WISCONSIN LIMOUSINE published, in the FEDERAL REGISTER issue of September 4, 1975, and republished, as corrected, this issue. SERVICE, INC., 530 S. Michigan Ave., Chicago, Ill. 60605, filed August 20, 1975. Carrier's representative: Allan C. Zuckerman, 39 S. LaSalle St., Chicago, Ill. 60603. Carrier proposes to operate as a common carrier, by motor vehicle, of passengers and their baggage, and express and newspapers in the same vehicle with passengers, over a deviation route as follows: From O'Hare International Airport, Chicago, Ill., over Interstate Highway 90 west to junction Illinois Highway 31, thence north along Illinois Highway 31 to junction U.S. Highway 12, and return over the same route for operating convenience only. The notice indicates that the carrier is presently to transport passengers and the same property, over a pertinent service route as follows: From O'Hare International Airport, Chicago, Ill., over U.S. Highway 12 to junction Illinois Highway 31, and return over the same route.

Note.—The purpose of this republication is to give adequate notice to the public that this document is a deviation notice by a carrier of passengers in lieu of a carrier of property as published previously in Deviations Notice No. 31.

By the Commission.

[SEAL] ROBERT L. OSWALD,  
Secretary.

[FR Doc.75-24760 Filed 9-16-75; 8:45 am]

[Notice No. 33]

**MOTOR CARRIER ALTERNATE ROUTE  
DEVIATION NOTICES**

SEPTEMBER 12, 1975.

The following letter-notices of proposals (except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application), to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission under the Commission's Revised Deviation Rules-Motor Carriers of Property, 1969 (49 CFR 1024.4(c)(11)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 1024.4(c)(11)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 1024.4(c)(12)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.



Successively filed letter-notices of the same carrier under the Commission's Revised Deviation Rules-Motor Carriers of Property, 1969, will be numbered consecutively for convenience in identification and protests, if any, should refer to such letter-notices by number.

#### MOTOR CARRIERS OF PROPERTY

No. MC 2202 (Deviation No. 148), ROADWAY EXPRESS, INC., P.O. Box 471, 1077 Gorge Blvd., Akron, Ohio 44309, filed September 5, 1975. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions over a deviation route as follows: From Vinita, Okla., over Interstate Highway 44 to junction Missouri Highway 125, thence over Missouri Highway 125 to junction U.S. Highway 65, thence over U.S. Highway 65 to junction Missouri Highway 32, thence over Missouri Highway 32 to junction Missouri Highway 73, thence over Missouri Highway 73 to junction U.S. Highway 54, thence over U.S. Highway 54 to junction Missouri Highway 19, thence over Missouri Highway 19 to junction U.S. Highway 61, thence over U.S. Highway 61 to Davenport, Iowa, and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Vinita, Okla., over U.S. Highway 66 to Springfield, Ill., thence over Illinois Highway 29 to La-Salle, Ill., thence over U.S. Highway 51 to Mendota, Ill., thence over Illinois Highway 92 to Moline, Ill., thence over U.S. Highway 6 to Davenport, Iowa, and return over the same route.

No. MC 29910 (Deviation No. 37), AR-KANSAS-BEST FREIGHT SYSTEM, INC., General Offices, Fort Smith, Ark. 72901, filed September 2, 1975. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Cincinnati, Ohio, over Interstate Highway 75 to junction Interstate Highway 70, thence over Interstate Highway 70 to junction Interstate Highway 71 at Columbus, Ohio, thence over Interstate Highway 71 to junction Interstate Highway 90 at Cleveland, Ohio, thence over Interstate Highway 90 to Buffalo, N.Y., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Cincinnati, Ohio, over U.S. Highway 52 to Indianapolis, Ind., thence over U.S. Highway 36 to junction Indiana Highway 67, thence over Indiana Highway 67 to the Indiana-Ohio State line, thence over Ohio Highway 29 to junction U.S. Highway 33, thence over U.S. Highway 33 to Wapakoneta, Ohio, thence over unnumbered highway to junction U.S. Highway 25, thence over U.S. Highway 25 to junction unnumbered highway (formerly portion U.S. Highway 25), thence over unnumbered highway to Findlay, Ohio, thence over U.S. Highway 224 to junction Ohio Highway

101, thence over Ohio Highway 101 to junction Ohio Highway 113, thence over Ohio Highway 113 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Ohio Highway 10, thence over Ohio Highway 10 to Cleveland, Ohio, thence over Ohio Highway 84 to Ashtabula, Ohio, thence over U.S. Highway 20 to Silver Creek, N.Y., thence over New York Highway 5 to Buffalo, N.Y., and return over the same route.

No. MC 56640 (Deviation No. 2); DELTA LINES, INC., P.O. Box 2081, Oakland, Calif. 94604, filed August 29, 1975. Carrier's representative: Marshall G. Berol, 601 California St., San Francisco, Calif. 94108. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (1) From junction U.S. Highway 101 and unnumbered highway (near Fulton, Calif.) over unnumbered highway to junction California Highway 128, thence over California Highway 128 to junction California Highway 29, (2) from junction U.S. Highway 101 and California Highway 12 to junction California Highway 29, and (3) from junction U.S. Highway 101 and California Highway 116 over California Highway 116 to junction California Highway 12, thence over California Highway 12 to junction California Highway 29, and return over the same routes for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Fulton, Calif., over U.S. Highway 101 to San Francisco, Calif., thence over U.S. Highway 40 to Vallejo, Calif., thence over California Highway 29 to Calistoga, Calif., and return over the same route.

No. MC 111231 (Deviation No. 38), JONES TRUCK LINES, INC., 610 E. Emma Ave., Springdale, Ark. 72764, filed August 28, 1975. Carrier's representative: Kim D. Mann, 702 World Center Bldg., 918 Sixteenth Street, NW., Washington, D.C. 20006. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (1) From Atlanta, Ga., over U.S. Highway 278 to Cullman, Ala., thence over Alabama Highway 157 to junction U.S. Highway 72, thence over U.S. Highway 72 to Memphis, Tenn., and (2) from junction U.S. Highway 78 and Alabama Highway 5 over Alabama Highway 5 to junction U.S. Highway 278, thence over U.S. Highway 278 to junction U.S. Highway 78, and return over the same routes for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1) From Atlanta, Ga., over U.S. Highway 78 to Memphis, Tenn., and (2) From junction U.S. Highway 78 and Alabama Highway 5, over U.S. Highway 78 to junction U.S. Highway 278 and return over the same routes.

No. MC 111231 (Deviation No. 39), JONES TRUCK LINES, INC., 610 E. Emma Ave., Springdale, Ark. 72764, filed

September 5, 1975. Carrier's representative: Kim D. Mann, 702 World Center Bldg., 918 Sixteenth St., NW., Washington, D.C. 20006. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Kansas City, Mo., over Interstate Highway 35 to junction Interstate Highway 80, thence over Interstate Highway 80 to Chicago, Ill., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Kansas City, Mo., over U.S. Highway 71 to Carthage, Mo., thence over U.S. Highway 86 to Chicago, Ill., and return over the same route.

No. MC 111231 (Deviation No. 40), JONES TRUCK LINES, INC., 610 E. Emma Ave., Springdale, Ark. 72764, filed September 5, 1975. Carrier's representative: Kim D. Mann, 702 World Center Bldg., 918 Sixteenth St., NW., Washington, D.C. 20006. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (1) From Wichita, Kans., over Interstate Highway 35 to Kansas City, Mo., thence over U.S. Highway 24 to Hannibal, Mo., thence over U.S. Highway 36 to Springfield, Ill., and (2) From Wichita, Kans., over Interstate Highway 35 to Kansas City, Mo., thence over U.S. Highway 24 to junction U.S. Highway 66, and return over the same routes for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1) From Wichita, Kans., over U.S. Highway 54 to Fort Scott, Kans., thence over U.S. Highway 69 to junction U.S. Highway 160, thence over U.S. Highway 160 to junction U.S. Highway 71, thence over U.S. Highway 71 to Carthage, Mo., thence over U.S. Highway 66 to Springfield, Ill., and (2) from Wichita, Kans., to Springfield, Ill., as described in (1) above, thence over U.S. Highway 66 to junction U.S. Highway 24 near Chenoa, Ill., and return over the same routes.

By the Commission.

[SEAL] ROBERT L. OSWALD,  
Secretary.

[FR Doc. 75-24759 Filed 9-16-75; 8:45 am]

[Notice No. 73]

#### MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

SEPTEMBER 12, 1975.

The following publications include motor carrier, water carrier, broker, freight forwarder and rail proceedings indexed as follows: (1) Grants of authority requiring republication prior to certification; (2) notices of filing of petitions for modification of existing authorities; (3) new operating right's applications directly related to and processed on a consolidated record with financed applications filed under sections



5(2) and 212(b); (4) notices of filing of sections 5(2) and 210a(b) finance applications; and (5) notices of filing of section 212(b) transfer applications.

Each applicant (except as otherwise specifically noted) states that there will be no significant effect on the quality of the human environment resulting from approval of its application in compliance with the requirements of 49 CFR § 1100.250.

Protests to the granting of the requested authority must be filed with the Commission within 30 days after the date of this Federal Register notice (unless otherwise specified). Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest should comply with section 247(d) or section 240(c) as appropriate of the Commission's General Rules of Practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and a detailed description of the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and one (1) copy of the protest (except for petitions and Finance Dockets under Rule 40 requiring the original and six (6) copies of the protest) shall be filed with the Commission, and a copy shall be served concurrently upon applicant's or petitioner's representative, or applicant or petitioner if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of section 247(d)(4) or section 240(c)(4) of the special rules, and shall include the certification required therein.

No. MC 63838 (Sub-No. 6) (Notice of filing of petition to modify certificate) filed August 28, 1975. Petitioner: BOLUS MOTOR LINES, INC., 700 N. Keyser Ave., Scranton, Pa. 18508. Petitioner's representative: Kenneth R. Davis, 121 S. Main Street, Taylor, Pa. 18517. Petitioner holds a motor common carrier certificate in No. MC 63838 (Sub-No. 6), issued April 11, 1975, authorizing transportation, over irregular routes, of *Television bulbs*, from the facilities of Owens-Illinois, Inc., at or near Pittston Township, Pa., to Auburn and Seneca Falls, N.Y. By the instant petition, petitioner seeks to modify the above described authority so as to read, *Glass face plates* used in the manufacture of television bulbs, between the plantsite of Owens-Illinois, Inc., at or near Pittston Township, Pa., on the one hand, and, on the other, Auburn and Seneca Falls, N.Y. Any interested person or persons desiring to participate may file an original and six copies of his written representations,

views or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 113024 (Sub-No. 18) (Notice of filing of petition to add a destination point and to cancel expiration date), filed August 22, 1975. Petitioner: ARLINGTON J. WILLIAMS, INC., R.D. No. 2, South Du Pont Highway, Smyrna, Del. 19977. Petitioner's representative: Samuel W. Earnshaw, 833 Washington Bldg., Washington, D.C. 20005. Petitioner holds a motor contract carrier permit in No. MC 113024 (Sub-No. 18), issued July 26, 1971, authorizing transportation, over irregular routes, of *Control panels and related control equipment*, uncrated and blanket-wrapped (except commodities requiring special equipment or special handling), from the plant site of the Emerson Electric Company at Santa Ana, Calif., to Waynesboro, Martinsville and Amthill, Va., Wilmington and Seaford, Del., Chattanooga and Old Hickory, Tenn., Grainers, N.C. and Lugoff, S.C., under a continuing contract, or contracts, with E. I. du Pont de Nemours and Company of Wilmington, Del., with such authority to be of no further force and effect after December 31, 1975. By the instant petition, petitioner seeks to delete the expiration date imposed on the above authority, and to add Cypress Gardens, S.C. as a destination point in the above territorial description. Any interested person or persons desiring to participate may file an original and six copies of his written representations, views or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 124679 (Sub-No. 54) (Notice of filing of petition to modify territorial description), filed August 29, 1975. Petitioner: C. R. ENGLAND & SONS, INC., 975 West 21st South, Salt Lake City, Utah 84119. Petitioner's representative: Daniel E. England, 716 Newhouse Building, Salt Lake City, Utah 84111. Petitioner holds a motor common carrier certificate in No. MC 124679 (Sub-No. 54), issued June 13, 1974, authorizing transportation, over irregular routes, of *Foodstuffs*, in vehicles equipped with mechanical refrigeration, from Salt Lake City, Utah, to points in Connecticut, Maryland, Massachusetts, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, and West Virginia, and the District of Columbia, restricted to the transportation of shipments originating at Salt Lake City, Utah. By the instant petition, petitioner seeks to add points in Illinois, Indiana, and Michigan as destination points in the above described authority. Any interested persons or persons desiring to participate may file an original and six copies of his written representations, views or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 128383 (Sub-No. 58) (Notice of filing of petition to modify certificate), filed August 29, 1975. Petitioner: PINTO

TRUCKING SERVICE, INC., 1414 Calcon Hook Road, Sharon Hill, Pa. 19079. Petitioner's representative: Steven L. Welman, 303 North Frederick Avenue, Gaithersburg, Md. 20760. Petitioner holds a motor common carrier certificate in No. MC 128383 (Sub-No. 58), issued August 5, 1975, authorizing transportation, over irregular routes, of *General commodities* (except commodities in bulk, classes A and B explosives, and motor vehicles requiring special equipment), between John F. Kennedy International Airport, New York, N.Y., on the one hand, and, on the other, the Greater Southwest International Airport at or near Fort Worth, Tex., the plant site of Behr of America, Inc., at or near Fort Worth, Tex., Dallas Love Field at or near Dallas, Tex., and Houston Intercontinental Airport at or near Houston, Tex., restricted to the transportation of traffic having a prior or subsequent movement by air. By the instant petition, petitioner seeks to delete the Greater Southwest International Airport as a terminal point in the above described authority, and to substitute in lieu thereof, the Dallas-Fort Worth International Airport. Any interested person or persons desiring to participate may file an original and six copies of his written representations, views or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 130132 (Notice of filing of petition to modify license), filed August 18, 1975. Petitioner: THE DAYTON AUTOMOBILE CLUB, a Corporation, 825 South Ludlow St., Dayton, Ohio 45202. Petitioner's Representative: Gene W. Satchell (same address as Petitioner). Petitioner holds a license to engage in operations as a broker at Enon (Clark County), Ohio, in No. MC 130132, issued February 7, 1974, to sell or offer to sell the transportation of *Passengers and their baggage*, in round-trip charter and special operations, beginning and ending at points in Clark, Champaign, Greene, Miami, and Montgomery Counties, Ohio, and extending to points in the United States, including Alaska, but excepting Hawaii. By the instant petition, petitioner seeks to substitute Dayton (Montgomery County), Ohio, for Enon (Clark County), Ohio as the place at which it is authorized to engage in the above operations. Any interested person or persons desiring to participate may file an original and six copies of his written representations, views or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 136524 (Sub-No. 2) (Notice of filing of petition to modify territorial description), filed August 28, 1975. Petitioner: DOWNTOWN STORAGE COMPANY, a Corporation, 812 Live Oak, Houston, Tex. 77003. Petitioner's representative: Paul D. Angenend, P.O. Box 2207, Austin, Tex. 78767. Petitioner holds a motor contract carrier permit in No. MC 136524 (Sub-No. 2), issued April 2, 1973, authorizing transportation, over irregular routes, of *Telephone equipment*,



materials, and supplies. Between Houston, Tex., on the one hand, and, on the other, points in Harris, Robertson, Leon, Jasper, Houston, Madison, Lee, Burleson, Brazos, Grimes, Walker, Montgomery, Fayette, Washington, Waller, Austin, Colorado, Fort Bend, Wharton, Hardin, Polk, San Jacinto, Liberty, and Newton Counties, Tex., under a continuing contract, or contracts, with Western Electric Company, Inc., of Ballwin, Mo. By the instant petition, petitioner seeks to add points in Brazoria, Galveston and Matagorda Counties, Tex. as terminal points in the second part of the above described territorial description. Any interested person or persons desiring to participate may file an original and six copies of his written representations, views or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's Special Rules governing notice of filing of applications by motor carriers of property or passengers under Sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto. (49 C.F.R. 1.240).

MOTOR CARRIERS OF PROPERTY

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATION UNDER SECTION 5 GOVERNED BY SPECIAL RULE 240 TO THE EXTENT APPLICABLE.

No. MC 54200 (Sub-No. 3), filed June 18, 1975. Applicant: SIEGLE'S EXPRESS, 81 Porete Avenue, North Arlington, N.J. 07032. Applicant's representative: A. David Millner, 744 Broad Street, Newark, N.J. 07102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment). (1) between points in Nassau County, N.Y. on the one hand, and, on the other, Philadelphia, Pa. The purpose of this filing is to eliminate a gateway at points in Bergen, Essex, Hudson, Morris, Passaic, or Somerset Counties, N.J.; (2) between points in Union County, N.J. on the one hand, and, on the other, Philadelphia, Pa. The purpose of this filing is to eliminate the gateway of New York, N.Y.; (3) between Trenton, N.J. on the one hand, and, on the other, points in the New York, N.Y. Commercial zone. The purpose of this filing is to eliminate a gateway at Philadelphia, Pa.; (4) between points in Middlesex County, N.J. on the one hand, and, on the other, points in the New York, N.Y. Commercial zone. The purpose of this filing is to eliminate the gateway of Philadelphia, Pa.

NOTE.—This is a gateway elimination request and is directly related to MC-F-12537 published in the FEDERAL REGISTER issue of,

If a hearing is deemed necessary, applicant does not specify a location.

No. MC-F-12576 (Correction) (M & M TRANSPORTATION COMPANY—PURCHASE (PORTION)—B & P MOTOR EXPRESS, INC.), published in the July 16, 1975, issue of the FEDERAL REGISTER. Prior notice should be modified to include the following: The instant application is part of a plan to eliminate duplicating authority held by M & M Transportation Company and B & P Motor Express, Inc., both of which are authorized to serve between New York, N.Y., and Philadelphia, Pa., and all intermediate points. B & P Motor Express, Inc., seeks imposition of a restriction in its Certificate of Public Convenience and Necessity No. MC 1936 (Sub-No. 30) against the transportation of shipments which originate at, and are destined to any points described therein. The remaining portion of the authority in MC 1936 (Sub-No. 30), which authorizes transportation between points on said route, is to be transferred to M & M Transportation as set forth above.

No. MC-F-12626. Authority sought for purchase by YELLOW FREIGHT SYSTEM, INC., 10990 Roe Ave., P.O. Box 7270, Shawnee Mission, KS 66207, of a portion of the operating rights of REICH BROS. LONG ISLAND MOTOR FREIGHT, INC., 366 East Main St., Patchogue, NY 11772, and for acquisition by GEORGE E. POWELL, JR., 1040 W. 57th St., Kansas City, MO 64113, of control of such rights through the purchase. Applicants' attorneys: David Axelrod, 39 South LaSalle St., Chicago, IL 60603, William J. Augello, P.O. Box Z, Huntington, NY 11743, and David B. Schneider, P.O. Box 7270, Shawnee Mission, KS 66207. Operating rights sought to be transferred: General commodities, excepting among others, dangerous explosives, household goods, and commodities in bulk, as a common carrier over irregular routes, between points and places in Suffolk County, N.Y., on the one hand, and, on the other, points and places in Essex County, N.J., except points in the New York, N.Y., commercial zone, as defined in Commercial Zones and Terminal Areas, 53 M.C.C. 451. Vendee is authorized to operate as a common carrier in Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maryland, Michigan, Massachusetts, Minnesota, Missouri, Nebraska, Nevada, New Jersey, New Mexico, New York, Ohio, Pennsylvania, South Carolina, Tennessee, Texas, Utah, Virginia, Wisconsin, Wyoming, Oklahoma, Maine, New Hampshire, Rhode Island, Vermont, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

No. MC-F-12627. Authority sought for purchase by UNIVERSAL TRANSPORT, INC., P.O. Box 3000, Rapid City, SD 57701, of a portion of the operating rights of THE WEICKER TRANSFER & STORAGE COMPANY, 2900 Brighton Blvd., Denver, CO 80216, and for acquisition by C. W. BURNETTE, Box 100,

Newcastle, WY 82701, ELDON JOHNSTON, Wheatland, WY 82201, CHARLES LIEN, AND BRUCE LIEN, both of Box 3124, Rapid City, SD 57701, of control of such rights through the purchase. Applicants' attorney: Stockton and Lewis, The 1650 Grant St. Bldg., Denver, CO 80203. Fly ash, as a common carrier over irregular routes, from points in Denver, Adams, Arapahoe, Jefferson and Boulder Counties, Colo., to points in Kansas, New Mexico, Nebraska, Utah and Wyoming; cement and cement products, from points in Denver, Adams, Arapahoe, Jefferson, and Boulder Counties, Colo., to points in Wyoming and Utah, and those in Nebraska on or west of U.S. Highway 83, from points in Denver, Adams, Arapahoe, Jefferson, and Boulder Counties, Colo., to points in Kansas and New Mexico, with restriction; starches, edible syrups and sugar, in bulk, from Wheatridge, Colo., to points in Kansas, Oklahoma and Nebraska, with restriction; cement, from Portland, Colo., to points in Wyoming, Kansas and Nebraska, with restriction, from Boettcher, Colo., to points in Kansas and Nebraska (with exceptions) and with restriction; manufactured fertilizer and fertilizer compound, as a contract carrier over irregular routes, from Albany County, Wyo., to points in Montana, North Dakota, South Dakota, Nebraska, Kansas, Colorado, Utah, Minnesota, Arizona, and New Mexico, with restriction. Vendee is authorized to operate as a common carrier in Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Texas, Utah, Vermont, Virginia, West Virginia, Wisconsin, Wyoming, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-12628. Authority sought for purchase by CALDWELL FREIGHT LINES, INC., P.O. Box 672, Lenoir, NC 28645, of a portion of the operating rights of CLAREMONT MOTOR LINES, INC., P.O. Box 100, Claremont, NC 28601, and for acquisition by A. P. ANDERSON, JR., Route 148, Lenoir, NC 28645, of control of such rights through the purchase. Applicants' attorney: Charles Ephraim, Suite 600, 1250 Connecticut Ave., N.W., Washington, DC 20036. Operating rights sought to be transferred: New furniture, as a common carrier over irregular routes, from points in Alexander, Burke, Caldwell, Catawba, Iredell and Lincoln Counties, N.C., to points in Kentucky. Vendee is authorized to operate as a common carrier in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island,



South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia. Application has been filed for temporary authority under section 210a (b).

No. MC-F-12629. Authority sought for purchase by W & L MOTOR LINES, INC., P.O. Drawer 2607, Hickory, NC 28601, of a portion of the operating rights of CLAREMONT MOTOR LINES, INC., P.O. Box 100, Claremont, NC 28601, and for acquisition by C. D. LAWSON, P.O. Box 309, Spruce Pine, NC 28777, of control of such rights through the purchase. Applicant's attorney: Charles Ephraim, Suite 600, 1250 Connecticut Ave., N.W., Washington, DC 20036. Operating rights sought to be transferred: *New furniture, as a common carrier over irregular routes, from points in Alexander, Burke, Caldwell, Catawba, Irdell and Lincoln Counties, N.C., to points in Illinois. Vendee is authorized to operate as a common carrier in Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Hampshire, New Jersey, New York, New Mexico, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, Wisconsin, and the District of Columbia. Application has been filed for temporary authority under section 210a (b).*

No. MC-F-12630. Authority sought for purchase by D. Q. WISE & CO., INC., P.O. Box 15125, Tulsa, OK 74115, of E. L. BEAKLEY (BARBARA ANN BREWER, INDEPENDENT EXECUTRIX), 118 Riviera Drive, Chickasha, OK 73018, and for acquisition by MARVIN J. McDONALD, AND CARL E. MIDDAGH, both of 13309 E. Apache, Tulsa, OK 74115, of control of such rights through the purchase. Applicants' attorneys: J. G. Dail, Jr., 1111 E St., N.W., Washington, DC 20004, and S. Tom Morris, 300 Flsk Bldg., Amarillo, TX 79101. Operating rights sought to be transferred: *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, as a common carrier over irregular routes, between points in Oklahoma and Kansas, between points in Sherman, Moore, Potter, Carson, Hutchinson, Hansford, Ochiltree, Roberts, Gray, Wheeler, and Hemphill Counties, Tex., on the one hand, and, on the other, points in Cimarron, Beaver and Texas Counties, Okla., between points in Oklahoma, between points in Texas within 100 miles of Pampa, Tex., including Pampa, points in Oklahoma within 30 miles of Sayre, Okla., including Sayre, points in Cimarron, Beaver, and*

*Texas Counties, Okla., points in Lea and Eddy Counties, N. Mex., and points in Colorado; 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; 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 and picking up of pipe in connection with main or truck pipe lines; and heavy machinery and heavy or cumbersome commodities which because of size or weight require the use of special equipment, and parts thereof, between points in Sherman, Moore, Potter, Carson, Hutchinson, Hansford, Ochiltree, Roberts, Gray, Wheeler, and Hemphill Counties, Tex., on the one hand, and, on the other, points in Cimarron, Beaver, and Texas Counties, Okla., between points in Texas within 100 miles of Pampa, Tex., including Pampa, those in Oklahoma within 30 miles of Sayre, Okla., including Sayre, those in Cimarron, Beaver, and Texas Counties, Okla., those in Lea and Eddy Counties, N. Mex., and all points in Colorado, between points in Oklahoma; machinery, materials, supplies, and equipment incidental to, or used in, the construction, development, operations, and maintenance of facilities for the discovery, development and production of natural gas and petroleum; and machinery, equipment, materials 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, between points in Kansas and Oklahoma. Vendee is authorized to operate as a common carrier in Arizona, Arkansas, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, Wisconsin, and Wyoming. Application has been filed for temporary authority under section 210a (b).*

## NOTICE

CHARLES A. ROBERTSON, Steamboat Landing, Haddam, Connecticut 06348, represented by Mr. J. Raymond Clark, Suite 1150, 600 New Hampshire Avenue, N.W., Washington, D.C. 20037, hereby gives notice that, on the 8th day of August, 1975, it filed with the Interstate Commerce Commission at Washington, D.C., an application under Section 5(2) of the Interstate Commerce Act to acquire common control of American Cruise Lines, Inc., and New England Steamboat Lines, Inc., both common carriers by water of passengers. American Cruise Lines, Inc., was authorized in Docket No. W-1283 to operate in interstate or foreign commerce as a common carrier by water, by self-propelled vessels, of passengers in one-way and round-

trip excursion cruises, between Eastport and Boothby, Maine, Boston, Mass., Haddam, Conn., New York, N.Y., Annapolis and Baltimore, Md., Norfolk and Hampton, Va., Charleston, S.C., Jacksonville, St. Augustine, Daytona Beach, and Ft. Lauderdale, Fla., and the District of Columbia. New England Steamboat Lines, Inc., was authorized in Docket No. W-1263 (Sub-No. 4) to operate as a common carrier by water in interstate or foreign commerce by self-propelled vessels in the transportation of passengers in round-trip scheduled excursion service between Chester, Deep River, East Haddam, Middletown, Haddam, Essex, an Old Saybrook, Conn., on the one hand, and, on the other, Greenport, N.Y.; and passengers and their baggage, in round-trip scheduled excursion cruises between Middletown, Haddam, Chester, Essex, East Haddam, Deep River, and Old Saybrook, Conn., on the one hand, and, on the other, Sag Harbor, N.Y. New England Steamboat Lines, Inc., operates round-trip excursion service between Haddam and Old Saybrook, Conn., on the one hand, and, on the other hand, Greenport, Long Island, N.Y., thrice weekly and Sag Harbor, Long Island, N.Y., four times weekly. No application for temporary authority has been filed under Section 311 (b).

In the opinion of the applicant, Charles A. Robertson, the granting of this application will not constitute a major Federal action having a significant effect upon the quality of the human environment. In accordance with the Commission's regulations (49 C.F.R. 1100.250) in Ex Parte No. 55 (Sub-No. 4), *Implementation-National Environmental Policy Act, 1969*, 340 I.C.C. 431 (1972), any protests may include a statement indicating the presence or absence of any effect of the requested Commission action on the quality of the human environment. If any such effect is alleged to be present, the statement shall include information relating to the relevant factors set forth in Ex Parte No. 55 (Sub-No. 4), *supra*, Part (b) (1)-(5), 340 I.C.C. 431, 461. The proceeding will be handled without public hearings unless protests are received which contain information indicating a need for such hearings. Any protests submitted shall be filed with the Commission no later than thirty days from the day of first publication in the FEDERAL REGISTER.

By the Commission.

[SEAL] ROBERT L. OSWALD,  
Secretary.

[FR Doc. 75-24758 Filed 9-16-75; 8:45 am]

[Notice No. 77]

## MOTOR CARRIER BOARD TRANSFER PROCEEDINGS

SEPTEMBER 17, 1975.

Synopses of orders entered by the Motor Carrier Board of the Commission pursuant to Sections 212(b), 206(a), 211, 312(b), and 410(g) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 C.F.R. Part 1132), appear below:



Each application (except as otherwise specifically noted) filed after March 27, 1972, contains a statement by applicants that there will be no significant effect on the quality of the human environment resulting from approval of the application. As provided in the Commission's Special Rules of Practice any interested person may file a petition seeking reconsideration of the following numbered proceedings on or before October 7, 1975. Pursuant to Section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-76059. By order of September 11, 1975, the Motor Carrier Board approved the transfer to Bud Cofer, Inc., Toledo, Ohio, of Permit No. MC 136585 issued June 18, 1973, to Bud Cofer, Toledo, Ohio, authorizing the transportation of hides between points in Lucas County, Ohio, on the one hand, and, on the other, points in twenty States. David A. Turano, George, Greek, King, McMahon & McConnaughey, Columbus Center, 100 East Broad Street, Columbus, Ohio 43215, Attorney for Applicants.

No. MC-FC-76063. By order of September 12, 1975, the Motor Carrier Board approved the transfer to Stonehill Express Co., 3800 Orange Avenue, Unit 44 Up., Cleveland, Ohio, 44115, of Permits MC 48807 and 48807 Sub-1, issued August 16, 1943, and July 6, 1943, respectively, to Neal Stonehill, d/b/a Stonehill Express Co., 3800 Orange Ave., Unit 44 Up., Cleveland, Ohio 44115, authorizing the transportation of butter, eggs, rubber products and food products from and to specified points in Illinois, Iowa, Nebraska and Ohio.

[SEAL] ROBERT L. OSWALD,  
Secretary.  
[FR Doc.75-24761 Filed 9-16-75; 8:43 am]

[AB 33 (Sub-No. 8); Finance Docket No. 27787]

**UNION PACIFIC RAILROAD CO. AND  
MISSOURI PACIFIC RAILROAD CO.  
Abandonment**

Union Pacific Railroad Company. Abandonment Portion Leavenworth Branch between Leavenworth and Tonganoxie, in Leavenworth County, Kansas; AB 33 (Sub-No. 8).

Missouri Pacific Railroad Company—acquisition and operation—of certain trackage of the Union Pacific Railroad Company at Leavenworth and Cochrane, Kansas; Finance Docket No. 27787.

Upon consideration of the record in the above-entitled proceedings, and of a staff-prepared environmental threshold assessment survey which is available for public inspection upon request; and

*It appearing*, That no environmental impact statement need be issued in these proceedings because these proceedings do not represent a major Federal action significantly affecting the quality of the human environment within the meaning

of the National Environmental Policy Act of 1969, 42 U.S.C. §§ 4321, *et seq.*; and good cause appearing therefor:

*It is ordered*, That applicant be, and it is hereby, directed to publish the appended notice in a newspaper of general circulation in Leavenworth County, Kans., on or before September 30, 1975 and certify to the Commission that this has been accomplished.

*And it is further ordered*, That notice of this finding shall be given to the general public by depositing a copy of this order and the attached notice in the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., for public inspection, and by delivering a copy of the notice to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER as notice to interested persons.

Dated at Washington, D.C., this 9th day of September, 1975.

By the Commission, Commissioner Brown.

[SEAL] ROBERT L. OSWALD,  
Secretary.

Union Pacific Railroad Company abandonment portion Leavenworth Branch between Leavenworth and Tonganoxie, in Leavenworth County, Kansas, AB 33 (Sub-No. 8).

Missouri Pacific Railroad Company—Acquisition and Operation—of certain trackage of the Union Pacific Railroad Company at Leavenworth and Cochrane, Kansas, Finance Docket No. 27787.

The Interstate Commerce Commission hereby gives notice that by order dated September 9, 1975, it has been determined that the proposed abandonment by the Union Pacific Railroad Company of its line of railroad between Leavenworth and Tonganoxie, a distance of 21.03 miles, and the Missouri Pacific Railroad Company's proposed acquisition and operation of certain trackage of the subject line between Leavenworth and Cochrane, all in Leavenworth County, Kansas, if approved by the Commission, does not constitute a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. §§ 4321, *et seq.*, and that preparation of a detailed environmental impact statement will not be required under section 4332(2)(C) of the NEPA.

It was concluded, among other things, that the environmental impacts of the proposed action are considered insignificant because (1) the volume of traffic on the subject line has been consistently low, (2) the affected stations at Leavenworth, Alfa, Lansing, and Tonganoxie will continue to have rail service, (3) an abandonment approval will be consistent with plans enabling the Missouri Pacific Railroad Company to acquire and operate certain trackage between Leavenworth and Cochrane, (4) the elimination of the subject line near Lansing could result in lower construction costs of a planned state freeway which would otherwise require various railroad-highway crossings in that area, and (5) there is the absence of any major historic, safety, and ecological aspects associated with the proposal. In addition, the State of Kansas has expressed an interest in obtaining part of the right-of-way property for public use.

This determination was based upon the staff preparation and consideration of an environmental threshold assessment survey, which is available on request to the Interstate Commerce Commission, Office of Pro-

ceedings, Washington, D.C. 20423; telephone 202-343-7966.

Interested persons may comment on this matter by filing their statements in writing with the Interstate Commerce Commission, Washington, D.C. 20423, on or before October 15, 1975.

This negative environmental determination shall become final unless good and sufficient reason demonstrating why an environmental impact statement should be prepared for this action is submitted to the Commission by the above-specified date.

[SEAL] ROBERT L. OSWALD,  
Secretary.  
[FR Doc.75-24765 Filed 9-10-75; 8:45 am]

**IRREGULAR-ROUTE MOTOR COMMON  
CARRIERS OF PROPERTY**

**Elimination of Gateway Letter Notices**

SEPTEMBER 12, 1975.

The following letter-notices of proposals to eliminate gateways for the purpose of reducing highway congestion, alleviating air and noise pollution, minimizing safety hazards, and conserving fuel have been filed with the Interstate Commerce Commission under the Commission's Gateway Elimination Rules (49 CFR 1065), 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 September 22, 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 119777 (Sub-No. E85), filed April 23, 1974. Applicant: LIGON SPECIALIZED HAULER, INC., P.O. Drawer L, Madisonville, Ky. 42431. Applicant's representative: Jean Holmes (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) Materials and supplies used in the manufacture, assembly, and distribution of truck and truck body parts, which require special handling because of their size and weight; (1) from points in Alaska, to points in Illinois, Indiana, and Kentucky; (2) from points in Idaho, to points in Indiana, and Kentucky; (3) from points in Maine, to points in Illinois; (4) from points in Minnesota, to points in Kentucky; (5) from points in Montana, to points in Kentucky; (6) from points in New Hampshire, to points in Illinois; (7) from points in North Dakota to points in Kentucky; (8) from points in Oregon to points in Indiana and Kentucky; (9) from points in South Dakota to points in Kentucky; (10) from points in Utah to points in Indiana; (11) from points in Washington to points in Indiana and Kentucky; (12) from points in Wyoming, to points in Kentucky; (13)



from points in Alabama to points in Illinois on and north of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 40 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 78, thence along Illinois Highway 78 to junction Illinois Highway 99, thence along Illinois Highway 99 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Illinois Highway 94, thence along Illinois Highway 94 to junction U.S. Highway 136, thence along U.S. Highway 136 to the Illinois-Missouri State line.

(14) From points in Alabama to points in Indiana on, north, and west of a line beginning at the Illinois-Indiana State line extending along Indiana Highway 154 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction Indiana Highway 48, thence along Indiana Highway 48 to junction Indiana Highway 59, thence along Indiana Highway 59 to junction Indiana Highway 246, thence along Indiana Highway 246 to junction Indiana Highway 46, thence along Indiana Highway 46 to junction U.S. Highway 231, thence along U.S. Highway 231 to junction Interstate Highway 70, thence along Interstate Highway 70 to junction Indiana Highway 267, thence along Indiana Highway 267 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Interstate Highway 465, thence along Interstate Highway 465 to junction U.S. Highway 31, thence along U.S. Highway 31 to junction U.S. Highway 24, thence along U.S. Highway 24 to the Indiana-Ohio State line; (15) from points in Arkansas to points in Illinois on and east of a line beginning at the Illinois-Wisconsin State line extending along Illinois Highway 26 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction U.S. Highway 51, thence U.S. Highway 51 to junction U.S. Highway 6, thence along U.S. Highway 6 to junction Illinois Highway 23, thence along Illinois Highway 23 to junction Illinois Highway 116, thence along Illinois Highway 116 to junction Illinois Highway 47, thence along Illinois Highway 47 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction U.S. Highway 150, thence along U.S. Highway 150 to the Illinois-Indiana State line.

(16) From points in Arkansas on, south, and west of a line beginning at the Arkansas-Oklahoma State line extending along U.S. Highway 70 to junction U.S. Highway 71, thence along U.S. Highway 71 to junction U.S. Highway 82, thence along U.S. Highway 82 to the Arkansas-Mississippi State line to points in Illinois on, north, and east of a line beginning at the Illinois-Iowa State line extending along U.S. Highway 6 to junction U.S. Highway 150, thence along U.S.

Highway 150 to junction Interstate Highway 74, thence along Interstate Highway 74 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Illinois Highway 9, thence along Illinois Highway 9 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction U.S. Highway 136, thence along U.S. Highway 136 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 128, thence along Illinois Highway 128 to junction Illinois Highway 33, thence along Illinois Highway 33 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Hutsonville, Ill. Highway, thence along Hutsonville, Ill. Highway to junction Indiana Highway 154 at the Illinois-Indiana State line; (17) from points in Arkansas to points in Indiana on and north of a line beginning at the Illinois-Indiana State line extending along Indiana Highway 154 to junction Indiana Highway 54, thence along Indiana Highway 54 to junction Indiana Highway 45, thence along Indiana Highway 45 to junction Indiana Highway 46, thence along Indiana Highway 46 to junction Indiana Highway 7, thence along Indiana Highway 7 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Indiana Highway 350, thence along Indiana Highway 350 to the Indiana-Ohio State line.

(18) From points in Arkansas to Covington and Newport, Ky.; (19) from points in Florida to points in Illinois on and north of a line beginning at the Illinois-Missouri State line extending 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 U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 128, thence along Illinois Highway 128 to junction Illinois Highway 33, thence along Illinois Highway 33 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Illinois-Indiana State line; (20) from points in Florida on and south of a line beginning at the Alabama-Florida State line extending along U.S. Highway 98 to junction Florida Highway 65, thence along Florida Highway 65 to junction Florida Highway 20, thence along Florida Highway 20 to junction U.S. Highway 90, thence along U.S. Highway 90 to its terminus at Jacksonville Beach, Fla., to Vincennes, Ind., and points in Indiana on and north of a line beginning at the Illinois-Indiana State line extending along Indiana Highway 154 to junction Indiana Highway 63, thence along Indiana Highway 63 to junction Indiana Highway 58, thence along Indiana Highway 58 to junction Indiana Highway 67, thence along Indiana Highway 67 to junction Indiana Highway 54, thence along Indiana Highway 54 to

junction Indiana Highway 445, thence along Indiana Highway 445 to junction Indiana Highway 45, thence along Indiana Highway 45 to junction Indiana Highway 46, thence along Indiana Highway 46 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction Indiana Highway 44, thence along Indiana Highway 44 to junction Indiana Highway 3, thence along Indiana Highway 3 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Indiana-Ohio State line.

(21) From points in Florida on, south, and east of a line beginning at Daytona Beach, Fla., thence along U.S. Highway 93 to its terminus at St. Petersburg, Fla., to points in Indiana on, north, and west of a line beginning at the Indiana-Ohio State line extending along U.S. Highway 40 to junction Indiana Highway 3, thence along Indiana Highway 3 to junction Indiana Highway 46, thence along Indiana Highway 46 to junction Interstate Highway 65, thence along Interstate Highway 65 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Indiana Highway 57, thence along Indiana Highway 57 to junction Indiana Highway 64, thence along Indiana Highway 64 to the Indiana-Illinois State line; (22) from points in Georgia to points in Illinois on, north, and east of a line beginning at Quincy, Ill., 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 128, thence along Illinois Highway 128 to junction Illinois Highway 33, thence along Illinois Highway 33 to Palestine, Ill.; (23) from points in Georgia on and south of a line beginning at Columbus, Ga., thence along U.S. Highway 27 to junction Georgia Highway 26, thence along Georgia Highway 26 to junction Georgia Highway 27, thence along Georgia Highway 27 to junction U.S. Highway 23, thence along U.S. Highway 23 to junction U.S. Highway 280, thence along U.S. Highway 280 to junction U.S. Highway 80, thence along U.S. Highway 80 to its terminus at Savannah Beach, Ga., to Fort Wayne, Ind., and points in Indiana on, north, and west of a line beginning at the Indiana-Illinois State line extending along U.S. Highway 40 to Indianapolis, Ind., thence along Indiana Highway 37 to junction U.S. Highway 27, thence along U.S. Highway 27 to the Indiana-Michigan State line.

(24) From points in Georgia on and south of a line beginning at Savannah, Ga., thence along U.S. Highway 80 to junction U.S. Highway 1, thence along U.S. Highway 1 to junction U.S. Highway 280, thence along U.S. Highway 280 to junction Georgia Highway 257, thence along Georgia Highway 257 to junction U.S. Highway 82, thence along U.S. Highway 82 to junction Georgia Highway 91, thence along Georgia Highway 91 to junction Georgia Highway 62, thence along Georgia Highway 62 to the Georgia-Alabama State line to Vincennes,



Ind., and points in Indiana on, north, and west of a line beginning at the Indiana-Michigan State line extending along U.S. Highway 27 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction Indiana Highway 46, thence along Indiana Highway 46 to junction Indiana Highway 45, thence along Indiana Highway 45 to junction Indiana Highway 54, thence along Indiana Highway 54 to junction Indiana Highway 67, thence along Indiana Highway 67 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Indiana-Illinois State line; (25) from points in Idaho to points in Illinois on, south, and east of a line beginning at Waukegan, Ill., thence along Illinois Highway 120 to junction Illinois Highway 63, thence along Illinois Highway 63 to junction Illinois Highway 31, thence along Illinois Highway 31 to junction Illinois Highway 71, thence along Illinois Highway 71 to junction Illinois Highway 23, thence along Illinois Highway 23 to junction Illinois Highway 17, thence along Illinois Highway 17 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Illinois Highway 116, thence along Illinois Highway 116 to junction U.S. Highway 24, Illinois Highway 78, thence along Illinois Highway 78 to junction U.S. Highway 67, thence along U.S. Highway 24 to junction thence along U.S. Highway 67 to the terminus at Alton, Ill.

(26) From points in Idaho on and south of a line beginning at the Oregon-Idaho State line extending along Idaho Highway 52 to junction U.S. Highway 95, thence along U.S. Highway 95 to junction Interstate Highway 80N, thence along Interstate Highway 80N to junction U.S. Highway 20, thence along U.S. Highway 20 to junction Interstate Highway 80N, thence along Interstate Highway 80N to junction U.S. Highway 26, thence along U.S. Highway 26 to junction Idaho Highway 25, thence along Idaho Highway 25 to junction Interstate Highway 80N, thence along Interstate Highway 80N to junction Interstate Highway 15W, thence along Interstate Highway 15W to junction Interstate Highway 15, thence along Interstate Highway 15 to junction U.S. Highway 191, thence along U.S. Highway 191 to the Idaho-Utah State line to points in Illinois on and east of a line beginning at the Illinois-Wisconsin State line extending along U.S. Highway 51 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Illinois Highway 100, thence along Illinois Highway 100 to junction U.S. Highway 67, thence along U.S. Highway 67 to the Illinois-Missouri State line; (27) from points in Illinois on and east of a line beginning at Chicago, Ill., thence along Interstate Highway 94 to junction Illinois Highway 43, thence along Illinois Highway 43 to junction Illinois Highway 120, thence along Illinois Highway 120 to Waukegan, Ill., to points in Illinois on and south of a line beginning at the Illinois-Indiana

State line extending along U.S. Highway 36 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction Illinois Highway 133, thence along Illinois Highway 133 to junction Illinois Highway 32, thence along Illinois Highway 32 to junction Illinois Highway 16, thence along Illinois Highway 16 to Hardin, Ill., thence from Hardin, Ill., on Hardin-Batchtown Road to the terminus at Batchtown, Ill.

(28) From points in Illinois on and southwest of a line beginning at East St. Louis, Ill., thence along Illinois Highway 13 to junction Illinois Highway 154, thence along Illinois Highway 154 to junction Illinois Highway 183, thence along Illinois Highway 183 to junction Illinois Highway 37, thence along Illinois Highway 37 to junction Illinois Highway 34, thence along Illinois Highway 34 to junction Illinois Highway 13, thence along Illinois Highway 13 to the Illinois-Kentucky State line to points in Illinois on and east of a line beginning at the Illinois-Wisconsin State line extending along U.S. Highway 12 to junction Illinois Highway 31, thence along Illinois Highway 31 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction Illinois Highway 53, thence along Illinois Highway 53 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Illinois-Indiana State line; (29) from points in Illinois on, north, and east of a line beginning at the Illinois-Iowa State line extending along U.S. Highway 20 to junction Interstate Highway 90, thence along Interstate Highway 90 to junction Illinois Highway 23, thence along Illinois Highway 23 to junction Illinois Highway 38, thence along Illinois Highway 38 to junction Illinois Highway 31, thence along Illinois Highway 31 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Illinois Highway 53, thence along Illinois Highway 53 to junction Illinois Highway 102, thence along Illinois Highway 102 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 36, thence along U.S. Highway 36 to the Indiana-Illinois State line to points in Illinois on and southeast of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 40 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction U.S. Highway 50, thence along U.S. Highway 50 to Flora, Ill., thence from Flora, Ill., extending along U.S. Highway 50 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 15, thence along Illinois Highway 15 to junction Interstate Highway 57, thence along Interstate Highway 57 to junction Illinois

Highway 146, thence along Illinois Highway 146 to junction Illinois Highway 127, thence along Illinois Highway 127 to junction U.S. Highway 60, thence along U.S. Highway 60 to the Illinois-Missouri State line.

(30) From points in Illinois on and north of a line beginning at the Iowa-Illinois State line extending along Interstate Highway 74 to junction Interstate Highway 80, thence along Interstate Highway 80 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Illinois Highway 18, thence along Illinois Highway 18 to junction Illinois Highway 17, thence along Illinois Highway 17 to junction Illinois Highway 47, thence along Illinois Highway 47 to junction U.S. Highway 66, thence along U.S. Highway 66 to junction Illinois Highway 53, thence along Illinois Highway 53 to junction U.S. Highway 30, thence along U.S. Highway 30 to the Indiana-Illinois State line to points in Illinois on and east of a line beginning at the Indiana-Illinois State line extending along U.S. Highway 36 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 460, thence along U.S. Highway 460 to junction Illinois Highway 142, thence along Illinois Highway 142 to junction U.S. Highway 45, thence along U.S. Highway 45 to the Illinois-Kentucky State line; (31) from Quincy, Ill., to points in Illinois on and east of a line beginning at the Indiana-Illinois State line extending along Illinois Highway 9 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Illinois Highway 15, thence along Illinois Highway 15 to the Illinois-Indiana State line.

(32) From points in Illinois on and north of a line beginning at the Illinois-Missouri State line extending along U.S. Highway 54 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 54, thence along Illinois Highway 54 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction unmarked highway which passes through or near Logan, Ill., thence along unmarked highway to the Illinois-Indiana State line at or near St. Bernice, Ind., to points in Illinois on and east of a line beginning at the Indiana-Illinois State line extending along U.S. Highway 150 to junction Illinois Highway 133, thence along Illinois Highway 133 to Redmon, Ill., thence along Illinois Highway 133 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Illinois Highway 33, thence along Illinois Highway 33 to Robinson, Ill., thence along Illinois Highway 33 to junction Illinois Highway 1, thence



along Illinois Highway 1 to junction Illinois Highway 15, thence along Illinois Highway 15 to the Illinois-Indiana State line; (33) from Urbana and Champaign, Ill., to points in Illinois on and south of a line beginning at the Illinois-Missouri State line extending along Illinois Highway 150 to junction Illinois Highway 3, thence along Illinois Highway 3 to junction U.S. Highway 146, thence along U.S. Highway 146 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 150, thence along U.S. Highway 150 to the Indiana-Illinois State line; (34) from points in Illinois on and south of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 36 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction Illinois Highway 133, thence along Illinois Highway 133 to junction Illinois Highway 32, thence along Illinois Highway 32 to junction Illinois Highway 16, thence along Illinois Highway 16 to Hardin, Ill., thence from Hardin, Ill., on Hardin-Batchtown Road to the terminus at Batchtown, Ill., to points in Illinois on and east of a line beginning at Chicago, Ill., thence along Interstate Highway 94 to junction Illinois Highway 43, thence along Illinois Highway 43 to junction Illinois Highway 120, thence along Illinois Highway 120 to a terminus at Waukegan, Ill.

(35) From points in Illinois on and east of a line beginning at the Illinois-Wisconsin State line extending along U.S. Highway 12 to junction Illinois Highway 31, thence along Illinois Highway 31 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction Illinois Highway 53, thence along Illinois Highway 53 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Illinois-Indiana State line to points in Illinois on and southwest of a line beginning at East St. Louis, Ill., thence along Illinois Highway 13 to junction Illinois Highway 154, thence along Illinois Highway 154 to junction Illinois Highway 183, thence along Illinois Highway 183 to junction Illinois Highway 37, thence along Illinois Highway 37 to junction Illinois Highway 34, thence along Illinois Highway 34 to junction Illinois Highway 13, thence along Illinois Highway 13 to the Illinois-Kentucky State line.

(36) From points in Illinois on and southeast of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 40 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction U.S. Highway 50, thence along U.S. Highway 50 to Flora, Ill., thence from Flora, Ill., on U.S. Highway 50 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 15, thence along Illinois Highway 15 to junction Interstate High-

way 57, thence along Interstate Highway 57 to junction Illinois Highway 146, thence along Illinois Highway 146 to junction Illinois Highway 127, thence along Illinois Highway 127 to junction U.S. Highway 60, thence along U.S. Highway 60 to the Illinois-Missouri State line to points in Illinois on, north, and east of a line beginning at the Illinois-Iowa State line extending along U.S. Highway 20 to junction Interstate Highway 90, thence along Interstate Highway 90 to junction Illinois Highway 23, thence along Illinois Highway 23 to junction Illinois Highway 38, thence along Illinois Highway 38 to junction Illinois Highway 31, thence along Illinois Highway 31 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Illinois Highway 53, thence along Illinois Highway 53 to junction Illinois Highway 102, thence along Illinois Highway 102 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 36, thence along U.S. Highway 36 to the Indiana-Illinois State line.

(37) From points in Illinois on and east of a line beginning at the Indiana-Illinois State line extending along U.S. Highway 36 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 460, thence along U.S. Highway 460 to junction Illinois Highway 142, thence along Illinois Highway 142 to junction U.S. Highway 45, thence along U.S. Highway 45 to the Illinois-Kentucky State line to points in Illinois on and north of a line beginning at the Iowa-Illinois State line extending along Interstate Highway 74 to junction Interstate Highway 80, thence along Interstate Highway 80 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Illinois Highway 18, thence along Illinois Highway 18 to junction Illinois Highway 17, thence along Illinois Highway 17 to junction Illinois Highway 47, thence along Illinois Highway 47 to junction U.S. Highway 66, thence along U.S. Highway 66 to junction Illinois Highway 53, thence along Illinois Highway 53 to junction U.S. Highway 30, thence along U.S. Highway 30 to the Indiana-Illinois State line;

(38) from points in Illinois on and east of a line beginning at the Indiana-Illinois State line extending along Illinois Highway 9, thence along Illinois Highway 9 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Illinois Highway 15, thence along Illinois Highway

15 to the Illinois-Indiana State line to Quincy, Ill.

(39) From points in Illinois on and east of a line beginning at the Indiana-Illinois State line extending along U.S. Highway 150 to junction Illinois Highway 133, thence along Illinois Highway 133 to Redmon, Ill., thence along Illinois Highway 133 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Illinois Highway 33, thence along Illinois Highway 33 to Robinson, Ill., thence along Illinois Highway 33 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Illinois Highway 15, thence along Illinois Highway 15 to the Illinois-Indiana State line to points in Illinois on and north of a line beginning at the Illinois-Missouri State line extending along U.S. Highway 54 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 54, thence along Illinois Highway 54 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction unnumbered highway which passes through or near Logan, Ill., thence along unnumbered highway to the Illinois-Indiana State line at or near St. Bernice, Ind.;

(40) from points in Illinois on and south of a line beginning at the Illinois-Missouri State line extending along Illinois Highway 150 to junction Illinois Highway 3, thence along Illinois Highway 3 to junction U.S. Highway 146, thence along U.S. Highway 146 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 150, thence along U.S. Highway 150 to the Indiana-Illinois State line to Urbana and Champaign, Ill.;

(41) from points in Illinois on, north, and west of a line beginning at Chicago, Ill., thence along Illinois Highway 1 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction Illinois Highway 10, thence along Illinois Highway 10 to junction U.S. Highway 136, thence along U.S. Highway 136 to the Illinois-Iowa State line to points in Indiana on and south of a line beginning at the Indiana-Kentucky State line extending along Indiana Highway 7 to junction Indiana Highway 250, thence along Indiana Highway 250 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Indiana Highway 135, thence along Indiana Highway 135 to junction Indiana Highway 46, thence along Indiana Highway 46 to junction Indiana Highway 59, thence along Indiana Highway 59 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction U.S. Highway 150, thence along U.S. Highway 150 to the Illinois-Indiana State line.

(42) From points in Illinois on, south, and west of a line beginning at Batchtown, Ill., thence over an unnumbered highway to junction unnumbered highway which proceeds north at Hardin, Ill., thence along Illinois Highway 16 to junction Illinois Highway 1, thence along



Illinois Highway 1 to junction Illinois Highway 15, thence along Illinois Highway 15 to the Illinois-Indiana State line to points in Indiana on and northeast of a line beginning at the Ohio-Indiana State line extending along U.S. Highway 40 to junction U.S. Highway 421, thence along U.S. Highway 421 to junction Interstate Highway 65, thence along Interstate Highway 65 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction Indiana Highway 152, thence along Indiana Highway 152 to junction Indiana Highway 912, thence along Indiana Highway 912 to Indiana Harbor, Ind.; (43) from points in Illinois on and west of a line beginning at the Illinois-Iowa State line extending along U.S. Highway 30 to junction Illinois Highway 84, thence along Illinois Highway 84 to junction Interstate Highway 80, thence along Interstate Highway 80 to junction Illinois Highway 78, thence along Illinois Highway 78 to junction Interstate Highway 74, thence along Interstate Highway 74 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 133, thence along Illinois Highway 133 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Illinois-Missouri State line to points in Indiana on and east of a line beginning at the Indiana-Ohio State line extending along Indiana Highway 32 to Noblesville, Ind., thence along Indiana Highway 32 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction Interstate Highway 69, thence along Interstate Highway 69 to junction Interstate Highway 465, thence along Interstate Highway 465 to junction U.S. Highway 36, thence along U.S. Highway 36 to New Winchester, Ind., thence along U.S. Highway 36 to junction Interstate Highway 465, thence along Interstate Highway 465 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Indiana Highway 39, thence along Indiana Highway 39 to junction Indiana Highway 256, thence along Indiana Highway 256 to junction Indiana Highway 7, thence along Indiana Highway 7 to the Indiana-Kentucky State line.

(44) From points in Illinois on, north, and east of a line beginning at the Illinois-Iowa State line extending along U.S. Highway 20 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction U.S. Highway 150, thence along U.S. Highway 150 to the Illinois-Indiana State line to points in Kentucky on and south of a line beginning at Louisville, Ky., thence along Interstate Highway 64 to junction U.S. Highway 60 (one mile south of Coalton, Ky.), thence along U.S. Highway 60 to Ashland, Ky.; (45) from points in Indiana on and south of a line beginning at the Indiana-Kentucky State line extending along Indiana Highway 7

to junction Indiana Highway 250, thence along Indiana Highway 250 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Indiana Highway 135, thence along Indiana Highway 135 to junction Indiana Highway 46, thence along Indiana Highway 46 to junction Indiana Highway 59, thence along Indiana Highway 59 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction U.S. Highway 150, thence along U.S. Highway 150 to the Illinois-Indiana State line to points in Illinois on and northwest of a line beginning at Chicago, Ill., thence along Illinois Highway 1 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction Illinois Highway 10, thence along Illinois Highway 10 to junction U.S. Highway 136, thence along U.S. Highway 136 to the Illinois-Iowa State line; (46) from points in Indiana on and northeast of a line beginning at the Ohio, Indiana State line extending along U.S. Highway 40 to junction U.S. Highway 421, thence along U.S. Highway 421 to junction Interstate Highway 65, thence along Interstate Highway 65 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction Indiana Highway 152, thence along Indiana Highway 152 to junction Indiana Highway 912, thence along Indiana Highway 912 to Indiana Harbor, Ind., to points in Illinois on and southwest of a line beginning at Batchtown, Ill., thence along unnumbered highway to junction unnumbered highway which proceeds north to Hardin, Ill., thence along Illinois Highway 16 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Illinois Highway 15, thence along Illinois Highway 15 to the Illinois-Indiana State line.

(47) From points in Indiana on and east of a line beginning at the Indiana-Ohio State line extending along Indiana Highway 32 to Noblesville, thence along Indiana Highway 32 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction Interstate Highway 69, thence along Interstate Highway 69 to junction Interstate Highway 465, thence along Interstate Highway 465 to junction U.S. Highway 36, thence along U.S. Highway 36 to New Winchester, Ind., thence along U.S. Highway 36 to junction Interstate Highway 465, thence along Interstate Highway 465 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Indiana Highway 39, thence along Indiana Highway 39 to junction Indiana Highway 256, thence along U.S. Highway 41 to the Indiana-Indiana Highway 7, thence along Indiana Highway 7 to the Indiana-Kentucky State line to points in Illinois on and west of a line beginning at the Illinois-Iowa State line extending along U.S. Highway 30 to junction Illinois Highway 84, thence along Illinois Highway 84 to junction Interstate Highway 80, thence along Interstate Highway 80 to junction Illinois Highway 78, thence

along Illinois Highway 78 to junction Interstate Highway 74, thence along Interstate Highway 74 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 133, thence along Illinois Highway 133 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Illinois-Missouri State line; (48) from points in Indiana on and north of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 30 to junction U.S. Highway 24, thence along U.S. Highway 24 to the Indiana-Ohio State line extending along U.S. Highway 40 to junction U.S. Highway 41, thence along U.S. Highway 41 to the Indiana-Kentucky State line; (49) from points in Indiana on, south, and west of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 40 to junction U.S. Highway 41, thence along U.S. Highway 41 to the Indiana-Kentucky State line to points in Indiana on and north of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 30 to junction U.S. Highway 24, thence along U.S. Highway 24 to the Indiana-Ohio State line.

(50) From points in Indiana on, north, and west of a line beginning at Michigan City, Ind., thence along U.S. Highway 12 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction Indiana Highway 63, thence along Indiana Highway 63 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Illinois-Indiana State line to Albany, Middlesboro, and Jenkins, Ky., and points in Kentucky on and south of a line beginning at Paducah, Ky., thence along U.S. Highway 63 to junction Kentucky Highway 100, thence along Kentucky Highway 100 to junction Kentucky Highway 163, thence along Kentucky Highway 163 to the Kentucky-Tennessee State line; (51) from points in Iowa on and north of a line beginning at Dubuque, Iowa, thence along U.S. Highway 20 to, and including Sioux City, Iowa, to points in Illinois on, east, and south of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 136 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Illinois Highway 133, thence along Illinois Highway 133 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction U.S. Highway 460, thence along U.S. Highway 460 to the junction of Illinois Highway 14, thence along Illinois Highway 14 to junction Illinois Highway 37, thence along Illinois Highway 37 to junction U.S. Highway 51, thence along U.S. Highway 51 to the Illinois-Kentucky State line; (52) from Larchwood, Iowa, to points in Illinois on, east, and south of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 136 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 16, thence along



Illinois Highway 16 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Illinois Highway 140, thence along Illinois Highway 140 to junction Illinois Highway 127, thence along Illinois Highway 127 to junction U.S. Highway 51, thence along U.S. Highway 51 to the Illinois-Kentucky State line.

(53) From points in Iowa to points in Illinois on and east of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 36 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Illinois-Indiana State line; (54) from points in Iowa to points in Indiana on and south of a line beginning at the Ohio-Indiana State line extending along Kentucky Highway 91 to junction U.S. Highway 641, thence along U.S. Highway 641 to junction Kentucky Highway 93, thence along Kentucky Highway 93 to junction Kentucky Highway 139, thence along Kentucky Highway 139 to the Kentucky-Tennessee State line; (55) from points in Kansas to points in Illinois on, east, and north of a line beginning at the Indiana-Illinois State line extending along U.S. Highway 30 to junction Illinois Highway 50, thence along Illinois Highway 50 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction U.S. Highway 136, thence along U.S. Highway 136 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Illinois-Indiana State line; (57) from points in Kansas on and south of a line beginning at the Colorado-Kansas State line extending along U.S. Highway 36 to junction Kansas Highway 27, thence along Kansas Highway 27 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction U.S. Highway 77, thence along U.S. Highway 77 to junction Kansas Highway 150, thence along Kansas Highway 150 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Kansas Highway 57, thence along Kansas Highway 57 to junction U.S. Highway 169, thence along U.S. Highway 169 to junction U.S. Highway 54, thence along U.S. Highway 54 to junction U.S. Highway 59, thence along U.S. Highway 59 to junction Kansas Highway 52, thence along Kansas Highway 52 to the Kentucky-Missouri State line to points in Illinois on and east of a line beginning at the Wisconsin-Illinois State line extending along U.S. Highway 12 to junction Illinois Highway 31, thence along Illinois Highway 31 to junction Illinois Highway 120, thence along Illinois Highway 120 to junction U.S. Highway 14, thence along U.S. Highway 14 to junction Illinois Highway 31, thence along Illinois Highway 31 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction U.S. Highway

52, thence along U.S. Highway 52 to junction Illinois Highway 17, thence along Illinois Highway 17 to junction Illinois Highway 114, thence along Illinois Highway 114 to the Illinois-Indiana State line.

(58) From points in Kansas on, south, and west of a line beginning at the Colorado-Kansas State line extending along Kansas Highway 96 to junction Kansas Highway 27, thence along Kansas Highway 27 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction U.S. Highway 83, thence along U.S. Highway 83 to the Kansas-Oklahoma State line to points in Illinois on and east of a line beginning at the Wisconsin-Illinois State line extending along U.S. Highway 14 to junction Illinois Highway 23, thence along Illinois Highway 23 to junction U.S. Highway 34, thence along U.S. Highway 34 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction U.S. Highway 66, thence along U.S. Highway 66 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Illinois Highway 16, thence along Illinois Highway 16 to Pana, Ill., thence along Illinois Highway 16 to junction Illinois Highway 128, thence along Illinois Highway 128 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Illinois Highway 141, thence along Illinois Highway 141 to the Illinois-Indiana State line; (59) from points in Kansas to points in Indiana on and east of a line beginning at the Indiana-Illinois State line extending along U.S. Highway 50 to junction U.S. Highway 41, thence along U.S. Highway 41 to the Indiana-Kentucky State line; (60) from points in Kansas on, north, and east of a line beginning at the Oklahoma-Kansas State line extending along U.S. Highway 54 to junction U.S. Highway 283, thence along U.S. Highway 283 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Kansas Highway 61, thence along Kansas Highway 61 to junction U.S. Highway 81 (at or near McPherson, Kans.), thence along U.S. Highway 81 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Kansas Highway 4 (at Topeka, Kans.), thence along Kansas Highway 4 to junction U.S. Highway 59, thence along U.S. Highway 59 to the terminus at Atchison, Kans., to points in Kentucky on and east of U.S. Highway 41.

(61) From points in Kentucky on and south of a line beginning at Louisville, Ky., thence along Interstate Highway 64 to junction U.S. Highway 60 (one mile south of Coalton, Ky.), thence along U.S. Highway 60 to a terminus at Ashland, Ky., to points in Illinois on, north, and east of a line beginning at the Illinois-Iowa State line extending along U.S. Highway 20 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction U.S. Highway 150, thence along U.S. Highway 150 to the Illinois-Indiana State line; (62) from points in Kentucky on and west of a line beginning at the Ken-

tucky-Tennessee State line extending along U.S. Highway 41A to junction U.S. Highway 41, thence along U.S. Highway 41 to the Indiana-Kentucky State line to points in Indiana on and north of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 36 to junction U.S. Highway 231, thence along U.S. Highway 231 to junction Indiana Highway 32, thence along Indiana Highway 32 to junction U.S. Highway 35, thence along U.S. Highway 35 to junction Interstate Highway 70, thence along Interstate Highway 70 to junction U.S. Highway 27, thence along U.S. Highway 27 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Indiana-Ohio State line; (63) from points in Louisiana to points in Illinois on, north, and east of a line beginning at the Illinois-Iowa State line extending along U.S. Highway 150 to junction Illinois Highway 97, thence along Illinois Highway 97 to junction U.S. Highway 136, thence along U.S. Highway 136 to junction Illinois Highway 10, thence along Illinois Highway 10 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction Illinois Highway 32, thence along Illinois Highway 32 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Illinois-Indiana State line.

(64) From points in Louisiana on, south, and east of a line beginning at Theriot, La., thence along Louisiana Highway 315 to junction U.S. Highway 90, thence along U.S. Highway 90 to New Orleans, La., thence along Louisiana Highway 39 to junction Louisiana Highway 46, thence along Louisiana Highway 46 to the terminus at Shell Beach, La. (Lake Borgne) to points in Illinois on, north, and east of a line beginning at the Missouri-Illinois State line extending along U.S. Highway 36 to junction Illinois Highway 185, thence along Illinois Highway 104 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 185, thence along Illinois Highway 185 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Illinois Highway 33, thence along Illinois Highway 33 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Illinois Highway 250, thence along Illinois Highway 250 to junction Illinois Highway 1, thence along U.S. Highway 1 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Illinois-Indiana State line; (65) from points in Louisiana on, south, and west of a line beginning at the Arkansas-Louisiana State line extending along U.S. Highway 167 to junction U.S. Highway 84, thence along U.S. Highway 84 to the Louisiana-Mississippi State line to points in Indiana on and north of a line beginning at the Illinois-Indiana State line at Vincennes, Ind., thence along Indiana Highway 441 to junction U.S. Highway 50, thence along U.S. High-



way 50 to the Indiana-Ohio State line; (66) from points in Louisiana on, south, and east of a line beginning approximately ten miles of Creole, La., at the Mermentau River on Louisiana Highway 82, thence along Louisiana Highway 82 to junction Louisiana Highway 27, thence along Louisiana Highway 27 to junction Louisiana Highway 14, thence along Louisiana Highway 14 to junction U.S. Highway 90, thence along U.S. Highway 90 to the Louisiana-Texas State line to points in Indiana on and north of a line beginning at the Illinois-Indiana State line extending along Indiana Highway 64 to junction U.S. Highway 460, thence along U.S. Highway 460 to the Indiana-Kentucky State line.

(67) From points in Louisiana to points in Indiana on and north of a line beginning at the Illinois-Indiana State line extending along Indiana Highway 154 to junction Indiana Highway 54, thence along Indiana Highway 54 to junction U.S. Highway 231, thence along U.S. Highway 231 to junction Indiana Highway 58, thence along Indiana Highway 58 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Indiana-Ohio State line; (68) from Lake Charles, La., to points in Kentucky on and north of a line beginning at Louisville, Ky., thence along Interstate Highway 64 to junction U.S. Highway 127, thence along U.S. Highway 127 to junction U.S. Highway 460, thence along U.S. Highway 460 to junction Interstate Highway 64, thence along Interstate Highway 64 to the Kentucky-West Virginia State line; (69) from points in Louisiana to Covington and Newport, Ky.; (70) from points in Maine to points in Indiana on, south, and west of a line beginning at the Indiana-Kentucky State line extending along Interstate Highway 65 to junction Interstate Highway 485, thence along Interstate Highway 485 to junction Interstate Highway 65, thence along Interstate Highway 65 to junction U.S. Highway 30, thence along U.S. Highway 30 to the Illinois-Indiana State line; (71) from points in Maine on, north, and east of a line beginning at the United States-Canada International Boundary line extending along U.S. Highway 201 to junction U.S. Highway 2, thence along U.S. Highway 2 to junction U.S. Highway Alternate 1, thence along U.S. Highway Alternate 1 to junction Maine Highway 3, thence along Maine Highway 3 to junction Maine Highway 102, thence along Maine Highway 102 to the terminus at West Tremont, Maine, to points in Indiana on, south, and west of a line beginning at the Indiana-Kentucky State line, thence along Indiana Highway 7 to junction U.S. Highway 31, thence along U.S. Highway 31 to junction Indiana Highway 22, thence along Indiana Highway 22 to junction Indiana Highway 29, thence along Indiana Highway 29 to junction Indiana Highway 26, thence along Indiana Highway 26 to junction U.S. Highway 421, thence along U.S. Highway 421 to junction Indiana Highway 14, thence along Indiana High-

way 14 to junction Indiana Highway 49, thence along Indiana Highway 49 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Indiana Highway 53, thence along Indiana Highway 53 to its terminus at Gary, Ind.

(72) From points in Maine to points in Kentucky on and west of a line beginning at Louisville, Ky., thence along Interstate Highway 65 to junction Kentucky Highway 61, thence along Kentucky Highway 61 to junction U.S. Highway 31E, thence along U.S. Highway 31E to the Kentucky-Tennessee State line; (73) from points in Maine on and north of a line beginning at Fort Kent, Maine, thence along Maine Highway 161 to junction Maine Highway 189, thence along Maine Highway 189 to junction Maine Highway 229, thence along Maine Highway 229 to the United States-Canada International Boundary line to points in Kentucky on and west of a line beginning at U.S. Highway 42 and U.S. Highway 127 on the Ohio River (approximately five miles east of Warsaw, Ky.), thence along U.S. Highway 127 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction U.S. Highway 27, thence along U.S. Highway 27 to junction Kentucky Highway 90, thence along Kentucky Highway 90 to junction U.S. Highway 127, thence along U.S. Highway 127 to the Kentucky-Tennessee State line; (74) from points in Minnesota to points in Illinois on, south, and east of a line beginning at the Illinois-Indiana State line and extending along Interstate Highway 74 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 32, thence along Illinois Highway 32 to junction Illinois Highway 33, thence along Illinois Highway 33 to junction Illinois Highway 37, thence along Illinois Highway 37 to junction Illinois Highway 161, thence along Illinois Highway 161 to junction U.S. Highway 51, thence along U.S. Highway 51 to the Illinois-Kentucky State line.

(75) From points in Minnesota on and north of a line beginning at the Minnesota-Wisconsin State line extending along U.S. Highway 2 to the Minnesota-North Dakota State line to points in Illinois on, south, and east of a line beginning at the Illinois-Indiana State line extending along Illinois Highway 9 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 136, thence along U.S. Highway 136 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction Illinois Highway 10, thence along Illinois Highway 10 to junction Illinois Highway 47, thence along Illinois Highway 47 to junction Illinois Highway 48, thence along Illinois Highway 48 to junction U.S. Highway 66, thence along U.S. Highway 66 to junction Illinois Highway 140, thence along Illinois Highway 140 to the Illinois-Missouri

State line; (76) from points in Minnesota on and north of a line beginning at the United States-Canada International Boundary line extending along Minnesota Highway 313 to junction Minnesota Highway 11, thence along Minnesota Highway 11 to the terminus at Island View, Minn., and the points of St. Vincent and Grand Portage, Minn., to points in Illinois on, south, and east of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 24 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Illinois Highway 9, thence along Illinois Highway 9 to junction Illinois Highway 54, thence along Illinois Highway 54 to junction Interstate Highway 55, thence along Interstate Highway 55 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 4, thence along Illinois Highway 4 to junction Illinois Highway 16, thence along Illinois Highway 16 to a terminus at Hardin, Ill.; (77) from points in Minnesota to points in Indiana on and south of a line beginning at the Indiana-Illinois State line extending along U.S. Highway 36 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction Indiana Highway 47, thence along Indiana Highway 47 to junction Indiana Highway 32, thence along Indiana Highway 32 to junction Interstate Highway 74, thence along Interstate Highway 74 to junction Interstate Highway 70, thence along Interstate Highway 70 to the Indiana-Ohio State line.

(78) From St. Vincent, Minn., to points in Indiana on and south of a line beginning at the Indiana-Illinois State line extending along U.S. Highway 24 to the Indiana-Ohio State line; (79) from points in Mississippi to points in Illinois on, north, and east of a line beginning at the Iowa-Illinois State line extending along U.S. Highway 150 to junction Illinois Highway 97, thence along Illinois Highway 97 to junction Illinois Highway 9, thence along Illinois Highway 9 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction Illinois Highway 32, thence along Illinois Highway 32 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Illinois-Indiana State line; (80) from points in Mississippi on and south of a line beginning at the Louisiana-Mississippi State line extending along U.S. Highway 80 to the Mississippi-Alabama State line to points in Illinois on and north of a line beginning at the Iowa-Illinois State line extending along Illinois Highway 9 to junction U.S. Highway 67, thence along U.S. Highway 67 to junction Illinois 125, thence along Illinois Highway 125 to junction Illinois Highway 97, thence along Illinois Highway 97 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 128, thence along Illinois Highway 128 to junction Illinois Highway 33, thence along Illinois Highway 33 to a terminus



at Palestine, Ill.; (81) from Gulfport, Miss., to points in Illinois on and north of a line beginning at the Missouri-Illinois State line, thence along Illinois Highway 104 to junction Illinois Highway 111, thence along Illinois Highway 111 to junction Illinois Highway 108, thence along Illinois Highway 108 to junction Illinois Highway 4, thence along Illinois Highway 4 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 185, thence along Illinois Highway 185 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Illinois Highway 33, thence along Illinois Highway 33 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Illinois-Indiana State line; (82) from points in Mississippi to points in Indiana on and north of a line beginning at the Indiana-Illinois State line extending along U.S. Highway 40 to the Indiana-Ohio State line.

(83) From points in Mississippi on and south of a line beginning at the Mississippi-Louisiana State line extending along U.S. Highway 80 to junction U.S. Highway 49, thence along U.S. Highway 49 to junction U.S. Highway 84, thence along U.S. Highway 84 to the Mississippi-Alabama State line to points in Indiana on and north of a line beginning at Vincennes, Ind., thence along U.S. Highway 41 to junction Indiana Highway 67, thence along Indiana Highway 67 to junction Indiana Highway 358, thence along Indiana Highway 358 to junction Indiana Highway 58, thence along Indiana Highway 58 to junction Indiana Highway 37, thence along Indiana Highway 37 to Bedford, Ind., thence along Indiana Highway 37 to junction Indiana Highway 58, thence along Indiana Highway 58 to junction Interstate Highway 65, thence along Interstate Highway 65 to junction Indiana Highway 46, thence along Indiana Highway 46 to junction Indiana Highway 3, thence along Indiana Highway 3 to junction Interstate Highway 74, thence along Interstate Highway 74 to the Ohio-Indiana State line; (84) from points in Mississippi on and west of a line beginning at the Louisiana-Mississippi State line extending along U.S. Highway 84 to junction U.S. Highway 61, thence along U.S. Highway 61 to the Mississippi-Louisiana State line to Ashland, Ky., and points in Kentucky on and north of a line beginning at the Indiana-Kentucky State line extending along U.S. Highway 421 to junction U.S. Highway 42, thence along U.S. Highway 42 to junction Kentucky Highway 227, thence along Kentucky Highway 227 to junction Kentucky Highway 22, thence along Kentucky Highway 22 to junction Kentucky Highway 10, thence along Kentucky Highway 10 to junction U.S. Highway 68, thence along U.S. Highway 68 to the Kentucky-Ohio State line.

(85) From points in Mississippi on, west, and south of a line beginning at the Mississippi-Tennessee State line extending along U.S. Highway 61 to junction U.S. Highway 49, thence along U.S. Highway 49 to junction U.S. Highway

49E, thence along U.S. Highway 49E to junction U.S. Highway 49, thence along U.S. Highway 49 to junction U.S. Highway 90, thence along U.S. Highway 90 to the Mississippi-Alabama State line to Covington and Newport, Ky.; (86) from points in Missouri to points in Illinois on and east of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 136 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Illinois-Indiana State line; (87) from Joplin, Mo., to points in Illinois on, north, and west of a line beginning at the Illinois-Wisconsin State line extending along Illinois Highway 26 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Illinois Highway 17, thence along Illinois Highway 17 to junction U.S. Highway 66, thence along U.S. Highway 66 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Illinois Highway 47, thence along Illinois Highway 47 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction Illinois Highway 33, thence along Illinois Highway 33 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Highway 15, thence along Illinois Highway 15 to the Illinois-Indiana State line.

(88) From points in Missouri on, south, and west of a line beginning at the Missouri-Iowa State line extending along U.S. Highway 65 to junction Interstate Highway 70, thence along Interstate Highway 70 to junction Missouri Highway 47, thence along Missouri Highway 47 to junction Missouri Highway 100, thence along Missouri Highway 100 to junction U.S. Highway 66, thence along U.S. Highway 66 to the Missouri-Illinois State line to points in Illinois on and east of a line beginning at Waukegan, Ill., thence along Illinois Highway 120 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Illinois-Indiana State line; (89) from points in Missouri on and south of a line beginning at the Missouri-Kansas State line extending along U.S. Highway 36 to junction U.S. Highway 65, thence along U.S. Highway 65 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction U.S. Highway 63, thence along U.S. Highway 63 to junction Interstate Highway 70, thence along Interstate Highway 70 to junction Interstate Highway 270, thence along Interstate Highway 270 to the Illi-

nois-Missouri State line to points in Indiana on and north of a line beginning at the Indiana-Ohio State line extending along Interstate Highway 74 to junction Indiana Highway 46, thence along Indiana Highway 46 to junction U.S. Highway 31, thence along U.S. Highway 31 to junction Interstate Highway 465, thence along Interstate Highway 465 to junction Interstate Highway 70, thence along Interstate Highway 70 to the Indiana-Illinois State line.

(90) From Springfield, Mo., and points in Missouri on, north, and west of a line beginning at the Louisiana-Missouri State line extending along U.S. Highway 54 to junction Missouri Highway 22, thence along Missouri Highway 22 to junction U.S. Highway 63, thence along U.S. Highway 63 to junction U.S. Highway 54, thence along U.S. Highway 54 to junction Missouri Highway 73, thence along Missouri Highway 73 to junction Missouri Highway 32, thence along Missouri Highway 32 to junction U.S. Highway 65, thence along U.S. Highway 65 to junction Interstate Highway 44, thence along Interstate Highway 44 to the Missouri-Oklahoma State line to points in Kentucky on and east of a line beginning at Louisville, Ky., thence along U.S. Highway 150 to junction Kentucky Highway 55, thence along Kentucky Highway 55 to junction U.S. Highway 68, thence along U.S. Highway 68 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction U.S. Highway 25, thence along U.S. Highway 25 to junction U.S. Highway 25E, thence along U.S. Highway 25E to a terminus at Middlesboro, Ky.; (91) from points in Montana to points in Illinois on, south, and east of a line beginning at the Illinois-Missouri State line extending along U.S. Highway 67 to junction Illinois Highway 111, thence along Illinois Highway 111 to junction Illinois Highway 104, thence along Illinois Highway 104 to junction Illinois Highway 4, thence along Illinois Highway 4 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction U.S. Highway 66, thence along U.S. Highway 66 to junction Illinois Highway 17, thence along Illinois Highway 17 to the Illinois-Indiana State line.

(92) From points in Montana on and west of a line beginning at the United States-Canada International Boundary line extending along U.S. Highway 91 to junction U.S. Highway 12, thence along U.S. Highway 12 to junction U.S. Highway 191, thence along U.S. Highway 191 to junction U.S. Highway 10, thence along U.S. Highway 10 to Billings, Mont., thence along U.S. Highway 10 to junction U.S. Highway 212, thence along U.S. Highway 212 to the Montana-Wyoming State line to points in Illinois on and southeast of a line beginning at the Illinois-Missouri State line extending along U.S. Highway 67 to junction Illinois Highway 267, thence along Illinois Highway 267 to junction U.S. Highway 67, thence along U.S. Highway 67 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction U.S. Highway 24, thence along



U.S. Highway 24 to junction U.S. Highway 66, thence along U.S. Highway 66 to junction Illinois Highway 23, thence along Illinois Highway 23 to junction Illinois Highway 18, thence along Illinois Highway 18 to junction Illinois Highway 17, thence along Illinois Highway 17 to junction U.S. Highway 66, thence along U.S. Highway 66 to a terminus at Chicago, Ill.; (93) from points in Montana on and west of a line beginning at the United States-Canada International Boundary line extending along U.S. Highway 93 to junction U.S. Highway 10, thence along U.S. Highway 10 to junction U.S. Highway 12, thence along U.S. Highway 12 to the Idaho-Montana State line to points in Illinois on and south-east of a line beginning at the Illinois-Missouri State line extending along U.S. Highway 54 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 100, thence along Illinois Highway 100 to junction U.S. Highway 67, thence along U.S. Highway 67 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction U.S. Highway 34, thence along U.S. Highway 34 to junction Illinois Highway 25, thence along Illinois Highway 25 to junction Illinois Highway 58, thence along Illinois Highway 58 to junction Illinois Highway 43, thence along Illinois Highway 43 to junction Illinois Highway 22, thence along Illinois Highway 22 to the terminus at Highwood, Ill.

(94) From points in Montana on and west of a line beginning at the United States-Canada International Boundary line extending along Mountain Secondary Road 233 to junction U.S. Highway 87, thence along U.S. Highway 87 to Great Falls, Mont., thence along U.S. Highway 87 to Lewistown, Mont., thence along U.S. Highway 87 to junction U.S. Highway 191, thence along U.S. Highway 191 to junction U.S. Highway 10, thence along U.S. Highway 10 to Billings, Mont., thence along U.S. Highway 10 to junction U.S. Highway 310, thence along U.S. Highway 310 to the Montana-Wyoming State line to points in Indiana; (95) from points in Nebraska to points in Illinois on, south, and east of a line beginning at the Illinois-Indiana State line extending along Illinois Highway 9 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Interstate Highway 64, thence along Interstate Highway 64 to the Illinois-Indiana State line; (96) from Haigler, Nebr., to points in Illinois on, south, and east of a line beginning at Waukegan, Ill., thence along Illinois Highway 120 to junction Illinois Highway 21, thence along Illinois Highway 21 to junction Illinois Highway 68, thence along Illinois

Highway 68 to junction Illinois Highway 53, thence along Illinois Highway 53 to junction U.S. Highway 66, thence along U.S. Highway 66 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Illinois Highway 161, thence along Illinois Highway 161 to junction Interstate Highway 57, thence along Interstate Highway 57 to junction U.S. Highway 51, thence along U.S. Highway 51 to the Illinois-Kentucky State line.

(97) From (a) points in Nebraska on, south, and west of a line beginning at the Nebraska-Wyoming State line extending along U.S. Highway 26 to junction Nebraska Highway 71, thence along Nebraska Highway 71 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Nebraska Highway 19, thence along Nebraska Highway 19 to the Nebraska-Colorado State line, (b) and points in Nebraska on, south, and east of a line beginning at the Nebraska-Colorado State line extending along U.S. Highway 34 to junction U.S. Highway 83, thence along U.S. Highway 83 to junction Nebraska Highway 89, thence along Nebraska Highway 89 to junction U.S. Highway 183, thence along U.S. Highway 183 to junction U.S. Highway 136, thence along U.S. Highway 136 to junction Nebraska Highway 14, thence along Nebraska Highway 14 to the Nebraska-Kansas State line, (c) and points in Nebraska on, south, and east of a line beginning at the Nebraska-Kansas State line extending along U.S. Highway 75 to junction U.S. Highway 73, thence along U.S. Highway 73 to junction Nebraska Highway 4, thence along Nebraska Highway 4 to the Nebraska-Missouri State line to points in Illinois on, south, and east of a line beginning at Chicago, Ill., thence along U.S. Highway 66 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Interstate Highway 57, thence along Interstate Highway 57 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction Interstate Highway 64, thence along Interstate Highway 64 to the Illinois-Indiana State line; (98) from points in Nebraska on, south, and west of a line beginning at the Nebraska-Wyoming State line extending along U.S. Highway 26 to junction Nebraska Highway 71, thence along Nebraska Highway 71 to junction Nebraska Highway 2, thence along Nebraska Highway 2 to junction U.S. Highway 385, thence along U.S. Highway 385 to the Nebraska-Colorado State line extending along U.S. Highway 6 to junction U.S. Highway 83, thence along U.S. Highway 83 to junction Nebraska Highway 89, thence along Nebraska Highway 89 to junction U.S. Highway 136, thence along U.S. Highway 136 to junction Nebraska Highway 15, thence along Nebraska Highway 15 to the Nebraska-Kansas State line to points in Indiana.

(99) From points in Nebraska to points in Indiana on, south, and east of a line beginning at the Indiana-Illinois

State line extending along U.S. Highway 136 to junction Indiana Highway 32, thence along Indiana Highway 32 to junction Indiana Highway 37, thence along Indiana Highway 37 to the Indiana-Ohio State line; (100) from points in Nebraska to points in Kentucky on and east of a line beginning at the Tennessee-Kentucky State line extending along Kentucky Highway 139 to junction Kentucky Highway 91, thence along Kentucky Highway 91 to junction U.S. Highway 60, thence along U.S. Highway 60 to junction U.S. Highway 41, thence along U.S. Highway 41 to the Kentucky-Indiana State line; (101) from points in New Hampshire to points in Indiana on, south, and west of a line beginning at the Indiana-Kentucky State line extending along Interstate Highway 65 to junction U.S. Highway Alternate 31, thence along U.S. Highway Alternate 31 to junction U.S. Highway 31, thence along U.S. Highway 31 to junction Interstate Highway 65, thence along Interstate Highway 65 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction U.S. Highway 30, thence along U.S. Highway 30 to the Illinois-Indiana State line; (102) from points in New Hampshire to Louisville, Ky., and points in Kentucky on and west of a line beginning at the Kentucky-Indiana State line, thence along U.S. Highway 31W to junction Kentucky Highway 61, thence along Kentucky Highway 61 to junction U.S. Highway 31E, thence along U.S. Highway 31E to junction Kentucky Highway 90, thence along Kentucky Highway 90 to junction Kentucky Highway 163, thence along Kentucky Highway 163 to the Kentucky-Tennessee State line; (103) from Pittsburgh, N.H., to points in Kentucky on and west of a line beginning at the Kentucky-Indiana State line extending along U.S. Highway 421 to junction Kentucky Highway 55, thence along Kentucky Highway 55 to junction Kentucky Highway 80, thence along Kentucky Highway 80 to junction U.S. Highway 127, thence along U.S. Highway 127 to junction Kentucky-Tennessee State line.

(104) From points in North Carolina to points in Illinois on and north of U.S. Highway 40; (105) from points in North Carolina to points in Indiana on, north, and west of a line beginning at Gary, Ind., thence along Interstate Highway 65 to junction U.S. Highway 231, thence along U.S. Highway 231 to junction Indiana Highway 47, thence along Indiana Highway 47 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Indiana Highway 59, thence along Indiana Highway 59 to junction Indiana Highway 246, thence along Indiana Highway 246 to junction Indiana Highway 63, thence along Indiana Highway 63 to junction Indiana Highway 154, thence along Indiana Highway 154 to the Illinois-Indiana State line; (106) from points in North Carolina on, south, and east of a line beginning at Southport, N.C., thence along North Carolina Highway 133 to junction U.S. Highway 17, thence along U.S. High-



way 17 to junction North Carolina Highway 55, thence along North Carolina Highway 55 to the terminus at Moores Corner, N.C., to points in Indiana on, north, and west of a line beginning at the Illinois-Indiana State line extending along Indiana Highway 64 to junction Indiana Highway 65, thence along Indiana Highway 65 to junction Indiana Highway 56, thence along Indiana Highway 56 to junction Indiana Highway 57, thence along Indiana Highway 57 to junction Indiana Highway 54, thence along Indiana Highway 54 to junction Indiana Highway 45, thence along Indiana Highway 45 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction Interstate Highway 465, thence along Interstate Highway 465 to junction U.S. Highway 31, thence along U.S. Highway 31 to junction U.S. Highway 421, thence along U.S. Highway 421 to junction Indiana Highway 29, thence along Indiana Highway 29 to junction U.S. Highway 35, thence along U.S. Highway 35 to junction Indiana Highway 39, thence along Indiana Highway 39 to the Michigan-Indiana State line.

(107) From points in North Dakota on and west of a line beginning at the United States-Canada International Boundary line extending along U.S. Highway 83 to junction North Dakota Highway 6 (north of Bismarck, N. Dak.), thence along North Dakota Highway 6 to junction North Dakota Highway 21, thence along North Dakota Highway 21 to junction North Dakota Highway 8, thence along North Dakota Highway 8 to junction U.S. Highway 12, thence along U.S. Highway 12 to the North Dakota-South Dakota State line to points in Illinois on, south, and east of a line beginning at the Illinois-Missouri State line extending along U.S. Highway 67 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 4, thence along Illinois Highway 4 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction U.S. Business Highway 66, thence along U.S. Business Highway 66 to junction U.S. Highway 66, thence along U.S. Highway 66 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Illinois Highway 9, thence along Illinois Highway 9 to junction Illinois Highway 54, thence along Illinois Highway 54 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction U.S. Highway 24, thence along U.S. Highway 24 to the Illinois-Indiana State line; (108) from points in North Dakota on, north, and west of a line beginning at Wahpeton, N. Dak., thence along U.S. Highway 81 to junction North Dakota Highway 11 to junction North Dakota Highway 18, thence along North Dakota Highway 18 to the North Dakota-South Dakota State line to points in Illinois on, south, and east of a line beginning at the Illinois-Indiana State line extending along Illinois Highway 9 to junction Illinois Highway 54, thence along Illinois Highway 54 to junction Illinois Highway 48,

thence along Illinois Highway 48 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 159, thence along Illinois Highway 159 to junction U.S. Business Highway 40, thence along U.S. Business Highway 40 to junction Illinois Highway 3, thence along Illinois Highway 3 to junction U.S. Highway 50 By-Pass, thence along U.S. Highway 50 By-Pass to the Illinois-Missouri State line.

(109) From points in North Dakota to points in Indiana on and south of a line beginning at the Illinois-Indiana State line extending along Indiana Highway 26 to junction Indiana Highway 29, thence along Indiana Highway 29 to junction Indiana Highway 22, thence along Indiana Highway 22 to junction U.S. Highway 35, thence along U.S. Highway 35 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction Indiana Highway 18, thence along Indiana Highway 18 to junction Indiana Highway 67, thence along Indiana Highway 67 to the Indiana-Ohio State line; (110) from points in Oklahoma to points in Illinois on, north, and east of a line beginning at the Illinois-Wisconsin State line extending along U.S. Highway 51 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction U.S. Highway 40, thence along U.S. Highway 40 to the junction of the Illinois-Indiana State line; (111) from Tom, Okla., to points in Illinois on, north, and east of a line beginning at the Illinois-Iowa State line extending along U.S. Highway 6 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction Illinois Highway 78, thence along Illinois Highway 78 to junction U.S. Highway 136, thence along U.S. Highway 136 to junction Illinois Highway 10, thence along Illinois Highway 10 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction Illinois Highway 32, thence along Illinois Highway 32 to junction Illinois Highway 33, thence along Illinois Highway 33 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Illinois-Indiana State line.

(112) From Hollis, Okla., to points in Illinois on, north, and east of a line beginning at the Illinois-Wisconsin State line extending along Illinois Highway 78 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction Illinois Highway 84, thence along Illinois Highway 84 to junction Illinois Highway 64, thence along Illinois Highway 64 to junction Illinois Highway 78, thence along Illinois Highway 78 to junction U.S. Highway 34, thence along U.S. Highway 34 to junction Interstate Highway 74, thence along Interstate Highway 74 to junction Illinois Highway 97, thence along Illinois Highway 97 to junction

Illinois Highway 29, thence along Illinois Highway 29 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 128, thence along Illinois Highway 128 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 15, thence along Illinois Highway 15 to a terminus at Mount Carmel, Ill.; (113) from Boise City, Okla., to points in Illinois on, north, and east of a line beginning at the Illinois-Wisconsin State line extending along U.S. Highway 51 to junction U.S. Highway 6, thence along U.S. Highway 6 to junction Illinois Highway 89, thence along Illinois Highway 89 to junction Illinois Highway 116, thence along Illinois Highway 116 to junction Interstate Highway 74, thence along Interstate Highway 74 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Illinois Highway 185, thence along Illinois Highway 185 to junction Illinois Highway 37, thence along Illinois Highway 37 to junction U.S. Highway 460, thence along U.S. Highway 460 to junction Illinois Highway 142, thence along Illinois Highway 142 to junction Illinois Highway 13, thence along Illinois Highway 13 to the Illinois-Kentucky State line.

(114) From points in Oklahoma on, south, and west of a line beginning at the Oklahoma-Texas State line extending along U.S. Highway 60 to junction U.S. Highway 270, thence along U.S. Highway 270 to junction U.S. Highway 69, thence along U.S. Highway 69 to junction Indian Nation Turnpike, thence along Indian Nation Turnpike to junction U.S. Highway 271, thence along U.S. Highway 271 to the Oklahoma-Texas State line to points in Illinois on, north, and east of a line beginning at the Illinois-Wisconsin State line extending along Illinois Highway 26 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction Interstate Highway 74, thence along Interstate Highway 74 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction Illinois Highway 32, thence along Illinois Highway 32 to junction Illinois Highway 33, thence along Illinois Highway 33 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Illinois-Indiana State line; (115) from points in Oklahoma to points in Indiana on and north of a line beginning at the Indiana-Illinois State line extending along U.S. Highway 50 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction Indiana Highway 56, thence along Indiana Highway 56 to junction U.S. Highway 421, thence along U.S. Highway 421 to the Indiana-Kentucky State line; (116) from points in Oklahoma on and west of a line beginning at the Texas-Oklahoma State line extending along U.S. Highway 77 to junction U.S. Highway 70, thence along U.S. Highway 70 to junction U.S. Highway 177, thence along U.S. Highway 177 to junc-



tion Oklahoma Highway 7, thence along Oklahoma Highway 7 to junction Oklahoma Highway 1, thence along Oklahoma Highway 1 to junction U.S. Highway 69, thence along U.S. Highway 69 to junction U.S. Highway 64, thence along U.S. Highway 64 to Muskogee, Okla., thence along U.S. Highway 64 to junction Interstate Highway 44, thence along Interstate Highway 44 to the Oklahoma-Missouri State line to points in Kentucky on and east of a line beginning at the Indiana-Kentucky State line extending along U.S. Highway 41 to junction U.S. Highway 60 (at Henderson, Ky.), thence along U.S. Highway 60 to junction Kentucky Highway 86, thence along Kentucky Highway 86 to junction U.S. Highway 62, thence along U.S. Highway 62 to junction Kentucky Highway 61, thence along Kentucky Highway 61 to junction U.S. Highway 31E, thence along U.S. Highway 31E to junction Kentucky Highway 84, thence along Kentucky Highway 84 to junction U.S. Highway 68, thence along U.S. Highway 68 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction U.S. Highway 25, thence along U.S. Highway 25 to junction U.S. Highway 25E, thence along U.S. Highway 25E to the Kentucky-Tennessee State line.

(117) From Tonkawa, Okla., and points in Oklahoma on and west of a line beginning at the Texas-Oklahoma State line extending along U.S. Highway 281 to junction H. E. Bailey Turnpike, thence along H. E. Bailey Turnpike to junction U.S. Highway 62, (two miles north of New Castle, Okla.) thence along U.S. Highway 62 to junction Interstate Highway 35, thence along Interstate Highway 35 to the Oklahoma-Kansas State line to points in Kentucky on, east, and north of a line beginning at the Tennessee-Kentucky State line extending along U.S. Highway 127 to junction Kentucky Highway 90, thence along Kentucky Highway 90 to junction U.S. Highway 68, thence along U.S. Highway 68 to junction U.S. Highway 231, thence along U.S. Highway 231 to junction Kentucky Highway 136, thence along Kentucky Highway 136 to junction Kentucky Highway 81, thence along Kentucky Highway 81 to junction Kentucky Highway 138, thence along Kentucky Highway 138 to junction Kentucky Highway 370, thence along Kentucky Highway 370 to junction U.S. Highway 41, thence along U.S. Highway 41 to the Kentucky-Indiana State line; (118) from points in Oklahoma on, south, and west of a line beginning at the Texas-Oklahoma State line extending along Oklahoma Highway 23 to junction Oklahoma Highway 3, thence along Oklahoma Highway 3 to junction U.S. Highway 83, thence along U.S. Highway 83 to the Oklahoma-Kansas State line to Providence, Ky., and points in Kentucky on and east of a line beginning at the Tennessee-Kentucky State line extending along U.S. Highway 41 to junction U.S. Highway Alternate 41, thence along U.S. Highway Alternate 41 to junction Kentucky Highway 56, thence along Kentucky Highway 56 to the Kentucky-Illinois State line; (119) from

points in Oregon to points in Illinois on and east of a line beginning at the Illinois-Wisconsin State line extending along Highway 26 to junction Illinois Highway 2, thence along Illinois Highway 2 to junction Illinois Highway 88, thence along Illinois Highway 88 to junction U.S. Highway 34, thence along U.S. Highway 34 to junction Illinois Highway 78, thence along Illinois Highway 78 to junction U.S. Highway 67, thence along U.S. Highway 67 to the Illinois-Missouri State line.

(120) From points in Oregon on and west of a line beginning at the Oregon-California State line extending along U.S. Highway 97 to junction U.S. Highway 197, thence along U.S. Highway 197 to the Oregon-Washington State line to points in Illinois on, east, and south of a line beginning at the Illinois-Wisconsin State line extending along Illinois Highway 26 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction Illinois Highway 84, thence along Illinois Highway 84 to junction Illinois Highway 92, thence along Illinois Highway 92 to junction U.S. Highway 67, thence along U.S. Highway 67 to junction U.S. Highway 136, thence along U.S. Highway 136 to junction Illinois Highway 61, thence along Illinois Highway 61 to junction Illinois Highway 96, thence along Illinois Highway 96 to junction U.S. Highway 24, thence along U.S. Highway 24 to the Missouri-Illinois State line;

(121) from points in South Carolina to East St. Louis, Ill., and points in Illinois on and north of a line beginning at the Illinois-Missouri State line extending along U.S. Highway 40 to junction Illinois Highway 33, thence along Illinois Highway 33 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Illinois-Indiana State line; (122) from Little River, S.C., to points in Illinois on and north of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 460 to junction Illinois Highway 14, thence along Illinois Highway 14 to junction Illinois Highway 37, thence along Illinois Highway 37 to junction Illinois Highway 13, thence along Illinois Highway 13 to junction Illinois Highway 149, thence along Illinois Highway 149 to junction Illinois Highway 3, thence along Illinois Highway 3 to a terminus at Chester, Ill.; (123) from points in South Carolina on and south of a line beginning at the Georgia-South Carolina State line extending along U.S. Highway 25 to junction Interstate Highway 20, thence along Interstate Highway 20 to junction U.S. Highway 378, thence along U.S. Highway 378 to junction U.S. Highway 76, thence along U.S. Highway 76 to junction U.S. Highway 301, thence along U.S. Highway 301 to the South Carolina-North Carolina State line to Vincennes, Ind., and points in Indiana on, west, and north of a line beginning at the Michigan-Indiana State line extending along U.S. Highway 31 to junction Indiana Highway 22, thence along Indiana Highway 22 to junction Indiana Highway 29, thence along Indi-

ana Highway 29 to junction U.S. Highway 421, thence along U.S. Highway 421 to junction Indiana Highway 39, thence along Indiana Highway 39 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction U.S. Highway 231, thence along U.S. Highway 231 to junction Indiana Highway 67, thence along Indiana Highway 67 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Indiana-Illinois State line.

(124) From Charleston and Beaufort, S.C., to Vincennes, Ind., and points in Indiana on, west, and north of a line beginning at the Michigan-Indiana State line extending along Indiana Highway 19 to junction U.S. Highway 33, thence along U.S. Highway 33 to junction Indiana Highway 15, thence along Indiana Highway 15 to junction Indiana Highway 37, thence along Indiana Highway 37 to junction U.S. Highway 46, thence along U.S. Highway 46 to junction Indiana Highway 45, thence along Indiana Highway 45 to junction Indiana Highway 54, thence along Indiana Highway 54 to junction Indiana Highway 67, thence along Indiana Highway 67 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Indiana-Illinois State line; (125) from points in South Dakota to points in Illinois on, south, and east of a line beginning at the Illinois-Indiana State line extending along Illinois Highway 9 to junction Illinois Highway 1, thence along Illinois Highway 1 to junction U.S. Highway 136, thence along U.S. Highway 136 to junction Illinois Highway 49, thence along Illinois Highway 49 to junction Interstate Highway 74, thence along Interstate Highway 74 to junction Interstate Highway 57, thence along Interstate Highway 57 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 128, thence along Illinois Highway 128 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction U.S. Highway 51, thence along U.S. Highway 51 to the Illinois-Kentucky State line; (126) from Ludlow, S. Dak., to points in Illinois on, south, and east of a line beginning at the Illinois-Indiana State line extending along Illinois Highway 114 to junction Illinois Highway 17, thence along Illinois Highway 17 to junction Interstate Highway 57, thence along Interstate Highway 57 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction U.S. Highway 66, thence along U.S. Highway 66 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction U.S. Highway 67, thence along U.S. Highway 67 to junction Illinois Highway 267, thence along Illinois Highway 267 to junction Illinois Highway 16, thence along Illinois Highway 16 to its terminus at Hardin, Ill.

(127) From points in South Dakota on, north, and west of a line beginning at the North Dakota-South Dakota State line extending along U.S. Highway 85 to junction South Dakota Highway 79, thence along South Dakota Highway 79 to junction U.S. Highway 18, thence



along U.S. Highway 18 to the South Dakota-Wyoming State line and the point of Lemmon, S. Dak., to points in Illinois on, south, and east of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 24 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 9, thence along Illinois Highway 9 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Illinois Highway 48, thence along Illinois Highway 48 to junction Illinois Highway 127, thence along Illinois Highway 127 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Illinois-Missouri State line; (128) from points in South Dakota to points in Indiana on and south of a line beginning at the Illinois-Indiana State line extending along Indiana Highway 28 to junction Indiana Highway 25, thence along Indiana Highway 25 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 9, thence along Illinois Highway 9 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Illinois Highway 48, thence along Illinois Highway 48 to junction Illinois Highway 127, thence along Illinois Highway 127 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Illinois-Missouri State line; (129) from points in South Dakota to points in Indiana on and south of a line beginning at the Illinois-Indiana State line extending along Indiana Highway 28 to junction Indiana Highway 25, thence along Indiana Highway 25 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Indiana Highway 5, thence along Indiana Highway 5 to junction U.S. Highway 224, thence along U.S. Highway 224 to the Indiana-Ohio State line.

(129) From points in Tennessee to points in Illinois on and northeast of a line beginning at the Iowa-Illinois State line extending along U.S. Highway 67 to junction Illinois Highway 17, thence along Illinois Highway 17 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction Interstate Highway 74, thence along Interstate Highway 74 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Illinois Highway 9, thence along Illinois Highway 9 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 32, thence along Illinois Highway 32 to junction Illinois Highway 133, thence along Illinois Highway 133 to junction U.S. Highway 150, thence along U.S. Highway 150 to the Illinois-Indiana State line; (130) from points in Tennessee on and east of a line beginning at the Kentucky-Tennessee State line extending along U.S. Highway 31E to junction Tennessee Highway 109, thence along Tennessee Highway 109 to junction U.S. Highway 70, thence along U.S. Highway 70 to junction U.S. Highway Alternate 41, thence along U.S. Highway Alternate 41 to junction U.S. Highway 64,

thence along U.S. Highway 64 to junction Tennessee Highway 97, thence along Tennessee Highway 97 to the Alabama-Tennessee State line to points in Illinois on and north of a line beginning at the Illinois-Missouri State line extending along U.S. Highway 54 to junction U.S. Highway 36, thence along U.S. Highway 36 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 130, thence along Illinois Highway 130 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Illinois-Indiana State line; (131) from points in Tennessee to points in Indiana on and west of a line beginning at the Michigan-Indiana State line extending along U.S. Highway 12 to junction U.S. Highway 421, thence along U.S. Highway 421 to junction Indiana Highway 8, thence along Indiana Highway 8 to junction U.S. Highway 231, thence along U.S. Highway 231 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Indiana Highway 55, thence along Indiana Highway 55 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Indiana-Illinois State line; (132) from Memphis, Tenn., to Covington and Newport, Ky.

(133) From points in Texas to points in Illinois on, east, and north of a line beginning at the Illinois-Wisconsin State line extending along Illinois Highway 26 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction Interstate Highway 74, thence along Interstate Highway 74 to junction Illinois Highway 121, thence along Illinois Highway 121 to junction Illinois Highway 32, thence along Illinois Highway 32 to junction Illinois Highway 33, thence along Illinois Highway 33 to Palestine, Ill.; (134) from points in Texas on and south of a line beginning at the Texas-New Mexico State line extending along U.S. Highway 180 to junction Interstate Highway 20, thence along Interstate Highway 20 to the Texas-Louisiana State line to points in Illinois on, east, and north of a line beginning at the Illinois-Wisconsin State line extending along Illinois Highway 26 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction Illinois Highway 84, thence along Illinois Highway 84 to junction Illinois Highway 92, thence along Illinois Highway 92 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction Illinois Highway 97, thence along Illinois Highway 97 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction Illinois Highway 128, thence along Illinois Highway 128 to junction Illinois Highway 33, thence along Illinois Highway 33 to junction Illinois Highway 130, thence along Illinois Highway 130 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Illinois-Indiana State line; (135) from points in Texas to points in Indiana on and north of a line beginning

at the Indiana-Illinois State line extending along U.S. Highway 50 to junction Indiana Highway 39, thence along Indiana Highway 39 to junction Indiana Highway 56, thence along Indiana Highway 56 to junction U.S. Highway 421, thence along U.S. Highway 421 to the Indiana-Kentucky State line; (135) from points in Texas to points in Indiana on and north of a line beginning at the Indiana-Illinois State line extending along U.S. Highway 50 to junction Indiana Highway 39, thence along Indiana Highway 39 to junction Indiana Highway 56, thence along Indiana Highway 56 to junction U.S. Highway 421, thence along U.S. Highway 421 to the Indiana-Kentucky State line;

(136) From El Paso, Tex., and points in Texas on and west of a line beginning at the Texas-New Mexico State line extending along U.S. Highway 87 to junction U.S. Highway 60, thence along U.S. Highway 60 to junction Texas Highway 214, thence along Texas Highway 214 to junction Texas Highway 125, thence along Texas Highway 125 to the Texas-New Mexico State line to points in Kentucky on and east of a line beginning at the Indiana-Kentucky State line extending along U.S. Highway 41 to junction Kentucky Highway 80, thence along Kentucky Highway 80 to junction U.S. Highway 431, thence along U.S. Highway 431 to the Kentucky-Tennessee State line; (137) from points in Texas on and west of a line beginning at Port Arthur, Tex., thence along U.S. Highway 96 to junction Interstate Highway 10, thence along Interstate Highway 10 to junction Interstate Highway 45, thence along Interstate Highway 45 to junction Interstate Highway 30, thence along Interstate Highway 30 to junction Texas Highway 34, thence along Texas Highway 34 to junction Texas Highway 24, thence along Texas Highway 24 to junction U.S. Highway 271, thence along U.S. Highway 271 to the Texas-Oklahoma State line to Lexington and South Williamson, Ky., and points in Kentucky on and north of a line beginning at Louisville, Ky., thence along Interstate Highway 64 to junction Mountain Parkway, thence along Mountain Parkway to junction Kentucky Highway 30, thence along Kentucky Highway 30 to junction U.S. Highway 460, thence along U.S. Highway 460 to junction Kentucky Highway 40, thence along Kentucky Highway 40 to the Kentucky-West Virginia State line;

(138) From points in Utah to points in Illinois on and east of a line beginning at Chester, Ill., thence along Illinois Highway 4, thence along Illinois Highway 4 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction Illinois Highway 116, thence along Illinois Highway 116 to junction Illinois Highway 89, thence along Illinois Highway 89 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Interstate Highway 80, thence along Interstate Highway 80 to junction



Illinois Highway 23, thence along Illinois Highway 23 to junction U.S. Highway 34, thence along U.S. Highway 34 to junction Illinois Highway 47, thence along Illinois Highway 47 to the Illinois-Wisconsin State line; (139) from points in Utah on and west of a line beginning at the Arizona-Utah State line, extending along U.S. Highway 89 to junction Interstate Highway 70, thence along Interstate Highway 70 to junction Utah Highway 10, thence along Utah Highway 10 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction U.S. Highway 89, thence along U.S. Highway 89 to junction U.S. Highway 91, thence along U.S. Highway 91 to the Utah-Idaho State line to points in Illinois on and east of a line beginning at the Missouri-Illinois State line extending along U.S. Highway 67 to junction Illinois Highway 78, thence along Illinois Highway 78 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Illinois Highway 116, thence along Illinois Highway 116 to junction Illinois Highway 89, thence along Illinois Highway 89 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Illinois Highway 47, thence along Illinois Highway 47 to the Illinois-Wisconsin State line; (140) from points in Vermont on, north, and east of a line beginning at the United States-Canada International Boundary line extending along Vermont Highway 105A, to junction Vermont Highway 105, thence along Vermont Highway 105 to junction Vermont Highway 101, thence along Vermont Highway 101 to junction Vermont Highway 100, thence along Vermont Highway 100 to junction Vermont Highway 12, thence along Vermont Highway 12 to junction U.S. Highway 2, thence along U.S. Highway 2 to junction U.S. Highway 302, thence along U.S. Highway 302 to junction Vermont Highway 25, thence along Vermont Highway 25 to the New Hampshire-Vermont State line to points in Illinois.

(141) From points in Vermont to points in Illinois on, south, and west of a line beginning at the Illinois-Wisconsin State line extending along U.S. Highway 14 to junction Illinois Highway 47, thence along Illinois Highway 47 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction Illinois Highway 17, thence along Illinois Highway 17 to junction Illinois Highway 114, thence along Illinois Highway 114 to the Illinois-Indiana State line; (142) from points in Vermont to points in Indiana on, south, and west of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 52, thence along U.S. Highway 52 to junction Interstate Highway 65, thence along Interstate Highway 65 to junction Indiana Highway 58, thence along Indiana Highway 58 to junction Indiana Highway 135, thence along Indiana Highway 135 to the Indiana-Kentucky State line; (143) from points in Vermont to points in Kentucky on and west of a line be-

ginning at the Kentucky-Tennessee State line extending along U.S. Highway 31E to junction Kentucky Highway 90, thence along Kentucky Highway 90 to junction U.S. Highway 31W, thence along U.S. Highway 31W to junction U.S. Highway 62, thence along U.S. Highway 62 to junction Kentucky Highway 86, thence along Kentucky Highway 86 to junction U.S. Highway 60, thence along U.S. Highway 60 to Cloverport, Ky.; (144) from points in Vermont on, north, and east of a line beginning at the New Hampshire, Vermont State line extending along U.S. Highway 2 to junction U.S. Highway 5, thence along U.S. Highway 5 to junction Vermont Highway 114, thence along Vermont Highway 114 to Norton, Vt., to points in Kentucky on and west of a line beginning at the Kentucky-Tennessee State line extending along U.S. Highway 127 to junction Kentucky Highway 90, thence along Kentucky Highway 90 to junction Kentucky Highway 61, thence along Kentucky Highway 61 to junction Kentucky Highway 70, thence along Kentucky Highway 70 to junction Kentucky Highway 55, thence along Kentucky Highway 55 to junction Kentucky Highway 84, thence along Kentucky Highway 84 to junction U.S. Highway 31E, thence along U.S. Highway 31E to the Indiana-Kentucky State line;

(145) From points in Virginia to points in Illinois on and north of a line beginning at Palestine, Ill., thence along Illinois Highway 33 to junction Interstate Highway 57, thence along Interstate Highway 57 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Illinois Highway 161, thence along Illinois Highway 161 to junction U.S. Highway 50, thence along U.S. Highway 50 to the Illinois-Missouri State line; (146) from points in Virginia on, north, and east of a line beginning at the Maryland-Virginia State line extending along U.S. Highway 11 to junction U.S. Highway 50, thence along U.S. Highway 50 to junction Interstate Highway 95, thence along Interstate Highway 95 to junction U.S. Highway 60, thence along U.S. Highway 60 to junction Virginia Highway 168, thence along Virginia Highway 168 to the North Carolina-Virginia State line to points in Illinois; (147) from points in Virginia on, north, and east of a line beginning at the Virginia-West Virginia State line extending along U.S. Highway 60 and Virginia Highway 311 to junction Interstate Highway 81, thence along Interstate Highway 81 to junction Interstate Highway 581, thence along Interstate Highway 581 to junction U.S. Highway 220, thence along U.S. Highway 220 to junction Virginia Highway 40, thence along Virginia Highway 40 to junction U.S. Highway 29, thence along U.S. Highway 29 to the North Carolina-Virginia State line to points in Illinois on, north, and west of a line beginning at Mount Carmel, Ill., thence along Illinois Highway 15 to junction Interstate Highway 57, thence along Interstate Highway 57 to junction Illinois Highway 13, thence along Illinois Highway 13 to junction Il-

linois Highway 149, thence along Illinois Highway 149 to junction Illinois Highway 3, thence along Illinois Highway 3 to Chester, Ill.; (148) from points in Virginia to points in Indiana on and west of a line beginning at the Illinois-Indiana State line extending along U.S. Highway 52 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Indiana Highway 59, thence along Indiana Highway 59 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction Indiana Highway 63, thence along Indiana Highway 63 to junction Indiana Highway 154, thence along Indiana Highway 154 to the Illinois-Indiana State line;

(149) From Norfolk, Va., and points in Virginia on and northeast of a line beginning at Virginia Beach, Va., thence along U.S. Highway 60 to junction U.S. Highway 1, thence along U.S. Highway 1 to junction U.S. Highway 250, thence along U.S. Highway 250 to junction U.S. Highway 33, thence along U.S. Highway 33 to the Virginia-West Virginia State line to points in Kentucky on and north of a line beginning at Paducah, Ky., thence along U.S. Highway 60 to the Kentucky-Illinois State line; (150) from points in Virginia on and north of a line beginning at Arlington, Va., thence along U.S. Highway 50 to the Virginia-West Virginia State line to points in Kentucky on and west of a line beginning at Owensboro, Ky., thence along Kentucky Highway 81 to junction Kentucky Highway 85, thence along Kentucky Highway 85 to junction U.S. Highway 41, thence along U.S. Highway 41 to junction U.S. Highway 41A, thence along U.S. Highway 41A to the Kentucky-Tennessee State line; (151) from points in Washington to points in Illinois on, south, and east of a line beginning at the Illinois-Missouri State line extending along U.S. Highway 24 to junction U.S. Highway 67, thence along U.S. Highway 67 to junction U.S. Highway 136, thence along U.S. Highway 136 to junction Illinois Highway 41, thence along Illinois Highway 41 to junction U.S. Highway 34, thence along U.S. Highway 34 to junction Illinois Highway 26, thence along Illinois Highway 26 to junction Illinois Highway 38, thence along Illinois Highway 38 to junction Illinois Highway 47, thence along Illinois Highway 47 to the Illinois-Wisconsin State line; (152) from points in Washington on and west of a line beginning at the Washington-Oregon State line extending along Interstate Highway 5 to the United States-Canada International Boundary line to points in Illinois on, south, and east of a line beginning at the Illinois-Iowa State line extending along Illinois Highway 92 to junction U.S. Highway 67, thence along U.S. Highway 67 to junction U.S. Highway 150, thence along U.S. Highway 150 to junction Illinois Highway 2, thence along Illinois Highway 2 to junction Illinois Highway 26, thence along Illinois Highway 26 to the Illinois-Wisconsin State line;

(153) From Auburn, Wyo., to points in Illinois on and east of a line begin-



ning at the Illinois-Missouri State line extending along U.S. Highway 67 to junction Illinois Highway 78, thence along Illinois Highway 78 to junction U.S. Highway 24, thence along U.S. Highway 24 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction U.S. Highway 51, thence along U.S. Highway 51 to the Illinois-Wisconsin State line; (154) from Sheridan, Wyo., and points in Wyoming on, west, and south of a line beginning at the Montana-Wyoming State line extending along U.S. Highway 310 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. Highway 287, thence along U.S. Highway 287 to junction U.S. Highway 30, thence along U.S. Highway 30 to the Wyoming-Nebraska State line to Chicago, Ill.; (155) from points in Wyoming to points in Illinois on, east, and south of a line beginning at the Illinois-Missouri State line extending along Illinois Highway 146 to junction Illinois Highway 3, thence along Illinois Highway 3 to junction Illinois Highway 149, thence along Illinois Highway 149 to junction Illinois Highway 127, thence along Illinois Highway 127 to junction Illinois Highway 16, thence along Illinois Highway 16 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction Illinois Highway 9, thence along Illinois Highway 9 to junction Illinois Highway 54, thence along Illinois Highway 54 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction Illinois Highway 17, thence along Illinois Highway 17 to the Illinois-Indiana State line; and (156) from points in Wyoming on, south, and west of a line beginning at the Wyoming-Montana State line extending along Wyoming Highway 59 to junction U.S. Highway 16, thence along U.S. Highway 16 to junction U.S. Highway 85, thence along U.S. Highway 85 to junction U.S. Highway 26, thence along U.S. Highway 26 to the Wyoming-Nebraska State line to points in Indiana.

(B) *Materials and supplies* used in the manufacture, assembly, and distribution of truck and truck body parts, the transportation of which because of size and weight require the use of special equipment: (1) From points in Alaska to points in Ohio (except Columbus), Pennsylvania, Tennessee, and West Virginia; (2) from points in Idaho to points in Pennsylvania, Tennessee, and West Virginia, and Ohio (except Columbus); (3) from points in Montana to points in Tennessee and West Virginia; (4) from points in North Dakota to points in Tennessee; (5) from points in Oregon to points in Ohio (except Columbus), Pennsylvania, Tennessee, and West Virginia; (6) from points in Washington to points in Ohio (except Columbus), Pennsylvania, Tennessee, and West Virginia; (7) from points in Wyoming to points in West Virginia; (8) from East St. Louis, Ill., and points in Illinois on and west of a line beginning at the Iowa-Illinois State line extending along Interstate Highway 80 to junction Interstate High-

way 74, thence along Interstate Highway 74 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction U.S. Highway 36, thence along U.S. Highway 36 to junction Illinois Highway 4, thence along Illinois Highway 4 to junction U.S. Highway 40, thence along U.S. Highway 40 to the Illinois-Missouri State line to points in Ohio on, south, and east of a line beginning at Gallipolis, Ohio, thence along Ohio Highway 7 to junction Ohio Highway 141, thence along Ohio Highway 141 to junction U.S. Highway 52, thence along U.S. Highway 52 to a terminus at Ironton, Ohio; (9) from points in Illinois on and north of a line beginning at the Illinois-Iowa State line extending along Interstate Highway 80 to junction U.S. Highway 51, thence along U.S. Highway 51 to junction U.S. Highway 34, thence along U.S. Highway 34 to its terminus at Chicago, Ill., to points in Tennessee on and east of a line beginning at the Alabama-Tennessee State line extending along U.S. Highway 31 to junction U.S. Highway 70, thence along U.S. Highway 70 to junction Tennessee Highway 69, thence along Tennessee Highway 69 to junction U.S. Highway 79, thence along U.S. Highway 79 to the Kentucky-Tennessee State line;

(10) From points in Illinois on, north, and west of a line beginning at the Illinois-Iowa State line at East Dubuque, Iowa, thence along U.S. Highway 20 to junction Illinois Highway 84, thence along Illinois Highway 84 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Illinois Highway 88, thence along Illinois Highway 88 to junction U.S. Highway 6, thence along U.S. Highway 6 to LaSalle, Ill., thence along U.S. Highway 6 to junction Illinois Highway 29, thence along Illinois Highway 29 to junction U.S. Highway 24, thence along U.S. Highway 24 to the Illinois-Missouri State line at Quincy, Ill., to points in West Virginia on and south of a line beginning at the Kentucky-West Virginia State line at Williamson, W. Va., thence along U.S. Highway 52 to junction West Virginia Highway 16, thence along West Virginia Highway 16 to junction West Virginia Highway 3, thence along West Virginia Highway 3 to junction West Virginia Highway 63, thence along West Virginia Highway 63 to junction U.S. Highway 219, thence along U.S. Highway 219 to junction West Virginia Highway 39, thence along West Virginia Highway 39 to the Virginia-West Virginia State line; (11) from points in Iowa on, south, and west of a line beginning at the Minnesota-Iowa State line extending along U.S. Highway 63 to junction U.S. Highway 218, thence along U.S. Highway 218 to junction U.S. Highway 6, thence along U.S. Highway 6 to the Iowa-Illinois State line at Chesapeake, Ohio; (12) from points in Iowa on, south, and west of a line beginning at the Nebraska-Iowa State line extending along U.S. Highway 275 to junction Iowa Highway 2, thence along Iowa Highway 2 to junction U.S. Highway 169, thence along U.S. Highway 169 to the Iowa-Missouri State line to Morrisville and Philadelphia, Pa.; (13) from points in Iowa to points in Tennessee on and east of a line beginning at

the Alabama-Tennessee State line extending along U.S. Highway 43 to junction U.S. Highway 31, thence along U.S. Highway 31 to junction U.S. Highway 41A, thence along U.S. Highway 41A to the Tennessee-Kentucky State line;

(14) From points in Iowa on, south, and west of a line beginning at the Minnesota-Iowa State line extending along Iowa Highway 4 to junction Iowa Highway 44, thence along Iowa Highway 44 to junction Iowa Highway 141, thence along Iowa Highway 141 to junction Interstate Highway 35, thence along Interstate Highway 35 to junction U.S. Highway 65, thence along U.S. Highway 65 to junction Iowa Highway 2, thence along Iowa Highway 2 to junction Iowa Highway 5, thence along Iowa Highway 5 to the Iowa-Missouri State line to points in West Virginia on and south of a line beginning at the Kentucky-West Virginia State line extending along U.S. Highway 60 to junction West Virginia Highway 16, thence along West Virginia Highway 16 to junction West Virginia Highway 16 to junction West Virginia Highway 39 to the West Virginia-Virginia State line; (15) from points in Minnesota on and west of a line beginning at the Iowa-Minnesota State line extending along U.S. Highway 65 to junction U.S. Highway 16, thence along U.S. Highway 16 to junction U.S. Highway 71, thence along U.S. Highway 71 to its terminus at International Falls, Minn., to Aberdeen and Chesapeake, Ohio; (16) from St. Vincent, Minn., to points in Pennsylvania on and southeast of a line beginning at the Maryland-Pennsylvania State line extending along U.S. Highway 1 to junction Pennsylvania Highway 10, thence along Pennsylvania Highway 10 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction U.S. Highway 1, thence along U.S. Highway 1 to the New Jersey-Pennsylvania State line; (17) from Minneapolis, Minn., and points in Minnesota on and north of Interstate Highway 94 to points in Tennessee; (18) from points in Minnesota to points in West Virginia on and south of a line beginning at the Kentucky-West Virginia State line at Williamson, W. Va., thence along U.S. Highway 52 to junction U.S. Highway 19, thence along U.S. Highway 19 to junction West Virginia Highway 20, thence along West Virginia Highway 20 to junction West Virginia Highway 63, thence along West Virginia Highway 63 to junction U.S. Highway 219, thence along U.S. Highway 219 to junction West Virginia Highway 39, thence along West Virginia Highway 39 to the Virginia-West Virginia State line;

(19) From points in Montana on and west of a line beginning at the United States-Canada International Boundary line extending along Montana Highway 13 to junction Montana Highway 200, thence along Montana Highway 200 to junction Montana Highway 22, thence along Montana Highway 22 to junction U.S. Highway 312, thence along U.S. Highway 312 to junction U.S. Highway 212, thence along U.S. Highway 212 to junction Montana Highway 59, thence along Montana Highway 59 to the Mon-



tana-Wyoming State line to points in Ohio on and south of a line beginning at the Ohio-Indiana State line extending along U.S. Highway 52 to junction U.S. Highway 42, thence along U.S. Highway 42 to junction U.S. Highway 68, thence along U.S. Highway 68 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction U.S. Highway 22, thence along U.S. Highway 22 to the Ohio-West Virginia State line (except Columbus, Ohio); (20) from points in Montana on and west of a line beginning at the Idaho-Montana State line extending along U.S. Highway 91 to junction U.S. Highway 10, thence along U.S. Highway 10 to junction U.S. Highway 93, thence along U.S. Highway 93 to the United States-Canada International Boundary line to points in Pennsylvania; (21) from points in Nebraska on and west of a line beginning at the South Dakota-Nebraska State line extending along U.S. Highway 83 to junction Nebraska Highway 2 to junction U.S. Highway 183, thence along U.S. Highway 183 to the Nebraska-Kansas State line to points in Ohio on and south of U.S. Highway 50; (22) from points in Nebraska on and west of a line beginning at the Colorado-Nebraska State line extending along Nebraska Highway 19 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Nebraska Highway 71, thence along Nebraska Highway 71 to junction Nebraska Highway 29, thence along Nebraska Highway 29 to junction U.S. Highway 20, thence along U.S. Highway 20 to the Nebraska-Wyoming State line; and points in Nebraska on and south of a line beginning at the Colorado-Nebraska State line extending along U.S. Highway 34 to junction U.S. Highway 136, thence along U.S. Highway 136 to junction Nebraska Highway 14, thence along Nebraska Highway 14 to the Kansas-Nebraska State line to points in Pennsylvania on, south, and east of a line beginning at the New York-Pennsylvania State line extending along U.S. Highway 15 to junction U.S. Highway 220, thence along U.S. Highway 220 to junction U.S. Highway 22, thence along U.S. Highway 22 to junction U.S. Highway 119, thence along U.S. Highway 119 to the Pennsylvania-West Virginia State line;

(23) From points in Nebraska to points in Tennessee on and east of U.S. Highway 431; (24) from points in Nebraska to points in West Virginia on and south of a line beginning at the Kentucky-West Virginia State line extending along U.S. Highway 60 to junction West Virginia Highway 16, thence along West Virginia Highway 16 to junction West Virginia Highway 39, thence along West Virginia Highway 39 to junction U.S. Highway 19, thence along U.S. Highway 19 to junction West Virginia Highway 41, thence along West Virginia Highway 41 to junction West Virginia Highway 20, thence along West Virginia Highway 20 to junction West Virginia Highway 15, thence along

West Virginia Highway 15 to junction U.S. Highway 219, thence along U.S. Highway 219 to the Pennsylvania-West Virginia State line; (25) from points in North Dakota on, north, and west of a line beginning at the South Dakota-North Dakota State line extending along U.S. Highway 85 to junction North Dakota Highway 23, thence along North Dakota Highway 23 to junction U.S. Highway 83, thence along U.S. Highway 83 to the United States-Canada International Boundary line to points in Ohio on and south of U.S. Highway 50; (26) from points in North Dakota on and west of U.S. Highway 85 to Uniontown, Pa., and points in Pennsylvania on, south, and east of a line beginning at Stroudsburg, Pa., thence along Pennsylvania Highway 611 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction U.S. Highway 11, thence along U.S. Highway 11 to the Pennsylvania-Maryland State line; (27) from points in North Dakota to points in West Virginia on and south of a line beginning at the Kentucky-West Virginia State line extending along U.S. Highway 60 to junction West Virginia Highway 16, thence along West Virginia Highway 16 to junction West Virginia Highway 39, thence along West Virginia Highway 39 to the Virginia-West Virginia State line;

(28) From Lemmon, S. Dak., and points in South Dakota on, south, and west of a line beginning at the North Dakota-South Dakota State line extending along U.S. Highway 12 to junction South Dakota Highway 73, thence along South Dakota Highway 73 to junction South Dakota Highway 34, thence along South Dakota Highway 34 to junction U.S. Highway 83, thence along U.S. Highway 83 to the South Dakota-Nebraska State line to points in Ohio on and south of U.S. Highway 50; (29) from Pierce, S. Dak., and points in South Dakota on and west of a line beginning at the North Dakota-South Dakota State line extending along U.S. Highway 12 to junction South Dakota Highway 73, thence along South Dakota Highway 73 to junction U.S. Highway 14, thence along U.S. Highway 14 to junction South Dakota Highway 79, thence along South Dakota Highway 79 to junction U.S. Highway 385, thence along U.S. Highway 385 to the Nebraska-South Dakota State line to points in Pennsylvania on, south, and east of a line beginning at Stroudsburg, Pa., thence along Pennsylvania Highway 611 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Pennsylvania Highway 316, thence along Pennsylvania Highway 316 to the Maryland-Pennsylvania State line; (30) from points in South Dakota to points in Tennessee on and east of a line beginning at the Mississippi-Tennessee State line extending along Tennessee Highway 18 to junction U.S. Highway 45, thence along U.S. Highway 45 to junction U.S. Highway 70, thence along U.S. Highway 70 to junction Tennessee Highway 22, thence along Tennessee Highway 22 to junction U.S. Highway 79, thence along U.S. Highway 79 to junction U.S. High-

way 641, thence along U.S. Highway 641 to the Tennessee-Kentucky State line; (31) from points in South Dakota to points in West Virginia on and south of a line beginning at the Kentucky-West Virginia State line extending along U.S. Highway 60 to junction West Virginia Highway 16, thence along West Virginia Highway 16 to junction West Virginia Highway 39, thence along West Virginia Highway 39 to junction U.S. Highway 19, thence along U.S. Highway 19 to junction West Virginia Highway 41, thence along West Virginia Highway 41 to junction West Virginia Highway 20, thence along West Virginia Highway 20 to junction West Virginia Highway 15, thence along West Virginia Highway 15 to junction U.S. Highway 219, thence along U.S. Highway 219 to the Maryland-West Virginia State line;

(32) From points in Wyoming to points in Ohio on, south, and east of a line beginning at Cincinnati, Ohio, thence along U.S. Highway 42 to junction U.S. Highway 68, thence along U.S. Highway 68 to junction U.S. Highway 40, thence along U.S. Highway 40 to junction U.S. Highway 22, thence along U.S. Highway 22 to the Ohio-West Virginia State line (except Columbus, Ohio); (33) from points in Wyoming on and west of a line beginning at the Wyoming-Montana State line extending along U.S. Highway 87 to junction Wyoming Highway 220, thence along Wyoming Highway 220 to junction Wyoming Highway 487, thence along Wyoming Highway 487 to junction U.S. Highway 287, thence along U.S. Highway 287 to junction Interstate Highway 80, thence along Interstate Highway 80 to junction U.S. Highway 85, thence along U.S. Highway 85 to junction U.S. Highway 423, thence along U.S. Highway 423 to junction Pennsylvania Highway 68, thence along Pennsylvania Highway 68 to the Pennsylvania-Ohio State line; and (34) from points in Wyoming to points in Tennessee on and east of a line beginning at the Tennessee-Mississippi State line extending along U.S. Highway 45 to junction U.S. Highway 70, thence along U.S. Highway 70 to junction Tennessee Highway 77, thence along Tennessee Highway 77 to junction U.S. Highway 641, thence along U.S. Highway 641 to the Tennessee-Kentucky State line.

The purpose of this filing is to eliminate the gateways of (1) Paris, Ill.; and (2) Paris, Ill., and that part of Kentucky on and west of a line beginning at Louisville, Ky., and extending along U.S. Highway 31E to junction Kentucky Highway 61, thence along Kentucky Highway 61 to junction Kentucky Highway 470, thence along Kentucky Highway 470 to junction U.S. Highway 31E, thence along U.S. Highway 31E to the Kentucky-Tennessee State line.

No. MC 119777 (Sub-No. E120), filed May 15, 1974. Applicant: LIGON SPECIALIZED HAULER, INC., P.O. Drawer L, Madisonville, Ind. 42431. Applicant's representative: Jean Holmes (same as above). Authority sought to operate as a common carrier, by motor vehicle, over



irregular routes, transporting: (A) *Truck bodies and parts* thereof which require special handling because of their size or weight (except machinery, materials, 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 incidental to, or used in connection with (a) the discovery, development, production, and preservation of natural gas and petroleum, (b) the construction, operation, repairs, servicing, dismantling, and maintenance of pipe lines and facilities for the storage of natural gas, gasoline, and petroleum, and (c) the dismantling and maintenance of plants and facilities for refining, recycling, processing, repressuring, and blending gasoline, natural gas, and petroleum);

(1) Between points in Illinois, on the one hand, and, on the other, points in Connecticut, Delaware, District of Columbia, Maine, New Hampshire, and Rhode Island;

(2) Between points in Indiana, on the one hand, and, on the other, points in Arizona, Colorado, Idaho, Nevada, New Mexico, and Utah;

(3) Between points in Kentucky, on the one hand, and, on the other, points in Arizona, Idaho, Minnesota, Montana, Nevada, North Dakota, South Dakota, Utah, Wisconsin, and Wyoming;

(4) Between points in Illinois on and north of a line commencing at the Illinois-Indiana state line, thence west on U.S. Hwy. 40 to the jct. of IL St. Hwy. 130, thence north on IL St. Hwy. 130 to the jct. of IL St. Hwy. 16, thence west on IL St. Hwy. 16 to the jct. of IL St. Hwy. 29, thence north on IL St. Hwy. 29 to the jct. of U.S. Hwy. 36, thence west on U.S. Hwy. 36 to the jct. of IL St. Hwy. 78, thence north on IL St. Hwy. 78 to the jct. of IL St. Hwy. 99, thence north on IL St. Hwy. 99 to the jct. of U.S. Hwy. 24, thence west on U.S. Hwy. 24 to the jct. of IL St. Hwy. 94, thence north on IL St. Hwy. 94 to the jct. of U.S. Hwy. 136, thence west on U.S. Hwy. 136 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Alabama;

(5) Between points in Illinois, on, east, and south of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy. 26, thence south on IL St. Hwy. 26 to the jct. of IL St. Hwy. 2, thence west on IL St. Hwy. 2 to the jct. of IL St. Hwy. 88, thence south on IL St. Hwy. 88 to the jct. of IL St. Hwy. 29, thence south on IL St. Hwy. 29 to the jct. of IL St. Hwy. 4, thence south on IL St. Hwy. 4 to the jct. of IL St. Hwy. 140, thence west on IL St. Hwy. 140 to the jct. of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Arizona on, west and south of a line commencing at the Arizona-Utah state line on U.S. Hwy. 89, thence south on U.S. Hwy. 89 to the jct. of U.S. Hwy. 66, thence east on U.S. Hwy. 66 to the Arizona-New Mexico state line;

(6) Between points in Illinois on and east of a line commencing at the Illinois-Iowa state line on U.S. Hwy. 6, thence east on U.S. Hwy. 6 to the jct. U.S. Hwy. 150, thence south on U.S. Hwy. 150 to the jct. of IL St. Hwy. 79, thence south on IL St. Hwy. 79 to the jct. of IL St. Hwy. 78, thence south on IL St. Hwy. 78 to the jct. of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Arizona on and south of a line commencing at the Nevada-Arizona state line on U.S. Hwy. 78, thence east on U.S. Hwy. 78 to the jct. of U.S. Hwy. 66, thence east on U.S. Hwy. 66 to the jct. of AZ St. Hwy. 87, thence south on AZ St. Hwy. 87 to the jct. of AZ St. Hwy. 260, thence east on AZ St. Hwy. 260 to the jct. of AZ St. Hwy. 277, thence east on AZ St. Hwy. 277 to the jct. of AZ St. Hwy. 77, thence south on AZ St. Hwy. 77 to the jct. of U.S. Hwy. 60, thence east on U.S. Hwy. 60 to the Arizona-New Mexico state line;

(7) Between points in Illinois on and east of a line commencing at the Wisconsin-Illinois state line on IL St. Hwy. 26, thence south on IL St. Hwy. 26 to the jct. of IL St. Hwy. 2, thence west on IL St. Hwy. 2 to the jct. of IL St. Hwy. 88, thence south on IL St. Hwy. 88 to the jct. of IL St. Hwy. 29, thence south on IL St. Hwy. 29 to the jct. of IL St. Hwy. 4, thence south on IL St. Hwy. 4 to the jct. of IL St. Hwy. 150, thence west on IL St. Hwy. 150 to the Illinois-Missouri state line on the one hand, and, on the other, points in Arizona;

(8) Between points in Illinois on and east of a line commencing the Illinois-Wisconsin state line on IL St. Hwy. 26, thence south on IL St. Hwy. 26 to the jct. of U.S. Hwy. 20, thence east on U.S. Hwy. 20 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of U.S. Hwy. 6, thence east on U.S. Hwy. 6 to the jct. of IL St. Hwy. 23, thence south on IL St. Hwy. 23 to the jct. of IL St. Hwy. 116, thence east on IL St. Hwy. 116 to the jct. of IL St. Hwy. 47, thence south on IL St. Hwy. 47 to the jct. of U.S. Hwy. 150, thence south on U.S. Hwy. 150 to the jct. of IL St. Hwy. 49, thence south on IL St. Hwy. 49 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of U.S. Hwy. 150, thence east on U.S. Hwy. 150 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Arkansas;

(9) Between points in Illinois on, north, and east of a line commencing at the Illinois-Iowa state line on U.S. Hwy. 6, thence east on U.S. Hwy. 6 to the jct. of U.S. Hwy. 150, thence south on U.S. Hwy. 150 to the jct. of I-74, thence east on I-74 to the jct. of U.S. Hwy. 24, thence south on U.S. Hwy. 24 to the jct. of IL St. Hwy. 9, thence east on U.S. Hwy. 136 to the jct. of IL St. Hwy. 29, thence south on IL St. Hwy. 29 to the jct. of U.S. Hwy. 136, thence east on U.S. Hwy. 136 to the jct. of IL St. Hwy. 121, thence south on IL St. Hwy. 121 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 128, thence south on IL St. Hwy. 128 to

the jct. of IL St. Hwy. 33, thence east on IL St. Hwy. 33 to the jct. of IL St. Hwy. 1, thence north on IL St. Hwy. 1 to the jct. of the Hutsonville, Illinois Hwy., thence east on the Hutsonville, Illinois Hwy. to the jct. of IN St. Hwy. 154, at the Illinois-Indiana state line, on the one hand, and, on the other, points in Arkansas on, south and west of a line commencing at the Arkansas-Oklahoma state line on U.S. Hwy. 70, thence east on U.S. Hwy. 70 to the jct. of U.S. Hwy. 71, thence south on U.S. Hwy. 71 to the jct. of U.S. Hwy. 82, thence east on U.S. Hwy. 82 to the Arkansas-Mississippi state line;

(10) Between points in Illinois on and east of a line commencing at the Indiana-Illinois state line on U.S. Hwy. 30, thence west on U.S. Hwy. 30 to the jct. of I-57, thence south on I-57 to the jct. of U.S. Hwy. 24, thence west on U.S. Hwy. 24 to the jct. of IL St. Hwy. 47, thence south on IL St. Hwy. 47 to the jct. of IL St. Hwy. 54, thence southwest on IL St. Hwy. 54 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of IL St. Hwy. 141, thence east on IL St. Hwy. 141 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Colorado;

(11) Between points in Illinois on and east of a line commencing at the Wisconsin-Illinois state line on IL St. Hwy. 31, thence south on IL St. Hwy. 31 to the jct. of IL St. Hwy. 71, thence southwest on IL St. Hwy. 71 to the jct. of IL St. Hwy. 47, thence south on IL St. Hwy. 47 to the jct. of U.S. Hwy. 6, thence west on U.S. Hwy. 6 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 116, thence west on IL St. Hwy. 116 to the jct. of U.S. Hwy. 150, thence southeast on U.S. Hwy. 150 to the jct. of IL St. Hwy. 121, thence south on IL St. Hwy. 121 to the jct. of U.S. Hwy. 66, thence south on U.S. Hwy. 66 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 127, thence south on IL St. Hwy. 127 to the jct. of IL St. Hwy. 154, thence west on IL St. Hwy. 154 to the jct. of IL St. Hwy. 150, thence southwest on IL St. Hwy. 150 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Colorado on and west of a line commencing at the Utah-Colorado state line on U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the jct. of CO St. Hwy. 13, thence south on CO St. Hwy. 13 to the jct. of U.S. Hwy. 6, thence west on U.S. Hwy. 6 to the Colorado-Utah state line;

(12) Between points in Florida, on the one hand, and, on the other, points in Illinois on and north of a line commencing at the Illinois-Missouri State line on U.S. Hwy. 24, thence east on U.S. Hwy. 24 to the jct. of IL St. Hwy. 99, thence southeast on IL St. Hwy. 99 to the jct. of IL St. Hwy. 104, thence southeast on IL St. Hwy. 104 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy.



36 to the jct. of IL St. Hwy. 29, thence southeast on IL St. Hwy. 29 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 128, thence south on IL St. Hwy. 128 to the jct. of IL St. Hwy. 33, thence east on IL St. Hwy. 33 to the jct. of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the Illinois-Indiana state line;

(13) Between points in Georgia, on the one hand, and, on the other, points in Illinois on, north, and east of a line commencing at Quincy, Illinois, thence east on IL St. Hwy. 104 to IL St. Hwy. 29, thence southeast on IL St. Hwy. 29 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 128, thence south on IL St. Hwy. 128 to the jct. of IL St. Hwy. 33, thence east on IL St. Hwy. 33 to Palestine, Illinois;

(14) Between points in Illinois on, south, and east of a line commencing at Waukegan, Illinois, thence west on IL St. Hwy. 120 to the jct. of IL St. Hwy. 63, thence south on IL St. Hwy. 63 to the jct. of IL St. Hwy. 31, thence south on IL St. Hwy. 31 to the jct. of IL St. Hwy. 71, thence south on IL St. Hwy. 71 to the jct. of IL St. Hwy. 23, thence south on IL St. Hwy. 23 to the jct. of IL St. Hwy. 17, thence west on IL St. Hwy. 17 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 116, thence west on IL St. Hwy. 116 to the jct. of U.S. Hwy. 24, thence south on U.S. Hwy. 24, to the jct. of IL St. Hwy. 78, thence south on IL St. Hwy. 78 to the jct. of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the terminus at Alton, Illinois, on the one hand, and, on the other, points in Idaho;

(15) Between points in Illinois on and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 29, thence west and south on IL St. Hwy. 29 to the jct. of U.S. Hwy. 24, thence south on U.S. Hwy. 24 to the jct. of IL St. Hwy. 100, thence south on IL St. Hwy. 100 to the jct. of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Idaho on and south of a line commencing at the Oregon-Idaho state line on ID St. Hwy. 52, thence east on ID St. Hwy. 52 to the jct. of U.S. Hwy. 95, thence south on U.S. Hwy. 95 to the jct. of I-80N, thence east on I-80N to the jct. of U.S. Hwy. 20, thence east on U.S. Hwy. 20 to the jct. of I-80N, thence east on I-80N to the jct. of U.S. Hwy. 26, thence east on U.S. Hwy. 26 to the jct. of ID St. Hwy. 25, thence east on ID St. Hwy. 25 to the jct. of I-80N, thence east on I-80N to the jct. of I-15W, thence east on I-15W to the jct. of I-15, thence south on I-15 to the jct. of U.S. Hwy. 191, thence south on U.S. Hwy. 191 to the Idaho-Utah state line;

(16) Between points in Illinois on and northwest of a line commencing at Chicago, Illinois, thence south on IL St. Hwy. 1 to the jct. of U.S. Hwy. 36, thence west on U.S. Hwy. 36 to the jct. of IL St. Hwy.

121, thence northwest on IL St. Hwy. 121 to the jct. of IL St. Hwy. 10, thence northwest on IL St. Hwy. 10 to the jct. of U.S. Hwy. 136, thence west on U.S. Hwy. 136 to the Illinois-Iowa state line, on the one hand, and, on the other, points in Indiana on and south of a line commencing at the Indiana-Kentucky state line on IN St. Hwy. 7, thence north on IN St. Hwy. 7 to the jct. of IN St. Hwy. 250, thence west on IN St. Hwy. 250 to the jct. of U.S. Hwy. 50, thence west on U.S. Hwy. 50 to the jct. of IN St. Hwy. 135, thence north on IN St. Hwy. 135 to the jct. of IN St. Hwy. 46, thence west on IN St. Hwy. 46 to the jct. of IN St. Hwy. 59, thence north on IN St. Hwy. 59 to the jct. of U.S. Hwy. 40, thence west on U.S. Hwy. 40 to the jct. of U.S. Hwy. 150, thence north on U.S. Hwy. 150 to the Illinois-Indiana state line;

(17) Between points in Illinois on and southwest of a line commencing at Batchtown, Illinois, thence east from Batchtown, Illinois over an unmarked Hwy. to the jct. of an unmarked Hwy. which proceeds north to Hardin, Illinois, thence east from Hardin, Illinois on IL St. Hwy. 16, to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of IL St. Hwy. 15, thence south on IL St. Hwy. 15 to Illinois-Indiana state line, on the one hand, and, on the other, points in Indiana on and northeast of a line commencing at the Ohio-Indiana state line on U.S. Hwy. 40, thence west on U.S. Hwy. 40 to the jct. of U.S. Hwy. 421, thence north on U.S. Hwy. 421 to the jct. of I-65, thence north on I-65 to the jct. of U.S. Hwy. 52, thence north on U.S. Hwy. 52 to the jct. of U.S. Hwy. 41, thence north on U.S. Hwy. 41 to the jct. of IN St. Hwy. 152, thence north on IN St. Hwy. 152 to the jct. of IN St. Hwy. 912, thence east on IN St. Hwy. 912 to Indiana Harbor, Indiana;

(18) Between points in Illinois on and west of a line commencing at the Illinois-Iowa state line on U.S. Hwy. 30, thence east on U.S. Hwy. 30 to the jct. of IL St. Hwy. 84, thence south on IL St. Hwy. 84 to the jct. of I-80, thence east on I-80 to the jct. of IL St. Hwy. 78, thence south on IL St. Hwy. 78 to the jct. of I-74, thence east on I-74 to the jct. of IL St. Hwy. 121, thence south on IL St. Hwy. 121 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the jct. of IL St. Hwy. 133, thence east on IL St. Hwy. 133 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of U.S. Hwy. 40, thence west on U.S. Hwy. 40 to the jct. of U.S. Hwy. 50, thence west on U.S. Hwy. 50 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Indiana on and east of a line commencing at the Indiana-Ohio state line on IN St. Hwy. 32, thence west on IN St. Hwy. 32 to Noblesville, Indiana, thence east on IN St. Hwy. 32 from Noblesville, Indiana to the jct. of IN St. Hwy. 37, thence south on IN St. Hwy. 37 to the jct. of I-69, thence south on I-69 to the jct. of I-465, thence west on I-465 to the jct. of U.S. Hwy. 36, thence west on U.S. Hwy. 36

to New Winchester, Indiana, thence east on U.S. Hwy. 36 from New Winchester, Indiana to the jct. of I-465, thence south on I-465 to the jct. of IN St. Hwy. 37, thence south on IN St. Hwy. 37 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the jct. of IN St. Hwy. 39, thence south on IN St. Hwy. 39 to the jct. of IN St. Hwy. 256, thence east on IN St. Hwy. 256 to the jct. of IN St. Hwy. 7, thence south on IN St. Hwy. 7 to the Indiana-Kentucky state line;

(19) Between points in Illinois on, east and south of a line commencing at the Illinois-Indiana state line on U.S. Hwy. 136, thence west on U.S. Hwy. 136 to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of IL St. Hwy. 133, thence west on IL St. Hwy. 133 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of U.S. Hwy. 460, thence west on U.S. Hwy. 460 to the jct. of IL St. Hwy. 14, thence west on IL St. Hwy. 14 to the jct. of IL St. Hwy. 37, thence south on IL St. Hwy. 37 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the Illinois-Kentucky state line, on the one hand, and, on the other, points in Iowa on and north of a line commencing at Dubuque, Iowa, thence west on U.S. Hwy. 20 to, and including Sioux City, Iowa;

(20) Between points in Illinois on, east and south of a line commencing at the Illinois-Indiana state line on U.S. Hwy. 136, thence west on U.S. Hwy. 136 to the jct. of U.S. Hwy. 150, thence west on U.S. Hwy. 150 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of IL St. Hwy. 16, thence west on IL St. Hwy. 16 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of U.S. Hwy. 40, thence west on U.S. Hwy. 40 to the jct. of IL St. Hwy. 140, thence west on IL St. Hwy. 140 to the jct. of IL St. Hwy. 127, thence south on IL St. Hwy. 127 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the Illinois-Kentucky state line, on the one hand, and, on the other, Larchwood, Iowa.

(21) Between points in Illinois on and east of a line commencing at the Illinois-Indiana state line on U.S. Hwy. 36, thence west on U.S. Hwy. 36 to the jct. of IL St. Hwy. 49, thence south on IL St. Hwy. 49 to the jct. of IL St. Hwy. 16, thence southwest on IL St. Hwy. 16 to the jct. of IL St. Hwy. 130, thence south on IL St. Hwy. 130 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Iowa;

(22) Between points in Illinois on, east, and north of a line commencing at the Indiana-Illinois state line on U.S. Hwy. 30, thence west on U.S. Hwy. 30 to the jct. of IL St. Hwy. 50, thence south on IL St. Hwy. 50 to the jct. of IL St. Hwy. 49, thence south on IL St. Hwy. 49 to the jct. of U.S. Hwy. 136, thence west on U.S. Hwy. 136 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of IL St. Hwy. 121, thence south and east on IL St. Hwy. 121 to the jct. of U.S. Hwy. 40, thence northeast on U.S.



Hwy. 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Kansas;

(23) Between points in Illinois on and east of a line commencing at the Wisconsin-Illinois state line on U.S. Hwy. 12, thence south on U.S. Hwy. 12 to the jct. of IL St. Hwy. 31, thence south on IL St. Hwy. 31 to the jct. of IL St. Hwy. 120, thence west on IL St. Hwy. 120 to the jct. of U.S. Hwy. 14, thence southeast on U.S. Hwy. 14 to the jct. of IL St. Hwy. 31, thence south on IL St. Hwy. 31 to the jct. of U.S. Hwy. 30, thence south on U.S. Hwy. 30 to the jct. of U.S. Hwy. 52, thence south on U.S. Hwy. 52 to the jct. of IL St. Hwy. 17, thence east on IL St. Hwy. 17 to the jct. of IL St. Hwy. 114, thence east on IL St. Hwy. 114 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Kansas on and south of a line commencing at the Colorado-Kansas state line on U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the jct. of KS St. Hwy. 27, thence south on KS St. Hwy. 27 to the jct. of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to Junction City, Kansas, thence south and east on U.S. Hwy. 40 to the jct. of U.S. Hwy. 77, thence south on U.S. Hwy. 77 to the jct. of KS Hwy. 150, thence east on KS St. Hwy. 150 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the jct. of KS St. Hwy. 57, thence south and east on KS St. Hwy. 57 to the jct. of U.S. Hwy. 169, thence south on U.S. Hwy. 169 to the jct. of U.S. Hwy. 54, thence east on U.S. Hwy. 54 to the jct. of U.S. Hwy. 59, thence north on U.S. Hwy. 59 to the jct. of KS St. Hwy. 52, thence east on KS St. Hwy. 52 to the Kansas-Missouri state line;

(24) Between points in Illinois on and east of a line commencing at the Wisconsin-Illinois State line on U.S. Hwy. 14, thence south on U.S. Hwy. 14 to the jct. of IL St. Hwy. 23, thence south on IL St. Hwy. 23 to the jct. of U.S. Hwy. 34, thence west on U.S. Hwy. 34 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of U.S. Hwy. 66, thence southwest on U.S. Hwy. 66 to the jct. of IL St. Hwy. 121, thence south on IL St. Hwy. 121 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 16, thence west on IL St. Hwy. 16 to Pana, Illinois, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 128, thence south on IL St. Hwy. 128 to the jct. of U.S. Hwy. 40, thence north-east on U.S. Hwy. 40 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of IL St. Hwy. 141, thence east on IL St. Hwy. 141 to the Illinois-Indiana State line, on the one hand, and, on the other, points in Kansas on, south, and west of a line commencing at the Colorado-Kansas state line on KS St. Hwy. 96, thence east on KS St. Hwy. 96 to the jct. of KS St. Hwy. 27, thence south on KS St. Hwy. 27 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the jct. of U.S. Hwy. 83, thence south on U.S. Hwy. 83 to the Kansas-Oklahoma State line;

(25) Between points in Illinois on, north, and east of a line commencing at the Illinois-Iowa state line on U.S. Hwy. 20, thence east on U.S. Hwy. 20 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of U.S. Hwy. 150, thence southeast on U.S. Hwy. 150 to the Illinois-Indiana State line, on the one hand, and, on the other, points in Kentucky on and south of a line commencing at Louisville, Kentucky, thence east on I-64 to the jct. of U.S. Hwy. 60, (one mile south of Coalton, Kentucky), thence north on U.S. Hwy. 60 to Ashland, Kentucky;

(26) Between points in Illinois on, north, and east of a line commencing at the Illinois-Iowa State line on U.S. Hwy. 150, thence southeast on U.S. Hwy. 150 to the jct. of IL St. Hwy. 97, thence south on IL St. Hwy. 97 to the jct. of U.S. Hwy. 136, thence southeast on U.S. Hwy. 136 to the jct. of IL St. Hwy. 10, thence southeast on IL St. Hwy. 10 to the jct. of IL St. Hwy. 121, thence southeast on IL St. Hwy. 121 to the jct. of IL St. Hwy. 32, thence south on IL St. Hwy. 32 to the jct. of U.S. Hwy. 40, thence northeast on U.S. Hwy. 40 to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the Illinois-Indiana State line, on the one hand, and, on the other, points in Louisiana;

(27) Between points in Illinois on, north, and east of a line commencing at the Missouri-Illinois State line on U.S. Hwy. 36, thence southeast on U.S. Hwy. 36 to the jct. of IL St. Hwy. 104, thence southeast on IL St. Hwy. 104 to the jct. of U.S. Hwy. 66, thence south on U.S. Hwy. 66 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 185, thence southeast on IL St. Hwy. 185 to the jct. of U.S. Hwy. 40, thence northeast on U.S. Hwy. 40 to the jct. of IL St. Hwy. 33, thence southeast on IL St. Hwy. 33 to the jct. of IL St. Hwy. 130, thence southeast on IL St. Hwy. 130 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the jct. of IL St. Hwy. 250, thence east on IL St. Hwy. 250 to the jct. of IL St. Hwy. 1, thence north on IL St. Hwy. 1 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the Illinois-Indiana State line, on the one hand, and, on the other, points in Louisiana on, south, and east of a line commencing at Theriot, Louisiana, thence northeast on LA St. Hwy. 315 to the jct. of U.S. Hwy. 90, thence northeast on U.S. Hwy. 90 to the jct. of LA St. Hwy. 39, thence southeast on LA St. Hwy. 39 to the jct. of LA St. Hwy. 46, thence east on LA St. Hwy. 46 to the terminus at Shell Beach, Louisiana (Lake Borgne);

(28) Between points in Illinois, on the one hand, and, on the other, points in Maryland on and north of a line commencing at the Pennsylvania-Maryland state line on U.S. Hwy. 219, thence southwest on U.S. Hwy. 219 to the jct. of MD St. Hwy. 42, thence north on MD St. Hwy. 42 to the Pennsylvania-Maryland state line; and points in Maryland

on, north and east of a line commencing at the Pennsylvania-Maryland state line on U.S. Hwy. 15, thence south on U.S. Hwy. 15 to the jct. of I-70N, thence southeast on I-70N to the jct. of U.S. Hwy. 1, thence southwest on U.S. Hwy. 1 to the Maryland-District of Columbia state line;

(29) Between points in Illinois on, south and west of a line commencing at Waukegan, Illinois, thence west on IL St. Hwy. 120 to the jct. of U.S. Hwy. 41, thence southeast on U.S. Hwy. 41 to the jct. of IL St. Hwy. 68, thence west on IL St. Hwy. 68 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of U.S. Hwy. 30, thence east on U.S. Hwy. 30 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Maryland;

(30) Between points in Illinois, on the one hand, and, on the other, points in Massachusetts on and east of a line commencing at the New Hampshire-Massachusetts state line on MA St. Hwy. 32, thence south on MA St. Hwy. 32 to the Massachusetts-Connecticut state line;

(31) Between points in Illinois on, west and south of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy. 47, thence south on IL St. Hwy. 47 to the jct. of I-90, thence east on I-90 to the jct. of IL St. Hwy. 25, thence south on IL St. Hwy. 25 to the jct. of U.S. Hwy. 30, thence southeast on U.S. Hwy. 30 to the jct. of U.S. Hwy. 52, thence southeast on U.S. Hwy. 52 to the jct. of IL St. Hwy. 17, thence northeast on IL St. Hwy. 17 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Massachusetts;

(32) Between points in Illinois on and south of a line commencing at the Missouri-Illinois state line on U.S. Hwy. 67, thence north on U.S. Hwy. 67 to the jct. of IL St. Hwy. 140, thence east on IL St. Hwy. 140 to the jct. of IL St. Hwy. 4, thence north on IL St. Hwy. 4 to the jct. of IL St. Hwy. 16, thence northeast on IL St. Hwy. 16 to the jct. of U.S. Hwy. 66, thence north on U.S. Hwy. 66 to the jct. of IL St. Hwy. 48, thence northeast on IL St. Hwy. 48 to the jct. of IL St. Hwy. 29, thence west on IL St. Hwy. 29 to Taylorville, Illinois, thence east and southeast on IL St. Hwy. 29 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 32, thence north on IL St. Hwy. 32 to the jct. of IL St. Hwy. 133, thence east on IL St. Hwy. 133 to the jct. of U.S. Hwy. 45, thence north on U.S. Hwy. 45 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Michigan;

(33) Between points in Illinois on and south of a line commencing at the Missouri-Illinois state line on U.S. Hwy. 24, thence east on U.S. Hwy. 24 to the jct. of IL St. Hwy. 104, thence east on IL St. Hwy. 104 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the jct. of IL St. Hwy. 47, thence northeast on IL St. Hwy. 47 to the jct. of IL St. Hwy. 10, thence east on IL St. Hwy. 10 to the jct.



of U.S. Hwy. 150, thence east on U.S. Hwy. 150 to the jct. of U.S. Hwy. 136, thence east on U.S. Hwy. 136 to the Illinois-Indiana state line, on the one hand, and, on the other, points in the lower peninsula of Michigan on and northeast of a line commencing at Detroit, Michigan, thence northwest on MI St. Hwy. 1 to the jct. of U.S. Hwy. 10 thence northwest on U.S. Hwy. 10 to the jct. of MI St. Hwy. 46, thence west on MI St. Hwy. 46 to the jct. of U.S. Hwy. 27, thence north on U.S. Hwy. 27 to the jct. of U.S. Hwy. 10, thence west on U.S. Hwy. 10 to Ludington, Michigan; and points in the upper peninsula of Michigan on and east of a line commencing at Blaney Park, Michigan, thence north on MI St. Hwy. 77 to Grand Marais, Michigan;

(34) Between points in Illinois on, south, and east of a line commencing at the Illinois-Indiana state line on I-74, thence west on I-74 to the jct. of U.S. Hwy. 150, thence south on U.S. Hwy. 150 to the jct. of U.S. Hwy. 36, thence west on U.S. Hwy. 36 to the jct. of IL St. Hwy. 49, thence south on IL St. Hwy. 49 to the jct. of IL St. Hwy. 16, thence southwest on IL St. Hwy. 16 to the jct. of IL St. Hwy. 32, thence south on IL St. Hwy. 32 to the jct. of IL St. Hwy. 33, thence southeast on IL St. Hwy. 33 to the jct. of IL St. Hwy. 37, thence southwest on IL St. Hwy. 37 to the jct. of IL St. Hwy. 161, thence west on IL St. Hwy. 161 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the Illinois-Kentucky state line, on the one hand, and, on the other, points in Minnesota;

(35) Between points in Illinois on, south, and east of a line commencing at the Illinois-Indiana state line on IL St. Hwy. 9, thence west on IL St. Hwy. 9 to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of U.S. Hwy. 136, thence west on U.S. Hwy. 136 to the jct. of IL St. Hwy. 49, thence south on IL St. Hwy. 49 to the jct. of U.S. Hwy. 150, thence west on U.S. Hwy. 150 to the jct. of IL St. Hwy. 10, thence west on IL St. Hwy. 10 to the jct. of IL St. Hwy. 47, thence southwest on IL St. Hwy. 47 to the jct. of IL St. Hwy. 48, thence southwest on IL St. Hwy. 48 to the jct. of U.S. Hwy. 66, thence south on U.S. Hwy. 66 to the jct. of IL St. Hwy. 140, thence west on IL St. Hwy. 140 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Minnesota on and north of a line commencing at the Minnesota-Wisconsin state line on U.S. Hwy. 2, thence west on U.S. Hwy. 2 to the Minnesota-North Dakota state line;

(36) Between points in Illinois on, south, and east of a line commencing at the Illinois-Indiana state line on U.S. Hwy. 24, thence west on U.S. Hwy. 24 to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of IL St. Hwy. 9, thence west on IL St. Hwy. 9 to the jct. of IL St. Hwy. 54, thence southwest on IL St. Hwy. 54 to the jct. of I-55, thence south on I-55 to the jct. of U.S. Hwy. 36, thence west on U.S. Hwy. 36 to the jct. of IL St. Hwy. 4, thence south on IL St. Hwy. 4 to the jct. of IL St. Hwy. 16,

thence west on IL St. Hwy. 16 to the terminus at Hardin, Illinois, on the one hand, and, on the other, points in Minnesota on and north of a line commencing at the United States-Canada border line on MN St. Hwy. 313, thence south on MN St. Hwy. 313 to the jct. on MN St. Hwy. 11, thence east on MN St. Hwy. 11 to its terminus at Island View, Minnesota; and the points of St. Vincent and Grand Portage, Minnesota;

(37) Between points in Illinois on, north, and east of a line commencing at the Iowa-Illinois state line on U.S. Hwy. 150, thence south on U.S. Hwy. 150 to the jct. of IL St. Hwy. 97, thence south on IL St. Hwy. 97 to the jct. of IL St. Hwy. 9, thence east on IL St. Hwy. 9 to the jct. of IL St. Hwy. 121, thence south on IL St. Hwy. 121 to the jct. of IL St. Hwy. 32, thence south on IL St. Hwy. 32 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 130, thence south on IL St. Hwy. 130 to the jct. of U.S. Hwy. 40, thence northeast on U.S. Hwy. 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Mississippi;

(38) Between points in Illinois on and north of a line commencing at the Iowa-Illinois state line on IL St. Hwy. 9, thence east on IL St. Hwy. 9 to the jct. of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the jct. of IL St. Hwy. 125, thence east on IL St. Hwy. 125 to the jct. of IL St. Hwy. 97, thence east on IL St. Hwy. 97 to the jct. of IL St. Hwy. 29, thence south on IL St. Hwy. 29 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 128, thence south on IL St. Hwy. 128 to the jct. of IL St. Hwy. 33, thence east on IL St. Hwy. 33 to a terminus at Palestine, Illinois, on the one hand, and, on the other, points in Mississippi on and south of a line commencing at the Louisiana-Mississippi state line on U.S. Hwy. 80, thence east on U.S. Hwy. 80 to the Mississippi-Alabama state line;

(39) Between points in Illinois on and north of a line commencing at the Missouri-Illinois state line at Quincy, Illinois, thence southeast on IL St. Hwy. 104 to the jct. of IL St. Hwy. 111, thence south on IL St. Hwy. 111 to the jct. of IL St. Hwy. 108, thence east on IL St. Hwy. 108 to the jct. of IL St. Hwy. 4, thence south on IL St. Hwy. 4 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 185, thence southeast on IL St. Hwy. 185 to the jct. of U.S. Hwy. 40, thence northeast on U.S. Hwy. 40 to the jct. of IL St. Hwy. 33, thence southeast on IL St. Hwy. 40 to the jct. of IL St. Hwy. 130, thence south on IL St. Hwy. 130 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the jct. of the Illinois-Indiana state line, on the one hand, and, on the other, Gulfport, Mississippi;

(40) Between points in Illinois on, south, and east of a line commencing at the Illinois-Indiana state line on U.S. Hwy. 136, thence west on U.S. Hwy. 136 to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of U.S. Hwy.

40, thence east on U.S. Hwy. 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Missouri;

(41) Between points in Illinois on, north, and west of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy. 26, thence south on IL St. Hwy. 26 to the jct. of U.S. Hwy. 52, thence southeast on U.S. Hwy. 52 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 17, thence east on U.S. Hwy. 17 to the jct. of U.S. Hwy. 66, thence southwest on U.S. Hwy. 66 to the jct. of U.S. Hwy. 24, thence east on U.S. Hwy. 24 to the jct. of IL St. Hwy. 47, thence south on IL St. Hwy. 47 to the jct. of U.S. Hwy. 150, thence southeast on U.S. Hwy. 150 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 130, thence south on IL St. Hwy. 130 to the jct. of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the jct. of IL St. Hwy. 49, thence south on IL St. Hwy. 49 to the jct. of IL St. Hwy. 33, thence east on IL St. Hwy. 33 to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of IL St. Hwy. 15, thence east on IL St. Hwy. 15 to the Illinois-Indiana state line, on the one hand, and, on the other, Joplin, Missouri;

(42) Between points in Illinois on and east of a line commencing at Waukegan, Illinois, thence west on IL St. Hwy. 120 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of IL St. Hwy. 49, thence south on IL St. Hwy. 49 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Missouri on, south, and east of a line commencing at the Missouri-Iowa state line on U.S. Hwy. 65, thence south and east on U.S. Hwy. 65 to the jct. of I-70, thence east on I-70 to the jct. of MO St. Hwy. 47, thence southeast on MO St. Hwy. 47 to the jct. of MO St. Hwy. 100, thence east on MO St. Hwy. 100 to the jct. of U.S. Hwy. 66, thence northeast on U.S. Hwy. 66 to the Missouri-Illinois state line.

(43) Between points in Illinois on, south, and east of a line commencing at the Illinois-Missouri state line on U.S. Hwy. 67, thence north on U.S. Hwy. 67 to the jct. of IL St. Hwy. 111, thence north on IL St. Hwy. 111 to the jct. of IL St. Hwy. 104, thence east on IL St. Hwy. 104 to the jct. of IL St. Hwy. 4, thence north on IL St. Hwy. 4 to the jct. of U.S. Hwy. 36, thence northeast on U.S. Hwy. 36 to the jct. of U.S. Hwy. 66, thence northeast on U.S. Hwy. 66 to the jct. of IL St. Hwy. 17, thence east on IL St. Hwy. 17 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Montana.

(44) Between points in Illinois on and southeast of a line commencing at the Illinois-Missouri state line on U.S. Hwy. 67, thence north on U.S. Hwy. 67 to the jct. of IL St. Hwy. 267, thence north on



IL St. Hwy. 267 to the jct. of U.S. Hwy. 67, thence north on U.S. Hwy. 67 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the jct. of IL St. Hwy. 29, thence north on IL St. Hwy. 29 to the jct. of U.S. Hwy. 24, thence east on U.S. Hwy. 24 to the jct. of U.S. Hwy. 66, thence northeast on U.S. Hwy. 66 to the jct. of IL St. Hwy. 23, thence north on IL St. Hwy. 23 to the jct. of IL St. Hwy. 18, thence east on IL St. Hwy. 18 to the jct. of IL St. Hwy. 17, thence east on IL St. Hwy. 17 to the jct. of U.S. Hwy. 66, thence northeast on U.S. Hwy. 66 to a terminus at Chicago, Illinois, on the one hand, and, on the other, points in Montana on and west of a line commencing at the United States-Canadian border on U.S. Hwy. 91, thence south on U.S. Hwy. 91 to the jct. of U.S. Hwy. 12, thence east on U.S. Hwy. 12 to the jct. of U.S. Hwy. 191, thence south on U.S. Hwy. 191 to the jct. of U.S. Hwy. 10, thence east on U.S. Hwy. 10 to Billings, Montana, thence west on U.S. Hwy. 10 to the jct. of U.S. Hwy. 212, thence south on U.S. Hwy. 212 to the Montana-Wyoming state line;

(45) Between points in Illinois on and southeast of a line commencing at the Illinois-Missouri state line on U.S. Hwy. 54, thence northeast on U.S. Hwy. 54 to the jct. of U.S. Hwy. 30, thence east on U.S. Hwy. 30 to the jct. of IL St. Hwy. 100, thence north on IL St. Hwy. 100 to the jct. of U.S. Hwy. 67, thence north on U.S. Hwy. 67 to the jct. of U.S. Hwy. 24, thence northeast on U.S. Hwy. 24 to the jct. of IL St. Hwy. 29, thence north on IL St. Hwy. 29 to the jct. of U.S. Hwy. 51, thence north on U.S. Hwy. 51 to the jct. of U.S. Hwy. 34, thence east on U.S. Hwy. 34 to the jct. of IL St. Hwy. 25, thence north on IL St. Hwy. 25 to the jct. of IL St. Hwy. 58, thence east on IL St. Hwy. 58 to the jct. of IL St. Hwy. 43, thence north on IL St. Hwy. 43 to the jct. of IL St. Hwy. 22, thence east on IL St. Hwy. 22 to the terminus at Highwood, Illinois, on the one hand, and, on the other, points in Montana on and west of a line commencing at the United States-Canadian border on U.S. Hwy. 93, thence south on U.S. Hwy. 93 to the jct. of U.S. Hwy. 10, thence east on U.S. Hwy. 10 to the jct. of U.S. Hwy. 12, thence southwest on U.S. Hwy. 12 to the Idaho-Montana state line;

(46) Between points in Illinois on, south, and east of a line commencing at the Illinois-Indiana state line on IL St. Hwy. 9, thence west on IL St. Hwy. 9 to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of U.S. Hwy. 150, thence west on U.S. Hwy. 150 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the jct. of IL St. Hwy. 130, thence south on IL St. Hwy. 130 to the jct. of IL St. Hwy. 1, thence southwest on IL St. Hwy. 1 to the jct. of I-64, thence east on I-64 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Nebraska;

(47) Between points in Illinois on, south, and east of a line commencing at Waukegan, Illinois, thence west on IL St. Hwy. 120 to the jct. of IL St. Hwy. 21,

thence south on IL St. Hwy. 21 to the jct. of IL St. Hwy. 68, thence west on IL St. Hwy. 68 to the jct. of IL St. Hwy. 53, thence south on IL St. Hwy. 53 to the jct. of U.S. Hwy. 66, thence southwest on U.S. Hwy. 66 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 161, thence east on IL St. Hwy. 161 to the jct. of I-57, thence south on I-57 to the jct. of U.S. Hwy. 51, thence southeast on U.S. Hwy. 51 to the Illinois-Kentucky state line, on the one hand, and, on the other, Halgler, Nebraska;

(48) Between points in Illinois on, south, and east of a line commencing at Chicago, Illinois thence southwest on U.S. Hwy. 66 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of I-57, thence south on I-57 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the jct. of IL St. Hwy. 130, thence south on IL St. Hwy. 130 to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of I-64, thence east on I-64 to the Illinois-Indiana state line, on the one hand, and, on the other, (A) points in Nebraska on, south, and west of a line commencing at the Nebraska-Wyoming state line on U.S. Hwy. 26, thence southeast on U.S. Hwy. 26 to the jct. of NE St. Hwy. 71, thence south on NE St. Hwy. 71 to the jct. of U.S. Hwy. 30, thence east on U.S. Hwy. 30 to the jct. of NE St. Hwy. 19, thence south on NE St. Hwy. 19 to the Nebraska-Colorado state line, (B) and points in Nebraska on, south and east of a line commencing at the Nebraska-Colorado state line on U.S. Hwy. 34, thence northeast on U.S. Hwy. 34 to the jct. of U.S. Hwy. 83, thence south on U.S. Hwy. 83 to the jct. of NE St. Hwy. 89, thence northeast on NE St. Hwy. 89 to the jct. of U.S. Hwy. 183, thence south on U.S. Hwy. 183 to the jct. of U.S. Hwy. 136, thence east on U.S. Hwy. 136 to the jct. of NE St. Hwy. 14, thence south on NE St. Hwy. 14 to the Nebraska-Kansas state line; (C) and points in Nebraska on, south and east of a line commencing at the Nebraska-Kansas state line on U.S. Hwy. 75, thence north on U.S. Hwy. 75 to the jct. of U.S. Hwy. 73, thence southeast on U.S. Hwy. 73 to the jct. of NE St. Hwy. 4, thence east on NE St. Hwy. 4 to the Nebraska-Missouri state line;

(49) Between points in Illinois on and east of a line commencing at the Illinois-Missouri state line on U.S. Hwy. 54, thence northeast on U.S. Hwy. 54 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the jct. of IL St. Hwy. 107, thence north on IL St. Hwy. 107 to the jct. of U.S. Hwy. 24, thence west on U.S. Hwy. 24 to Camp Point, Illinois, thence east on U.S. Hwy. 24 to the jct. of IL St. Hwy. 94, thence north on IL St. Hwy. 94 to the jct. of U.S. Hwy. 136, thence west on U.S. Hwy. 136 to the Illinois-Iowa state line, on the one hand, and, on the other, Searchlight, Nevada;

(50) Between points in Illinois on and east of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy. 2, thence south on IL St. Hwy. 2 to the

jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 29, thence west on IL St. Hwy. 29 to the jct. of IL St. Hwy. 89, thence south on IL St. Hwy. 89 to the jct. of IL St. Hwy. 116, thence southwest on IL St. Hwy. 116 to the jct. of I-74, thence northwest on I-74 to the IL St. Hwy. 78, thence south on IL St. Hwy. 78 to the jct. of U.S. Hwy. 24, thence southwest on U.S. Hwy. 24 to the jct. of IL St. Hwy. 99, thence southeast on IL St. Hwy. 99 to the jct. of IL St. Hwy. 104, thence east on IL St. Hwy. 104 to the jct. of IL St. Hwy. 100, thence south on IL St. Hwy. 100 to the jct. of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Nevada;

(51) Between points in Illinois, on the one hand, and, on the other, points in New Jersey on, south, and east of a line commencing at the New Jersey-New York state line on U.S. Hwy. 202, thence south on U.S. Hwy. 202 to the jct. of U.S. Hwy. 46, thence west on U.S. Hwy. 46 to the jct. of NJ St. Hwy. 57, thence southwest on NJ St. Hwy. 57 to the New Jersey-Pennsylvania state line;

(52) Between points in Illinois on, south, and west of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy. 14, thence south on U.S. Hwy. 14 to the jct. of IL St. Hwy. 23, thence south on IL St. Hwy. 23 to the jct. of U.S. Hwy. 20, thence southeast on U.S. Hwy. 20 to the jct. of IL St. Hwy. 47, thence south on IL St. Hwy. 47 to the jct. of U.S. Hwy. 30, thence southeast on U.S. Hwy. 30 to the jct. of U.S. Hwy. 52, thence southeast on U.S. Hwy. 52 to the jct. of IL St. Hwy. 17, thence east on IL St. Hwy. 17 to the jct. of IL St. Hwy. 114, thence east on IL St. Hwy. 114 to the Illinois-Indiana state line, on the one hand, and, on the other, points in New Jersey;

(53) Between points in Illinois on and east of a line commencing at New Boston, Illinois, thence north and east on IL St. Hwy. 17 to the jct. of IL St. Hwy. 94, thence south and west on IL St. Hwy. 94 to the jct. of IL St. Hwy. 116, thence south and east on IL St. Hwy. 116 to the jct. of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the jct. of U.S. Hwy. 24, thence southwest on U.S. Hwy. 24 to the jct. of IL St. Hwy. 99, thence southeast on IL St. Hwy. 99 to the jct. of IL St. Hwy. 104, thence east on IL St. Hwy. 104 to the jct. of IL St. Hwy. 100, thence south on IL St. Hwy. 100 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the jct. of IL St. Hwy. 106, thence south on IL St. Hwy. 106 to the jct. of IL St. Hwy. 267, thence south and southeast on IL St. Hwy. 267 to the jct. of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the Illinois-Missouri state line, on the one hand, and, on the other, Rodeo, New Mexico;

(54) Between points in Illinois on and east of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy. 26, thence south on IL St. Hwy. 26 to the jct. of IL St. Hwy. 2, thence west on IL St. Hwy. 2 to the jct. of IL St. Hwy. 88, thence south on IL St. Hwy. 88 to the jct. of IL St. Hwy. 29, thence south on IL



St. Hwy. 29 to the jct. of U.S. Hwy. 66, thence south on U.S. Hwy. 66 to the jct. of IL St. Hwy. 127, thence southeast on IL St. Hwy. 127 to the jct. of IL St. Hwy. 185, thence southeast on IL St. Hwy. 185 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 161, thence east on IL St. Hwy. 161 to the jct. of IL St. Hwy. 37, thence south on IL St. Hwy. 37 to the jct. of U.S. Hwy. 460, thence southeast on U.S. Hwy. 460 to the jct. of IL St. Hwy. 142, thence southeast on IL St. Hwy. 142 to the jct. of IL St. Hwy. 13, thence east on IL St. Hwy. 13 to the Illinois-Kentucky state line, on the one hand, and, on the other, points in New Mexico (except those in Union County, New Mexico);

(55) Between points in Illinois, on the one hand, and, on the other, points in New York on, south, and east of a line commencing at the New Jersey-New York state line on U.S. Hwy. 202, thence north and east on U.S. Hwy. 202 to the jct. of NY St. Hwy. 22, thence north on NY St. Hwy. 22 to the jct. of NY St. Hwy. 55, thence west on NY St. Hwy. 55 to the jct. of U.S. Hwy. 9W, thence north on U.S. Hwy. 9W to the jct. of NY St. Hwy. 32, thence west on NY St. Hwy. 32 to Kingston, New York, thence east and north on NY St. Hwy. 32 to the jct. of NY St. Hwy. 199, thence east on NY St. Hwy. 199 to the jct. of U.S. Hwy. 44, thence east on U.S. Hwy. 44 to the Connecticut-New York state line;

(56) Between points in Illinois on, south, and west of a line commencing at the Illinois-Indiana state line on IL St. Hwy. 9, thence west on IL St. Hwy. 9 to the jct. of IL St. Hwy. 47, thence north on IL St. Hwy. 47 to the jct. of U.S. Hwy. 24, thence west on U.S. Hwy. 24 to the jct. of U.S. Hwy. 51, thence north on U.S. Hwy. 51 to the jct. of IL St. Hwy. 17, thence west on IL St. Hwy. 17 to the jct. of U.S. Hwy. 150, thence north on U.S. Hwy. 150 to the jct. of IL St. Hwy. 92, thence east on IL St. Hwy. 92 to the jct. of IL St. Hwy. 84, thence northeast on IL St. Hwy. 84 to the jct. of I-80, thence northwest on I-80 to the Illinois-Iowa state line, on the one hand, and, on the other, points in New York;

(57) Between points in Illinois on, south, and west of a line commencing at the Illinois-Indiana state line on IL St. Hwy. 114, thence west on IL St. Hwy. 114 to the jct. of IL St. Hwy. 17, thence south and west on IL St. Hwy. 17 to the jct. of U.S. Hwy. 52, thence north and west on U.S. Hwy. 52 to the jct. of U.S. Hwy. 30, thence northwest on U.S. Hwy. 30 to the jct. of IL St. Hwy. 31, thence north on IL St. Hwy. 31 to the jct. of IL St. Hwy. 56, thence west on IL St. Hwy. 56 to the jct. of IL St. Hwy. 47, thence north on IL St. Hwy. 47 to the jct. of IL St. Hwy. 38, thence west on IL St. Hwy. 38 to the jct. of U.S. Hwy. 51, thence north on U.S. Hwy. 51 to the Illinois-Wisconsin state line, on the one hand, and, on the other, points in New York on and east of a line commencing at the New York-Pennsylvania state line on U.S. Hwy. 209, thence northeast on U.S.

Hwy. 209 to the jct. of I-87, thence north on I-87 to the jct. of U.S. Hwy. 9 (near Underwood, New York), thence northwest on U.S. Hwy. 9 to the jct. of NY St. Hwy. 73, thence north and west on NY St. Hwy. 73 to the jct. of NY St. Hwy. 86, thence west on NY St. Hwy. 86 to the jct. of NY St. Hwy. 3, thence south and west on NY St. Hwy. 3 to the jct. of NY St. Hwy. 56, thence north on NY St. Hwy. 56 to the jct. of NY St. Hwy. 37, thence northeast on NY St. Hwy. 37 to the terminus at Rooseveltown, New York.

(58) Between points in Illinois on and north of U.S. Hwy. 40, on the one hand, and, on the other, points in North Carolina;

(59) Between points in Illinois on, south, and east of a line commencing at the Illinois-Missouri state line on U.S. Hwy. 67, thence north on U.S. Hwy. 67 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 4, thence north on IL St. Hwy. 4 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the jct. of U.S. Business Route 66 to the jct. of U.S. Hwy. 66, thence northeast on U.S. Hwy. 66 to the jct. of U.S. Hwy. 51, thence north on U.S. Hwy. 51 to the jct. of IL St. Hwy. 9, thence east on IL St. Hwy. 9 to the jct. of IL St. Hwy. 54, thence northeast on IL St. Hwy. 54 to the jct. of U.S. Hwy. 45, thence north and east on U.S. Hwy. 45 to the jct. of U.S. Hwy. 52, thence east and southeast on U.S. Hwy. 52 to the jct. of U.S. Hwy. 24, thence east on U.S. Hwy. 24 to the Illinois-Indiana state line on the one hand, and, on the other, points in North Dakota on and west of a line commencing at the United States-Canadian border on U.S. Hwy. 83, thence south on U.S. Hwy. 83 to the jct. of ND St. Hwy. 6 (north of Bismarck, North Dakota), thence south on ND St. Hwy. 6 to the jct. of ND St. Hwy. 21, thence west on ND St. Hwy. 21 to the jct. of ND St. Hwy. 8, thence south on ND St. Hwy. 8 to the jct. of U.S. Hwy. 12, thence southeast on U.S. Hwy. 12 to the North Dakota-South Dakota state line;

(60) Between points in Illinois on, south, and east of a line commencing at the Illinois-Indiana state line on IL St. Hwy. 9, thence west on IL St. Hwy. 9 to the jct. of IL St. Hwy. 54, thence southwest on IL St. Hwy. 54 to the jct. of IL St. Hwy. 48, thence south and southwest on IL St. Hwy. 48 to the jct. of U.S. Hwy. 66, thence south on U.S. Hwy. 66 to the jct. of IL St. Hwy. 16, thence west on IL St. Hwy. 16 to the jct. of IL St. Hwy. 159, thence south on IL St. Hwy. 159 to the jct. of U.S. Business Route 40, thence southwest on U.S. Business Route 40 to the jct. of IL St. Hwy. 3, thence south on IL St. Hwy. 3 to the jct. of U.S. Hwy. 50 By-pass, thence south and west on U.S. Hwy. 50 By-pass to the Illinois-Missouri state line, on the one hand, and, on the other, points in North Dakota on, north, and west of a line commencing at Wahpeton, North Dakota, thence south on U.S. Hwy. 81 to the jct. of ND St. Hwy.

11, thence west on ND St. Hwy. 11 to the jct. of ND St. Hwy. 18, thence south on ND St. Hwy. 18 to the North Dakota-South Dakota state line;

(61) Between points in Illinois bounded on the north by a line commencing at the Illinois-Missouri state line on U.S. Hwy. 24, thence east on U.S. Hwy. 24 to the jct. of U.S. Hwy. 67, thence east on U.S. Hwy. 67 to the jct. of IL St. Hwy. 125, thence east on IL St. Hwy. 125 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the Illinois-Indiana state line; and bounded on the east by the Illinois-Indiana state line; and bounded on the south by a line commencing at the Illinois-Indiana state line on U.S. Hwy. 40, thence west on U.S. Hwy. 40 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 161, thence west on IL St. Hwy. 161 to the jct. of IL St. Hwy. 127, thence south on IL St. Hwy. 127 to the jct. of U.S. Hwy. 460, thence west on U.S. Hwy. 460 to the jct. of IL St. Hwy. 4, thence south on IL St. Hwy. 4 to the jct. of IL St. Hwy. 150, thence south on IL St. Hwy. 150 to and including Chester, Illinois; and bounded on the west by the Illinois-Missouri state line, on the one hand, and, on the other, points in Ohio;

(62) Between points in Illinois on and north of a line commencing at the Illinois-Indiana state line on U.S. Hwy. 40, thence west on U.S. Hwy. 40 to the jct. of IL St. Hwy. 37, thence southwest on IL St. Hwy. 37 to the jct. of U.S. Hwy. 50, thence west on U.S. Hwy. 50 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 161, thence west on IL St. Hwy. 161 to the jct. of IL St. Hwy. 127, thence south on IL St. Hwy. 127 to the jct. of U.S. Hwy. 460, thence west on U.S. Hwy. 460 to the jct. of IL St. Hwy. 4, thence south on IL St. Hwy. 4 to the jct. of IL St. Hwy. 150, thence south on IL St. Hwy. 150 to and including Chester, Illinois, on the one hand, and, on the other, Aberdeen and Chesapeake, Ohio;

(63) Between points in Illinois bounded on the north by a line commencing at the Illinois-Iowa state line on U.S. Hwy. 34, thence east on U.S. Hwy. 34 to the jct. of U.S. Hwy. 150, thence east on U.S. Hwy. 150 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the Illinois-Indiana state line; and bounded on the east by the Illinois-Indiana state line; and bounded on the south by a line commencing at the Illinois-Indiana state line on U.S. Hwy. 40, thence west on U.S. Hwy. 40 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 161, thence west on IL St. Hwy. 161 to the jct. of IL St. Hwy. 127, thence south on IL St. Hwy. 127 to the jct. of U.S. Hwy. 460, thence west on U.S. Hwy. 460 to the jct. of IL St. Hwy. 4, thence south on IL St. Hwy. 4 to the jct. of IL St. Hwy. 150, thence south on IL St. Hwy. 150 to and including Chester, Illinois; and bounded on the west by the Illinois-Missouri state line on the one hand, and, on the other, points



in Ohio on, south, and east of a line commencing at Sandusky, Ohio, thence south on OH St. Hwy. 4, to the jct. of OH St. Hwy. 47, thence west on OH St. Hwy. 47 to the Ohio-Indiana state line;

(64) Between points in Illinois on, north, and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of U.S. Hwy. 150, thence southeast on U.S. Hwy. 150 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 130, thence south on IL St. Hwy. 130 to the jct. of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Oklahoma;

(65) Between points in Illinois on, north, and east of a line commencing at the Illinois-Iowa state line on U.S. Hwy. 6, thence east on U.S. Hwy. 6 to the jct. of U.S. Hwy. 150, thence southeast on U.S. Hwy. 150 to the jct. of IL St. Hwy. 78, thence south on IL St. Hwy. 78 to the jct. of U.S. Hwy. 136, thence east on U.S. Hwy. 136 to the jct. of IL St. Hwy. 10, thence southeast on IL St. Hwy. 10 to the jct. of IL St. Hwy. 121, thence east on IL St. Hwy. 121 to the jct. of IL St. Hwy. 32, thence south on IL St. Hwy. 32 to the jct. of IL St. Hwy. 33, thence east on IL St. Hwy. 33 to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the Illinois-Indiana state line, on the one hand, and, on the other, Tom, Oklahoma;

(66) Between points in Illinois on, north, and east of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy. 78, thence south on IL St. Hwy. 78 to the jct. of U.S. Hwy. 20, thence west on U.S. Hwy. 20 to the jct. of IL St. Hwy. 84, thence south on IL St. Hwy. 84 to the jct. of IL St. Hwy. 64, thence east on IL St. Hwy. 64 to the jct. of IL St. Hwy. 78, thence south on IL St. Hwy. 78 to the jct. of U.S. Hwy. 34, thence southwest on U.S. Hwy. 34 to the jct. of I-74, thence southeast on I-74 to the jct. of IL St. Hwy. 97, thence south on IL St. Hwy. 97 to the jct. of St. Hwy. 29, thence southeast on IL St. Hwy. 29 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 128, thence south on IL St. Hwy. 128 to the jct. of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of IL St. Hwy. 15, thence east on IL St. Hwy. 15 to Mount Carmel, Illinois, on the one hand, and, on the other, Hollis, Oklahoma;

(67) Between points in Illinois on, north, and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of U.S. Hwy. 6, thence west on U.S. Hwy. 6 to the jct. of IL St. Hwy. 89, thence south on IL St. Hwy. 89 to the jct. of IL St. Hwy. 116, thence southwest on IL St. Hwy. 116 to the jct. of I-74, thence southeast on I-74 to the jct. of IL St. Hwy. 121, thence south on IL

St. Hwy. 121 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 185, thence southeast on IL St. Hwy. 185 to the jct. of St. Hwy. 37, thence south on IL St. Hwy. 37 to the jct. of U.S. Hwy. 460, thence southeast on U.S. Hwy. 460 to the jct. of IL St. Hwy. 142, thence south on IL St. Hwy. 142 to the jct. of IL St. Hwy. 13, thence east on IL St. Hwy. 13 to the Illinois-Kentucky state line, on the one hand, and, on the other, Boise City, Oklahoma;

(68) Between points in Illinois on, north, and east of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy. 26, thence south on IL St. Hwy. 26 to the jct. of IL St. Hwy. 29, thence south on IL St. Hwy. 29 to the jct. of I-74, thence southeast on I-74 to the jct. of IL St. Hwy. 121, thence southeast on IL St. Hwy. 121 to the jct. of IL St. Hwy. 32, thence south on IL St. Hwy. 32 to the jct. of IL St. Hwy. 33, thence southeast on IL St. Hwy. 33 to the jct. of IL St. Hwy. 130, thence south on IL St. Hwy. 130 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Oklahoma on, south, and west of a line commencing at the Oklahoma-Texas state line on U.S. Hwy. 60, thence east on U.S. Hwy. 60 to the jct. of U.S. Hwy. 270, thence southeast on U.S. Hwy. 270 to the jct. of U.S. Hwy. 69, thence south on U.S. Hwy. 69 to the jct. of Indian Nation Turnpike, thence south on Indian Nation Turnpike to the jct. of U.S. Hwy. 271, thence south on U.S. Hwy. 271 to the Oklahoma-Texas state line;

(69) Between points in Illinois on and south of a line commencing at New Boston, Illinois, thence east on IL St. Hwy. 17 to the jct. of I-74, thence north on I-74 to the jct. of IL St. Hwy. 81, thence east on IL St. Hwy. 81 to the jct. of IL St. Hwy. 78, thence south on IL St. Hwy. 78 to the jct. of IL St. Hwy. 17, thence east on IL St. Hwy. 17 to the jct. of IL St. Hwy. 88, thence south on IL St. Hwy. 88 to the jct. of U.S. Hwy. 150, thence southeast on U.S. Hwy. 150 to the jct. of U.S. Hwy. 24, thence east on U.S. Hwy. 24 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 9, thence east on IL St. Hwy. 9 to the jct. of IL St. Hwy. 47, thence south on IL St. Hwy. 47 to the jct. of U.S. Hwy. 136, thence east on U.S. Hwy. 136 to the jct. of IL St. Hwy. 119, thence east on IL St. Hwy. 119 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Pennsylvania;

(70) Between points in Illinois, on the one hand, and, on the other, points in Pennsylvania on, south, and east of a line commencing at the Maryland-Pennsylvania state line on U.S. Hwy. 222, thence north on U.S. Hwy. 222 to the jct. of PA St. Hwy. 309, thence south on PA St. Hwy. 309 to the jct. of PA St. Hwy. 313, thence east on PA St. Hwy. 313 to the jct. of PA St. Hwy. 212, thence northeast on PA St. Hwy. 212 to the jct. of PA St. Hwy. 611, thence north on PA

St. Hwy. 611 to a terminus at Riegelsville, Pennsylvania;

(71) Between points in Illinois, on, south, and west of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy. 26, thence south on IL St. Hwy. 26 to the jct. of U.S. Hwy. 52, thence southeast on U.S. Hwy. 52 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 17, thence east on IL St. Hwy. 17 to the jct. of U.S. Hwy. 52, thence southeast on U.S. Hwy. 52 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Pennsylvania on, south, and east of a line commencing at the Pennsylvania-West Virginia state line on U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the jct. of U.S. Hwy. 19, thence northeast on U.S. Hwy. 19 to the jct. of U.S. Hwy. 22, thence east on U.S. Hwy. 22 to the jct. of PA St. Hwy. 286, thence northeast on PA St. Hwy. 286 to the jct. of U.S. Hwy. 422, thence east on U.S. Hwy. 422 to the jct. of U.S. Hwy. 22, thence east on U.S. Hwy. 22 to the jct. of U.S. Hwy. 522, thence north on U.S. Hwy. 522 to the jct. of U.S. Hwy. 15, thence north on U.S. Hwy. 15 to the jct. of PA St. Hwy. 45, thence east on PA St. Hwy. 45 to the jct. of PA St. Hwy. 54, thence south on PA St. Hwy. 54 to the jct. of U.S. Hwy. 11, thence northeast on U.S. Hwy. 11 to the New York-Pennsylvania state line;

(72) Between East St. Louis, Illinois; and points in Illinois on and north of a line commencing at the Illinois-Missouri state line on U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the jct. of IL St. Hwy. 33, thence east on IL St. Hwy. 33 to the jct. of IL St. Hwy. 1, thence north on IL St. Hwy. 1 to the jct. of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in South Carolina;

(73) Between points in Illinois on and north of a line commencing at the Illinois-Indiana state line on U.S. Hwy. 460, thence west on U.S. Hwy. 460 to the jct. of IL St. Hwy. 14, thence west on IL St. Hwy. 14 to the jct. of IL St. Hwy. 37, thence south on IL St. Hwy. 37 to the jct. of IL St. Hwy. 13, thence west on IL St. Hwy. 13 to the jct. of IL St. Hwy. 149, thence west on IL St. Hwy. 149 to the jct. of IL St. Hwy. 3, thence west on IL St. Hwy. 3 to Chester, Illinois, on the one hand, and, on the other, Little River, South Carolina;

(74) Between points in Illinois on, south, and east of a line commencing at the Illinois-Indiana state line on IL St. Hwy. 9, thence west on IL St. Hwy. 9 to the jct. of IL St. Hwy. 1, thence south on IL St. Hwy. 1 to the jct. of U.S. Hwy. 136, thence west on U.S. Hwy. 136 to the jct. of IL St. Hwy. 49, thence south on IL St. Hwy. 49 to the jct. of I-74, thence west on I-74 to the jct. of I-57, thence south on I-57 to the jct. of IL St. Hwy. 16, thence west on IL St. Hwy. 16 to the jct. of IL St. Hwy. 128, thence south on IL St. Hwy. 128 to the jct. of U.S. Hwy. 40, thence southwest on U.S. Hwy. 40 to the jct. of U.S. Hwy. 51, thence



south on U.S. Hwy. 51 to the Illinois-Kentucky state line, on the one hand, and, on the other, points in South Dakota;

(75) Between points in Illinois on, south, and east of a line commencing at the Illinois-Indiana state line on IL St. Hwy. 114, thence west on IL St. Hwy. 114 to the jct. of IL St. Hwy. 17, thence west on IL St. Hwy. 17 to the jct. of I-57, thence south on I-57 to the jct. of U.S. Hwy. 24, thence west on U.S. Hwy. 24 to the jct. of U.S. Hwy. 66, thence southwest on U.S. Hwy. 66 to the jct. of U.S. Hwy. 36, thence west on U.S. Hwy. 36 to the jct. of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the jct. of IL St. Hwy. 267, thence south on IL St. Hwy. 267 to the jct. of IL St. Hwy. 16, thence west on IL St. Hwy. 16 to its terminus at Hardin, Illinois, on the one hand, and, on the other, Ludlow, South Dakota.

(76) Between points in Illinois on, south, and east of a line commencing at the Illinois-Indiana state line on U.S. Hwy. 24, thence west on U.S. Hwy. 24 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of IL St. Hwy. 9, thence west on IL St. Hwy. 9 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 48, thence southwest on IL St. Hwy. 48 to the jct. of IL St. Hwy. 127, thence south on IL St. Hwy. 127 to the jct. of U.S. Hwy. 40, thence west on U.S. Hwy. 40 to the Illinois-Missouri state line, on the one hand, and, on the other, points in South Dakota on, north, and west of a line commencing at the North Dakota-South Dakota state line on U.S. Hwy. 85, thence south on U.S. Hwy. 85 to the jct. of SD St. Hwy. 79, thence south on SD St. Hwy. 79 to the jct. of U.S. Hwy. 18, thence west on U.S. Hwy. 18 to the South Dakota-Wyoming state line and the point of Lemmon, South Dakota;

(77) Between points in Illinois on and northeast of a line commencing at the Iowa-Illinois state line on U.S. Hwy. 67, thence south on U.S. Hwy. 67 to the jct. of IL St. Hwy. 17, thence east on IL St. Hwy. 17 to the jct. of U.S. Hwy. 150, thence southeast on U.S. Hwy. 150 to the jct. of I-74, thence east on I-74 to the jct. of U.S. Hwy. 24, thence southwest on U.S. Hwy. 24 to the jct. of IL St. Hwy. 9, thence southeast on IL St. Hwy. 9 to the jct. of IL St. Hwy. 121, thence southeast on IL St. Hwy. 121 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the jct. of IL St. Hwy. 32, thence south on IL St. Hwy. 32 to the jct. of IL St. Hwy. 133, thence east on IL St. Hwy. 133 to the jct. of U.S. Hwy. 150, thence east on U.S. Hwy. 150 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Tennessee;

(78) Between points in Illinois on and north of a line commencing at the Illinois-Missouri state line on U.S. Hwy. 54, thence northeast on U.S. Hwy. 54 to the jct. of U.S. Hwy. 36, thence northeast on U.S. Hwy. 36 to the jct. of IL St. Hwy. 104, thence southeast on IL St. Hwy. 104 to the jct. of IL St. Hwy. 29, thence southeast on IL St. Hwy. 29 to the jct.

of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 130, thence south on IL St. Hwy. 130 to the jct. of U.S. Hwy. 40, thence northeast on U.S. Hwy. 40 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the jct. of TN St. Hwy. 109, thence south on TN St. Hwy. 109 to the jct. of U.S. Hwy. 70, thence west on U.S. Hwy. 70 to the jct. of U.S. Hwy. Alt. 41, thence south on U.S. Hwy. Alt. 41 to the jct. of U.S. Hwy. 64, thence east on U.S. Hwy. 64 to the jct. of TN St. Hwy. 97, thence south on TN St. Hwy. 97 to the Alabama-Tennessee state line;

(79) Between points in Illinois on, east, and north of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy. 26, thence south on IL St. Hwy. 26 to the jct. of IL St. Hwy. 29, thence south on IL St. Hwy. 29 to the jct. of I-74, thence east on I-74 to the jct. of IL St. Hwy. 32, thence south on IL St. Hwy. 32 to the jct. of IL St. Hwy. 33, thence east on IL St. Hwy. 33 to a terminus at Palestine, Illinois, on the one hand, and, on the other, points in Texas;

(80) Between points in Illinois on, east, and north of a line commencing at the Illinois-Wisconsin state line on IL St. Hwy. 26, thence south on IL St. Hwy. 26 to the jct. of U.S. Hwy. 52, thence west on U.S. Hwy. 52 to the jct. of IL St. Hwy. 84, thence south on IL St. Hwy. 84 to the jct. of IL St. Hwy. 92, thence west on IL St. Hwy. 92 to the jct. of U.S. Hwy. 150, thence south on U.S. Hwy. 150 to the jct. of IL St. Hwy. 97, thence south on IL St. Hwy. 97 to the jct. of IL St. Hwy. 29, thence south on IL St. Hwy. 29 to the jct. of IL St. Hwy. 16, thence east on IL St. Hwy. 16 to the jct. of IL St. Hwy. 128, thence south on IL St. Hwy. 128 to the jct. of IL St. Hwy. 33, thence east on IL St. Hwy. 33 to the jct. of IL St. Hwy. 130, thence south on IL St. Hwy. 130 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Texas on and south of a line commencing at the Texas-New Mexico state line on U.S. Hwy. 180, thence east on U.S. Hwy. 180 to the jct. of I-20, thence east on I-20 to the Texas-Louisiana state line;

(81) Between points in Illinois on and east of a line commencing at Chester, Illinois, thence northeast on IL St. Hwy. 150 to the jct. of IL St. Hwy. 4, thence north on IL St. Hwy. 4 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the jct. of IL St. Hwy. 29, thence north on IL St. Hwy. 29 to the jct. of IL St. Hwy. 116, thence east on IL St. Hwy. 116 to the jct. of IL St. Hwy. 89, thence north on IL St. Hwy. 89 to the jct. of IL St. Hwy. 29, thence east on IL St. Hwy. 29 to the jct. of U.S. Hwy. 51, thence north on U.S. Hwy. 51 to the jct. of I-80, thence east on I-80 to the jct. of IL St. Hwy. 23,

thence north on IL St. Hwy. 23 to the jct. of U.S. Hwy. 34, thence east on U.S. Hwy. 34 to the jct. of IL St. Hwy. 47, thence north on IL St. Hwy. 47 to the jct. of the Illinois-Wisconsin state line, on the one hand, and, on the other, points in Utah;

(82) Between points in Illinois on and east of a line commencing at the Missouri-Illinois state line on U.S. Hwy. 67, thence north on U.S. Hwy. 67 to the jct. of IL St. Hwy. 78, thence north on IL St. Hwy. 78 to the jct. of U.S. Hwy. 24, thence northeast on U.S. Hwy. 24 to the jct. of IL St. Hwy. 116, thence northeast on IL St. Hwy. 116 to the jct. of IL St. Hwy. 89, thence north on IL St. Hwy. 89 to the jct. of IL St. Hwy. 29, thence east on IL St. Hwy. 29 to the jct. of U.S. Hwy. 51, thence north on U.S. Hwy. 51 to the jct. of U.S. Hwy. 30, thence east on U.S. Hwy. 30 to the jct. of IL St. Hwy. 47, thence north on IL St. Hwy. 47 to the Illinois-Wisconsin state line, on the one hand, and, on the other, points in Utah on and west of a line commencing at the Arizona-Utah state line on U.S. Hwy. 89, thence north on U.S. Hwy. 89 to the jct. of I-70, thence east on I-70 to the jct. of UT St. Hwy. 10, thence north on UT St. Hwy. 10 to the jct. of U.S. Hwy. 50, thence northwest on U.S. Hwy. 50 to the jct. of U.S. Hwy. 89, thence north on U.S. Hwy. 89 to the jct. of U.S. Hwy. 91 at Logan, Utah, thence north on U.S. Hwy. 91 to the Utah-Idaho state line;

(83) Between points in Illinois, on the one hand, and, on the other, points in Vermont on, north and east of a line commencing at the United States-Canadian border on VT St. Hwy. 105A, thence south on VT St. Hwy. 105A to the jct. of VT St. Hwy. 105, thence southwest on VT St. Hwy. 105 to the jct. of VT St. Hwy. 101, thence south on VT St. Hwy. 101 to the jct. of VT St. Hwy. 100, thence south on VT St. Hwy. 100 to the jct. of VT St. Hwy. 12, thence southeast on VT St. Hwy. 12 to the jct. of U.S. Hwy. 2, thence east on U.S. Hwy. 2 to the jct. of U.S. Hwy. 302, thence southeast on U.S. Hwy. 302 to the jct. of VT St. Hwy. 25, thence southeast on VT St. Hwy. 25 to the New Hampshire-Vermont state line;

(84) Between points in Illinois on, south, and west of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy. 14, thence south on U.S. Hwy. 14 to the jct. of IL St. Hwy. 47, thence south on IL St. Hwy. 47 to the jct. of U.S. Hwy. 30, thence southeast on U.S. Hwy. 30 to the jct. of U.S. Hwy. 52, thence southeast on U.S. Hwy. 52 to the jct. of IL St. Hwy. 17, thence east on IL St. Hwy. 17 to the jct. of IL St. Hwy. 114, thence east on IL St. Hwy. 114 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Vermont;

(85) Between points in Illinois on and north of a line commencing at Palestine, Illinois, thence west on IL St. Hwy. 33 to the jct. of I-57, thence southwest on I-57 to the jct. of U.S. Hwy. 50, thence west on U.S. Hwy. 50 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 161, thence west on IL St. Hwy. 161 to the jct. of



U.S. Hwy. 50, thence west on U.S. Hwy. 50 to the Illinois-Missouri state line, on the one hand, and, on the other, points in Virginia;

(86) Between points in Illinois, on the one hand, and, on the other, points in Virginia on, north, and east of a line commencing at the Maryland-Virginia state line on U.S. Hwy. 11, thence south on U.S. Hwy. 11 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the jct. of I-95, thence south on I-95 to the jct. of U.S. Hwy. 60, thence southeast on U.S. Hwy. 60 to the jct. of VA St. Hwy. 168, thence southeast on VA St. Hwy. 168 to the North Carolina-Virginia state line;

(87) Between points in Illinois on, north, and west of a line commencing Mount Carmel, Illinois, thence west on IL St. Hwy. 15 to the jct. of I-57, thence south on I-57 to the jct. of IL St. Hwy. 13, thence west on IL St. Hwy. 13 to the jct. of IL St. Hwy. 149, thence west on IL St. Hwy. 149 to the jct. of IL St. Hwy. 3, thence northwest on IL St. Hwy. 3 to the terminus at Chester, Illinois, on the one hand, and, on the other, points in Virginia on, north, and east of a line commencing at the Virginia-West Virginia state line on U.S. Hwy. 60 and VA St. Hwy. 311, thence south on VA St. Hwy. 311 to the jct. of I-81, thence northeast on I-81 to the jct. of I-581, thence southeast on I-581 to the jct. of U.S. Hwy. 220, thence south on U.S. Hwy. 220 to the jct. of VA St. Hwy. 40, thence east on VA St. Hwy. 40 to the jct. of U.S. Hwy. 29, thence south on U.S. Hwy. 29 to the North Carolina-Virginia state line;

(88) Between points in Illinois, on the one hand, and, on the other, Thomas and Elkins, West Virginia;

(89) Between points in Illinois, bounded on the west by the Illinois-Missouri and Illinois-Iowa state lines, and bounded on the north by a line commencing at the Illinois-Iowa state line on I-80, thence east on I-80 to the jct. of I-74, thence south on I-74 to the jct. of IL St. Hwy. 17, thence east on IL St. Hwy. 17 to the jct. of IL St. Hwy. 26, thence north on IL St. Hwy. 26 to the jct. of IL St. Hwy. 18, thence east on IL St. Hwy. 18 to the jct. of IL St. Hwy. 23, thence south on IL St. Hwy. 23 to the jct. of U.S. Hwy. 66, thence southwest on U.S. Hwy. 66 to the jct. of U.S. Hwy. 24, thence east on U.S. Hwy. 24 to the jct. of IL St. Hwy. 47, thence south on IL St. Hwy. 47 to the jct. of IL St. Hwy. 9, thence east on IL St. Hwy. 9 to the Illinois-Indiana state line; and bounded on the east by the Illinois-Indiana state line; and bounded on the south by a line commencing at Palestine, Illinois, thence west on IL St. Hwy. 33 to the jct. of I-57, thence southwest on I-57 to the jct. of U.S. Hwy. 50, thence west on U.S. Hwy. 50 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 161, thence west on IL St. Hwy. 161 to the jct. of IL St. Hwy. 127, thence south on IL St. Hwy. 127 to the jct. of U.S. Hwy. 460, thence west on U.S. Hwy. 460 to the jct. of IL St. Hwy. 4, thence south on IL St. Hwy. 4 to the jct. of

IL St. Hwy. 150, thence southwest on IL St. Hwy. 150 to a terminus at Chester, Illinois, on the one hand, and, on the other, points in West Virginia;

(90) Between points in Illinois on, north, and west of a line commencing at Palestine, Illinois, thence west on IL St. Hwy. 33 to the jct. of I-57, thence southwest on I-57 to the jct. of U.S. Hwy. 50, thence west on U.S. Hwy. 50 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of IL St. Hwy. 161, thence west on IL St. Hwy. 161 to the jct. of IL St. Hwy. 121, thence south on IL St. Hwy. 121 to the jct. of U.S. Hwy. 460, thence west on U.S. Hwy. 460 to the jct. of IL St. Hwy. 4, thence south on IL St. Hwy. 4 to the jct. of IL St. Hwy. 150, thence southwest on IL St. Hwy. 150 to the terminus at Chester, Illinois, on the one hand, and, on the other, points in West Virginia on and south of a line commencing at the Kentucky-West Virginia state line on WV St. Hwy. 37, thence east on WV St. Hwy. 37 to the jct. of WV St. Hwy. 10, thence north on WV St. Hwy. 10 to the jct. of WV St. Hwy. 3, thence southeast on WV St. Hwy. 3 to the jct. of WV St. Hwy. 16, thence north on WV St. Hwy. 16 to the jct. of WV St. Hwy. 39, thence east on WV St. Hwy. 39 to the Virginia-West Virginia state line;

(91) Between points in Illinois on, south, and west of a line commencing at the Illinois-Iowa state line on I-80, thence east on I-80 to the jct. of I-74, thence south on I-74 to the jct. of IL St. Hwy. 17, thence east on IL St. Hwy. 17 to the jct. of IL St. Hwy. 26, thence north on IL St. Hwy. 26 to the jct. of IL St. Hwy. 18, thence east on IL St. Hwy. 18 to the jct. of IL St. Hwy. 23, thence southeast on IL St. Hwy. 23 to the jct. of U.S. Hwy. 66, thence southwest on U.S. Hwy. 66 to the jct. of U.S. Hwy. 24, thence east on U.S. Hwy. 24 to the jct. of IL St. Hwy. 47, thence south on IL St. Hwy. 47 to the jct. of IL St. Hwy. 9, thence west on IL St. Hwy. 9 to the Indiana-Illinois state line, on the one hand, and, on the other, points in West Virginia on and north of a line commencing at the Ohio-West Virginia state line on U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the jct. of I-77, thence south on I-77 to the jct. of WV St. Hwy. 47, thence east on WV St. Hwy. 47 to the jct. of U.S. Hwy. 33, thence east on U.S. Hwy. 33 to the Virginia-West Virginia state line;

(92) Between points in Illinois on, south, and east of a line commencing at the Illinois-Indiana state line on U.S. Hwy. 36, thence west on U.S. Hwy. 36 to the jct. of IL St. Hwy. 49, thence south on IL St. Hwy. 49 to the jct. of U.S. Hwy. 40, thence southwest on U.S. Hwy. 40 to the jct. of IL St. Hwy. 130, thence south on IL St. Hwy. 130 to the jct. of U.S. Hwy. 50, thence west on U.S. Hwy. 50 to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of IL St. Hwy. 15, thence west on IL St. Hwy. 15 to the jct. of IL St. Hwy. 142, thence south on IL St. Hwy. 142 to the jct. of IL St. Hwy. 14, thence west on IL St. Hwy. 14 to the jct. of I-57, thence south on I-57 to the

jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the Illinois-Kentucky state line, on the one hand, and, on the other, points in Wisconsin;

(93) Between points in Illinois on, south, and east of a line commencing at the Illinois-Indiana state line on I-74, thence west on I-74 to the jct. of U.S. Hwy. 150, thence south on U.S. Hwy. 150 to the jct. of U.S. Hwy. 36, thence west on U.S. Hwy. 36 to the jct. of IL St. Hwy. 4, thence south on IL St. Hwy. 4 to the jct. of IL St. Hwy. 108, thence west on IL St. Hwy. 108 to the jct. of IL St. Hwy. 267, thence south on IL St. Hwy. 267 to the jct. of IL St. Hwy. 16, thence west on IL St. Hwy. 16 to the terminus at Hardin, Illinois, on the one hand, and, on the other, points in Wisconsin on and east of a line commencing at the Michigan-Wisconsin state line on U.S. Hwy. 141, thence south on U.S. Hwy. 141 to the jct. of WI St. Hwy. 180, thence southeast on WI St. Hwy. 180 to its terminus at Marinette, Wisconsin; and the points of Gills Rock, Wisconsin;

(94) Between points in Illinois on, south, and east of a line commencing at the Illinois-Missouri state line on IL St. Hwy. 140, thence east on IL St. Hwy. 140 to the jct. of IL St. Hwy. 127, thence north on IL St. Hwy. 127 to the jct. of IL St. Hwy. 16, thence northeast on IL St. Hwy. 16 to the jct. of IL St. Hwy. 49, thence north on IL St. Hwy. 49 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Wisconsin on, north, and east of a line commencing at the Illinois-Wisconsin state line on U.S. Hwy. 41, thence north on U.S. Hwy. 41 to the jct. of U.S. Hwy. 45, thence northwest on U.S. Hwy. 45 to the jct. of WI St. Hwy. 29, thence west on WI St. Hwy. 29 to the jct. of U.S. Hwy. 51, thence north on U.S. Hwy. 51 to the jct. of WI St. Hwy. 70, thence west on WI St. Hwy. 70 to the jct. of WI St. Hwy. 13, thence north on WI St. Hwy. 13 to the jct. of U.S. Hwy. 2, thence west on U.S. Hwy. 2 to the Minnesota-Wisconsin state line;

(95) Between points in Illinois on and east of a line commencing at the Illinois-Missouri state line on U.S. Hwy. 67, thence north on U.S. Hwy. 67 to the jct. of IL St. Hwy. 78, thence north on IL St. Hwy. 78 to the jct. of U.S. Hwy. 24, thence north on U.S. Hwy. 24 to the jct. of IL St. Hwy. 29, thence north on IL St. Hwy. 29 to the jct. of U.S. Hwy. 51, thence north on U.S. Hwy. 51 to the Illinois-Wisconsin state line, on the one hand, and, on the other, Auburn, Wyoming;

(96) Between Chicago, Illinois, on the one hand, and, on the other, Sheridan, Wyoming; and points in Wyoming on, west and south of a line commencing on U.S. Hwy. 310, thence south on U.S. Hwy. 310 to the jct. of U.S. Hwy. 20, thence south on U.S. Hwy. 20 to the jct. of WY St. Hwy. 789, thence south on WY St. Hwy. 789 to the jct. of U.S. Hwy. 287, thence southeast on U.S. Hwy. 287 to the jct. of U.S. Hwy. 30, thence east on U.S. Hwy. 30 to the Wyoming-Nebraska state line;



(97) Between points in Illinois on, east, and south of a line commencing at the Illinois-Missouri state line on IL St. Hwy. 146, thence east on IL St. Hwy. 146 to the jct. of IL St. Hwy. 3, thence north on IL St. Hwy. 3 to the jct. of IL St. Hwy. 149, thence east on IL St. Hwy. 149 to the jct. of IL St. Hwy. 127, thence north on IL St. Hwy. 127 to the jct. of IL St. Hwy. 16, thence north on IL St. Hwy. 16 to the jct. of U.S. Hwy. 51, thence north on U.S. Hwy. 51 to the jct. of IL St. Hwy. 9, thence east on IL St. Hwy. 9 to the jct. of IL St. Hwy. 54, thence north on IL St. Hwy. 54 to the jct. of U.S. Hwy. 45, thence north on U.S. Hwy. 45 to the jct. of IL St. Hwy. 17, thence east on IL St. Hwy. 17 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Wyoming;

(98) Between points in Indiana on, north, and west of a line commencing at the Illinois-Indiana state line, thence east on IN St. Hwy 154 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of IN St. Hwy 48, thence east on IN St. Hwy 48 to the jct. of IN St. Hwy 59, thence north on IN St. Hwy 59 to the jct. of IN St. Hwy 246, thence east on IN St. Hwy 246 to the jct. of IN St. Hwy 46, thence east on IN St. Hwy 46 to the jct. of U.S. Hwy 231, thence north on U.S. Hwy 231 to the jct. of I-70, thence east on I-70 to the jct. of IN St. Hwy 267, thence north on IN St. Hwy 267 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of I-465, thence north on I-465 to the jct. of U.S. Hwy 31, thence north on U.S. Hwy 31 to the jct. of U.S. Hwy 24, thence east on U.S. Hwy 24 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Alabama;

(99) Between points in Indiana on and north of a line commencing at the Illinois-Indiana state line on IN St. Hwy 154, thence east on IN St. Hwy 154 to the jct. of IN St. Hwy 54, thence east on IN St. Hwy 54 to the jct. of IN St. Hwy 45, thence northeast on IN St. Hwy 45 to the jct. of IN St. Hwy 46, thence northeast on IN St. Hwy 46 to the jct. of IN St. Hwy 7, thence southeast on IN St. Hwy 7 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of IN St. Hwy 350, thence east on IN St. Hwy 350 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Arkansas;

(100) Between points in Indiana on and west of a line commencing at the Indiana-Illinois state line on U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of IN St. Hwy 55, thence southeast on IN St. Hwy 55 to the jct. of U.S. Hwy 136, thence east on U.S. Hwy 136 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Connecticut;

(101) Between points in Indiana on and west of a line commencing at the Indiana-Illinois state line on U.S. Hwy. 52, thence east and southeast on U.S. Hwy 52 to the jct. of I-65, thence southeast on I-65 to the jct. of IN St. Hwy. 135, thence south on IN St. Hwy 135 to

the Indiana-Kentucky state line, on the one hand, and, on the other, points in Connecticut on and east of a line commencing at the Connecticut-Massachusetts state line on I-91, thence south on I-91 to its terminus at New Haven, Connecticut;

(102) Between points in Indiana on, south, and west of a line commencing at the Illinois-Indiana state line on U.S. Hwy 52, thence east and southeast on U.S. Hwy 52 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the jct. of IN St. Hwy 46, thence southeast on IN St. Hwy 46 to the jct. of IN St. Hwy 45, thence southwest on IN St. Hwy 45 to the jct. of IN St. Hwy 37, thence south on IN St. Hwy 37 to the jct. of IN St. Hwy 66, thence south and west on IN St. Hwy 66 to the jct. of IN St. Hwy 166, thence south on IN St. Hwy 166 to the terminus at Tobinsport, Indiana, on the one hand, and, on the other, points in Delaware;

(103) Between points in Indiana on and west of a line commencing at the Illinois-Indiana state line on U.S. Hwy 30, thence east on U.S. Hwy 30 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of IN St. Hwy 14, thence east on IN St. Hwy 14 to the jct. of I-65, thence south on I-65 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the jct. of IN St. Hwy 46, thence east on IN St. Hwy 46 to the jct. of IN St. Hwy 45, thence southwest on IN St. Hwy 45 to the jct. of U.S. Hwy 460, thence east on U.S. Hwy 460 to the jct. of IN St. Hwy 245, thence south on IN St. Hwy 245 to the jct. of IN St. Hwy 70, thence east on IN St. Hwy 70 to the jct. of IN St. Hwy 66, thence east on IN St. Hwy 66 to the terminus at Cannelton, Indiana, on the other hand, and, on the other, points in the District of Columbia;

(104) Between Vincennes, Indiana; and points in Indiana on and north of a line commencing at the Illinois-Indiana state line on IN St. Hwy 154, thence east on IN St. Hwy 154 to the jct. of IN St. Hwy 63, thence south on IN St. Hwy 63 to the jct. of IN St. Hwy 58, thence southeast on IN St. Hwy 58 to the jct. of IN St. Hwy 67, thence northeast on IN St. Hwy 67 to the jct. of IN St. Hwy 54, thence east on IN St. Hwy 54 to the jct. of IN St. Hwy 445, thence east on IN St. Hwy 445 to the jct. of IN St. Hwy 45, thence northeast on IN St. Hwy 45 to the jct. of IN St. Hwy 46, thence northwest on IN St. Hwy 46 to the jct. of IN St. Hwy 37, thence northeast on IN St. Hwy 37 to the jct. of IN St. Hwy 44, thence east on IN St. Hwy 44 to the jct. of IN St. Hwy 3, thence north on IN St. Hwy 3 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Florida on and south of a line commencing at the Alabama-Florida state line on U.S. Hwy 98, thence southeast on U.S. Hwy 98 to the jct. of FL St. Hwy 65, thence north on FL St. Hwy 65 to the jct. of FL St. Hwy 20, thence east on FL St. Hwy 20 to the jct. of U.S. Hwy 90, thence east on U.S. Hwy 90 to its terminus at Jacksonville Beach Florida;

(105) Between points in Indiana on, north, and west of a line commencing at the Indiana-Ohio state line on U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of IN St. Hwy 3, thence south on IN St. Hwy 3 to the jct. of IN St. Hwy 46, thence southwest on IN St. Hwy 46 to the jct. of I-65, thence south on I-65 to the jct. of IN St. Hwy 58, thence southwest on IN St. Hwy 58 to the jct. of IN St. Hwy 37, thence south on IN St. Hwy 37 to the jct. of U.S. Hwy 50, thence southwest on U.S. Hwy 50 to the jct. of IN St. Hwy 57, thence south on IN St. Hwy 57 to the jct. of IN St. Hwy 64, thence west on IN St. Hwy 64 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Florida on, south, and east of a line commencing at Daytona Beach, Florida, thence southwest on U.S. Hwy 92, to its terminus at St. Petersburg, Florida;

(106) Between Fort Wayne, Indiana and points on, north and west of a line commencing at the Indiana-Illinois state line on U.S. Hwy 40, thence east on U.S. Hwy 40 to Indianapolis, IN, thence northeast on IN St. Hwy 37 to the jct. of U.S. Hwy 27, thence north on U.S. Hwy 27 to the Indiana-Michigan state line, on the one hand, and, on the other, points in Georgia on and south of a line commencing at Columbus, Georgia, thence east on U.S. Hwy 27 to the jct. of GA St. Hwy 26, thence east on GA St. Hwy 26 to the jct. of GA St. Hwy 27, thence east on GA St. Hwy 27 to the jct. of U.S. Hwy 23, thence east on U.S. Hwy 23 to the jct. of U.S. Hwy 280, thence east on U.S. Hwy. 280 to the jct. of U.S. Hwy 80, thence east on U.S. Hwy 80 to its terminus at Savannah Beach, Georgia;

(107) Between Vincennes, Indiana; and points in Indiana on, north, and west of a line commencing at the Indiana-Michigan state line on U.S. Hwy 27, thence south on U.S. Hwy 27 to the jct. of IN St. Hwy 37, thence southwest on IN St. Hwy 37 to the jct. of IN St. Hwy 46, thence southeast on IN St. Hwy 46 to the jct. of IN St. Hwy 45, thence southwest on IN St. Hwy 45 to the jct. of IN St. Hwy 54, thence west on In St. Hwy 54 to the jct. of IN St. Hwy 67, thence southwest on IN St. Hwy 67 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Georgia on and south of a line commencing at Savannah, Georgia, thence west on U.S. Hwy 80 to the jct. of U.S. Hwy 1, thence south on U.S. Hwy 1 to the jct. of U.S. Hwy 280, thence west on U.S. Hwy 280 to the jct. of GA St. Hwy 257, thence southwest on GA St. Hwy 257 to the jct. of U.S. Hwy 82, thence west on U.S. Hwy 82 to the jct. of GA St. Hwy 91, thence west on GA St. Hwy 91 to the jct. of GA St. Hwy 62, thence west on Ga. ST. Hwy 62 to the Georgia-Alabama State line;

(108) Between points in Indiana on, south, and west of a line commencing at the Illinois-Indiana state line on U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of U.S. Hwy 41, thence south on



U.S. Hwy 41 to the Indiana-Kentucky state line; on the one hand, and, on the other, points in Indiana, on and north of a line commencing at the Illinois-Indiana state line on U.S. Hwy 30, thence east on U.S. Hwy 30 to the jct. of U.S. Hwy 24, thence east and northeast on U.S. Hwy 24 to the Indiana-Ohio state line;

(109) Between points in Indiana on and south of a line commencing at the Ohio-Indiana state line on IN St. Hwy 32, thence west on IN St. Hwy 32 to the jct. of IN St. Hwy 47, thence south on IN St. Hwy 47 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 36, thence west on U.S. Hwy 36 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Iowa;

(110) Between points in Indiana on and east of a line commencing at the Indiana-Illinois state line on U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Kansas;

(111) Between points in Indiana on, north, and west of a line commencing at Michigan City, Indiana, thence west on U.S. Hwy 12 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of IN St. Hwy 63, thence south on IN St. Hwy 63 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the Indiana-Kentucky state line, on the one hand, and, on the other, Albany, Middlesboro, and Jenkins, Kentucky; and points in Kentucky on and south of a line commencing at Paducah, Kentucky, thence east on U.S. Hwy 63 to the jct. of KY St. Hwy 100, thence east on KY St. Hwy 100 to the jct. of KY St. Hwy 163, thence south on KY St. Hwy 163 to the Kentucky-Tennessee state line;

(112) Between points in Indiana on and north of a line commencing at the Illinois-Indiana state line at Vincennes, Indiana, thence south on IN St. Hwy 441 to the jct. of U.S. Hwy 50, thence northeast on U.S. Hwy 50 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Louisiana on, south, and west of a line commencing at the Arkansas-Louisiana state line on U.S. Hwy 167, thence south on U.S. Hwy 167 to the jct. of U.S. Hwy 84, thence southeast on U.S. Hwy 84 to the Louisiana-Mississippi state line;

(113) Between points in Indiana on and north of a line commencing at the Illinois-Indiana state line on IN St. Hwy 64, thence east on IN St. Hwy 64 to the jct. of U.S. Hwy 460, thence east on U.S. Hwy 460 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Louisiana on, south, and east of a line commencing approximately ten (10) miles southeast of Creole, Louisiana at the Mermentau River on LA St. Hwy 82, thence north and west on LA St. Hwy 82 to the jct. of LA St. Hwy 27, thence north on LA St. Hwy 27 to the jct. of LA

St. Hwy 14, thence north and west on LA St. Hwy 14 to the jct. of U.S. Hwy 90, thence west on U.S. Hwy 90 to the Louisiana-Texas state line;

(114) Between points in Indiana on and north of a line commencing at the Illinois-Indiana state line on IN St. Hwy 154, thence east on IN St. Hwy 154 to the jct. of IN St. Hwy 54, thence east on IN St. Hwy 54 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the jct. of IN St. Hwy 58, thence east on IN St. Hwy 58 to the jct. of IN St. Hwy 37, thence southeast on IN St. Hwy 37 to the jct. of U.S. Hwy 50, thence east and northeast on U.S. Hwy 50 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Louisiana;

(115) Between points in Indiana on, south, and west of a line commencing at the Indiana-Kentucky state line on Interstate Hwy 65, thence north on I-65 to the jct. of I-465, thence northeast on I-465 to the jct. of I-65, thence northwest on I-65 to the jct. of U.S. Hwy 30, thence west on U.S. Hwy 30 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Maine;

(116) Between points in Indiana on, south, and west of a line commencing at the Indiana-Kentucky state line at Madison, Indiana, thence northwest on IN St. Hwy 7 to the jct. of U.S. Hwy 31, thence north on U.S. Hwy 31 to the jct. of IN St. Hwy 22, thence west on IN St. Hwy 22 to the jct. of IN St. Hwy 29, thence south on IN St. Hwy 29 to the jct. of IN St. Hwy 26, thence west on IN St. Hwy 26 to the jct. of U.S. Hwy 421, thence northwest on U.S. Hwy 421 to the jct. of IN St. Hwy 14, thence west on IN St. Hwy 14, to the jct. of IN St. Hwy 49, thence north on IN St. Hwy 49 to the jct. of U.S. Hwy 30, thence west on U.S. Hwy 30 to the jct. of IN St. Hwy 53, thence north on IN St. Hwy 53 to its terminus at Gary, Indiana, on the one hand, and, on the other, points in Maine on, north, and east of a line commencing at the United States-Canadian border on U.S. Hwy 201, thence north on U.S. Hwy 201 to the jct. of U.S. Hwy 2, thence east on U.S. Hwy 2 to the jct. of U.S. Hwy Alt. 1, thence south on U.S. Hwy Alt. 1 to the jct. of ME St. Hwy 3, thence south on ME St. Hwy 3 to the jct. of ME St. Hwy 102, thence south on ME St. Hwy 102 to the terminus at West Tremont, Maine;

(117) Between points in Indiana on and west of a line commencing at the Kentucky-Indiana state line on IN St. Hwy 57, thence northeast on IN St. Hwy 57 to the jct. of U.S. Hwy 231, thence northeast and north on U.S. Hwy 231 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of IN St. Hwy 59, thence north on IN St. Hwy 59 to the jct. of U.S. Hwy 36, thence west on U.S. Hwy 36 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of IN St. Hwy 2, thence west on IN St. Hwy 2 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Maryland;

(118) Between points in Indiana on, south, and west of a line commencing at

the Indiana-Illinois state line on U.S. Hwy 52, thence southeast on U.S. Hwy 52 to the jct. of I-65, thence southeast on I-65 to the jct. of U.S. Hwy 31, thence southeast on U.S. Hwy 31 to the jct. of U.S. Hwy 31-A, thence south on U.S. Hwy 31-A to the jct. of IN St. Hwy 46, thence west on IN St. Hwy 46 to the jct. of IN St. Hwy 135, thence south on IN St. Hwy 135 to a terminus at Mauckport, Indiana, on the one hand, and, on the other, points in Massachusetts on and east of a line commencing at the Massachusetts-Connecticut state line on U.S. Hwy 7, thence north on U.S. Hwy 7 to the jct. of MA St. Hwy 9, thence northeast on MA St. Hwy 9 to the jct. of MA St. Hwy 8, thence north on MA St. Hwy 8 to the Massachusetts-Vermont state line;

(119) Between points in Indiana on and south of a line commencing at the Ohio-Indiana state line on Interstate 70, thence west on I-70 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the Indiana-Illinois state line, on the one hand, and, on the other, points in the Upper Peninsula of Michigan on and west of a line commencing at Marquette, Michigan, thence south on U.S. Hwy 41 to a terminus at Escanaba, Michigan;

(120) Between points in Indiana on and south of a line commencing at the Indiana-Illinois state line on U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of IN St. Hwy 47, thence east on IN St. Hwy 47 to the jct. of IN St. Hwy 32, thence east on IN St. Hwy 32 to the jct. of I-74, thence east on I-74 to the jct. of I-70, thence east on I-70 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Minnesota;

(121) Between points in Indiana on and south of a line commencing at the Indiana-Illinois state line on U.S. Hwy 24, thence east on U.S. Hwy 24 to the Indiana-Ohio state line, on the one hand, and, on the other, St. Vincent, Minnesota;

(122) Between points in Indiana on and north of a line commencing at the Indiana-Illinois state line on U.S. Hwy 40, thence east on U.S. Hwy 40 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Mississippi;

(123) Between point in Indiana on and north of a line commencing at Vincennes, Indiana, thence north on U.S. Hwy 41 to the jct. of IN St. Hwy 67, thence north on IN St. Hwy 67 to the jct. of IN St. Hwy 358, thence east on IN St. Hwy 358 to the jct. of IN St. Hwy 58, thence east on IN St. Hwy 58 to the jct. of IN St. Hwy 37, thence south on IN St. Hwy 37 to Bedford, Indiana, thence north on IN St. Hwy 37 to the jct. of IN St. Hwy 58, thence east on IN St. Hwy 58 to the jct. of I-65, thence north on I-65 to the jct. of IN St. Hwy 46, thence east on IN St. Hwy 46 to the jct. of IN St. Hwy 3, thence north on IN St. Hwy 3 to the jct. of I-74, thence east on I-74 to the Ohio-Indiana state line, on the one hand, and, on the other, points in Mississippi on and south



of a line commencing at the Mississippi-Louisiana state line on U.S. Hwy 80, thence east on U.S. Hwy 80 to the jct. of U.S. Hwy 49, thence south on U.S. Hwy 49 to the jct. of U.S. Hwy 84, thence east on U.S. Hwy 84 to the Mississippi-Alabama state line;

(124) Between points in Indiana on and north of a line commencing at the Indiana-Ohio state line on Interstate 74, thence west on I-74 to the jct. of IN St. Hwy 46, thence west on IN St. Hwy 46 to the jct. of U.S. Hwy 31, thence north on U.S. Hwy 31 to the jct. of I-465, thence west on I-465 to the jct. of I-70, thence west on I-70 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Missouri on and south of a line commencing at the Missouri-Kansas state line on U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of U.S. Hwy 65, thence south on U.S. Hwy 65 to the jct. of U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of U.S. Hwy 63, thence south on U.S. Hwy 63 to the jct. of I-70, thence east on I-70 to the jct. of I-270, thence east on I-270 to the Illinois-Missouri state line;

other, points in Montana on and west of a line commencing at the United States-Canadian border on MT Secondary Road 233, thence south on MT Sec. Road 233 to the jct. of U.S. Hwy 87, thence southwest on U.S. Hwy 87 to Great Falls, Montana, thence southeast on U.S. Hwy 87 to Lewistown, Montana, thence southwest on U.S. Hwy 87 to the jct. of U.S. Hwy 191, thence south on U.S. Hwy 191 to the jct. of U.S. Hwy 10, thence east on U.S. Hwy 10 to Billings, Montana, thence west on U.S. Hwy 10 to the jct. of U.S. Hwy 310, thence south on U.S. Hwy 310 to the Montana-Wyoming state line;

(126) Between points in Indiana, on the one hand, and, on the other, points in Nebraska on, south, and west of a line connecting at the Nebraska-Wyoming state line on U.S. Hwy 26, thence east on U.S. Hwy 26 to the jct. of NE St. Hwy 71, thence north and east on NE St. Hwy 71 to the jct. of NE St. Hwy 2, thence south on NE St. Hwy 2 to the jct. of U.S. Hwy 385, thence south on U.S. Hwy 385 to the Nebraska-Colorado state line; and points in Nebraska on and south of a line commencing at the Nebraska-Colorado state line on U.S. Hwy 6, thence east on U.S. Hwy 6 to the jct. of U.S. Hwy 83, thence south on U.S. Hwy 83 to the jct. of NE St. Hwy 89, thence east on NE St. Hwy 89 to the jct. of U.S. Hwy 136, thence east on U.S. Hwy 136 to the jct. of NE St. Hwy 15, thence south on NE St. Hwy 15 to the Nebraska-Kansas state line;

(127) Between points in Indiana on, south, and east of a line commencing at the Indiana-Illinois state line on U.S. Hwy 136, thence east on U.S. Hwy 136 to the jct. of IN St. Hwy 32, thence east on IN St. Hwy 32 to the jct. of IN St. Hwy 37, thence northeast on IN St. Hwy 37 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Nebraska;

(128) Between points in Indiana on, south, and west of a line commencing at the Indiana-Kentucky state line at Jeffersonville, Indiana, thence north on I-65 to the jct. of U.S. Hwy Alt. 31, thence northwest on U.S. Hwy Alt. 31 to the jct. of U.S. Hwy 31, thence northwest on U.S. Hwy 31 to the jct. of I-65, thence northwest on I-65 to the jct. of U.S. Hwy 52, thence northwest on U.S. Hwy 52 to the jct. of U.S. Hwy 41, thence north and northwest on U.S. Hwy 41 to the jct. of U.S. Hwy 30, thence west on U.S. Hwy 30 to the Illinois-Indiana state line, on the one hand, and, on the other, points in New Hampshire;

(129) Between points in Indiana on, south, and west of a line commencing at the Illinois-Indiana state line on U.S. Hwy 52, thence southeast on U.S. Hwy 52 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the jct. of IN St. Hwy 46, thence southeast on IN St. Hwy 46 to the jct. of IN St. Hwy 37, thence south on IN St. Hwy 37 to the jct. of U.S. Hwy 150, thence west on U.S. Hwy 150 to the jct. of IN St. Hwy 145, thence south on IN St. Hwy 145 to the jct. of IN St. Hwy 37, thence south on IN St. Hwy 37 to the jct. of IN St. Hwy 237, thence south on IN St. Hwy 237 to the terminus of Cannelton, Indiana, on the one hand, and, on the other, points in New Jersey;

(130) Between points in Indiana on, south, and west of a line commencing at the Indiana-Illinois state line on U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of IN St. Hwy 59, thence south on IN St. Hwy 59 to the jct. of IN St. Hwy 157, thence southeast on IN St. Hwy 157 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in New York;

(131) Between points in Indiana on, north, and west of a line commencing at Gary, Indiana, thence south on Interstate 65 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the jct. of IN St. Hwy 47, thence southwest on IN St. Hwy 47 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of IN St. Hwy 59, thence south on IN St. Hwy 59 to the jct. of IN St. Hwy 246, thence west on IN St. Hwy 246 to the jct. of IN St. Hwy 63, thence south on IN St. Hwy 63 to the jct. of IN St. Hwy 154, thence west on IN St. Hwy 154 to the Illinois-Indiana state line, on the one hand, and, on the other, points in North Carolina;

(132) Between points in Indiana on, north, and west of a line commencing at the Illinois-Indiana state line on IN St. Hwy 64, thence east on IN St. Hwy 64 to the jct. of IN St. Hwy 65, thence northeast on IN St. Hwy 65 to the jct. of IN St. Hwy 56, thence east on IN St. Hwy 56 to the jct. of IN St. Hwy 57, thence northeast on IN St. Hwy 57 to the jct. of IN St. Hwy 54, thence east on IN St. Hwy 54 to the jct. of IN St. Hwy 45, thence

northeast on IN St. Hwy 45 to the jct. of IN St. Hwy 37, thence north on IN St. Hwy 37 to the jct. of I-465, thence east on I-465 to the jct. of U.S. Hwy 31, thence north on U.S. Hwy 31 to the jct. of U.S. Hwy 421, thence north on U.S. Hwy 421 to the jct. of IN St. Hwy 29, thence north on IN St. Hwy 29 to the jct. of U.S. Hwy 35, thence northwest on U.S. Hwy 35 to the jct. of IN St. Hwy 39, thence north on IN St. Hwy 39 to the Michigan-Indiana state line, on the one hand, and, on the other, points in North Carolina on, south, and east of a line commencing at Southport, North Carolina, thence north on NC St. Hwy 133, to the jct. of U.S. Hwy 17, thence north on U.S. Hwy 17 to the jct. of NC St. Hwy 55, thence east on NC St. Hwy 55 to the terminus at Moores Corner, North Carolina;

(133) Between points in Indiana on and south of a line commencing at the Illinois-Indiana state line on IN St. Hwy 26, thence east on IN St. Hwy 26 to the jct. of IN St. Hwy 29, thence north on IN St. Hwy 29 to the jct. of IN St. Hwy 22, thence east on IN St. Hwy 22 to the jct. of U.S. Hwy 35, thence east on U.S. Hwy 35 to the jct. of IN St. Hwy 37, thence north on IN St. Hwy 37 to the jct. of IN St. Hwy 18, thence east on IN St. Hwy 18 to the jct. of IN St. Hwy 67, thence east on IN St. Hwy 67 to the Indiana-Ohio state line, on the one hand, and, on the other, points in North Dakota;

(134) Between points in Indiana on and west of a line commencing at the Indiana-Illinois state line on U.S. Hwy 150, thence south on U.S. Hwy 150 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Ohio on, north, and east of a line commencing at the Ohio-Michigan state line on OH St. Hwy 15, thence south on OH St. Hwy 15 to the jct. of OH St. Hwy 65, thence south on OH St. Hwy 65 to the jct. of OH St. Hwy 117, thence south on OH St. Hwy 117 to the jct. of U.S. Hwy 68, thence south on U.S. Hwy 68 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of U.S. Hwy 33, thence southeast on U.S. Hwy 33 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the Ohio-West Virginia state line;

(135) Between points in Indiana on and north of a line commencing at the Indiana-Illinois state line on U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of U.S. Hwy 150, thence east on U.S. Hwy 150 to the jct. of IN St. Hwy 56, thence east on IN St. Hwy 56 to the jct. of U.S. Hwy 421, thence south on U.S. Hwy 421 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Oklahoma;

(136) Between points in Indiana on, south, and west of a line commencing at the Illinois-Indiana state line on U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of IN St. Hwy 59, thence south on IN St. Hwy 59 to the jct. of IN St. Hwy 67, thence southwest on IN St. Hwy 67 to the jct. of IN St. Hwy 58, thence east on



IN St. Hwy 58 to the jct. of IN St. Hwy 57, thence south on IN St. Hwy 57 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Pennsylvania;

(137) Between points in Indiana on and west of a line commencing at Gary, Indiana, thence south on Interstate 65 to the jct. of U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of U.S. Hwy 421, thence south on U.S. Hwy 421 to the jct. of IN St. Hwy 39, thence south on IN St. Hwy 39 to the jct. of I-65, thence south on I-65 to the jct. of U.S. Hwy 31 at Indianapolis, Indiana, thence south on U.S. Hwy 31 to the jct. of U.S. Hwy Alt. 31, thence south on U.S. Hwy Alt. 31 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to the jct. of IN St. Hwy 135, thence south on IN St. Hwy 135 to its terminus at Mauckport, Indiana, on the one hand, and, on the other, points in Rhode Island.

(138) Between Vincennes, Indiana; and points in Indiana on, west, and north of a line commencing at the Michigan-Indiana state line on U.S. Hwy 31, thence south on U.S. Hwy 31 to the jct. of IN St. Hwy 22, thence west on IN St. Hwy 22 to the jct. of IN St. Hwy 29, thence south on IN St. Hwy 29 to the jct. of U.S. Hwy 421, thence west on U.S. Hwy 421 to the jct. of IN St. Hwy 39, thence south on IN St. Hwy 39 to the jct. of U.S. Hwy 40, thence southwest on U.S. Hwy 40 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the jct. of IN St. Hwy 67, thence south on IN St. Hwy 67 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to the jct. Indiana-Illinois state line, on the one hand, and, on the other, points in South Carolina on and south of a line commencing at the Georgia-South Carolina state line on U.S. Hwy 25, thence north on U.S. Hwy 25 to the jct. of I-20, thence northeast on I-20 to the jct. of U.S. Hwy 378, thence east on U.S. Hwy 378 to the jct. of U.S. Hwy 76, thence east on U.S. Hwy 76 to the jct. of U.S. Hwy 301, thence northeast on U.S. Hwy 301 to the South Carolina-North Carolina state line;

(139) Between Vincennes, Indiana, and points in Indiana on, west, and north of a line commencing at the Michigan-Indiana state line on IN St. Hwy 19, thence south on IN St. Hwy 19 to the jct. of U.S. Hwy 33, thence southeast on U.S. Hwy 33 to the jct. of IN St. Hwy 15, thence south on IN St. Hwy 15 to the jct. of IN St. Hwy 37, thence southwest on IN St. Hwy 37 to the jct. of U.S. Hwy 46, thence east on U.S. Hwy 46 to the jct. of IN St. Hwy 45, thence southwest on IN St. Hwy 45 to the jct. of IN St. Hwy 54, thence west on IN St. Hwy 54 to the jct. of IN St. Hwy 67, thence southwest on IN St. Hwy 67 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 50, thence west on U.S. Hwy 50 to the Indiana-Illinois state line, on the one hand, and, on the other, Charleston and Beaufort, South Carolina.

(140) Between points in Indiana on and south of a line commencing at the Illinois-Indiana state line on IN St. Hwy 28, thence east on IN St. Hwy 28 to the jct. of IN St. Hwy 25, thence northeast on IN St. Hwy 25 to the jct. of U.S. Hwy 24, thence east on U.S. Hwy 24 to the jct. of IN St. Hwy 5, thence south on IN St. Hwy 5 to the jct. of U.S. Hwy 224, thence east on U.S. Hwy 224 to the Indiana-Ohio state line, on the one hand, and, on the other, points in South Dakota;

(141) Between points in Indiana on and west of a line commencing at the Michigan-Indiana state line on U.S. Hwy 12, thence southwest on U.S. Hwy 12 to the jct. of U.S. Hwy 421, thence south on U.S. Hwy 421 to the jct. of IN St. Hwy 8, thence west on IN St. Hwy 8 to the jct. of U.S. 231, thence south on U.S. Hwy 231 to the jct. of U.S. Hwy 24, thence west on U.S. Hwy 24 to the jct. of IN St. Hwy 55, thence south on IN St. Hwy 55 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Tennessee;

(142) Between points in Indiana on and north of a line commencing at the Indiana-Illinois state line on U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of IN St. Hwy 39, thence south on IN St. Hwy 39 to the jct. of IN St. Hwy 56, thence east on IN St. Hwy 56 to the jct. of U.S. Hwy 421, thence south on U.S. Hwy 421 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Texas;

(143) Between points in Indiana on, south, and west of a line commencing at the Illinois-Indiana state line on U.S. Hwy 52, thence southeast on U.S. Hwy 52 to the jct. of I-65, thence southeast on I-65 to the jct. of U.S. Hwy 31, thence south on U.S. Hwy 31 to the jct. of IN St. Hwy 46, thence west on IN St. Hwy 46 to the jct. of I-65, thence south on I-65 to the jct. of IN St. Hwy 58, thence southwest on IN St. Hwy 58 to the jct. of IN St. Hwy 135, thence south on IN St. Hwy 135 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Vermont;

(144) Between points in Indiana on and west of a line commencing at the Illinois-Indiana state line on U.S. Hwy 52, thence east on U.S. Hwy 52 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of IN St. Hwy 59, thence south on IN St. Hwy 59 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the jct. of IN St. Hwy 63, thence south on IN St. Hwy 63 to the jct. of IN St. Hwy 154, thence west on IN St. Hwy 154 to the Illinois-Indiana state line, on the one hand, and, on the other, points in Virginia;

(145) Between points in Vermillion and Vigo Counties, Indiana, on the one hand, and, on the other, points in West Virginia;

(146) Between points in Indiana on and south of a line commencing at the Indiana-Illinois state line on U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Wisconsin on, north, and west of a line commencing at the Wisconsin-Illinois state line on U.S. Hwy 151, thence northeast on U.S. Hwy 151 to its terminus at Manitowoc, Wisconsin;

(147) Between points in Indiana on and south of a line commencing at Madison, Indiana, thence northwest on IN St. Hwy 7 to the jct. of IN St. Hwy 46, thence west on IN St. Hwy 46 to the jct. of U.S. Hwy 40, thence west on U.S. Hwy 40 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Wisconsin;

(148) Between points in Indiana, on the one hand, and, on the other, points in Wyoming on, south, and west of a line commencing at the Wyoming-Montana state line on WY St. Hwy 59, thence south on WY St. Hwy 59 to the jct. of U.S. Hwy 16, thence east and southeast on U.S. Hwy 16 to the jct. of U.S. Hwy 85, thence south on U.S. Hwy 85 to the jct. of U.S. Hwy 26, thence southeast on U.S. Hwy 26 to the Wyoming-Nebraska state line;

(149) Between Covington and Newport, Kentucky, on the one hand, and, on the other, points in Arkansas;

(150) Between points in Kentucky, on the one hand, and, on the other, points in Colorado on, north, and west of a line commencing at the Colorado-Utah state line on U.S. Hwy 666, thence east on U.S. Hwy 666 to the jct. of CO St. Hwy 141, thence northeast on CO St. Hwy 141 to the jct. of CO St. Hwy 145, thence southeast on CO St. Hwy 145 to the jct. of CO St. Hwy 62, thence northeast on CO St. Hwy 62 to the jct. of U.S. Hwy 550, thence north on U.S. Hwy 550 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of CO St. Hwy 291, thence northwest on CO St. Hwy 291 to the jct. of U.S. Hwy 285, thence north on U.S. Hwy 285 to the jct. of U.S. Hwy 24, thence northwest on U.S. Hwy 24 to the jct. of CO St. Hwy 91, thence northeast on CO St. Hwy 91 to the jct. of U.S. Hwy 6, thence east on U.S. Hwy 6 to the jct. of U.S. Hwy 87, thence north on U.S. Hwy 87 to the Colorado-Wyoming state line;

(151) Between points in Kentucky on and east of a line commencing at the Kentucky-Illinois state line on KY St. Hwy 56, thence east on KY St. Hwy 56 to the jct. of KY St. Hwy 109, thence southeast on KY St. Hwy 109 to the jct. of U.S. Hwy 60, thence southwest on U.S. Hwy 60 to the jct. of U.S. Hwy 641, thence south on U.S. Hwy 641 to the jct. of KY St. Hwy 91, thence southeast on KY St. Hwy 91 to the jct. of U.S. Hwy 41A, thence south on U.S. Hwy 41A to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Colorado;



(152) Between points in Kentucky on and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 31W, thence north on U.S. Hwy 31W to the jct. of KY St. Hwy 67, thence north on KY St. Hwy 67 to the jct. of KY St. Hwy 185, thence north on KY St. Hwy 185 to the jct. of KY St. Hwy 79, thence north on KY St. Hwy 79 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Connecticut;

(153) Between points in Kentucky on north, and west of a line commencing at Hawesville, Kentucky (Indiana-Kentucky state line) thence west on U.S. Hwy 60 to the jct. of U.S. Hwy 431, thence south on U.S. Hwy 431 to the jct. of U.S. Hwy 62, thence south on U.S. Hwy 62 to the jct. of KY St. Hwy 171, thence south on KY St. Hwy 171 to the jct. of KY St. Hwy 107, thence west and south on KY St. Hwy 107 to the jct. of U.S. Hwy 41A, thence south on U.S. Hwy 41A to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Delaware;

(154) Between points in Kentucky on and west of a line commencing at Owensboro, Kentucky, thence south on U.S. Hwy 431 to the jct. of KY St. Hwy 171 at Central City, Kentucky, thence south on KY St. Hwy 171 to the jct. of KY St. Hwy 107, thence southwest on KY St. Hwy 107 to the jct. of U.S. Hwy Alt. 41, thence south on U.S. Hwy Alt. 41 to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in the District of Columbia.

(155) Between points in Kentucky on and west of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 41A, thence north on U.S. Hwy 41A to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Indiana on and north of a line commencing at the Illinois-Indiana state line on U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of U.S. Hwy 231, thence north on U.S. Hwy 231 to the jct. of IN St. Hwy 32, thence east and northeast on IN St. Hwy 32 to the jct. of U.S. Hwy 35, thence southeast on U.S. Hwy 35 to the jct. of I-70, thence southeast on I-70 to the jct. of U.S. Hwy 27, thence south on U.S. Hwy 27 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the Indiana-Ohio state line;

(156) Between points in Kentucky on and east of a line commencing at the Illinois-Kentucky state line on KY St. Hwy 91, thence south on KY St. Hwy 91 to the jct. of U.S. Hwy 641, thence south on U.S. Hwy 641 to the jct. of KY St. Hwy 93, thence southeast on KY St. Hwy 93 to the jct. of KY St. Hwy 139, thence south on KY St. Hwy 139 to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Iowa;

(157) Between points in Kentucky on and east of U.S. Hwy 41, on the one hand, and, on the other, points in Kansas on north, and east of a line commencing at the Oklahoma-Kansas state line on U.S. Hwy 54, thence northeast on U.S. Hwy

54 to the jct. of U.S. Hwy 283, thence north on U.S. Hwy 283 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the jct. of KS St. Hwy 61, thence northeast on KS St. Hwy 61 to the jct. of U.S. Hwy 81 (at or near McPherson, Kansas), thence north on U.S. Hwy 81 to the jct. of U.S. Hwy 40, thence east on U.S. Hwy 40 to the jct. of KS St. Hwy 4 (at Topeka, Kansas), thence northeast on KS St. Hwy 4 to the jct. of U.S. Hwy 59, thence northeast on U.S. Hwy 59 to the terminus at Atchison, Kansas;

(158) Between Covington and Newport, Kentucky, on the one hand, and, on the other, points in Louisiana;

(159) Between points in Kentucky on and north of a line commencing at Louisville, Kentucky, thence east on I-64 to the jct. of U.S. Hwy 127, thence north on U.S. Hwy 127 to the jct. of U.S. Hwy 460, thence east on U.S. Hwy 460 to the jct. of I-64, thence east on I-64 to the Kentucky-West Virginia state line, on the one hand, and, on the other, Lake Charles, Louisiana;

(160) Between points in Kentucky on and west of a line commencing at Louisville, Kentucky, thence south on I-65 to the jct. of KY St. Hwy 61, thence south on KY St. Hwy 61 to the jct. of U.S. Hwy 31E, thence south on U.S. Hwy 31E to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Maine;

(161) Between points in Kentucky on and west of a line commencing at the jct. of U.S. Hwy 42 and U.S. Hwy 127 on the Ohio River (approximately five (5) miles east of Warsaw, Kentucky), thence south on U.S. Hwy 127 to the jct. of U.S. Hwy 150, thence south on U.S. Hwy 150 to the jct. of U.S. Hwy 27, thence south on U.S. Hwy 27 to the jct. of KY St. Hwy 90, thence southwest on KY St. Hwy 90 to the jct. of U.S. Hwy 127, thence south on U.S. Hwy 127 to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Maine on and north of a line commencing at Fort Kent, Maine, thence southeast on ME St. Hwy 161 to the jct. of ME St. Hwy 89, thence east on ME St. Hwy 89 to the jct. of ME St. Hwy 229, thence east on ME St. Hwy 229 to the United States-Canadian border;

(162) Between points in Kentucky on and west of a line commencing at the Indiana-Kentucky state line on U.S. Hwy 431, thence south on U.S. Hwy 431 to the jct. of U.S. Hwy 62, thence south on U.S. Hwy 62 to the jct. of KY St. Hwy 171, thence southwest on KY St. Hwy 171 to the jct. of KY St. Hwy 107, thence southwest on KY St. Hwy 107 to the jct. of U.S. Hwy 41A, thence south on U.S. Hwy 41A to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Maryland bounded on the north by the Pennsylvania-Maryland state line, thence south on U.S. Hwy 220 to the Maryland-West Virginia state line; and bounded on the southwest by a line commencing at the jct. of U.S. Hwy 220 and the Maryland-West Virginia state line, thence along the Maryland-West Vir-

ginia state line, the Maryland-Virginia state line, and the District of Columbia boundary to the jct. of U.S. Hwy 50, thence east along U.S. Hwy 50 to the jct. of MD St. Hwy 450, thence east on MD St. Hwy 450 to the jct. of MD St. Hwy 2, thence northeast on MD St. Hwy 2 to the jct. of U.S. Hwy 50, thence east on U.S. Hwy 50 to the Chesapeake Bay; and bounded on the west by the Chesapeake Bay; and bounded on the south by the Maryland-Virginia state line; and bounded on the east by the Atlantic Ocean and the Maryland-Delaware state line;

(163) Between points in Kentucky on and west of a line commencing at the Indiana-Kentucky state line on U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 41A, thence east on U.S. Hwy 41A to the jct. of KY St. Hwy 120, thence southwest on KY St. Hwy 120 to the jct. of KY St. Hwy 293, thence south on KY St. Hwy 293 to the jct. of KY St. Hwy 139, thence south on KY St. Hwy 139 to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Maryland;

(164) Between points in Kentucky on and west of a line commencing at the Kentucky-Indiana state line, thence south on KY St. Hwy 79 to the jct. of St. Hwy 259, thence south on KY St. Hwy 259 to the jct. of KY St. Hwy 101, thence south on KY St. Hwy 101 to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Massachusetts;

(165) Between points in Kentucky on and west of a line commencing at Kosmosdale, Kentucky, thence south on U.S. Hwy 31W to the jct. of KY St. Hwy 90, thence south on KY St. Hwy 90 to the jct. of U.S. Hwy 31E, thence south on U.S. Hwy 31E to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Massachusetts on and east of a line commencing at the New Hampshire-Massachusetts state line on MA St. Hwy 38, thence south on MA St. Hwy 38 to the jct. of U.S. Hwy 3, thence south on U.S. Hwy 3 to the jct. of MA St. Hwy 128, thence south on MA St. Hwy 128 to the jct. of MA St. Hwy 24, thence south on MA St. Hwy 24 to the Massachusetts-Rhode Island state line;

(166) Between points in Kentucky on and west of a line commencing at Owensboro, Kentucky, thence south on U.S. Hwy 431 to the jct. of KY St. Hwy 171, thence south on KY St. Hwy 171 to the jct. of KY St. Hwy 107, thence southwest on KY St. Hwy 107 to the jct. of U.S. Hwy 41A, thence south on U.S. Hwy 41A to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Michigan;

(167) Between Covington and Newport, Kentucky, on the one hand, and, on the other, points in Mississippi on west, and south of a line commencing at the Mississippi-Tennessee state line on U.S. Hwy 61, thence south on U.S. Hwy 61 to the jct. of U.S. Hwy 49, thence south on U.S. Hwy 49 to the jct. of U.S. Hwy 49E, thence south on U.S. Hwy 49E



to the jct. of U.S. Hwy 49, thence south on U.S. Hwy 49 to the jct. of MS St. Hwy 13, thence south and east on MS St. Hwy 13 to the jct. of U.S. Hwy 49, thence south on U.S. Hwy 49 to the jct. of U.S. Hwy 90, thence east on U.S. Hwy 90 to the Mississippi-Alabama state line;

(168) Between Ashland, Kentucky; and points in Kentucky on and north of a line commencing at the Indiana-Kentucky state line on U.S. Hwy 421, thence south on U.S. Hwy 421 to the jct. of U.S. Hwy 42, thence northeast on U.S. Hwy 42 to the jct. of KY St. Hwy 227, thence southeast on KY St. Hwy 227 to the jct. of KY St. Hwy 22, thence northeast on KY St. Hwy 22 to the jct. of KY St. Hwy 10, thence east on KY St. Hwy 10 to the jct. of U.S. Hwy 68, thence north on U.S. Hwy 68 to the Kentucky-Ohio state line on the one hand, and, on the other, points in Mississippi on and west of a line commencing at the Louisiana-Mississippi state line on U.S. Hwy 84, thence east on U.S. Hwy 84 to the jct. of U.S. Hwy 61, thence south on U.S. Hwy 61 to the Mississippi-Louisiana state line;

(169) Between points in Kentucky on and east of a line commencing at Louisville, Kentucky, thence south on U.S. Hwy 150 to the jct. of KY St. Hwy 55, thence south on KY St. Hwy 55 to the jct. of U.S. Hwy 68, thence east on U.S. Hwy 68 to the jct. of U.S. Hwy 150, thence east on U.S. Hwy 150 to the jct. of U.S. Hwy 25, thence south on U.S. Hwy 25 to the jct. of U.S. Hwy 25E, thence south on U.S. Hwy 25E to the terminus at Middlesboro, Kentucky, on the one hand, and, on the other, Springfield, Missouri and points in Missouri on, north, and west of a line commencing at Louisiana, Missouri, thence west on U.S. Hwy 54 to the jct. of MO St. Hwy 22, thence west on MO St. Hwy 22 to the jct. of U.S. Hwy 63, thence south on U.S. Hwy 63 to the jct. of U.S. Hwy 54, thence south on U.S. Hwy 54 to the jct. of MO St. Hwy 73, thence south on MO St. Hwy 73 to the jct. of MO St. Hwy 32, thence west on MO St. Hwy 32 to the jct. of U.S. Hwy 65, thence south on U.S. Hwy 65 to the jct. of I-44, thence west on I-44 to the Missouri-Oklahoma state line;

(170) Between points in Kentucky on and east of a line commencing at the Tennessee-Kentucky state line on KY St. Hwy 139, thence north on KY St. Hwy 139 to the jct. of KY St. Hwy 91, thence northwest on KY St. Hwy 91 to the jct. of U.S. Hwy 60, thence northeast on U.S. Hwy 60 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the Kentucky-Indiana state line on the one hand, and, on the other, points in Nebraska;

(171) Between Louisville, Kentucky; and points in Kentucky on and west of a line commencing at the Kentucky-Indiana state line, thence south on U.S. Hwy 31W to the jct. of KY St. Hwy 61, thence south on KY St. Hwy 61 to the jct. of U.S. Hwy 31E, thence south on U.S. Hwy 31E to the jct. of KY St. Hwy 90, thence southeast on KY St. Hwy 90 to the jct. of KY St. Hwy 163, thence south on

KY St. Hwy 163 to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in New Hampshire;

(172) Between points in Kentucky on and west of a line commencing at the Kentucky-Indiana state line on U.S. Hwy 421, thence south on U.S. Hwy 421 to the jct. of KY St. Hwy 55, thence south on KY St. Hwy 55 to the jct. of KY St. Hwy 80, thence east on KY St. Hwy 80 to the jct. of U.S. Hwy 127, thence south on U.S. Hwy 127 to the Kentucky-Tennessee state line, on the one hand, and, on the other, Pittsburgh, New Hampshire.

(173) Between points in Kentucky on and west of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 31W, thence northeast on U.S. Hwy 31W to the jct. of U.S. Hwy 231, thence northwest on U.S. Hwy 231 to the jct. of KY St. Hwy 69, thence north on KY St. Hwy 69 to the jct. of U.S. Hwy 60, thence west on U.S. Hwy 60 to the terminus at Hawesville, Kentucky, on the one hand, and, on the other, points in New Jersey;

(174) Between points in Kentucky on and east of a line commencing at the Kentucky-Indiana state line on U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 62, thence east on U.S. Hwy 62 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the jct. of U.S. Hwy 68, thence east on U.S. Hwy 68 to the jct. of KY St. Hwy 90, thence east on KY St. Hwy 90 to the jct. of U.S. Hwy 127, thence south on U.S. Hwy 127 to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in New Mexico;

(175) Between points in Kentucky on and west of a line commencing at the Kentucky-Indiana state line on U.S. Hwy 431, thence south on U.S. Hwy 431 to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in New York;

(176) Between points in Kentucky on and west of a line commencing at the Kentucky-Indiana state line on KY St. Hwy 69, thence south on KY St. Hwy 69 to the jct. of U.S. Hwy 231, thence south on U.S. Hwy 231 to the jct. of U.S. Hwy 31W, thence south on U.S. Hwy 31W to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in New York on and east of a line commencing at Rochester, New York, thence south on NY St. Hwy 15A, to the jct. of U.S. Hwy 15, thence south on U.S. Hwy 15 to the jct. of NY St. Hwy 21, thence south on NY St. Hwy 21 to the jct. of NY St. Hwy 36, thence south on NY St. Hwy 36 to the New York-Pennsylvania state line;

(177) Between points in Kentucky on and west of a line commencing at the Tennessee-Kentucky state line on U.S. Hwy 41A, thence north on U.S. Hwy 41A to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the Kentucky-Indiana state line, on the one hand, and, on the other, points in Ohio on and north of a line commencing at the Indiana-Ohio state line on OH St. Hwy 571, thence southeast on OH St. Hwy 571 to the jct. of U.S. Hwy 36, thence east on U.S. Hwy 36 to the jct. of U.S. Hwy 25, thence

north on U.S. Hwy 25 to the jct. of OH St. Hwy 47, thence east on OH St. Hwy 47 to the jct. of U.S. Hwy 68, thence north on U.S. Hwy 68 to the jct. of U.S. Hwy 30S, thence east on U.S. Hwy 30S to the jct. of U.S. Hwy 30, thence east on U.S. Hwy 30 to the jct. of U.S. Hwy 62, thence northeast and east on U.S. Hwy 62 to the jct. of OH St. Hwy 14A, thence east on OH St. Hwy 14A to the jct. of OH St. Hwy 14, thence southeast on OH St. Hwy 14 to the Ohio-Pennsylvania state line;

(178) Between points in Kentucky on and east of a line commencing at the Indiana-Kentucky state line on U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 60 (at Henderson, Kentucky), thence east on U.S. Hwy 60 to the jct. of KY St. Hwy 86, thence east on KY St. Hwy 86 to the jct. of U.S. Hwy 62, thence northeast on U.S. Hwy 62 to the jct. of KY St. Hwy 61, thence southeast on U.S. Hwy 61 to the jct. of U.S. Hwy 31E, thence east on U.S. Hwy 31E to the jct. of KY St. Hwy 84, thence east on KY St. Hwy 84 to the jct. of U.S. Hwy 68, thence east on U.S. Hwy 68 to the jct. of U.S. Hwy 150, thence southeast on U.S. Hwy 150 to the jct. of U.S. Hwy 25, thence south on U.S. Hwy 25 to the jct. of U.S. Hwy 25E, thence southeast and south on U.S. Hwy 25E to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Oklahoma on and west of a line commencing at the Texas-Oklahoma state line on U.S. Hwy 77, thence north on U.S. Hwy 77 to the jct. of U.S. Hwy 70, thence east on U.S. Hwy 70 to the jct. of U.S. Hwy 177, thence north on U.S. Hwy 177 to the jct. of OK St. Hwy 7, thence east on OK St. Hwy 7 to the jct. of OK St. Hwy 1, thence northeast and east on OK St. Hwy 1 to the jct. of U.S. Hwy 69, thence north on U.S. Hwy 69 to the jct. of U.S. Hwy 64, thence east on U.S. Hwy 64 at Muskogee, Oklahoma, thence return west on U.S. Hwy 64 to the jct. of U.S. Hwy 69, thence north on U.S. Hwy 69 to the jct. of I-44, thence northeast on I-44 to the Oklahoma-Missouri state line;

(179) Between points in Kentucky on, east, and north of a line commencing at the Tennessee-Kentucky state line on U.S. Hwy 127, thence north on U.S. Hwy 127 to the jct. of KY St. Hwy 90, thence west on KY St. Hwy 90 to the jct. of U.S. Hwy 68, thence west on U.S. Hwy 68 to the jct. of U.S. Hwy 231, thence northwest on U.S. Hwy 231 to the jct. of KY St. Hwy 136, thence west on KY St. Hwy 136 to the jct. of KY St. Hwy 81, thence south on KY St. Hwy 81 to the jct. of KY St. Hwy 138, thence west on KY St. Hwy 138 to the jct. of KY St. Hwy 370, thence northwest on KY St. Hwy 370 to the jct. of U.S. Hwy 41, thence north on U.S. Hwy 41 to the Kentucky-Indiana state line, on the one hand, and, on the other, Tonkawa, Oklahoma; and points in Oklahoma on and west of a line commencing at the Texas-Oklahoma state line on U.S. Hwy 281, thence north on U.S. Hwy 281 to the jct. of the H. E. Bailey Turnpike, thence northeast on the H. E. Bailey Turnpike to the jct. of U.S.



Hwy 62, (two (2) miles north of New Castle, Oklahoma) thence north on U.S. Hwy 62 to the jct. of I-35, thence north on I-35 to the Oklahoma-Kansas state line;

(180) Between Providence, Kentucky; and points in Kentucky on and east of a line commencing at the Tennessee-Kentucky state line on U.S. Hwy 41, thence northwest and north on U.S. Hwy 41 to the jct. of U.S. Hwy Alt. 41, thence west and north on U.S. Hwy Alt. 41 to the jct. of KY St. Hwy 56, thence west on KY St. Hwy 56 to the Kentucky-Illinois state line, on the one hand, and, on the other, points in Oklahoma on, south, and west of a line commencing at the Texas-Oklahoma state line on OK St. Hwy 23, thence north on OK St. Hwy 23 to the jct. of OK St. Hwy 3, thence west on OK St. Hwy 3 to the jct. of U.S. Hwy 83, thence north on U.S. Hwy 83 to the Oklahoma-Kansas state line;

(181) Between points in Kentucky on and west of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 41, thence north on U.S. Hwy 41 to the jct. of KY St. Hwy 85, thence northeast on KY St. Hwy 85 to the jct. of U.S. Hwy 431, thence north on U.S. Hwy 431 to Owensboro, Kentucky, on the one hand, and, on the other, points in Pennsylvania;

(182) Between points in Kentucky on and west of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 31W, thence northeast on U.S. Hwy 31W to the jct. of U.S. Hwy 231, thence northwest on U.S. Hwy 231 to the jct. of KY St. Hwy 69, thence north of KY St. Hwy 69 to the jct. of U.S. Hwy 60, thence west on U.S. Hwy 60 to the terminus at Hawesville, Kentucky, on the one hand, and, on the other, points in Pennsylvania on, north, and east of a line commencing at Philadelphia, Pennsylvania, thence northwest on U.S. Hwy 422 to the jct. of the Pennsylvania Turnpike, thence east on the Pennsylvania Turnpike to the jct. of the Pennsylvania Turnpike Northeast Extension, thence north on the Pennsylvania Turnpike Northeast Extension to the jct. of U.S. Hwy 11, thence north on U.S. Hwy 11 to the jct. of U.S. Hwy 6, thence northwest on U.S. Hwy 6 to the jct. of U.S. Hwy 220, thence north on U.S. Hwy 220 to the New York-Pennsylvania state line;

(183) Between points in Kentucky on and west of a line commencing at the Kentucky-Indiana state line on KY St. Hwy 79, thence south on KY St. Hwy 79 to the jct. of KY St. Hwy 259, thence south on KY St. Hwy 259 to the jct. of U.S. Hwy 31W, thence east on U.S. Hwy 31W to the jct. of KY St. Hwy 90, thence south on KY St. Hwy 90 to the jct. of U.S. Hwy 31E, thence south on U.S. Hwy 31E to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Rhode Island;

(184) Between Covington and Newport, Kentucky, on the one hand, and, on the other, Memphis, Tennessee;

(185) Between points in Kentucky on and east of a line commencing at the Indiana-Kentucky state line on U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of KY St. Hwy 80, thence east on KY St. Hwy 80 to the jct. of U.S. Hwy 431, thence south on U.S. Hwy 431 to the Kentucky-Tennessee state line, on the one hand, and, on the other, El Paso, Texas; and points in Texas on and west of a line commencing at the Texas-New Mexico state line on U.S. Hwy 87, thence south on U.S. Hwy 87 to the jct. of U.S. Hwy 60, thence southwest on U.S. Hwy 60 to the jct. of TX St. Hwy 214, thence south on TX St. Hwy 214 to the jct. of TX St. Hwy 125, thence west on TX St. Hwy 125 to the Texas-New Mexico state line;

(186) Between Lexington and South Williamson, Kentucky; and points in Kentucky on and north of a line commencing at Louisville, Kentucky, thence east on I-64 to the jct. of the Mountain Parkway, thence east on the Mountain Parkway to the jct. of KY St. Hwy 30, thence north on KY St. Hwy 30 to the jct. of U.S. Hwy 460, thence east on U.S. Hwy 460 to the jct. of KY St. Hwy 40, thence east on KY St. Hwy 40 to the Kentucky-West Virginia state line, on the one hand, AND, on the other, points in TEXAS on and west of a line commencing at Port Arthur, Texas, thence north on U.S. Hwy 96 to the jct. of I-10, thence west on I-10 to the jct. of I-45, thence north on I-45 to the jct. of I-30, thence east on I-30 to the jct. of TX St. Hwy 34, thence north on TX St. Hwy 34 to the jct. of TX St. Hwy 24 thence north on TX St. Hwy 24 to the jct. of U.S. Hwy 271, thence north on U.S. Hwy 271 to the Texas-Oklahoma state line;

(187) Between points in Kentucky on and west of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 31E, thence northeast on U.S. Hwy 31E to the jct. of KY St. Hwy 90, thence northwest on KY St. Hwy 90 to the jct. of U.S. Hwy 31W, thence north on U.S. Hwy 31W to the jct. of U.S. Hwy 62, thence west on U.S. Hwy 62 to the jct. of KY St. Hwy 86, thence northwest on KY St. Hwy 86 to the jct. of U.S. Hwy 60, thence west on U.S. Hwy 60 to Cloverport, Kentucky, on the one hand, and, on the other, points in Vermont;

(188) Between points in Kentucky on and west of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 127, thence north on U.S. Hwy 127 to the jct. of KY St. Hwy 90, thence west on KY St. Hwy 90 to the jct. of KY St. Hwy 61, thence north on KY St. Hwy 61 to the jct. of KY St. Hwy 70, thence northeast on KY St. Hwy 70 to the jct. of KY St. Hwy 55, thence north on KY St. Hwy 55 to the jct. of KY St. Hwy 84, thence west on KY St. Hwy 84 to the jct. of U.S. Hwy 31E, thence north on U.S. Hwy 31E to the Indiana-Kentucky state line, on the one hand, and, on the other, points in Vermont on, north, and east of a line commencing at the New Hamp-

shire-Vermont state line on U.S. Hwy 2, thence west on U.S. Hwy 2 to the jct. of U.S. Hwy 5, thence north on U.S. Hwy 5 to the jct. of VT St. Hwy 114, thence north on VT St. Hwy 114 to a terminus at Norton, Vermont;

(189) Between points in Kentucky on and north of a line commencing at Paducah, Kentucky, thence west on U.S. Hwy 60 to the Kentucky-Illinois state line, on the one hand, and, on the other, Norfolk, Virginia; and points in Virginia on and northeast of a line commencing at Virginia Beach, Virginia, thence northwest on U.S. Hwy 60 to the jct. of U.S. Hwy 1, thence north on U.S. Hwy 1 to the jct. of U.S. Hwy 250, thence northwest on U.S. Hwy 250 to the jct. of U.S. Hwy 33, thence northwest on U.S. Hwy 33 to the Virginia-West Virginia state line;

(190) Between points in Kentucky on and west of a line commencing at Owensboro, Kentucky, thence south on KY St. Hwy 81 to the jct. of KY St. Hwy 85, thence south on KY St. Hwy 85 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to the jct. of U.S. Hwy 41A, thence south on U.S. Hwy 41A to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Virginia on and north of a line commencing at Arlington, Virginia, thence west on U.S. Hwy 50 to the Virginia-West Virginia state line;

And (191) Between points in Kentucky on, north, and west of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 41A, thence north on U.S. Hwy 41A to the jct. of the Pennyryle Parkway, thence north on the Pennyryle Parkway to the jct. of the Audubon Parkway, thence east on the Audubon Parkway to the jct. of U.S. Hwy 60, thence east on U.S. Hwy 60 to the terminus at Owensboro, Kentucky, on the one hand, and, on the other, points in Hancock, Brooke, and Ohio Counties, West Virginia.

(B) *Truck bodies and parts thereof*, the transportation of which because of their size or weight, require the use of special equipment (except oilfield commodities).

(1) Between points in Kentucky on and west of a line commencing at Louisville, Kentucky and extending along U.S. Hwy 31E through Bardstown and Hodgenville, Kentucky to the jct. of KY St. Hwy 61, thence along KY St. Hwy 61 through Buffalo, Kentucky, to the jct. of KY St. Hwy 470, thence along KY St. Hwy 470 to the jct. of U.S. Hwy 31E, thence along U.S. Hwy 31E through Glasgow and Scottsville, Kentucky to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Maine;

(2) Between points in Ohio (except Columbus), on the one hand, and, on the other, points in Arizona, Idaho, Nevada, New Mexico, and Utah;

(3) Between points in Pennsylvania, on the one hand, and, on the other, points in Arizona, Colorado, Idaho, Kansas, Nevada, New Mexico, Oklahoma, Texas, Utah, and Wyoming;



(4) Between points in West Virginia, on the one hand, and, on the other, points in Arizona, Colorado, Idaho, Kansas, Montana, Nevada, New Mexico, Utah, and Wyoming;

(5) Between points in Indiana on, south, and east of a line commencing at Michigan City, Indiana, thence south on U.S. Hwy. 421 to the jct. of IN St. Hwy. 43, thence south on IN St. Hwy. 43 to jct. of U.S. Hwy. 231, thence south on U.S. Hwy. 231 to the jct. of U.S. Hwy. 50, thence west on U.S. Hwy. 50 to the Indiana-Illinois state line, on the one hand, and, on the other, points in Arizona;

(6) Between points in Indiana on, south, and east of a line commencing at the Indiana-Kentucky state line on IN St. Hwy. 62, thence northeast on IN St. Hwy. 62 to a terminus at Madison, Indiana, on the one hand, and, on the other, points in Arkansas on, north, and west of a line commencing at the Arkansas-Oklahoma state line on AR St. Hwy. 72, thence east on AR St. Hwy. 72 to the jct. of AR St. Hwy. 59, thence north on AR St. Hwy. 59 to the Arkansas-Missouri state line;

(7) Between points in Indiana on, south, and east of a line commencing at the Kentucky-Indiana state line on I-65, thence north on I-65 to the jct. of IN St. Hwy. 3, thence north on IN St. Hwy. 3 to the jct. of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Colorado;

(8) Between Evansville, Indiana on the one hand, and, on the other, East Thompson, Connecticut;

(9) Between points in Indiana on, east, and south of a line commencing at the Indiana-Illinois state line on U.S. Hwy. 40, thence northeast on U.S. Hwy. 40 to the jct. of IN St. Hwy. 67, thence northeast on IN St. Hwy. 67 to the jct. of IN St. Hwy. 3, thence north on IN St. Hwy. 3 to the jct. of U.S. Hwy. 24, thence northeast on U.S. Hwy. 24 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Idaho;

(10) Between Madison and Jeffersonville, Indiana on the one hand, and, on the other, points in Iowa.

(11) Between points in Indiana on, south, and east of a line commencing at the Indiana-Kentucky state line on I-65, thence north on I-65 to the jct. of IN St. Hwy. 62, thence northeast on IN St. Hwy. 62 to its terminus at Madison, Indiana, on the one hand, and, on the other, points in Kansas on, north, and west of a line commencing at the Kansas-Oklahoma state line on U.S. Hwy. 77, thence north on U.S. Hwy. 77 to the jct. of I-70, thence east on I-70 to the Kansas-Missouri state line;

(12) Between Fort Wayne and Richmond, Indiana, on the one hand, and, on the other, Vinton and Abbeville, Louisiana;

(13) Between Evansville and Jeffersonville, Indiana, on the one hand, and, on the other, points in Maine on and north of ME St. Hwy. 25;

(14) Between Evansville, Indiana, on the one hand, and, on the other, points in Massachusetts on and east of a line commencing at Salisbury Beach, Massachusetts thence west on MA St. Hwy. 1A to the jct. of U.S. Hwy. 1, thence southwest on U.S. Hwy. 1 to the jct. of MA St. Hwy. 3, thence southeast on MA St. Hwy. 3 to the jct. of U.S. Hwy. 6, thence southwest on U.S. Hwy. 6 to a terminus at Bourne, Massachusetts;

(15) Between Jeffersonville, Indiana, on the one hand, and, on the other, points in Michigan on and west of a line commencing at Marquette, Michigan, thence south on U.S. Hwy. 41 to a terminus at Escanaba, Michigan;

(16) Between points in Indiana on, south, and east of a line commencing at the Indiana-Kentucky state line on I-65, thence north on I-65 to the jct. of IN St. Hwy. 62, thence northeast on IN St. Hwy. 62 to a terminus at Madison, Indiana, on the one hand, and, on the other, points in Minnesota;

(17) Between points in Indiana on, south, and east of a line commencing at the Indiana-Kentucky state line on I-65, thence north on I-65 to the jct. of IN St. Hwy. 62, thence northeast on IN St. Hwy. 62 to a terminus at Madison, Indiana on the one hand, and, on the other, points in Missouri on and north of a line commencing at the Missouri-Kansas state line on U.S. Hwy. 24, thence east on U.S. Hwy. 24 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the Illinois-Missouri state line;

(18) Between points in Indiana on, south, and east of a line commencing at Vincennes, Indiana, thence east on IN St. Hwy. 441 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the jct. of IN St. Hwy. 57, thence north on IN St. Hwy. 57 to the jct. of IN St. Hwy. 54, thence east on IN St. Hwy. 54 to the jct. of IN St. Hwy. 45, thence north on IN St. Hwy. 45 to the jct. of IN St. Hwy. 37, thence north on IN St. Hwy. 37 to the jct. of I-465, thence east on I-465 to the jct. of U.S. Hwy. 31, thence north on U.S. Hwy. 31 to the jct. of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Montana;

(19) Between Madison and Jeffersonville, Indiana, on the one hand, and, on the other, points in Nebraska;

(20) Between points in Indiana on, south, and east of a line commencing at the Illinois-Indiana state line on U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the jct. of U.S. Hwy. 31, thence north on U.S. Hwy. 31 to the Indiana-Michigan state line, on the one hand, and, on the other, points in Nevada;

(21) Between Evansville, Indiana on the one hand, and, on the other, points in New Hampshire on and north of a line commencing at the Vermont-New Hampshire state line on I-89, thence southeast on I-89 to the jct. of U.S. Hwy. 202, thence east on U.S. Hwy. 202 to the jct. of U.S. Hwy. 4, thence east on U.S. Hwy. 4 to its terminus at Portsmouth, New Hampshire;

(22) Between points in Indiana on and east of a line commencing at the Michigan-Indiana state line on IN St. Hwy. 19, thence south on IN St. Hwy. 19 to the jct. of U.S. Highway 24, thence southwest on U.S. Hwy. 24 to the jct. of U.S. Hwy. 31, thence south on U.S. Highway 31 to Indianapolis, Indiana, thence south on IN St. Hwy. 135 to the Indiana-Kentucky state line, on the one hand, and, on the other, points in New Mexico.

(23) Between Evansville, Madison and Jeffersonville, Indiana, on the one hand, and, on the other, points in North Dakota;

(24) Between points in Indiana on, south, and east of a line commencing at the Indiana-Kentucky state line on I-65, thence north on I-65 to the jct. of IN St. Hwy. 62, thence northeast on IN St. Hwy. 62 to a terminus at Madison, Indiana, on the one hand, and, on the other, points in Oklahoma on, north, and west of a line commencing at the Oklahoma-Texas state line on I-35, thence north on I-35 to the jct. of U.S. Hwy. 66, thence northeast on U.S. Hwy. 66 to the Kansas-Oklahoma state line;

(25) Between Evansville, Indiana, on the one hand, and, on the other, points in Rhode Island on, north, and east of a line commencing at Newport, Rhode Island, thence north on RI St. Hwy. 138 to the jct. of RI St. Hwy. 114, thence north on RI St. Hwy. 114 to the jct. of U.S. Hwy. 44, thence northwest on U.S. Hwy. 44 to the jct. of RI St. Hwy. 100, thence northwest on RI St. Hwy. 100 to a terminus at Wallum Lake, Rhode Island;

(26) Between points in Indiana on and south of a line commencing at the Indiana-Kentucky state line on U.S. Hwy. 41, thence north on U.S. Hwy. 41 to the jct. of U.S. Hwy. 460, thence east and northeast on U.S. Hwy. 460 to the jct. of IN St. Hwy. 111, thence northeast on IN St. Hwy. 111 to the jct. of U.S. Hwy. 31W, thence north on U.S. Hwy. 31W to the jct. of IN St. Hwy. 403, thence northeast on IN St. Hwy. 403 to the jct. of IN St. Hwy. 3, thence south on IN St. Hwy. 3 to the jct. of IN St. Hwy. 62, thence northeast and east on IN St. Hwy. 62 to a terminus at Madison, Indiana, on the one hand, and, on the other, points in South Dakota, on, north, and west of a line commencing at the Minnesota-South Dakota state line on U.S. Hwy. 12, thence west on U.S. Hwy. 12 to the jct. of SD St. Hwy. 37, thence south and west on SD St. Hwy. 37 to the jct. of U.S. Hwy. 14, thence west on U.S. Hwy. 14 to the jct. of U.S. Hwy. 281, thence south on U.S. Hwy. 281 to the jct. of SD St. Hwy. 34, thence west on SD St. Hwy. 34 to the jct. of SD St. Hwy. 47, thence south on SD St. Hwy. 47 to the jct. of U.S. Hwy. 16, thence west on U.S. Hwy. 16 to the jct. of SD St. Hwy. 47, thence south on SD St. Hwy. 47 to the jct. of U.S. Hwy. 18, thence southeast on U.S. Hwy. 18 to the jct. of SD St. Hwy. 47, thence south on SD St. Hwy. 47 to the Nebraska-South Dakota state line;



(27) Between points in Indiana on and east of U.S. Hwy. 31, on the one hand, and, on the other, points in Texas on, south, and west of a line commencing at the New Mexico-Texas state line on U.S. Hwy. 66, thence east on U.S. Hwy. 66 to the jct. on U.S. Hwy. 287, thence south and east on U.S. Hwy. 287 to the jct. of U.S. Hwy. 83, thence south on U.S. Hwy. 83 to the jct. of U.S. Hwy. 84, thence southeast on U.S. Hwy. 84 to the jct. of U.S. Hwy. 283, thence southeast on U.S. Hwy. 283 to the jct. of TX St. Hwy. 71, thence southeast on TX St. Hwy. 71 to the jct. of U.S. Hwy. 183, thence southeast on U.S. Hwy. 183 to the jct. of U.S. Hwy. 77, thence south on U.S. Hwy. 77 to the jct. of U.S. Hwy. 181, thence southeast on U.S. Hwy. 181 to a terminus at Corpus Christi, Texas;

(28) Between points in Indiana on, south, and east of a line commencing at the Illinois-Indiana state line on U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the jct. of IN St. Hwy. 67, thence northeast on IN St. Hwy. 67 to the jct. of IN St. Hwy. 37, thence northeast on IN St. Hwy. 37 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Utah;

(29) Between Evansville, Indiana, on the one hand, and, on the other, West Alburg and North Troy, Vermont;

(30) Between Jeffersonville, Indiana, on the one hand, and, on the other, points in Wisconsin;

(31) Between points in Indiana on, south, and east of a line commencing at Vincennes, Indiana, thence east on IN St. Hwy. 441 to the jct. of U.S. Hwy. 41, thence north on U.S. Hwy. 41 to the jct. of U.S. Hwy. 50, thence east on U.S. Hwy. 50 to the jct. of IN St. Hwy. 57, thence north on IN St. Hwy. 57 to the jct. of IN St. Hwy. 54, thence east on IN St. Hwy. 54 to the jct. of IN St. Hwy. 45, thence north on IN St. Hwy. 45 to the jct. of IN St. Hwy. 37, thence north on IN St. Hwy. 37 to the jct. of I-465, thence east on I-465 to the jct. of U.S. Hwy. 31, thence north on U.S. Hwy. 31 to the jct. of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the Indiana-Ohio state line, on the one hand, and, on the other, points in Wyoming;

(32) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on the east by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31E to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to the jct. of KY St. Hwy. 470, thence southwest on KY St. Hwy. 470 to the jct. of U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the Kentucky-Tennessee state line; and bounded on the south by the Tennessee-Kentucky state line; and bounded on the west by U.S. Hwy. 41, on the one hand, and, on the other, points in Arizona;

(33) Between points in Kentucky bounded on the east by a line commencing at Louisville, Kentucky, thence southeast and southwest on U.S. Hwy. 31E to Hodgenville, Kentucky; and

bounded on the west by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31W to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to Hodgenville, Kentucky, on the one hand, and, on the other, points in Arkansas on, north, and west of a line commencing at the Arkansas-Oklahoma state line on AR St. Hwy. 72, thence east on AR St. Hwy. 72 to the jct. of AR St. Hwy. 59, thence north on AR St. Hwy. 59 to the Arkansas-Missouri state line;

(34) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on the east by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31E to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to the jct. of KY St. Hwy. 470, thence southwest on KY St. Hwy. 470 to the jct. of U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the Kentucky-Tennessee state line; and bounded on the south by the Tennessee-Kentucky state line; and bounded on the west by a line commencing at Hawesville, Kentucky, thence south on KY St. Hwy. 69 to the jct. of U.S. Hwy. 231, thence southeast on U.S. Hwy. 231 to the jct. of U.S. Hwy. 31W, thence south on U.S. Hwy. 31W to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Colorado;

(35) Between points in Kentucky on and north of a line commencing at Wickliffe, Kentucky, thence east on KY St. Hwy. 286 to the jct. of U.S. Hwy. 62, thence east on U.S. Hwy. 62 to Paducah, Kentucky, on the one hand, and, on the other, points in Connecticut on, north, and east of a line commencing at the Connecticut-Massachusetts state line on U.S. Hwy. 7, thence south on U.S. Hwy. 7 to the jct. of U.S. Hwy. 44, thence southeast on U.S. Hwy. 44 to the jct. of U.S. Hwy. 5, thence southwest on U.S. Hwy. 5 to a terminus at New Haven, Connecticut;

(36) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on the east by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31E to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to the jct. of KY St. Hwy. 470, thence southwest on KY St. Hwy. 470 to the jct. of U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the Kentucky-Tennessee state line, and bounded on the south by the Tennessee-Kentucky state line; and bounded on the west by a line commencing at Paducah, Kentucky, thence east on U.S. Hwy. 62 to the jct. of U.S. Hwy. 641, thence south on U.S. Hwy. 641 to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Idaho;

(37) Between points in Kentucky bounded on the east by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31E to Hodgenville,

Kentucky and bounded on the west by a line commencing at Louisville, Kentucky on U.S. Hwy. 31W, thence south on U.S. Hwy. 31W to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to Hodgenville, Kentucky, on the one hand, and, on the other, points in Iowa;

(38) Between points in Kentucky bounded on the east by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31E to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to the jct. of KY St. Hwy. 470, thence southwest on KY St. Hwy. 470 to the jct. of U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the Kentucky-Tennessee state line; and bounded on the north by the Kentucky-Indiana state line; and bounded on the west and south by a line commencing at Hawesville, Kentucky, thence east on U.S. Hwy. 60 to the jct. of KY St. Hwy. 69, thence south on KY St. Hwy. 69 to the jct. of KY St. Hwy. 54, thence southeast on KY St. Hwy. 54 to the jct. of KY St. Hwy. 259, thence south on KY St. Hwy. 259 to the jct. of U.S. Hwy. 31W, thence southwest on U.S. Hwy. 31W to the jct. of U.S. Hwy. 231, thence southeast on U.S. Hwy. 231 to a terminus at U.S. Hwy. 31E on the one hand, and, on the other, points in Kansas on and west of a line commencing at the Kansas-Oklahoma state line on U.S. Hwy. 270, thence northwest on U.S. Hwy. 270 to the jct. of KS St. Hwy. 27, thence north on KS St. Hwy. 27 to the jct. of U.S. Hwy. 24, thence east on U.S. Hwy. 24 to the jct. of U.S. Hwy. 383, thence north on U.S. Hwy. 383 to a terminus at Woodruff, Kansas;

(39) Between points in Kentucky on and north of a line commencing at Paducah, Kentucky, thence west on U.S. Hwy. 60 to a terminus at Wickliffe, Kentucky, on the one hand, and, on the other, points in Massachusetts;

(40) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on the east by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31E to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to the jct. of KY St. Hwy. 470, thence southwest on KY St. Hwy. 470 to the jct. of U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the Kentucky-Tennessee state line, and bounded on the south by the Tennessee-Kentucky state line; and bounded on the west by a line commencing at Hawesville, Kentucky, thence south on KY St. Hwy. 69 to the jct. of U.S. Hwy. 231 thence south on U.S. Hwy. 231 to the jct. of U.S. Hwy. 62, thence southwest on U.S. Hwy. 62 to the jct. of KY St. Hwy. 171, thence south on KY St. Hwy. 171 to the jct. of KY St. Hwy. 107, thence southwest on KY St. Hwy. 107 to Hopkinsville, Kentucky, thence south on U.S. Hwy. 41A to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in the upper peninsula of Michigan on and north of a line commencing at Marquette, Michigan, thence



west on MI St. Hwy. 28 to its terminus at Ironwood, Michigan;

(41) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on the east by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31E to the jct. of KY St. Hwy. 61, thence south on KY St. Hwy. 61 to the jct. of KY St. Hwy. 470, thence south on KY St. Hwy. 470 to the jct. of U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the Kentucky-Tennessee state line, and bounded on the south by the Tennessee-Kentucky state line and bounded on the west by a line commencing at Hawesville, Kentucky, thence south on KY St. Hwy. 69 to the jct. of U.S. Hwy. 231, thence south on U.S. Hwy. 231 to the jct. of U.S. Hwy. 31W, thence south on U.S. Hwy. 31W to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Minnesota;

(42) Between points in Kentucky bounded on the east by a line commencing at Louisville, Kentucky, thence southeast and southwest on U.S. Hwy. 31E to Hodgenville, Kentucky and bounded on the west by a line commencing at Louisville, Kentucky, thence southwest and southeast on U.S. Hwy. 31W to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to Hodgenville, Kentucky, on the one hand, AND, on the other, points in Missouri on and north of a line commencing at Kansas City, Missouri, thence northeast on U.S. Hwy. 24 to the jct. of U.S. Hwy. 36, thence east on U.S. Hwy. 36 to the Illinois-Missouri state line;

(43) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on the east by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31E to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to the jct. of KY St. Hwy. 470, thence southwest on KY St. Hwy. 470 to the jct. of U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the Kentucky-Tennessee state line; and bounded on the south by the Tennessee-Kentucky state line; and bounded on the west by a line commencing at the Indiana-Kentucky state line on U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of KY St. Hwy. 97, thence south on KY St. Hwy. 97 to the Kentucky-Tennessee state line, on the one hand, and, on the other, all points in the state of Montana;

(44) Between points in Kentucky bounded on the east by a line commencing at Louisville, Kentucky on U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to Hodgenville, Kentucky, and bounded on the west by a line commencing at Louisville, Kentucky on U.S. Hwy. 31W, thence south on U.S. Hwy. 31W to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to Hodgenville, Kentucky on the one hand, and, on the other, points in Nebraska;

(45) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on

the east by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31E to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to the jct. of KY St. Hwy. 470, thence southwest on KY St. Hwy. 470 to the jct. of U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the Kentucky-Tennessee state line, and bounded on the south by the Tennessee-Kentucky state line and bounded on the west by U.S. Hwy. 41, on the one hand, and, on the other, points in Nevada;

(46) Between points in Kentucky on, north, and west of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy. 31W, thence northeast on U.S. Hwy. 31W to the jct. of U.S. Hwy. 231, thence northwest on U.S. Hwy. 231 to the jct. of U.S. Hwy. 60, thence northeast on U.S. Hwy. 60 to Hawesville, Kentucky, on the one hand, and, on the other, points in New Hampshire;

(47) Between points in Kentucky bounded on the east by a line commencing at Louisville, Kentucky, thence southeast and southwest on U.S. Hwy. 31E to Hodgenville, Kentucky; and bounded on the south and southwest by a line commencing at Hawesville, Kentucky, thence southeast on U.S. Hwy. 60 to the jct. of KY St. Hwy. 86, thence southeast on KY St. Hwy. 86 to the jct. of U.S. Hwy. 62, thence northeast on U.S. Hwy. 62 to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to Hodgenville, Kentucky; and bounded on the north by the Indiana-Kentucky state line, on the one hand, and, on the other, points in New Mexico;

(48) Between points in Kentucky on and west of a line commencing at Paducah, Kentucky, thence east on U.S. Hwy. 62 to the jct. of U.S. Hwy. 68, thence east on U.S. Hwy. 68 to Hopkinsville, Kentucky, thence south on U.S. Hwy. 41A to the Tennessee-Kentucky state line, on the one hand, and, on the other, points in New York on, north, and east of a line commencing at Rouses Point, New York, thence east on NY St. Hwy. 37 to Malone, New York, thence south on NY St. Hwy. 30 to the jct. of NY St. Hwy. 3, thence west on NY St. Hwy. 3 to Tupper Lake, New York, thence northeast on NY St. Hwy. 3 to Plattsburgh, New York;

(49) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on the east by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31E to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to the jct. of KY St. Hwy. 470, thence southwest on KY St. Hwy. 470 to the jct. of U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the Kentucky-Tennessee state line, and bounded on the west by U.S. Hwy. 41, on the one hand, and, on the other, points in North Dakota;

(50) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on the east by U.S. Hwy. 31E; and bounded on the west and south by a line commencing

at West Point, Kentucky, thence south on U.S. Hwy. 31W to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to a terminus at U.S. Hwy. 31E, on the one hand, and, on the other, points in Oklahoma on, north, and west of a line commencing at the Oklahoma-Texas state line on I-35, thence north on I-35 to the jct. of U.S. Hwy. 66, thence northeast on U.S. Hwy. 66 to the Kansas-Oklahoma state line;

(51) Between points in Kentucky on, south, and west of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy. 41A, thence north on U.S. Hwy. 41A to the jct. of U.S. Hwy. 63, thence southwest and northwest on U.S. Hwy. 63 to Paducah, Kentucky, on the one hand, and, on the other, points in Rhode Island;

(52) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on the east by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31E, to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to the jct. of KY St. Hwy. 470, thence southwest on KY St. Hwy. 470 to the jct. of U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the Kentucky-Tennessee state line; and bounded on the south by the Tennessee-Kentucky state line; and bounded on the west by a line commencing at Owensboro, Kentucky on U.S. Hwy. 431, thence south on U.S. Hwy. 431 to the jct. of U.S. Hwy. 62, thence south on U.S. Hwy. 62 to the jct. of KY St. Hwy. 171, thence south on KY St. Hwy. 171 to the jct. of KY St. Hwy. 107, thence southwest on KY St. Hwy. 107 to the jct. of U.S. Hwy. 41, thence southeast on U.S. Hwy. 41 to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in South Dakota.

(53) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on the east by U.S. Hwy. 31E; and bounded on the west and south by a line commencing at Hawesville, Kentucky, thence southeast on U.S. Hwy. 60 to the jct. of KY St. Hwy. 86, thence east on KY St. Hwy. 86 to the jct. of U.S. Hwy. 62, thence east on U.S. Hwy. 62 to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to a terminus at U.S. Hwy. 31E, on the one hand, and, on the other, points in Texas on and west of a line commencing at the New Mexico-Texas state line on U.S. Hwy. 87, thence southeast on U.S. Hwy. 87 to the jct. of U.S. Hwy. 287, thence southeast on U.S. Hwy. 287 to the jct. of U.S. Hwy. 62, thence west on U.S. Hwy. 62 to the jct. of U.S. Hwy. 385, thence south on U.S. Hwy. 385 to the jct. of U.S. Hwy. 80, thence south on U.S. Hwy. 80 to the jct. of TX St. Hwy. 17, thence south on TX St. Hwy. 17 to the jct. of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to its terminus at Presidio, Texas;

(54) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on the east by a line commencing at Louisville,



Kentucky, thence south on U.S. Hwy. 31E to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to the jct. of KY St. Hwy. 470, thence southwest on KY St. Hwy. 470 to the jct. of U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the Kentucky-Tennessee state line, and bounded on the south by the Tennessee-Kentucky state line; bounded on the west by U.S. Hwy. 41, on the one hand, and, on the other, points in Utah;

(55) Between points in Kentucky on, north, and west of a line commencing at Owensboro, Kentucky, thence west on U.S. Hwy. 60 to the jct. of U.S. Hwy. 41, thence south on U.S. Hwy. 41 to the jct. of U.S. Hwy. 41A, thence south on U.S. Hwy. 41A to the Kentucky-Tennessee state line, on the one hand, AND, on the other, points in Vermont on, north, and east of a line commencing at Burlington, Vermont, thence southeast on U.S. Hwy. 2 to the jct. of I-89, thence south and southeast on I-89 to the Vermont-New Hampshire state line;

(56) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on the east by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31E to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to the jct. of KY St. Hwy. 470, thence south on KY St. Hwy. 470 to the jct. of U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the Kentucky-Tennessee state line; bounded on the south by the Tennessee-Kentucky state line; and bounded on the west by a line commencing at Hawesville, Kentucky, thence south on KY St. Hwy. 69 to Fordsville, Kentucky, thence southeast on KY St. Hwy. 54 to the jct. of KY St. Hwy. 79, thence southwest on KY St. Hwy. 79 to the jct. of U.S. Hwy. 231, WI St. Hwy. 97 to the jct. of WI St. Hwy. Bowling Green, Kentucky, thence south on U.S. Hwy. 31W to the Kentucky-Tennessee state line, on the one hand, and, on the other, points in Wisconsin on, north, and west of a line commencing at the Wisconsin-Michigan state line on U.S. Hwy. 8, thence west on U.S. Hwy. 8 to the jct. of U.S. Hwy. 51, thence south on U.S. Hwy. 51 to the jct. of WI St. Hwy. 29, thence west on WI St. Hwy. 29 to the jct. of WI St. Hwy. 97, thence south on WI St. Hwy. 97 to the jct. of WI St. Hwy. 13, thence south on WI St. Hwy. 13 to the jct. of U.S. Hwy. 10, thence west on U.S. Hwy. 10 to the jct. of U.S. Hwy. 53, thence south on U.S. Hwy. 53 to a terminus at LaCrosse, Wisconsin;

(57) Between points in Kentucky bounded on the north by the Indiana-Kentucky state line; and bounded on the east by a line commencing at Louisville, Kentucky, thence south on U.S. Hwy. 31E to the jct. of KY St. Hwy. 61, thence southeast on KY St. Hwy. 61 to the jct. of KY St. Hwy. 470, thence southwest on KY St. Hwy. 470 to the jct. of U.S. Hwy. 31E, thence south on U.S. Hwy. 31E to the Kentucky-Tennessee state line; and bounded on the south by the Tennessee-Kentucky state line; and bounded on the west by a line commencing

at the Indiana-Kentucky state line on U.S. Hwy. 41, thence south on U.S. Hwy. 41 to the jct. of U.S. Hwy. 41A, thence south on U.S. Hwy. 41A to the Kentucky-Tennessee state line, on the one hand, AND, on the other, points in Wyoming.

(58) Between points in Ohio (except Columbus) on and northeast of a line commencing at the Ohio-West Virginia state line on U.S. Hwy. 22, thence west on U.S. Hwy. 22 to the jct. of OH St. Hwy. 43, thence northwest on OH St. Hwy. 43 to the jct. of U.S. Hwy. 30, thence west on U.S. Hwy. 30 to the jct. of I-77, thence northwest on I-77 to the jct. of OH St. Hwy. 3, thence north on OH St. Hwy. 3 to the jct. of OH St. Hwy. 14, thence northwest on OH St. Hwy. 14 to a terminus at Cleveland, Ohio, on the one hand, and, on the other, points in Arkansas on and west of a line commencing at the Arkansas-Louisiana state line on U.S. Hwy. 165, thence north on U.S. Hwy. 165 to the jct. of U.S. Hwy. 65, thence west on U.S. Hwy. 65 to the jct. of U.S. Hwy. 79, thence northeast on U.S. Hwy. 79 to the jct. of U.S. Hwy. 49, thence north on U.S. Hwy. 49 to the jct. of U.S. Hwy. 70, thence northeast on U.S. Hwy. 70 to the jct. of AR St. Hwy. 39, thence northeast on AR St. Hwy. 39 to the jct. of U.S. Hwy. 63, thence northwest on U.S. Hwy. 63 to the jct. of U.S. Hwy. 67, thence north on U.S. Hwy. 67 to the Arkansas-Missouri state line;

(59) Between points in Ohio (except Columbus) on, south, and east of a line commencing at the Indiana-Ohio state line on U.S. Hwy. 24, thence northeast on U.S. Hwy. 24 to the Ohio-Michigan state line, on the one hand, and, on the other, points in Colorado on, south, and west of a line commencing at the Colorado-Wyoming state line on CO St. Hwy. 13, thence south on CO St. Hwy. 13 to the jct. of U.S. Hwy. 40, thence south on U.S. Hwy. 40 to the jct. of I-70, thence east on I-70 to the Colorado-Kansas state line.

(60) Between Chesapeake, Ohio, on the one hand, and, on the other, Terre Haute, Indiana;

(61) Between points in Ohio (except Columbus) on and south of a line commencing at the Ohio-West Virginia state line on U.S. Hwy. 50, thence west on U.S. Hwy. 50 to a terminus at Cincinnati, Ohio, on the one hand, and, on the other, points in Iowa on, south, and west of a line commencing at the Iowa-Minnesota state line on IA St. Hwy. 4, thence south on IA St. Hwy. 4 to the jct. of IA St. Hwy. 44, thence east on IA St. Hwy. 44 to the jct. of U.S. Hwy. 169, thence south on U.S. Hwy. 169 to the jct. of I-80, thence east on I-80 to the jct. of U.S. Hwy. 65, thence south on U.S. Hwy. 65 to the jct. of IA St. Hwy. 5, thence southeast on IA St. Hwy. 5 to the Iowa-Missouri state line;

(62) Between Cambridge, Ohio, and points in Ohio (except Columbus) on, south, and east of a line commencing at Cleveland, Ohio, thence south on OH St. Hwy. 21 to the jct. of U.S. Hwy. 224,

thence east on U.S. Hwy. 224 to the jct. of I-77, thence south on I-77 to the jct. of U.S. Hwy. Alt. 50, thence west on U.S. Hwy. Alt. 50 to a terminus at Cincinnati, Ohio, on the one hand, and, on the other, points in Kansas;

(63) Between Bridgeport, Ohio, and points in Ohio (except Columbus) on and east of a line commencing at Cleveland, Ohio, thence east on U.S. Hwy. 422 to the jct. of OH St. Hwy. 8, thence south on OH St. Hwy. 8 to Akron, Ohio, thence south on I-77 to Canton, Ohio, thence southeast on OH St. Hwy. 43 to the jct. of U.S. Hwy. 22, thence east on U.S. Hwy. 22 to a terminus at Steubenville, Ohio, on the one hand, and, on the other, points in Louisiana: bounded on the north by U.S. Hwy. 80; bounded on the west by the Texas-Louisiana state line; bounded on the south by the Gulf of Mexico; and bounded on the east by the Mississippi-Louisiana state line; and a line commencing at Torras, Louisiana, thence south on LA St. Hwy. 15 to the jct. of LA St. Hwy. 1, thence west on LA St. Hwy. 1 to the jct. of LA St. Hwy. 105, thence south on LA St. Hwy. 105 to the jct. of U.S. Hwy. 190, thence west on U.S. Hwy. 190 to the jct. of U.S. Hwy. 167, thence south on U.S. Hwy. 167 to Abbeville, Louisiana, thence south on LA St. Hwy. 82 to the jct. of LA St. Hwy. 333, thence south on LA St. Hwy. 333 to its terminus at Intracoastal, Louisiana;

(64) Between Chesapeake, Ohio, on the one hand, and, on the other, Menominee, Michigan; and points in Michigan on and west of a line commencing at the Michigan-Wisconsin state line on MI St. Hwy. 95, thence north on MI St. Hwy. 95 to the jct. of MI St. Hwy. 69, thence west on MI St. Hwy. 69 to the jct. of U.S. Hwy. 141, thence north on U.S. Hwy. 141 to the jct. of U.S. Hwy. 41, thence north on U.S. Hwy. 41 to a terminus at L'Anse, Michigan;

(65) Between Cincinnati, Aberdeen, and Chesapeake, Ohio, on the one hand, and, on the other, points in Minnesota on, north, and west of a line commencing at Duluth, Minnesota, thence southwest on U.S. Hwy. 61 to the jct. of MN St. Hwy. 210, thence west on MN St. Hwy. 210 to the jct. of MN St. Hwy. 65, thence south on MN St. Hwy. 65 to the jct. of U.S. Hwy. 8, thence southwest on U.S. Hwy. 8 to the jct. of U.S. Hwy. 65, thence south on U.S. Hwy. 65 to the Minnesota-Iowa state line;

(66) Between points in Ohio (except Columbus) on and east of a line commencing at Cleveland, Ohio, thence south on OH St. Hwy. 21 to the jct. of U.S. 250, thence southeast on U.S. Hwy. 250 to the Ohio-West Virginia state line, on the one hand, and, on the other, points in Mississippi on and west of a line commencing at Natchez, Mississippi, thence south on U.S. Hwy. 61 to the Mississippi-Louisiana state line;

(67) Between points in Ohio (except Columbus) on, east, and south of a line commencing at Cincinnati, Ohio, thence east on U.S. Hwy. 50 to the jct. of U.S.



Hwy. 23, thence north on U.S. Hwy. 23 to the jct. of U.S. Hwy. 22, thence northeast on U.S. Hwy. 22 to the jct. of OH St. Hwy. 21, thence north on OH St. Hwy. 21 to its terminus at Cleveland, Ohio, on the one hand, and, on the other, St. Joseph and Kansas City, Missouri;

(68) Between points in Ohio (except Columbus) on the one hand, and, on the other, points in Montana on and west of a line commencing at the United States-Canadian border on U.S. Hwy. 93, thence south on U.S. Hwy. 93 to Eureka, Montana, thence north on U.S. Hwy. 93 to the jct. of MT St. Hwy. 37, thence west and southwest on MT St. Hwy. 37 to the jct. of U.S. Hwy. 2, thence west on U.S. Hwy. 2 to the jct. of MT Sec. Hwy. 202, thence southeast on MT Sec. Hwy. 202 to the jct. of MT St. Hwy. 200, thence southeast on MT St. Hwy. 200 to the jct. of U.S. Hwy. 10, thence southeast on U.S. Hwy. 10 to the jct. of U.S. Hwy. 10A, thence south on U.S. Hwy. 10A to the jct. of U.S. Hwy. 10, thence southeast on U.S. Hwy. 10 to the jct. of I-15, thence south and southeast on I-15 to the Idaho-Montana state line;

(69) Between points in Ohio (except Columbus) on, south, and east of a line commencing at the Indiana-Ohio state line on I-74, thence east on I-74 to the jct. of U.S. Hwy. 52, thence north on U.S. Hwy. 52 to the jct. of I-75, thence north on I-75 to the jct. of U.S. Hwy. 22, thence east on U.S. Hwy. 22 to the Ohio-Pennsylvania state line, on the one hand, and, on the other, points in Nebraska;

(70) Between points in Ohio (except Columbus) on, south, and east of a line commencing at Cincinnati, Ohio, thence north on U.S. Hwy. 42 to the jct. of U.S. Hwy. 68, thence north on U.S. Hwy. 68 to the jct. of U.S. Hwy. 40, thence east on U.S. Hwy. 40 to the jct. of U.S. Hwy. 22, thence northeast on U.S. Hwy. 22 to the Ohio-West Virginia state line, on the one hand, and, on the other, points in North Dakota on and west of U.S. Hwy. 83;

(71) Between points in Ohio (except Columbus) on, south, and east of a line commencing at Cincinnati, Ohio, thence northeast on U.S. Hwy. 42 to the jct. of U.S. Hwy. 68, thence north on U.S. Hwy. 68 to the jct. of OH St. Hwy. 15, thence west on OH St. Hwy. 15 to the jct. of I-75, thence north on I-75 to a terminus at Toledo, Ohio, on the one hand, and, on the other, points in Oklahoma on, south, and west of a line commencing at the Oklahoma-Kansas state line on U.S. Hwy. 177, thence south on U.S. Hwy. 177 to the jct. of U.S. Hwy. 64, thence east on U.S. Hwy. 64 to the jct. of U.S. Hwy. 75, thence south on U.S. Hwy. 75 to the jct. of I-40, thence east on I-40 to the Oklahoma-Arkansas state line.

(72) Between points in Ohio (except Columbus) on and south of U.S. Hwy. 50, on the one hand, and, on the other, points in South Dakota;

(73) Between Cincinnati and Toledo, Ohio, and points in Ohio (except Columbus) bounded on the west by I-75, bounded on the south by U.S. Hwy. 50,

bounded on the north by Lake Erie and on the east by the West Virginia-Ohio state line; and Pennsylvania-Ohio state line, on the one hand, and, on the other, points in Texas;

(74) Between Chesapeake, Ohio, on the one hand, and, on the other, points in Wisconsin;

(75) Between points in Ohio (except Columbus) on, south, and east of a line commencing at Cleveland, Ohio, thence south on I-71 to the jct. of U.S. Hwy. 36, thence west on U.S. Hwy. 36 to the jct. of OH St. Hwy. 571, thence west on OH St. Hwy. 571 to the Ohio-Indiana state line, on the one hand, and, on the other, points in Wyoming;

(76) Between points in Pennsylvania on, north, and east of a line commencing at the New Jersey-Pennsylvania state line on U.S. Hwy. 30, thence west on U.S. Hwy. 30 to the jct. of PA St. Hwy. 283, thence northwest on PA St. Hwy. 283 to the jct. of PA St. Hwy. 230, thence northwest on PA St. Hwy. 230 to the jct. of I-76, thence west on I-76 to the jct. of U.S. Hwy. 15, thence north and northwest on U.S. Hwy. 15 to the jct. of U.S. Hwy. 6, thence west on U.S. Hwy. 6 to the jct. of PA St. Hwy. 59, thence west on PA St. Hwy. 59 to the jct. of U.S. Hwy. 219, thence north on U.S. Hwy. 219 to the New York-Pennsylvania state line, on the one hand, and, on the other, points in Arkansas.

(77) Between Stevens Point, Atco, and Matamoras, Pennsylvania, on the one hand, and, on the other, points in Indiana on and west of a line commencing at Terre Haute, Indiana, thence south on U.S. Hwy. 41 to a terminus at Evansville, Indiana;

(78) Between points in Pennsylvania on, south, and east of a line commencing at Stroudsburg, Pennsylvania, thence south on PA St. Hwy. 611 to the jct. of U.S. Hwy. 30, thence west on U.S. Hwy. 30 to the jct. of PA St. Hwy. 316, thence south on PA St. Hwy. 316 to the Pennsylvania-Maryland state line, on the one hand, and, on the other, points in Iowa on, south, and west of a line commencing at the Iowa-Minnesota state line on IA St. Hwy. 4, thence south on IA St. Hwy. 4 to the jct. of IA St. Hwy. 44, thence east on IA St. Hwy. 44 to the jct. of U.S. Hwy. 169, thence south on U.S. Hwy. 169 to the jct. of I-80, thence east on I-80 to the jct. of U.S. Hwy. 65, thence south on U.S. Hwy. 65 to the jct. of IA St. Hwy. 2, thence east on IA St. Hwy. 2 to the jct. of U.S. Hwy. 61, thence east on U.S. Hwy. 61 to a terminus at Fort Madison, Iowa;

(79) Between points in Pennsylvania on and east of a line commencing at Philadelphia, Pennsylvania, thence north on PA St. Hwy. 611 to the jct. of I-81E, thence north on I-81E to the jct. of I-81, thence north on I-81 to the New York-Pennsylvania state line, on the one hand, and, on the other, Wickliffe and Paducah, Kentucky;

(80) Between Puntxutawney, Pennsylvania; and points in Pennsylvania on and north of Interstate 80, on the one hand, and, on the other, points in Louisi-

ana bounded on the north by U.S. Hwy. 80; bounded on the west by the Texas-Louisiana state line; and bounded on the south by the Gulf of Mexico; and bounded on the east by the Mississippi-Louisiana state line; and a line commencing at Torras, Louisiana, thence south on LA St. Hwy. 15 to the jct. of LA St. Hwy. 1, thence west on LA St. Hwy. 1 to the jct. of LA St. Hwy. 105, thence south on LA St. Hwy. 105 to the jct. of U.S. Hwy. 190, thence west on U.S. Hwy. 190 to the jct. of U.S. Hwy. 167, thence south on U.S. Hwy. 167 to Abbeville, Louisiana, thence south on LA St. Hwy. 82 to the jct. of LA St. Hwy. 333, thence south on LA St. Hwy. 333 to its terminus at Intracoastal, Louisiana;

(81) Between points in Pennsylvania on, south, and east of a line commencing at the New Jersey-Pennsylvania state line on U.S. Hwy. 1, thence southwest on U.S. Hwy. 1 to the jct. of PA St. Hwy. 611, thence southwest on PA St. Hwy. 611 to the jct. of U.S. Hwy. 30, thence southeast on U.S. Hwy. 30 the New Jersey-Pennsylvania state line, on the one hand, and, on the other, points in Minnesota on, north, and west of a line commencing at the Minnesota-Wisconsin state line on U.S. Hwy. 12, thence west on U.S. Hwy. 12 to the jct. of I-35, thence south on I-35 to the Iowa-Minnesota state line;

(82) Between points in Pennsylvania on, north, and east of a line commencing at the New York-Pennsylvania state line on U.S. Hwy. 15, thence south on U.S. Hwy. 15 to the jct. of U.S. Hwy. 220, thence east on U.S. Hwy. 220 to the jct. of PA St. Hwy. 87, thence northeast on PA St. Hwy. 87 to the jct. of U.S. Hwy. 6, thence east and south on U.S. Hwy. 6 to the Pennsylvania-New York state line, on the one hand, and, on the other, points in Mississippi on and west of U.S. Hwy. 61;

(83) Between points in Pennsylvania, on the one hand, and, on the other, Springfield, Missouri; and points in Missouri on and west of U.S. Hwy. 71;

(84) Between points in Pennsylvania on, south, and east of U.S. Hwy. 62, on the one hand, and, on the other, points in Montana;

(85) Between points in Pennsylvania on, south, and east of a line commencing at the New York-Pennsylvania state line on U.S. Hwy. 15, thence south on U.S. Hwy. 15 to the jct. of U.S. Hwy. 522, thence southwest on U.S. Hwy. 522 to the jct. of I-76, thence west on I-76 to the jct. of PA St. Hwy. 711, thence south and west on PA St. Hwy. 711 to the jct. of U.S. Hwy. 119, thence south on U.S. Hwy. 119 to the Pennsylvania-West Virginia state line, on the one hand, and, on the other, points in Nebraska on, south, and west of a line commencing at the Nebraska-South Dakota state line on U.S. Hwy. 83, thence south on U.S. Hwy. 83 to the jct. of NE St. Hwy. 2, thence southeast on NE St. Hwy. 2 to the jct. of U.S. Hwy. 183, thence south on U.S. Hwy. 183 to the jct. of NE St. Hwy. 4, thence east on NE St. Hwy. 4 to the Nebraska-Missouri state line;



(86) Between points in Pennsylvania on, south, and east of a line commencing at the Pennsylvania-Ohio state line on PA St. Hwy 68, thence east on PA St. Hwy 68 to the jct. of I-76, thence southeast on I-76 to the jct. of U.S. Hwy 22, thence east on U.S. Hwy 22 to the jct. of U.S. Hwy 119, thence east and north of U.S. Hwy 119 to the jct. of U.S. Hwy 219, thence north on U.S. Hwy 219 to the Pennsylvania-New York state line, on the one hand, and, on the other, points in North Dakota on and west of U.S. Hwy 85;

(87) Between points in Pennsylvania, on the one hand, and, on the other, points in South Dakota on, north, and west of a line commencing at the South Dakota-Wyoming state line on U.S. Hwy 18, thence east on U.S. Hwy 18 to the jct. of SD St. Hwy 79, thence north on SD St. Hwy 79 to the jct. of U.S. Hwy 85, thence north on U.S. Hwy 85 to the North Dakota-South Dakota state line;

(88) Between points in Pennsylvania on and east of a line commencing at Philadelphia, Pennsylvania, on PA St. Hwy 611, thence north on PA St. Hwy 611 to the jct. of PA St. Hwy 307, thence northwest on PA St. Hwy 307 to the jct. of U.S. Hwy 11, thence north on U.S. Hwy 11 to the Pennsylvania-New York state line, on the one hand, and, on the other, Memphis, Tennessee;

(89) Between points in Pennsylvania on, south, and east of a line commencing at the Pennsylvania-Delaware state line on U.S. Hwy 30, thence west on U.S. Hwy 30 to the jct. of PA St. Hwy 611, thence north on PA St. Hwy 611 to the jct. of U.S. Hwy 1, thence northeast on U.S. Hwy 1 to the jct. of U.S. Hwy 1A, thence east on U.S. Hwy 1A to the Pennsylvania-New Jersey state line, on the one hand, and, on the other, points in Wisconsin on and north of a line commencing at the Minnesota-Wisconsin state line on U.S. Hwy 53, thence southeast on U.S. Hwy 53 to the jct. of U.S. Hwy 2, thence east on U.S. Hwy 2 to the Wisconsin-Michigan state line; and the point of St. Croix Falls, Wisconsin;

(90) Between points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 231, thence south on U.S. Hwy 231 to the jct. of I-24, thence southeast on I-24 to a terminus at Chattanooga, Tennessee, on the one hand, and, on the other, points in Arizona;

(91) Between points in Tennessee on, north, and east of a line commencing at the Tennessee-Kentucky state line on U.S. Hwy 25E, thence southeast on U.S. Hwy 25E to the jct. of U.S. Hwy 70, thence west on U.S. Hwy 70 to the jct. of I-40, thence southeast on I-40 to the Tennessee-North Carolina state line, on the one hand, and, on the other, Sulphur Springs, Arkansas;

(92) Between points in Tennessee on and east of a line commencing at the Tennessee-Kentucky state line on U.S. Hwy 127, thence south on U.S. Hwy 127 to the Tennessee-Georgia state line, on the one hand, and, on the other, points in Colorado;

(93) Between points in Tennessee on and west of a line commencing at the Kentucky-Tennessee state line on TN St. Hwy 78, thence southwest on TN St. Hwy 78 to the jct. of U.S. Hwy 51, thence southwest on U.S. Hwy 51 to the Mississippi-Tennessee state line, on the one hand, and, on the other, points in Connecticut;

(94) Between points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 641, thence south on U.S. Hwy 641 to the jct. of U.S. Hwy 79, thence southwest on U.S. Hwy 79 to the jct. of U.S. Hwy 45E, thence south on U.S. Hwy 45E to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the Tennessee-Mississippi state line, on the one hand, and, on the other, points in Idaho;

(95) Between points in Tennessee on and east of a line commencing at Bristol, Tennessee, thence southwest on U.S. Hwy. 11E to the jct. of U.S. Hwy. 11, thence southwest on U.S. Hwy. 11 to the jct. of U.S. Hwy. 441, thence southeast on U.S. Hwy. 441 to the Tennessee-North Carolina state line, on the one hand, and, on the other points in Indiana on, north, and west of a line commencing at Whiting, Indiana, thence south of U.S. Hwy. 41 to the jct. of I-70, thence west on I-70 to the Illinois-Indiana state line;

(96) Between points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy. 127, thence south on U.S. Hwy. 127 to the jct. of U.S. Hwy. 27, thence south on U.S. Hwy. 27 to the Georgia-Tennessee state line, on the one hand, and, on the other, points in Iowa;

(97) Between points in Tennessee on, north, and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy. 127, thence south on U.S. Hwy. 127 to the jct. of TN St. Hwy. 52, thence east on TN St. Hwy. 52 to the jct. of U.S. Hwy. 27, thence north on U.S. Hwy. 27 to the jct. of TN St. Hwy. 63, thence east on TN St. Hwy. 63 to the jct. of U.S. Hwy. 25W, thence south on U.S. Hwy. 25W to the jct. of U.S. Hwy. 441, thence southeast on U.S. Hwy. 441 to the Tennessee-North Carolina state line, on the one hand, and, on the other, points in Kansas on, north, and west of a line commencing at the Kansas-Oklahoma state line on U.S. Hwy. 54, thence northeast on U.S. Hwy. 54 to the jct. of U.S. Hwy. 81, thence north on U.S. Hwy. 81 to the jct. of I-70, thence east on I-70 to the Kansas-Missouri state line.

(98) Between points in Tennessee on and west of a line commencing at the Tennessee-Kentucky state line on U.S. Hwy. 41A, thence southeast on U.S. Hwy. 41A to Nashville, Tennessee, thence south on U.S. Hwy. 31 to the jct. of U.S. Hwy. 43, thence southwest on U.S. Hwy. 43 to the Tennessee-Alabama state line, on the one hand, and, on the other, points in Maine.

(99) Between points in Tennessee on and west of a line commencing at the Kentucky-Tennessee state line on TN St. Hwy 78, thence southwest on TN St. Hwy 78 to the jct. of U.S. Hwy 51, thence

southwest on U.S. Hwy 51 to the Mississippi-Tennessee state line; and the point of Grand Junction, Tennessee, on the one hand, and, on the other, points in Massachusetts;

(100) Between points in Tennessee on and east of a line commencing at the Alabama-Tennessee state line on TN St. Hwy 11, thence northeast on TN St. Hwy 11 to the jct. of U.S. Hwy 31, thence north on U.S. Hwy 31 to the jct. of U.S. Hwy 431, thence north on U.S. Hwy 431 to the Tennessee-Kentucky state line, on the one hand, and, on the other, points in Michigan on and west of a line commencing at Marquette, Michigan, thence southeast and south on U.S. Hwy 41 to the jct. of MI St. Hwy 35, thence southwest on MI St. Hwy 35 to the jct. of U.S. Hwy 41, thence south on U.S. Hwy 41 to a terminus at Menominee, Michigan;

(101) Between points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy Alt. 41, thence southeast on U.S. Hwy Alt. 41 to the jct. of U.S. Hwy 31, thence south on U.S. Hwy 31 to the jct. of TN St. Hwy 11, thence south on TN St. Hwy 11 to the Alabama-Tennessee state line, on the one hand, and, on the other, points in Minnesota;

(102) Between points in Tennessee on and east of a line commencing at the Tennessee-Virginia state line on U.S. Hwy 19, thence south on U.S. Hwy 19 to the jct. of U.S. Hwy 19E, thence southeast on U.S. Hwy 19E to the North Carolina-Tennessee state line, on the one hand, and, on the other, points in Missouri on, north, and west of a line commencing at the Arkansas-Missouri state line on U.S. Hwy 65, thence north on U.S. Hwy 65 to the jct. of I-44, thence northeast on I-44 to the jct. of U.S. Hwy 66, thence northeast on U.S. Hwy 66 to a terminus at St. Louis, Missouri;

(103) Between points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 641, thence south on U.S. Hwy 641 to the jct. of U.S. Hwy 79, thence south on U.S. Hwy 79 to the jct. of U.S. Hwy 45, thence south on U.S. Hwy 45 to the Tennessee-Alabama state line, on the one hand, and, on the other, points in Montana;

(104) Between points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy 127, thence south on U.S. Hwy 127 to the jct. of U.S. Hwy 27, thence south on U.S. Hwy 27 to the Tennessee-Georgia state line, on the one hand, and, on the other, points in Nebraska;

(105) Between points in Tennessee on and east of a line commencing at the Alabama-Tennessee state line on TN St. Hwy 11, thence northeast on TN St. Hwy 11 to the jct. of U.S. Hwy 31, thence north on U.S. Hwy 31 to the jct. of U.S. Hwy 41A, thence northwest on U.S. Hwy 41A to the Tennessee-Kentucky state line, on the one hand, and, on the other points in Nevada;

(106) Between points in Tennessee on and west of a line commencing at the Kentucky-Tennessee state line on U.S.



Hwy 41A, thence southeast on U.S. Hwy 41A to Nashville, Tennessee, thence south on U.S. Hwy 31 to the jct. of U.S. Hwy 43, thence south on U.S. Hwy 43 to the Tennessee-Alabama state line, on the one hand, and, on the other, points in New Hampshire.

(107) Between Dyersburg and Memphis, Tennessee, on the one hand, and, on the other, Jersey City, New Jersey;

(108) Between Chanute, Tennessee; and points in Tennessee on and east of a line commencing at Cumberland Gap, Tennessee, thence south on U.S. Hwy 25E to the jct. of TN St. Hwy 32, thence south on TN St. Hwy 32 to the Tennessee-North Carolina state line, on the one hand, and, on the other, points in New Mexico;

(109) Between points in Tennessee on and west of a line commencing at Heloise, Tennessee, thence east on TN St. Hwy 20 to the jct. of U.S. Hwy 45, thence southeast on U.S. Hwy 45 to the jct. of TN St. Hwy 18, thence southwest on TN St. Hwy 18 to the Tennessee-Mississippi state line, on the one hand, and, on the other, points in New York on and north of a line commencing at Oswego, New York, thence east on NY St. Hwy 104 to the jct. of U.S. Hwy 11, thence north on U.S. Hwy 11 to the jct. of NY St. Hwy 177, thence east on NY St. Hwy 177 to the jct. of NY St. Hwy 12, thence south on NY St. Hwy 12 to the jct. of NY St. Hwy 5, thence southeast on NY St. Hwy 5 to the jct. of NY St. Hwy 7, thence east on NY St. Hwy 7 to the jct. of NY St. Hwy 2, thence east on NY St. Hwy 2 to the New York-Massachusetts state line;

(110) Between points in Tennessee on and east of a line commencing at the Alabama-Tennessee state line on TN St. Hwy 13, thence north on TN St. Hwy 13 to the jct. of U.S. Hwy 41A, thence north on U.S. Hwy 41A to the Tennessee-Kentucky state line, on the one hand, and, on the other, points in North Dakota;

(111) Between points in Tennessee on and east of a line commencing at Cumberland Gap, Tennessee, thence southeast on U.S. Hwy. 25E to the jct. of U.S. Hwy. 411, thence southwest on U.S. Hwy. 411 to the jct. of I-40, thence southeast on I-40 to the Tennessee-North Carolina state line, on the one hand, and, on the other, points in Oklahoma on, north, and west of a line commencing at the Kansas-Oklahoma state line on U.S. Hwy. 66, thence southwest on U.S. Hwy. 66 to the jct. of OK St. Hwy. 34, thence south on OK St. Hwy. 34 to the jct. of U.S. Hwy. 62, thence west on U.S. Hwy. 62 to the Texas-Oklahoma state line;

(112) Between Memphis, Tennessee, on the one hand, and, on the other, points in Atco, Matamoras, and Stroudsburg, Pennsylvania;

(113) Between points in Tennessee on, north, and west of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy. 79, thence southwest on U.S. Hwy. 79 to the jct. of U.S. Hwy. 45E, thence southwest on U.S. Hwy. 45E to the jct. of U.S. Hwy. 45, thence south on U.S. Hwy. 45 to the jct. of TN St. Hwy. 18, thence southwest on TN St. Hwy. 18 to the jct.

of TN St. Hwy. 18A, thence south on TN St. Hwy. 18A to the jct. of TN St. Hwy. 57, thence west on TN St. Hwy. 57 to the jct. of TN St. Hwy. 18, thence south on TN St. Hwy. 18 to the Mississippi-Tennessee state line, on the one hand, and, on the other, points in Rhode Island;

(114) Between points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy. 41A, thence southeast on U.S. Hwy. 41A to the jct. of U.S. Hwy. 31, thence south on U.S. Hwy. 31 to the jct. of TN St. Hwy. 11, thence south on TN St. Hwy. 11 to the Tennessee-Alabama state line, on the one hand, and, on the other, points in South Dakota;

(115) Between points in Tennessee on and east of a line commencing at Cumberland Gap, Tennessee, thence southeast on U.S. Hwy. 25E to the jct. of U.S. Hwy. 411, thence southwest on U.S. Hwy. 411 to the jct. of I-40, thence southeast on I-40 to the Tennessee-North Carolina state line, on the one hand, and, on the other, points in Texas on, north, and west of a line commencing at the Texas-Oklahoma state line on U.S. Hwy. 62, thence southwest on U.S. Hwy. 62 to the jct. of U.S. Hwy. 385, thence south on U.S. Hwy. 385 to the jct. of TX St. Hwy. 115, thence southwest on TX St. Hwy. 115 to the jct. of U.S. Hwy. 80, thence southwest on U.S. Hwy. 80 to the jct. of TX St. Hwy. 17, thence south on TX St. Hwy. 17 to the jct. of U.S. Hwy. 67, thence south on U.S. Hwy. 67 to its terminus at Presidio, Texas;

(116) Between points in Tennessee on and east of a line commencing at the Alabama-Tennessee state line on TN St. Hwy. 11, thence northeast on TN St. Hwy. 11 to the jct. of U.S. Hwy. 31, thence north on U.S. Hwy. 31 to the jct. of U.S. Hwy. 41A, thence northwest on U.S. Hwy. 41A to the Tennessee-Kentucky state line, on the one hand, and, on the other, points in Utah;

(117) Between points in Tennessee on and west of a line commencing at the Tennessee-Kentucky state line on U.S. Hwy. 41A, thence southeast on U.S. Hwy. 41A to Nashville, Tennessee, thence south on U.S. Hwy. 31 to the jct. of U.S. Hwy. 43, thence southwest on U.S. Hwy. 43 to the Tennessee-Alabama state line, on the one hand, and, on the other, points in Vermont;

(118) Between points in Tennessee on, south, and east of a line commencing at the Tennessee-Kentucky state line on TN St. Hwy. 42, thence south on TN St. Hwy. 42 to the jct. of I-40, thence west on I-40 to Nashville, Tennessee, thence south on U.S. Hwy. 31 to the jct. of U.S. Hwy. 43, thence southwest on U.S. Hwy. 43 to the Tennessee-Alabama state line, on the one hand, and, on the other, points in Wisconsin;

(119) Between points in Tennessee on and east of a line commencing at the Kentucky-Tennessee state line on U.S. Hwy. 41A, thence south on U.S. Hwy. 41A to the jct. of I-65, thence south on I-65 to the jct. of U.S. Hwy. 31A, thence south

on U.S. Hwy. 31A to the jct. of TN St. Hwy. 11, thence south on TN St. Hwy. 11 to the Tennessee-Alabama state line, on the one hand, and, on the other, points in Wyoming;

(120) Between Largent and Short Gap, West Virginia, on the one hand, and, on the other, Blytheville, Arkansas, and points in Arkansas on and west of a line commencing at the Arkansas-Missouri state line on U.S. Hwy. 67, thence southwest on U.S. Hwy. 67 to the jct. of U.S. Hwy. 65, thence southeast on U.S. Hwy. 65 to the Arkansas-Louisiana state line;

(121) Between Williamson and Bradshaw, West Virginia, on the one hand, and, on the other, Whiting, Kentland, and Terre Haute, Indiana;

(122) Between points in West Virginia on and south of a line commencing at the Kentucky-West Virginia state line on U.S. Hwy. 60, thence east on U.S. Hwy. 60 to the jct. of WV St. Hwy. 16, thence north on WV St. Hwy. 16 to the jct. of WV St. Hwy. 39, thence east on WV St. Hwy. 39 to the Virginia-West Virginia state line, on the one hand, and, on the other, points in Iowa.

(123) Between Chester and Wheeling West Virginia, on the one hand, and, on the other, points in Louisiana on and west of a line commencing at the Louisiana-Arkansas state line on U.S. Hwy. 165, thence south on U.S. Hwy. 165 to the jct. of U.S. Hwy. 167, thence south on U.S. Hwy. 167 to a terminus at Abbeville, Louisiana;

(124) Between Lewisburg, West Virginia, and points in West Virginia on, south, and west of a line commencing at the Kentucky-West Virginia state line on U.S. Hwy. 119, thence southeast on U.S. Hwy. 119 to the jct. of U.S. Hwy. 52, thence southeast on U.S. Hwy. 52 to the Virginia-West Virginia state line, on the one hand, and, on the other, points in the upper peninsula of Michigan on and west of a line commencing at the point of Marquette, Michigan, thence on U.S. Hwy. 41 to the point of Escanaba, Michigan;

(125) Between points in West Virginia on and south of a line commencing at Huntington, West Virginia, thence east on U.S. Hwy. 60 to the jct. of WV St. Hwy. 16, thence north on WV St. Hwy. 16 to the jct. of WV St. Hwy. 39, thence east on WV St. Hwy. 39 to the West Virginia-Virginia state line, on the one hand, and, on the other, points in Minnesota;

(126) Between points in West Virginia on and north of I-70, on the one hand, and, on the other, Natchez, Mississippi;

(127) Between points in West Virginia, on the one hand, and, on the other, points in Missouri on, north, and west of a line commencing at the Iowa-Missouri state line on U.S. Hwy. 65, thence south on U.S. Hwy. 65 to the jct. of U.S. Hwy. 66, thence west on U.S. Hwy. 66 to the Kansas-Missouri state line;

(128) Between points in West Virginia on and south of a line commencing at the Ohio-West Virginia state line on U.S.



Hwy. 40, thence east on U.S. Hwy. 40 to the West Virginia-Pennsylvania state line, on the one hand, and, on the other, points in Nebraska;

(129) Between points in West Virginia on and south of I-70, on the one hand, and, on the other, points in North Dakota;

(130) Between all points in the state of West Virginia, on the one hand, and, on the other, points in the state of Oklahoma, on, north, and west of a line commencing at the Oklahoma-Arkansas state line on I-40, thence west on I-40 to the jct. of I-35, thence south on I-35 to the Oklahoma-Texas state line;

(131) Between points in West Virginia on and south of U.S. Hwy 40, on the one hand, and, on the other, points in South Dakota;

(132) Between points in West Virginia on and north of U.S. Hwy 50, on the one hand, and, on the other, points in Texas; and

(133) Between points in West Virginia on, south, and west of a line commencing at Williamson, West Virginia, thence east on U.S. Hwy 52 to the West Virginia-Virginia state line, on the one hand, and, on the other, points in Wisconsin.

The purpose of this filing is to eliminate the gateways of: (1) Paris, Ill.; and (2) that part of Kentucky on and west of a line beginning at Louisville, Ky., and extending along U.S. Highway 31E to junction Kentucky Highway 61, thence along Kentucky Highway 61 to junction Kentucky Highway 470, thence along Kentucky Highway 470 to junction U.S. Highway 31E, thence along U.S. Highway 31E to the Kentucky-Tennessee State line, and Paris, Ill.

No. MC 124211 (Sub E48), filed May 7, 1974. Applicant: HILT TRUCK LINE, INC., P.O. Box 988 D.T.S., Omaha, Nebraska 68101. Applicant's representative: Thomas L. Hilt (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Groceries and grocery store supplies (except in bulk), between St. Paul, Minn., on the one hand, and, on the other, those in Nebraska on, south, and west of a line beginning at the Nebraska-Iowa State line, and extending along U.S. Highway 275 to Fremont, thence along U.S. Highway 30 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, and Smith Center, Kansas; (2) food products (except commodities in bulk and frozen foods), between St. Paul, Minn., on the one hand, and, on the other, points in Louisiana, Oklahoma, Texas, those in Arkansas on and south of U.S. Highway 82, and those in Mississippi on and south of U.S. Highway 80; (3) food products (except frozen foods, dairy products, potato products, and commodities in bulk), between St. Paul, Minn., on the one hand, and, on the other, points in Kansas (except those

in Doniphan County and those east of U.S. Highway 59); (4) food products (except frozen foods, potato products, meat and packinghouse products, and commodities in bulk), between St. Paul, Minn., on the one hand, and, on the other, those points in Idaho on and south of U.S. Highway 26; (5) Foodstuffs (except (a) frozen foodstuffs, (b) meat, meat products and meat by-products, dairy products, and articles distributed by meat packinghouses, as described in Sections A, B, and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, and (c) commodities in bulk), between St. Paul, Minn., on the one hand, and, on the other, points in Arizona, California, Nevada, New Mexico, and Utah; (6) Foodstuffs (except candy and confectionery, meats and packinghouse products, dairy products, frozen foods, potato products, and commodities in bulk), from St. Paul, Minn., to points in Oregon (except those in Wallowa County), those in Washington on and west of Interstate Highway 5 and south of U.S. Highway 12, those in Wyoming on and south of U.S. Highway 26, and to Olympia, Wash., and (7) foods and food products (except frozen foods, and except meats, meat products, meat by-products, dairy products, and articles distributed by meat packinghouses, as described in Sections A, B, and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, and commodities in bulk), from St. Paul, Minn., to those points in Alabama on and south of U.S. Highway 84, and those in Florida on and west of Interstate Highway 5 and south of U.S. Highway 12. The purpose of this filing is to eliminate the gateways of Waverly and Milford, Nebraska.

No. MC 124211 (Sub E62), filed May 13, 1974. Applicant: HILT TRUCK LINE, INC., P.O. Box 988 D.T.S., Omaha, Nebr. 68101. Applicant's representative: Thomas L. Hilt (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Groceries and Grocery Store Supplies (except commodities in bulk), between Milwaukee, Wisc., on the one hand, and, on the other, those points in Nebraska on, south, and west of a line beginning at the Iowa-Nebraska State line and extending along U.S. Highway 30 to junction U.S. Highway 81, thence along U.S. Highway 81 to Norfolk, thence along U.S. Highway 275 to junction U.S. Highway 20, thence along U.S. Highway 20 to junction U.S. Highway 83, thence along U.S. Highway 83 to the Nebraska-South Dakota State line; (2) Macaroni, noodles, grain products, food products (except frozen foods, potato products, and meats and packinghouse products and commodities in bulk), Pancake and cake flour, spaghetti and Vermicelli (except commodities in bulk), between Milwaukee, Wisc., on the one hand, and, on the other, points in Idaho,

those in Montana on and west and south of a line beginning at the Montana-Wyoming State line, and extending along U.S. Highway 87 to Grat Falls, thence along U.S. Highway 91 to the United States-Canada International Boundary line and those in Texas on and west of U.S. Highway 75;

(3) Food products, grain products, and flour (except commodities in bulk and frozen foods), between Milwaukee, Wisc., on the one hand, and, on the other, those points in Oklahoma and Texas on and west of U.S. Highway 75; (4) Food products (except frozen foods, dairy products, potato products, and commodities in bulk), between Milwaukee, Wisc., on the one hand, and, on the other, those points in Kansas on and west of U.S. Highway 75; and (5) foodstuffs (except frozen foodstuffs, meat, meat products, meat by-products, dairy products, and articles distributed by meat packinghouses, as described in Sections A, B, and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, and commodities in bulk), between Milwaukee, Wisc., on the one hand, and, on the other, points in Arizona, California, Nevada, New Mexico, and Utah; restricted against the transportation of fresh foods; and (6) Foodstuffs (except candy and confectionery, except meats and packinghouse products, dairy products, frozen foods, and potato products, and except commodities in bulk), from Milwaukee, Wisc., to points in Oregon, and those in Wyoming on, west, and south of a line beginning at the Nebraska-Wyoming State line and extending along U.S. Highway 26 to Casper, thence along U.S. Highway 87 to the Montana-Wyoming State line.

No. MC 124211 (Sub-No. E66) (Correction), filed May 7, 1975, published in the FEDERAL REGISTER July 30, 1975. Applicant: HILT TRUCK LINE, INC., P.O. Box 988, Omaha, Nebr. 68101. Applicant's representative: Thomas L. Hilt (same as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (14) from points in Montana, to Sioux City, Iowa (except points in Nebraska within the Sioux City, Iowa, Commercial Zone as defined by the Commission) and points in New Jersey; (15) from points in New Mexico, to Sioux City, Iowa (except points in Nebraska within the Sioux City, Iowa, Commercial Zone as defined by the Commission); (16) from points in North Dakota, to points in Louisiana, Texas, and those in California on and south of Interstate Highway 80, and Sioux City, Iowa (except points in Nebraska within the Sioux City, Iowa, Commercial Zone, as defined by the Commission); (17) from points in Oklahoma, to Sioux City, Iowa (except points in Nebraska within the Sioux City, Iowa, Commercial Zone, as defined by the Commission); and (19) from points in Wisconsin, to Sioux City, Iowa (except points in Nebraska within the Sioux City, Iowa, Commercial Zone, as defined by the Commission), points in



California, and those in Texas on and west of U.S. Highway 77. The purpose of this filing is to eliminate the gateways of Omaha, Nebr., on points in Kansas within the St. Joseph, Mo., Commercial Zone. The purpose of this correction is to correct the exceptions. The remainder of this letter-notice will remain as published.

No. MC 124211 (Sub E68), filed May 13, 1974. Applicant: HILT TRUCK LINE, INC., P.O. Box 988 D.T.S., Omaha, Nebr. 68101. Applicant's representative: Thomas L. Hilt (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Groceries and grocery store supplies* (except commodities in bulk), between Chicago, Ill., and points in that part of Nebraska on, west, and south of a line beginning at the Nebraska-Iowa State line and extending along U.S. Highway 275 to Fremont, Nebr., thence along U.S. Highway 30 to junction U.S. Highway 81, thence along U.S. Highway 81 to the Nebraska-South Dakota State line; (2) *Macaroni, noodles, grain products, food products* (except frozen foods, potato products, and meat and meat packinghouse products, commodities in bulk), *Pancake and cake flour, spaghetti, and vermicelli* (except commodities in bulk), between Chicago, Ill., on the one hand, and, on the other, points in Idaho, those in Montana on and west of a line beginning at the Montana-Wyoming State line, and extending along U.S. Highway 212 to junction U.S. Highway 87, thence along U.S. Highway 87 to Great Falls, thence along Interstate Highway 15 to the United States-Canada International Boundary line, those in South Dakota on, west, and south of a line beginning at the South Dakota-Nebraska State line and extending along South Dakota Highway 50 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 junction Interstate Highway 90, thence along Interstate Highway 90 to the South Dakota-Wyoming State line, and those in Texas on and west of a line beginning at the Texas-Oklahoma State line,

thence along Interstate Highway 35E to junction Interstate Highway 35, thence along Interstate Highway 35 to the Gulf of Mexico; restricted against the transportation of inedible grain products to points in South Dakota;

(3) *Food products, grain products, and flour* (except commodities in bulk and frozen foods), between Chicago, Ill., on the one hand, and, on the other, those points in Oklahoma on and west of Interstate Highway 35, and those in Texas on and west of a line beginning at the Texas-Oklahoma State line and extending along Interstate Highway 35E to junction Interstate Highway 35, to the Gulf of Mexico; (4) *Food products* (except frozen foods, dairy products, potato products, and commodities in bulk), between Chicago, Ill., on the one hand, and, on the other, those points in Kansas on and west of a line beginning at the Kansas-Nebraska State line and extending along U.S. Highway 75 to junction Interstate Highway 35, thence along Interstate Highway 35 to the Oklahoma-Texas State line; (5) *Foodstuffs* (except frozen foodstuffs, meat, meat products, and meat by-products, dairy products, and articles distributed by meat packinghouses, as described in Section A, B, and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, and commodities in bulk), between Chicago, Ill., on the one hand, and, on the other, points in Arizona, California, Nevada, New Mexico, and Utah; restricted against the transportation of fresh foods from points in California, to Chicago, Ill.; restricted against the transportation of fresh foods from points in California; (6) *Foodstuffs* (except candy and confectionery, except meats and packinghouse products, dairy products, frozen foods, potato products, and except commodities in bulk), from Chicago, Ill., to points in Oregon, Washington, and Wyoming. The purpose of this filing is to eliminate the gateway of Milford and Waverly, Nebraska.

No. MC 125777 (Sub E80), filed June 4, 1974. Applicant: JACK GRAY TRANSPORT, INC., 4600 East 15th Avenue,

Gray, Ind. 46403. Applicant's representative: J. S. Gray, Jr. (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fluorspar*, in bulk, in dump vehicles, from Cincinnati, Ohio, (1) to points in Illinois (points in Indiana, except points in Wayne, Henry, Union, Fayette, Rush, Franklin, Decatur, Dearborn, Ohio, Ripley, Switzerland, and Jefferson Counties)\* and (2) to points in Iowa (points in that part of Indiana designated in (1) above and Chicago, Illinois)\* The purpose of this filing is to eliminate the gateways as indicated by asterisks above.

No. MC 125777 (Sub E92), filed June 4, 1974. Applicant: JACK GRAY TRANSPORT, INC., 4600 East 15th Avenue, Gary, Ind. 46403. Applicant's representative: J. S. Gray, Jr. (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Haydite, Shale and Cinders*, in bulk, in dump vehicles, from Portage, Ind., to points in Iowa (Ottawa, Illinois)\*; and points in Kenosha, Racine, Walworth, and Waukesha Counties, Wisconsin (Gary, Indiana)\*. The purpose of this filing is to eliminate the gateways as indicated by asterisks above.

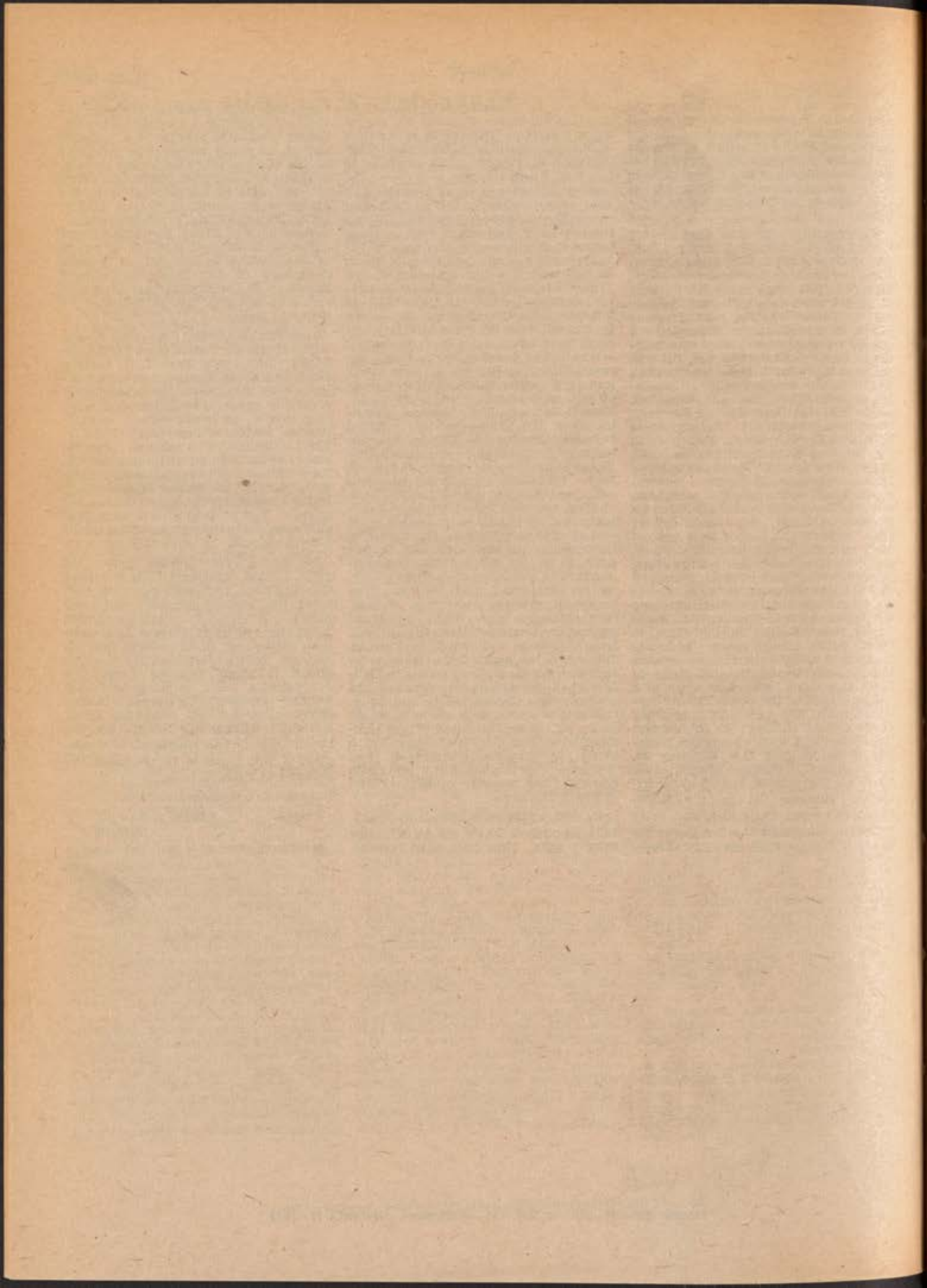
No. MC 125777 (Sub-No. E99), filed June 4, 1974. Applicant: JACK GRAY TRANSPORT, INC., 4600 East 15th Ave., Gary, Ind. 46403. Applicant's representative: J. S. Gray, Jr. (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ferro alloys*, in dump vehicles, from New Johnsonville, Tenn., to points in Washington, Oregon, California, Idaho, Montana, Wyoming, Colorado, Utah, Nevada, Minnesota, North Dakota, South Dakota, and Nebraska. The purpose of this filing is to eliminate the gateway of Keokuk, Iowa.

By the Commission.

[SEAL] ROBERT L. OSWALD,  
Secretary.

[FR Doc. 75-24765 Filed 9-16-75; 8:45 am]







# federal register

WEDNESDAY, SEPTEMBER 17, 1975



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PART II:

## DEPARTMENT OF TRANSPORTATION

Federal Highway  
Administration

Urban Mass Transportation  
Administration



TRANSPORTATION  
IMPROVEMENT  
PROGRAM



## Title 23—Highways

## CHAPTER I—FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

## PART 450—PLANNING ASSISTANCE AND STANDARDS

## Urban Transportation Planning

The purpose of this document is to issue final regulations implementing certain provisions of title 23, U.S.C., and the Urban Mass Transportation Act of 1964, as amended, 49 U.S.C. 1601, et seq. (UMT Act), governing urban transportation planning under the Federal Highway Administration and the Urban Mass Transportation Administration programs.

In the November 8, 1974, edition of the FEDERAL REGISTER (39 FR 39660), the Federal Highway Administration (FHWA) and the Urban Mass Transportation Administration (UMTA) published a notice of proposed rulemaking (the "notice") to add a new Part 450, Subpart A, to 23 CFR, Chapter I, and a new Part 613, Subpart B, to 49 CFR, Chapter VI.

The public was invited to participate in this rulemaking through submission of written comments. Over 120 interested groups and individuals provided comments, including the House Committee on Public Works and Transportation, the Senate Committee on Public Works, the American Public Transit Association, the American Association of State Highway and Transportation Officials, State departments of transportation, cities, and a number of metropolitan planning organizations. In arriving at the final regulations set forth below, FHWA and UMTA have given consideration to all comments received in response to the notice of proposed rulemaking insofar as they related to matters within the scope of that notice. Review of the comments received indicated the desirability of making changes in the regulations as originally proposed. In view of the interest expressed in these regulations, except for editorial revisions, those sections of these final regulations which have been revised or were the subject of major interest are discussed in this commentary.

Since the publication of the notice of these proposed rules, Congress has enacted the National Mass Transportation Assistance Act of 1974 (Pub. L. 93-503, 88 Stat. 1565), which amended the UMT Act to add among other matters a new formula grant program under which both capital and operating assistance may be provided, and to make the "3-C" planning process described in 23 U.S.C. 134 applicable to all UMTA-assisted capital and operating projects. While the enactment of Pub. L. 93-503 did require some modification of these regulations, these changes were essentially technical in nature, and, where made, do not represent any overall substantive change except for the addition of the Transportation Systems Management (TSM) element (discussed *infra*).

In response to the notice, some concern was expressed that the role of the

Metropolitan Planning Organization (MPO) in the planning and programming process tended to impinge on State and local authority. It was intended that the MPO provide a forum for cooperative decisionmaking by principal elected officials of general purpose local government; accordingly, the definition of the MPO has been modified to clarify this intent. It is not intended to preclude the State and publicly owned operators from acting through this forum.

A few comments addressed the Governor's designation of these organizations. The Department recognizes that institutional arrangements are at different stages of evolution in the various urbanized areas; accordingly, considerable flexibility will be afforded by FHWA and UMTA in the administration of § 450.106. We note in this connection that while it is encouraged, nothing in the regulations requires that the MPO and the A-95 agency be the same. Further, designations made under § 450.106 may be changed when appropriate, consistent with the provisions of that section.

A number of comments on the geographic scope of the urban transportation planning process indicated concern that the regulation could be interpreted to encourage coverage of rural areas. The intent is that the planning process extend to urban and urbanizing areas; consistent with that intent, the regulation has been revised to allow each urbanized area maximum flexibility in determining the geographic scope of the urban transportation planning process.

Several comments were directed to the failure of § 450.112 to reflect the tripartite nature of the planning process, i.e., the involvement in the process of State government, local government, and publicly owned operators of mass transportation services as specified in the section on "Agreements." For this reason, § 450.112 has been revised to stipulate that the MPO, in cooperation with the State and with publicly owned operators of mass transportation services, is responsible for carrying out the urban transportation planning process.

Section 450.116 has been revised to provide greater detail regarding the components of the transportation plan. The transportation plan includes the TSM and the long-range elements. The TSM element was initially referenced in § 450.120 of the proposed regulation. It is designed to meet the short-range transportation needs of urban areas through efficient use of existing facilities. A joint issuance appended to these regulations provides additional advisory information on the scope and objectives of the TSM element.

Notice is given that the inclusion in the Transportation Improvement Program (TIP) of projects recommended from the TSM element will be a condition of UMTA program approvals. The TSM element and the programming for its implementation in the TIP supports the requirement to improve the efficiency of mass transportation service pursuant to section 5(d)(2) of the UMT Act (49 U.S.C. 1604(d)(2)) and is deemed to be

the program of actions referred to in the expression of intent described in Section F of the Capital and Operating Assistance Formula Grants and the Interim Guidelines and Procedures (40 FR 2534, January 13, 1975).

The target date envisioned for the development of the TSM element and the programming for its implementation is March 30, 1976.

Section 450.120 of the regulation has been reorganized to group the general planning activities, first, and the activities of a technical nature, second. In response to comments and to statutory requirements, planning process elements were added to cover energy conservation, consideration of existing private mass transportation services, coordination with air quality planning and with planning for the transportation needs of the elderly and handicapped.

A number of comments addressed the criteria for Federal determinations under the "Certification" section. In response, § 450.122 has been simplified to indicate that certification will be based on compliance with the requirements in this subpart and that the determination will be made by UMTA and FHWA acting jointly. The certification determination is a Federal evaluation of the planning process.

A further clarification in § 450.122 pertains to the lapsing of certification. The Department intends that a negative planning finding be a deliberate determination and not the result of an administrative oversight. Accordingly, the planning certification will remain in effect until a new determination is made.

These regulations unify the individual planning requirements of FHWA and UMTA and supersede the following operating procedures: FHWA Policy and Procedure Memorandums 50-9 and 50-11, Instructional Memorandums 50-3-71 and 50-4-68; Sections D and F of the Capital and Operating Assistance Formula Grants; Interim Guidelines and Procedures (40 FR 2534, January 13, 1975); and the Urban Mass Transportation Planning Requirements Guide as contained in Appendix 2 of the UMTA External Operating Manual (UMTA Order 1000.2, dated August 22, 1972).

In consideration of the foregoing, and under the authority of 23 U.S.C. 104(f)(3), 134, and 315, and sections 3, 4(a), and 5 of the UMT Act (49 U.S.C. 1602, 1603(a), and 1604), and the delegation of authority by the Secretary of Transportation at 49 CFR 1.48(b) and 1.50(f), Chapter I of title 23 and Chapter VI of title 49 of the Code of Federal Regulations are hereby amended by adding a new Part 450, Subpart A as set forth below.

**Effective date:** These regulations take effect on October 17, 1975.

**Issued on:** September 11, 1975.

L. P. LAMM,  
Executive Director,  
Federal Highway Administration.

ROBERT E. PATRICELLI,  
Urban Mass Transportation  
Administrator.



Subpart A of Part 450 is added as set forth below:

**Subpart A—Urban Transportation Planning**

Sec.		
450.100	Purpose.	
450.102	Applicability.	
450.104	Definitions.	
450.106	Metropolitan Planning Organization: designation.	Organization
450.108	Metropolitan Planning Organization: agreements.	Organization
450.110	Metropolitan Planning Organization: geographic scope.	Organization
450.112	Metropolitan Planning Organization: responsibilities.	Organization
450.114	Urban transportation planning process: planning work programs.	
450.116	Urban transportation planning process: transportation plan.	
450.118	Urban transportation planning process: transportation improvement program.	
450.120	Urban transportation planning process: elements.	
450.122	Urban transportation planning process: certification.	

Appendix: Advisory Information on Development of Transportation Systems Management Elements.

**AUTHORITY:** 23 U.S.C. 104(f) (3), 134, and 315; Sections 3, 4(a), and 5 of the Urban Mass Transportation Act of 1964, as amended, (49 U.S.C. 1602, 1603(a), and 1604); and 49 CFR 1.48(b) and 1.50(f).

**Subpart A—Urban Transportation Planning**

**§ 450.100 Purpose.**

The purpose of this subpart is to implement 23 U.S.C. 134, and Sections 3(a) (2), 4(a), 5(g) (1), and 5(d) of the Urban Mass Transportation Act of 1964, as amended, (49 U.S.C. 1602(a) (2), 1603(a), and 1604(g) (1) and (1)), which require that each urbanized area, as a condition to the receipt of Federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area.

**§ 450.102 Applicability.**

The provisions of this subpart are applicable to the transportation planning process in urbanized areas. Certification under this subpart shall be a prerequisite for program approvals in urbanized areas pursuant to 23 U.S.C. 105(d) and 134(a), section 5(g) of the UMT Act (49 U.S.C. 1604(g)), and Subpart C of this part.

**§ 450.104 Definitions.**

(a) Except as otherwise provided, terms defined in 23 U.S.C. 101(a) are used in this subpart as so defined.

(b) As used in this subpart: "Governor" means the Governor of any one of the fifty States, and includes the Mayor of the District of Columbia.

"Metropolitan Planning Organization (MPO)" means that organization designated by the Governor as being responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134, as provided in 23 U.S.C. 104(f) (3), and as capable of meeting the requirements of sections 3(a) (2) and (e) (1), 4(a), and 5(g) (1) and (1) of the UMT Act (49

U.S.C. 1602(a) (2) and (e) (1), 1603(a), and 1604(g) (1) and (1)). This organization is the forum for cooperative decisionmaking by principal elected officials of general purpose local government.

**§ 450.106 Metropolitan Planning Organization: designations.**

(a) The Governor of each State shall designate the Metropolitan Planning Organization (MPO). To the extent possible, only one MPO shall be designated for each urbanized area or group of contiguous urbanized areas.

(b) Funds authorized by 23 U.S.C. 104(f) shall be made available by the State to the MPO, as required by 23 U.S.C. 104(f) (3). To the extent possible, the MPO shall be eligible to receive planning funds authorized by section 9 of the UMT Act of 1964, as amended, (49 U.S.C. 1607a).

(c) To the extent possible, the MPO designated by the Governor shall be established under specific State legislation, State enabling legislation, or by Interstate compact, with authority to carry out metropolitan transportation planning, and should perform the functions required by the Office of Management and Budget (OMB) Circular A-95 "Evaluation, Review, Coordination of Federal Assistance Programs and Projects" November 13, 1973, as amended.

(d) Principal elected officials of general purpose local government within the jurisdiction of the MPO shall have adequate representation on the MPO.

(e) Nothing herein shall be deemed to prohibit the MPO from utilizing, through contractual agreements, the staff resources of other local agencies to carry out selected elements of the planning process.

(f) An MPO designated under the provisions of this section shall remain designated until the Governor designates another MPO under the provisions of this section.

**§ 450.108 Metropolitan Planning Organization: agreements.**

(a) The responsibilities for cooperatively carrying out transportation planning and programing shall be clearly identified in an agreement or memorandum of understanding between the State and the MPO.

(b) Where the MPO is different from the A-95 agency, there shall be an agreement between the two organizations which prescribes the means by which their activities will be coordinated, as required by Part IV of OMB Circular A-95. This agreement shall specify how transportation planning and programing will be part of the comprehensively planned development of the urbanized area.

(c) There shall be an agreement between the MPO and publicly owned operators of mass transportation services which specifies cooperative procedures for carrying out transportation planning and programing as required by this subpart.

(d) To the extent possible, there shall be one cooperative agreement contain-

ing the understandings required by this section among the State, MPO, publicly owned operators of mass transportation services and, where necessary, the A-95 agency.

**§ 450.110 Metropolitan Planning Organization: geographic scope.**

The transportation planning process shall, as a minimum, cover the urbanized area and the area likely to be urbanized in the period covered by the long-range element of the transportation plan described in § 450.116 of this subpart.

**§ 450.112 Metropolitan Planning Organization: responsibilities.**

(a) The MPO in cooperation with the State, and in cooperation with publicly owned operators of mass transportation services, shall be responsible for carrying out the urban transportation planning process specified in § 450.120 and shall develop the planning work programs, transportation plan, and transportation improvement program specified in §§ 450.114 through 450.118 of this subpart. The MPO shall be the forum for cooperative decisionmaking by principal elected officials of general purpose local government.

(b) The MPO shall annually endorse the plans and programs required by §§ 450.114 through 450.118 of this subpart.

**§ 450.114 Urban transportation planning process: planning work programs.**

(a) The urban transportation planning process shall include the development of a prospectus and a unified planning work program.

(b) The prospectus shall establish a multiyear framework within which the unified planning work program is accomplished and shall include:

(1) A summary of the planning program including discussion of the important transportation issues facing the area;

(2) A general description of the status and anticipated accomplishments of each of the elements specified in § 450.120 of this subpart;

(3) A description of the procedures to be used in carrying out each element specified in § 450.120 of this subpart;

(4) A description of the functional responsibilities of each participating agency; and

(5) Copies of agreements specified in § 450.108 of this subpart.

(c) The unified planning work program shall: (1) Annually describe all urban transportation and transportation-related planning activities anticipated within the area during the next 1- or 2-year period regardless of funding sources; and (2) Document work to be performed with planning assistance provided under section 9 of the UMT Act (49 U.S.C. 1607a) and 23 U.S.C. 104(f) and 307(c).

(d) The prospectus and the unified planning work program may be combined in a single document. Arrange-



ments may be made to further combine these documents with work program requirements of other Federal sources of physical planning funds (e.g., Department of Housing and Urban Development, Environmental Protection Agency, and Department of the Interior).

**§ 450.116 Urban transportation planning process: transportation plan.**

(a) The urban transportation planning process shall include the development of a transportation plan consisting of a transportation systems management element and a long-range element. The transportation plan shall be reviewed annually to confirm its validity and its consistency with current transportation and land use conditions.

(b) The transportation systems management element of the transportation plan shall:

(1) Provide for the short-range transportation needs of the urbanized area by making efficient use of existing transportation resources and providing for the movement of people in an efficient manner; and

(2) Identify traffic engineering, public transportation, regulatory, pricing, management, operational and other improvements to the existing urban transportation system not including new transportation facilities or major changes in existing facilities.

(c) The long-range element of the transportation plan shall:

(1) Provide for the long-range transportation needs of the urbanized area; and

(2) Identify new transportation policies and transportation facilities or major changes in existing facilities by location and modes to be implemented.

(d) The transportation plan shall be consistent with the area's comprehensive long-range land use plan, urban development objectives, and the area's overall social, economic, environmental, system performance and energy conservation goals and objectives.

**§ 450.118 Urban transportation planning process: transportation improvement program.**

(a) The urban transportation planning process shall include development of a transportation improvement program including an annual element as prescribed in Subpart C of this part.

(b) The program shall be a staged multiyear program of transportation improvement projects consistent with the transportation plan developed under § 450.116 of this subpart.

**§ 450.120 Urban transportation planning process: elements.**

(a) The urban transportation planning process shall:

(1) Provide for the consideration of social, economic, and environmental effects, in support of the requirements of 23 U.S.C. 109(h), and sections 5(h)(2) and 14 of the UMT Act (49 U.S.C. 1604(h)(2) and 1610);

(2) Be coordinated with air quality planning conducted pursuant to 42 U.S.C. 1857 (Clean Air Act);

(3) Include provisions to ensure involvement of the public;

(4) Be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794, which ensure that no person shall on the grounds of race, color, sex, national origin, or physical handicap be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the Department of Transportation;

(5) Include special efforts to plan public mass transportation facilities and services that can effectively be utilized by elderly and handicapped persons pursuant to section 16 of the UMT Act (49 U.S.C. 1612) and section 165(b) of the Federal-Aid Highway Act of 1973, as amended;

(6) Provide for the consideration of energy conservation;

(7) Include consideration of existing private mass transportation services; and

(8) Include the following technical activities to the degree appropriate for the size of the metropolitan area and the complexity of its transportation problems:

(i) An analysis of existing conditions of travel, transportation facilities, and systems management;

(ii) An evaluation of alternative transportation systems management improvements to make more efficient use of existing transportation resources and the development of the transportation systems management element of the transportation plan.

(iii) Projections of urban area economic, demographic, and land use activities consistent with urban development goals and the development of potential transportation demands based on these levels of activity;

(iv) Analysis of alternative transportation investments to meet areawide needs for new transportation facilities and the development of the long-range element of the transportation plan;

(v) Refinement of the transportation plan through the conduct of corridor, transit technology, and staging studies; and subarea, feasibility, location, legislative, fiscal, functional classification, and institutional studies;

(vi) Monitoring and reporting of urban development and transportation indicators and a regular program of reappraisal of the transportation plan; and

(vii) Implementation programming which merges the results of plan refinement of the long-range element and the improvements recommended in the transportation systems management element of the transportation plan to produce a transportation improvement program as specified in Subpart C of this part.

(b) The urban transportation planning process shall include preparation of technical reports to assure documentation of the development, refinement; and reappraisal of the transportation plan.

**§ 450.122 Urban transportation planning process: certification.**

(a) The Federal Highway and Urban Mass Transportation Administrators jointly will review and evaluate annually the transportation planning process in each urbanized area to determine if the process meets the requirements of this subpart.

(b) If, upon the review and evaluation conducted under paragraph (a) of this section, the Administrators jointly determine that the transportation planning process in an urbanized area meets or substantially meets the requirements of this subpart, they may take one of the following actions, as appropriate:

(1) Certify the transportation planning process; or

(2) Certify the transportation planning process subject to one of the following conditions:

(i) That certain specified corrective actions be taken; or

(ii) That the process is a basis for approval of only those categories of programs or projects that the Administrators may jointly determine and that certain specified corrective actions be taken.

(c) The State and the MPO shall be notified of the actions taken under paragraph (b) of this section.

(d) A certification under paragraph (b) of this section will remain in effect until a new certification determination is made.

**APPENDIX**

**ADVISORY INFORMATION ON DEVELOPMENT OF TRANSPORTATION SYSTEMS MANAGEMENT ELEMENTS UNDER UMTA AND FHWA JOINT REGULATIONS, 23 CFR PART 450, SUBPARTS A AND C, AND 49 CFR PART 613, SUBPARTS A AND B**

1. *Purpose.* The preamble to the National Mass Transportation Assistance Act of 1974 states that efficient, economical and convenient mass transportation is a vital public service essential to the health and welfare of urban areas. The resources provided by the Act are intended to assist communities in preserving and revitalizing their mass transit systems. An essential part of this goal is to improve the efficiency of transit service—not only to achieve greater economies of operation, but also to help contribute to the wider national objectives of energy conservation, improved air quality, and increased social and environmental amenity. The 1974 Act provides additional resources to enable localities to improve the efficiency of transit operations.

Similarly, Section 135 of title 23 declares it to be in the national interest that there should be a continuing program within urban areas "designed to reduce traffic congestion and to facilitate the flow of traffic." Improvements which "directly facilitate and control traffic flow" are made eligible projects for Urban Extension and Urban System funds.

Pursuant to the planning requirements established for urbanized areas in title 23 and the Urban Mass Transportation Act of 1964, as amended, UMTA and FHWA have jointly issued regulations (23 CFR Part 450 and 49 CFR Part 613) that require the urban transportation planning process to develop (1) a Plan containing a Transportation System Management (TSM) element, and (2) a Transportation Improvement Program (TIP) for each urbanized area.

The purposes of these supplementary guidelines is to jointly provide additional definitions and explanation of the intent and scope of the Transportation Systems Management requirements specified in the joint



planning regulations. Each Administration (i.e., UMTA and FHWA) will be using its own regulations or policy mechanisms to specify further conditions in order to meet their requirements for approval of programs or projects under their jurisdiction.

2. *Introduction.* Automobiles, public transit, taxis, pedestrians, and bicycles should be considered as elements of one single urban transportation system. The objective of urban transportation system management is to coordinate these individual elements through operating, regulatory and service policies so as to achieve maximum efficiency and productivity for the system as a whole.

Controlling the flow of traffic, influencing the volume, pattern and mix of traffic, and giving priority to buses and other high-occupancy vehicles may be the single most effective set of measures to improve the efficiency and productivity of both mass transportation service and the entire urban transportation system. However, other actions can also be effective. Mass transit efficiency can be increased through internal management actions, such as more flexible routing, dispatching and scheduling of transit vehicles. Urban transportation system efficiency can be increased by the provision of para-transit services, incentives for carpools, and greater off-peak use of transportation facilities. Conflicts between pedestrians and vehicles can be reduced by developing explicit and coordinated policy to balance competing claims on street space. Economic or other disincentives can be introduced to discourage low-occupancy auto use, reduce traffic in congested areas, and persuade commuters to shift to mass transit; the quality of public transit service can be improved to compensate for any reductions in auto accessibility.

3. *Planning requirement.* The UMTA and FHWA do not intend to prescribe efficiency standards or the particular measures that an urbanized area must adopt to meet the requirement to develop a Transportation Systems Management element. Formulation of an overall policy strategy, assessment of candidate measures, and selection, programming and implementation of actions are clearly a local responsibility to be carried out as part of continuing transportation planning and implementation process. In accordance with the joint regulations, the Metropolitan Planning Organization (MPO) in each urbanized area in cooperation with the State and in cooperation with publicly-owned operators of mass transportation services is responsible for the development and periodic updating of the Transportation Systems Management element.

The plan should set forth the underlying goals and policy objectives and the strategy selected to accomplish them. Since the plan will have official status as a product of the area-wide planning process, once it is endorsed by the MPO, it should represent agreement on the part of those agencies identified as responsible for carrying out each action. The programming for implementation of Transportation Systems Management projects in the annual element of the Transportation Improvement Program represents a commitment for carrying out each action.

4. *Actions to be considered.* The following major categories of action should be considered for inclusion in the Transportation Systems Management element. While the feasibility of and need for individual actions may differ with the size of an urbanized area or the extent of its congestion, all categories of actions should be considered. It is expected that some actions in each category will be appropriate for any urbanized area.

a. *Actions to ensure the efficient use of existing road space through*

(1) Traffic operations improvements to manage and control the flow of motor vehicles, such as:

- Channelization of traffic
- One-way streets
- Better signalization and progressive timing of traffic signals
- Computerized traffic control
- Metering access to freeways
- Reversible traffic lanes
- Other traffic engineering improvements

(2) Preferential treatment for transit and other high-occupancy vehicles, such as:

- Reserved or preferential lanes on freeways and city streets
- Exclusive lanes to bypass congested points
- Exclusive lanes at toll plazas with provision for no-stop toll collection
- Conversion of selected downtown streets to exclusive bus use
- Exclusive access ramps to freeways
- Bus preemption of traffic signals
- Strict enforcement of reserved transit rights-of-way
- Special turning lanes or exemption of buses from turning restrictions

(3) Appropriate provision for pedestrians and bicycles, such as:

- Bicycle paths and exclusive lanes
- Pedestrian malls and other means of separating pedestrian and vehicular traffic
- Secure and convenient storage areas for bicycles
- Other bicycle facilitation measures

(4) Management and control of parking through:

- Elimination of on-street parking, especially during peak periods
- Regulation of the number and price of public and private parking spaces
- Favoring parking by short-term users over all-day commuters
- Provision of fringe and transportation corridor parking to facilitate transfer to transit and other high-occupancy vehicles
- Strict enforcement of parking restrictions

(5) Changes in work schedules, fare structure and automobile tolls to reduce peak-period travel and to encourage off-peak use of transportation facilities and transit services, such as:

- Staggered work hours
- Flexible work hours
- Reduced transit fares for off-peak transit users
- Increased peak-hour commuter tolls on bridges and access routes to the city

b. *Actions to reduce vehicle use in congested areas through:*

- Encouragement of carpooling and other forms of ride sharing
- Diversion, exclusion and metering of automobile access to specific areas
- Area licenses, parking surcharges and other forms of congestion pricing
- Establishment of car-free zones and closure of selected streets to vehicular traffic or to through traffic
- Restrictions on downtown truck delivery during peak hours

c. *Actions to improve transit service, through:*

- Provision of better collection, distribution and internal circulation services (including route-deviation and demand-responsive services) within low-density areas
- Greater flexibility and responsiveness in routing, scheduling and dispatching of transit vehicles
- Provision of express bus services in coordination with local collection and distribution services
- Provision of extensive park-and-ride services from fringe and transportation corridor parking areas

Provision of shuttle transit services from CBD fringe parking areas to downtown activity centers

Encouragement of jitneys and other flexible paratransit services and their integration in the metropolitan public transportation system.

Simplified fare collection systems and policies

Provision of shelters and other passenger amenities

Better passenger information systems and services

d. *Actions to increase internal transit management efficiency, such as:*

Improve marketing

Developing cost accounting and other management tools to improve decisionmaking

Establishing maintenance policies that assure greater equipment reliability

Using surveillance and communications technology to develop real time monitoring and control capability

5. *Planning assistance.* Development of the program is an eligible activity for inclusion in the Unified Work Program for transportation planning in any urbanized area. It can be assisted with UMTA and FHWA planning funds. In addition, Management Improvement planning studies can be included in the Unified Work Program or funded by special UMTA grants. Some localities may wish to propose amendments to ongoing work programs in order to accelerate development of the Plan. Such requests will be given priority consideration. It is expected that there will be relatively continuous work activity relating to this requirement; some feasibility studies will take longer than others, some actions will become feasible only after others have been defined, completed actions will have to be evaluated, and the program must be periodically updated as the effects of other developments influence the feasibility of various actions.

6. *Technical Assistance.* Substantial amounts of technical material are available concerning possible strategies and the actions that should be considered for inclusion in local programs. Further research and a number of demonstrations are underway which can be expected to contribute additional data to assist in evaluating the feasibility and planning the implementation of some actions. The FHWA and UMTA intend to maintain surveillance over these developments and provide timely and useful documentation to assist localities in meeting this requirement.

7. *Implementation Assistance.* Implementation of actions in the local program may be eligible for assistance with UMTA Sections 3 and 5 funds and Federal-aid highway funds (Urban Systems, Urban Extension, Primary and Interstate).

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## PART 450—PLANNING ASSISTANCE AND STANDARDS

### Transportation Improvement Program

The purpose of this document is to issue final regulations which implement certain provisions of title 23, U.S.C., and the Urban Mass Transportation Act of 1964, as amended, 49 U.S.C. 1601, et seq. (UMT Act), governing the planning and programming of urban transportation improvements under the Federal Highway Administration and Urban Mass Transportation Administration programs.



In the November 8, 1974, edition of the *FEDERAL REGISTER* (39 FR 39665), the Federal Highway Administration (FHWA) and the Urban Mass Transportation Administration (UMTA) published a notice of proposed rulemaking to add a new Part 450, Subpart C, to 23 CFR Chapter I and a new Part 613, Subpart A, to 49 CFR Chapter VI.

The public was invited to participate in this rulemaking through submission of written comments. Nearly 90 interested groups and individuals provided comments including the House Committee on Public Works and Transportation, the Senate Committee on Public Works, the American Public Transit Association, the American Association of State Highway and Transportation Officials, State departments of transportation, cities, and a number of Metropolitan Planning Organizations (MPOs).

In the preparation of the final regulations as set forth below, FHWA and UMTA have given consideration to all comments received in response to the notice of proposed rulemaking insofar as they related to matters within the scope of the notice. Review of the comments received indicated the desirability of making changes in the regulations as originally proposed. Most of these changes are clarifications rather than substantive alterations. However, in view of the interest expressed in these regulations, each section of these final regulations which have been revised or which was the subject of major interest is discussed in this commentary.

As a general matter, it should be stated that the Transportation Improvement Program (TIP) must, as a minimum, encompass the urbanized area and may cover a larger area at the discretion of the State and the MPO. Where the MPO jurisdiction includes more than one urbanized area, a single TIP covering all urbanized areas included should be developed. The boundaries of urbanized areas are those established and approved pursuant to 23 U.S.C. 101(a), and the implementing regulations under 23 CFR, Part 470, Subpart B.

Since the publication of the notice of these proposed rules, Congress has enacted the National Mass Transportation Assistance Act of 1974 (Pub. L. 93-503), which amended the UMT Act, to add, among other matters, a new formula grant program under which both capital and operating assistance may be provided, and to make the "3-C" planning process described in 23 U.S.C. 134 applicable to all UMTA-assisted capital and operating projects. While the enactment of Pub. L. 93-503 did require some modification of these regulations, these changes were essentially technical in nature and, where made, do not represent any overall substantive change except for the addition of the Transportation System Management (TSM) element (discussed *infra*).

One of the most persistent issues raised in the comments was with regard to the role of the MPO in the planning process as described in these regulations. Some respondents felt that the role of

the MPO in the development of the TIP tended to impinge on State and local authority as mandated under State and local statute. The MPO provides a forum for cooperative decisionmaking by principal elected officials of general purpose local government. This is not intended to preclude the State or publicly owned operators from acting through this forum. Accordingly, the definition of the MPO has been modified to clarify this intent.

Several respondents urged that the proposed effective date of these regulations, July 1, 1975, be delayed to allow more time for preparation of the program. We agree that such a delay is desirable; consequently, the effective date has been changed to January 1, 1976, and § 450.302 of the regulations has been changed accordingly.

A number of comments were addressed to § 450.324 (Selection of Projects for Implementation) which permits proposed Interstate System and urban extension projects for which substantial commitment of Federal funding has been made to be included in the Statewide program of projects under 23 U.S.C. 105 without having first been included in the annual element. A number of commentators apparently were of the opinion that the provision would permit such projects to be exempted from the requirements of 23 U.S.C. 134(a). This was not the intent. All projects programed for implementation in urbanized areas must be subject to the provisions of 23 U.S.C. 134 and indeed projects included in the annual element under the provisions of these regulations are presumed to have met the requirements of 23 U.S.C. 134. In order to convey properly this concept, the regulations have been revised by eliminating all references to the term "substantial commitment." Section 450.324 has been redesignated as § 450.318. In addition, the language has been revised to indicate clearly that all projects subject to these regulations and included by the State in the Statewide program of projects under 23 U.S.C. 105 should be drawn from the annual element.

A mechanism has been provided, however, for the State to request program approval for Interstate or urban extension projects for highway transportation improvements which have already received Federal approval for right-of-way acquisition or Federal approval of physical construction or implementation where right-of-way acquisition was not previously federally funded, and which have not been included in the annual element endorsed by the MPO. The regulations require the State to submit the views of the MPO and to show how the project meets the requirements of 23 U.S.C. 134. Where the issue is the substitution of a nonhighway public mass transportation project in lieu of an Interstate highway segment as permitted under 23 U.S.C. 103(e) (4), the Federal Highway Administrator will consult with the Urban Mass Transportation Administrator prior to taking any program action on the Interstate project.

The TIP required under this subpart consists of projects recommended from

the TSM element and the long-range element of the transportation plan required under Subpart A of Part 450.

Notice is given that the inclusion in the TIP of projects recommended from the TSM element is a condition of UMTA program approvals. The TSM element and the programming for its implementation in the TIP supports the requirement to improve the efficiency of mass transportation services pursuant to Section 5(d) (2) of the UMT Act (49 U.S.C. 1604 (d) (2)) and is deemed to be the program of actions referred to in the expression of intent described in Section F of the Capital and Operating Assistance Formula Grants, and the Interim Guidelines and Procedures (40 FR 2534, January 13, 1975).

The target date envisioned for the development of the TSM element and the programming for its implementation is March 30, 1976.

Section 450.316(a) of the proposed regulations provided that "proposed urban system projects shall be initiated by the individual elected officials of the general purpose local government" in whose jurisdiction the project is located. Several commentators suggested that this requirement was too restrictive. We agree; accordingly, § 450.316(a) has been revised to allow project initiation by any local official of jurisdictions which have authority over highway projects and renumbered § 450.310(a). Many comments focused on the desirability of including nonfederally funded projects in the TIP. This feature is now incorporated in § 450.312(a) (2) of these regulations. To enable a comprehensive review of the projects proposed for Federal support and to evaluate properly their relative impact on the remainder of the urban transportation system, it is necessary that projects not federally aided recommended from the TSM element also be included in the program. However, FHWA and UMTA approval of such locally sponsored and funded non-Federal transportation projects is not required.

Related to the issue discussed in the preceding paragraph, several comments questioned the need to include individual projects proposed for Federal assistance which were not of regional impact in the program. We agree that such detail is not necessary. Consequently, § 450.312(c) of the final regulations has been revised to permit grouping of projects considered not to be of appropriate scale for individual inclusion in the program according to functional classification, geographic area, and work type.

Section 450.312 of the proposed regulations required the submission of documentation relating to the adequacy and reliability of the transportation planning process in the metropolitan area. As was suggested by several respondents, this material should be available as part of the ongoing process during the annual certification determination required for all urbanized areas. As such, the requirement for this material to be submitted during the development of the TIP was seen as a duplication of effort. We have, therefore, removed the planning support documentation section as it appeared in



the proposed regulations and the Urban Transportation Planning regulations have been modified to incorporate the essence of this section.

UMTA has required a Transit Development Program (TDP) as a condition of a positive planning determination for the capital assistance programs it administers. The TDP was defined as a fully documented result of an analysis of existing conditions of the public transportation system. It included the description of justified capital and operational improvements placed in priority over a 3- to 5-year period.

As a consequence of these regulations, a separate TDP submission will no longer be required. However, the development of recommended improvements which previously constituted the TDP will now be incorporated as a part of the new TSM element of the transportation plan required under 23 CFR 450, Subpart A. The priorities and implementation staging aspect of the TDP will appear in the TIP as described in these regulations. Further, it is our intention that the TSM element contain highway and public transportation improvements, effectively integrating the development of Traffic Operations Programs to Increase Capacity and Safety (TOPICS) and transit development study results through an overall systems approach to managing the urban transportation system to make efficient use of existing resources. The appendix to Part 450, Subpart A, title 23 CFR, published today in the FEDERAL REGISTER provides advisory information on the scope and objectives of the TSM element.

The definition of "transportation improvements projects" has been deleted from the regulation. It was provided in the proposed regulation for illustrative purposes only. Numerous comments misconstrued the definition as requiring mandatory inclusion of the projects listed therein in the TIP; this was not the intent. The projects listed were examples of the types of activities which may be included in a TIP at the discretion of the participants in the programming process. Additionally, several comments suggested that projects involving changes in levels of transit service and programs for transit route revisions are generally too detailed to be reflected in a regional program. Clearly, there is no intent to suggest that day-to-day changes in transit operations are appropriate items for inclusion in the TIP; rather, the participants should consider including only those major revisions to transit operations which effect, among other objectives, the achievement of transportation systems management goals pursuant to 23 CFR 450.116.

In general, we view transportation improvement projects as including, but not necessarily limited to: engineering related to the acquisition or construction of transportation facilities; acquisition of rights-of-way, construction, and reconstruction of highways, busways, and fixed guideways; fringe parking facilities; major street improvements; transit rolling stock acquisitions; TOPICS projects; bi-

cycle and pedestrian facilities; major revisions in levels of transit service and transit route structures; initiation of exclusive and preferential bus and carpool lanes; staggered work hours; measures to encourage carpooling; regulation of parking supply and costs; and projects to meet the special needs of the elderly and handicapped.

Section 450.312(d) of this regulation addresses the consistency of the total cost of the projects contained in the annual element with Federal funds available to the urbanized areas during that program period. For 23 U.S.C. 104(b)(3) (Urban extensions of Federal-Aid Primary and Secondary Systems) and 23 U.S.C. 104(b)(5) (Interstate System) funds, the Federal share for projects in the annual element should be a best estimate of funds expected to be available. Programs may total more or less than the estimated funds where the participants determine this is essential to effective program implementation, i.e., to account for schedule slippage and lack of precision in estimates of project costs.

The Federal share for projects in the annual element in areas of over 200,000 population and proposed for funding under 104(b)(6), (Federal-aid urban system) should approximate the amounts allocated to the urbanized area pursuant to 23 U.S.C. 150. Projects may total more or less than the allocated amount where the participants determine such action is essential to effective program implementation. In other areas the best estimate of urban system funds expected to be available should be used.

The Federal share of the projects in the annual element and proposed for funding under the UMTA formula grant program (Section 5 of the UMT Act, 49 U.S.C. 1604) shall not exceed the total Federal funds which will be available to the urbanized area during the program year. Projects may total less, but not more, than the amount available under the Section 5 program at the discretion of the participants.

The Federal share of the projects in the annual element funded under Section 3 of the UMT Act (49 U.S.C. 1602) and 23 U.S.C. 103(e)(4) (Interstate transfer) should be consistent with the estimate of funds reasonably expected to be available.

Section 450.316(b) of this regulation requires that recommended transportation systems management projects be included in the TIP. Such projects include those authorized under 23 U.S.C. 135 (TOPICS) and Section 5(d)(2) of the UMT Act (49 U.S.C. 1604(d)(2)) (improvement of efficiency of mass transit services). Pursuant to these statutes, the Department of Transportation feels that the implementation of these projects should be given priority in the development of the TIP.

Sections 450.306 and 450.312 of this subpart refer to projects recommended for implementation from the TSM element of the transportation plan. The term "transportation systems management" did not appear in the proposed urban transportation planning regula-

tion, 23 CFR, Subpart A; however, the term is incorporated into the final issuance of that regulation and will describe an element of the transportation plan resulting from the technical activity in § 450.116(b) which identifies improvements to make more efficient use of existing transportation resources (also see appendix to 23 CFR, Part 450, Subpart A).

Several comments questioned whether or not the joint approval by the Federal Highway and Urban Mass Transportation Administrators (in the proposed regulations at § 450.324(b)(1), in these final regulations at § 450.320(a)(1)) approval of Federal-aid urban system projects selected for implementation is consistent with the provisions of Title 23, U.S.C., to the extent that the approval involves the Urban Mass Transportation Administrator. Section 121 of the Federal-Aid Highway Act of 1973 (Pub. L. 93-87) which amended section 142 of Title 23, U.S.C., authorized the Secretary of Transportation to approve, in addition to traditional urban system highway projects, certain nonhighway public mass transportation activities as projects on the Federal-aid urban system. These nonhighway public mass transportation projects contemplate such activities as the purchase of buses and the construction, reconstruction, and improvement of fixed rail facilities for urban areas—activities traditionally administered by the Urban Mass Transportation Administration. In consideration of the need of a comprehensive, coordinated and multimodal approach to the transportation problems of the urban areas (a need recognized in the basic legislation of both the Federal Highway and Urban Mass Transportation Administrations), and given the fact that projects under 23 U.S.C. 142, whether for highway or nonhighway public mass transportation projects, complement projects and activities carried out under the Urban Mass Transportation Act of 1964, as amended, the proposed regulation provided for joint approval of the Federal-aid urban system program.

To facilitate administration of the program § 450.320 of the regulation provides that the Federal-aid highway projects in the urban system portion of the Statewide program of projects (required under 23 U.S.C. 105) will be approved by the Federal Highway Administrator, while the nonhighway public mass transportation projects included in the program of projects will be approved by the Urban Mass Transportation Administrator.

Additionally, the Department has a decided interest that the flexibility in the use of Federal-aid urban system funds be exercised to the fullest, i.e., that local decisions as to the use of those funds for either highway or nonhighway public mass transportation projects be protected and fostered. Consequently, § 450.318 provides that in any case where the statewide program of projects submitted pursuant to 23 U.S.C. 105 does not contain Federal-aid urban system nonhighway public transportation projects that were selected for implementation and in-



cluded in the annual element of the TIP through the local decisionmaking process, a statement describing the reasons for the noninclusion of those projects must accompany the statewide program of projects. In such instances, all elements in the program of projects related to the Federal-aid urban system will be jointly reviewed and approved by the Federal Highway and Urban Mass Transportation Administrators.

Section 450.320 clarifies the consequences of program approval with regard to statutory requirements.

In consideration of the foregoing, and under the authority of 23 U.S.C. 105, 134(a), and 135(b), and sections 3, 4(a) and 5 of the UMT Act (49 U.S.C. 1602, 1603(a), 1604), and the delegation of authority by the Secretary of Transportation at 49 CFR 1.48(b) and 1.50(f), Chapter I of Title 23 of the Code of Federal Regulations is amended by adding a new Part 450, Subpart C.

**Effective date:** These regulations take effect on October 17, 1975.

Issued on: September 11, 1975.

L. P. LAMM,  
Executive Director,  
Federal Highway Administration.

ROBERT E. PATRICELLI,  
Urban Mass Transportation  
Administrator.

Subpart C of Part 450 is added to read as follows:

**Subpart C—Transportation Improvement Program**

Sec.	Purpose.
450.300	Applicability.
450.302	Definitions.
450.304	Transportation Improvement Program; general.
450.306	Transportation Improvement Program; content.
450.310	Annual element: project initiation.
450.312	Annual element: content.
450.314	Annual element: modification.
450.316	Action required by Metropolitan Planning Organization.
450.318	Selection of projects for implementation.
450.320	Program approval.

**AUTHORITY:** 23 U.S.C. 105, 134(a), and 135 (b); sections 3, 4(a), and 5 of the Urban Mass Transportation Act of 1964, as amended, (49 U.S.C. 1602, 1603(a), and 1604); and 49 CFR 1.48(b) and 1.50(f)

**Subpart C—Transportation Improvement Program**

**§ 450.300 Purpose.**

The purpose of these regulations is to establish guidelines for the development, content, and processing of a cooperatively developed transportation improvement program in urbanized areas and to prescribe guidelines for the selection by implementing agencies of annual programs of projects to be advanced in urbanized areas.

**§ 450.302 Applicability.**

(a) After January 1, 1976, the regulations in this subpart shall be applicable to projects in or serving urbanized areas with funds made available under:

(1) 23 U.S.C. 104(b) (6) (urban systems projects);

(2) 23 U.S.C. 103(e) (4) (Interstate substitution projects);

(3) Sections 3 and 5 of the Urban Mass Transportation Act of 1964, as amended (UMT Act) (49 U.S.C. 1602 and 1604—UMTA capital and operating assistance projects);

(4) 23 U.S.C. 104(b) (3) (projects on urban extensions of primary and secondary systems), except as provided in this subpart;

(5) 23 U.S.C. 104(b) (5) (projects on the Interstate System), except as provided in this subpart.

(b) Projects under paragraphs (a) (4) and (5) of this section, which are included in the highway safety improvement program, may be excluded from the transportation improvement program at the option of the State.

**§ 450.304 Definitions.**

(a) Except as otherwise provided, terms defined in 23 U.S.C. 101(a) are used in this subpart as so defined.

(b) As used herein:

"Annual element" means a list of transportation improvement projects proposed for implementation during the first program year.

"Governor" means the Governor of any one of the fifty States, and includes the Mayor of the District of Columbia.

"Highway safety improvement program" means a program prepared by the State pursuant to 23 CFR, Part 655, Subpart E.

"Interstate substitution projects" means projects funded under 23 U.S.C. 103(e) (4) (Withdrawal of Interstate segments and substitution of nonhighway public mass transportation projects).

"Interstate System projects" means projects funded under 23 U.S.C. 104(b) (5).

"Metropolitan Planning Organization" means that organization designated by the Governor as being responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134, as provided in 23 U.S.C. 104(f) (3), and capable of meeting the requirements of Sections 3 (a) (2) and (e) (1), and 4 (a), and 5 (g) (1) and (d) of the UMT Act (49 U.S.C. 1602 (a) (2) and (e) (1), 1603(a) and 1604 (g) (1) and (1)). This organization is the forum for cooperative decisionmaking by principal elected officials of general purpose local government.

"Transportation Improvement Program" means a staged multiyear program of transportation improvements including an annual element.

**§ 450.306 Transportation improvement program: general.**

(a) The transportation improvement program shall be developed and updated annually under the direction of the Metropolitan Planning Organization (MPO) in cooperation with:

(1) State and local officials;

(2) Regional and local transit operators;

(3) Recipients authorized under section 5(b) (2) or (3) of the UMT Act (49 U.S.C. 1604(b) (2) or (3)); and

(4) Other affected transportation and regional planning and implementing agencies.

(b) The transportation improvement program shall consist of improvement recommended from the transportation systems management and long-range elements of the transportation plan developed under § 450.116 of this part.

(c) The program shall cover a period of not less than 3 years, but may at local discretion cover up to 5 or more years.

**§ 450.308 Transportation improvement program: content.**

The transportation improvement program shall:

(a) Identify transportation improvements recommended for advancement during the program period;

(b) Indicate the area's priorities;

(c) Group improvements of similar urgency and anticipated staging into appropriate staging periods;

(d) Include realistic estimates of total costs and revenues for the program period; and

(e) Include a discussion of how improvements recommended from the long-range element and the transportation systems management element prepared pursuant to § 450.116 of this part were merged into the program.

**§ 450.310 Annual element: project initiation.**

Federally funded projects shall be initiated for inclusion in the annual element at all stages in the development of the transportation improvement for which program action is proposed. These projects shall be initiated as follows:

(a) Proposed urban system highway projects shall be initiated by local officials in whose jurisdiction the project is located.

(b) Proposed urban system nonhighway public mass transportation projects and Interstate substitution nonhighway public mass transportation projects shall be initiated by principal elected officials of general purpose local governments in consultation with local transit operating officials or by local transit operating officials.

(c) Proposed UMTA section 3 projects (49 U.S.C. 1602) shall be initiated by recipients authorized under section 5(b) (2) or (3) of the UMT Act (49 U.S.C. 1604(b) (2) or (3)), by local transit operating officials, or by principal elected officials of general purpose local governments in cooperation with local transit operating officials.

(d) Proposed UMTA section 5 projects (49 U.S.C. 1604) shall be initiated by recipients authorized under section 5(b) (2) or (3) of the UMT Act (49 U.S.C. 1604 (b) (2) or (3)). Nothing in this subsection is intended to prohibit or discourage the initiation by such recipients of projects recommended by local transit operating officials or by principal elected officials of general purpose local governments in cooperation with local transit operating officials.

(e) Proposed urban extension and Interstate System projects shall be initiated by the State highway agency.



**§ 450.312 Annual element: content.**

(a) Except as provided in § 450.302 (b) of this subpart, the annual element shall contain:

(1) Projects initiated under § 450.310 and endorsed under § 450.316 of this subpart; and

(2) For informational purposes, all nonfederally funded projects recommended from the transportation systems management element.

(b) With respect to each project under paragraph (a) of this section the annual element shall include:

(1) Sufficient descriptive material (i.e., type of work, termini, length, etc.) to identify the project;

(2) Estimated total cost and the amount of Federal funds proposed to be obligated during the program year;

(3) Proposed source of Federal and non-Federal funds; and

(4) Identification of the recipient and State and local agencies responsible for carrying out the project.

(c) Projects proposed for Federal support that are not considered by the State and MPO to be of appropriate scale for individual inclusion in the annual element may be grouped by functional classification, geographic area, and work type.

(d) The annual element shall be reasonably consistent with the amount of Federal funds expected to be available to the area. Federal funds that have been allocated to the area pursuant to 23 U.S.C. 150 shall be identified.

(e) The total Federal share of projects included in the annual element and proposed for funding under section 5 of the UMT Act (49 U.S.C. 1604) may not exceed apportioned section 5 funds available to the urbanized area during the program year.

**§ 450.314 Annual element: modification.**

The annual element may be modified at any time consistent with the procedures established in this subpart for its development.

**§ 450.316 Action required by the Metropolitan Planning Organization.**

(a) The transportation improvement program, including the annual element, shall be endorsed annually by the MPO.

(b) The MPO shall submit the transportation improvement program including the annual element:

(1) To the Governor and the Urban Mass Transportation Administrator; and

(2) Through the State to the Federal Highway Administrator.

**§ 450.318 Selection of projects for implementation.**

(a) The projects proposed to be implemented with Federal assistance under sections 3 and 5 of the UMT Act (49 U.S.C. 1602 and 1604) shall be those contained in the annual element of the transportation improvement program submitted by the MPO to the Urban Mass Transportation Administrator.

(b) Upon receipt of the transportation improvement program, the State shall include in the statewide program of projects required under 23 U.S.C. 105:

(1) Those projects drawn from the annual element and proposed to be implemented with Federal assistance under 23 U.S.C. 104(b)(6) (Federal-aid urban system) and 103(e)(4) (Withdrawal of Interstate segments and substitution of public mass transportation projects), in which it concurs; provided, however, that in any case where the State does not concur in a nonhighway public mass transportation project, a statement describing the reasons for the nonconcurrency shall accompany the statewide program of projects; and

(2) Those projects drawn from the annual element and proposed to be implemented with Federal assistance under 23 U.S.C. 104(b)(3) (Extensions of the Federal-aid primary and secondary systems in urbanized areas) and 23 U.S.C. 104(b)(5) (Interstate System projects in urbanized areas); and

(3) Those projects not drawn from the annual element that are proposed to be implemented with Federal assistance under 23 U.S.C. 104(b)(3) (projects on urban extensions of primary and secondary systems) and 23 U.S.C. 104(b)(5) (projects on the Interstate System) provided that:

(i) Such project or projects were initiated pursuant to § 450.310(e) of this subpart; and

(ii) Such project or projects are for highway transportation improvements for which there has been a Federal authorization to acquire right-of-way or Federal approval of physical construction or implementation where right-of-way acquisition was not previously federally funded.

(c) For each project under paragraph (b) (3) of this section a statement shall accompany the statewide program of projects which shall:

(1) Include the views of the MPO; and

(2) Indicate how the requirements of 23 U.S.C. 134(a) have been met.

(d) The preparation and endorsement of the transportation improvement program and the selection of projects in accordance with these regulations will meet the requirements of 23 U.S.C. 105 (d), 23 U.S.C. 134(a), and section 5(g)(2) of the UMT Act (49 U.S.C. 1604(g)(2)).

(e) The State shall notify the MPO of actions taken under paragraph (b) of this section.

**§ 450.320 Program approval.**

(a) Upon the determination by the Federal Highway Administrator and the Urban Mass Transportation Administrator that the transportation improvement program or portion thereof is in conformance with this subpart and that the area is under planning certification, programs of projects selected for implementation under § 450.318 of this subpart, will be considered for approval as follows:

(1) Federal-aid urban system projects included in the statewide program of

projects under 23 U.S.C. 105 will be approved by:

(i) The Federal Highway Administrator with respect to highway projects;

(ii) The Urban Mass Transportation Administrator with respect to nonhighway public mass transportation projects; and

(iii) The Federal Highway Administrator and the Urban Mass Transportation Administrator jointly in any case where the statewide program of projects submitted pursuant to 23 U.S.C. 105 does not include all Federal-aid urban system nonhighway public mass transportation projects contained in the annual element.

(2) Interstate substitution nonhighway public mass transportation projects included in the statewide program of projects under 23 U.S.C. 105 will be approved by the Urban Mass Transportation Administrator.

(3) Projects proposed to be implemented under sections 3 and 5 of the UMT Act (49 U.S.C. 1602 and 1604) included in the annual element of the transportation improvement program will be approved by the Urban Mass Transportation Administrator after considering any comments received from the Governor within 30 days of the submittal required by § 450.316(b)(1) of this subpart.

(4) Federal-aid urban extension and Interstate projects included in the statewide program of projects under 23 U.S.C. 105 will be approved by the Federal Highway Administrator.

(b) Approvals by the Federal Highway Administrator or joint approvals by the Federal Highway Administrator and Urban Mass Transportation Administrator will be in accordance with the provisions of this subpart and with 23 CFR 630, Subpart A. Approvals granted under this section will constitute:

(1) The approval required under 23 U.S.C. 105; and

(2) A finding that the program is based on a continuing, comprehensive planning process carried on cooperatively by the States and local communities in accordance with the provisions of 23 U.S.C. 134.

(c) Approvals by the Urban Mass Transportation Administrator will be in accordance with the provisions of this subpart and with other applicable provisions of 49 CFR 613, Subpart B. These approvals will constitute:

(1) The approval required under section 5(g)(2) of the UMT Act (49 U.S.C. 1604(g)(2));

(2) A finding that the projects are based on a continuing comprehensive transportation planning process carried on in accordance with the provisions of sections 3(a)(2) or 5(g)(1) of the UMT Act (49 U.S.C. 1602(a)(2) or 1604(g)(1)), as applicable; and

(3) A finding that the projects are needed to carry out a program for a unified or officially coordinated urban transportation system in accordance with the provisions of sections 4(a) or 5(l) of the UMT Act (49 U.S.C. 1603(a) or 1604(l)), as applicable.

[FR Doc.75-24697 Filed 9-16-75;8:45 am]



## Title 49—Transportation

## CHAPTER VI—URBAN MASS TRANSPORTATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

## PART 613—PLANNING ASSISTANCE AND STANDARDS

## Urban Transportation Planning

The purpose of this document is to issue final regulations implementing certain provisions of Title 23, United States Code, and the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1601, et seq.), which govern urban transportation planning under the Federal Highway Administration (FHWA) and Urban Mass Transportation Administration (UMTA) programs.

In the November 8, 1974, edition of the FEDERAL REGISTER (39 FR 39660), FHWA and UMTA published a notice of proposed rulemaking to add a new Part 450, Subpart A, to 23 CFR, Chapter I, and a new Part 613, Subpart B, to 49 CFR, Chapter VI.

The final regulations are published in full under 23 CFR, Part 450, Subpart A. The purpose of the regulations published below is to incorporate 23 CFR, Part 450, Subpart A, into 49 CFR, Part 613, Subpart A. The original notice indicated that the Urban Transportation Planning regulations under 23 CFR, Part 450, Subpart A, were to be incorporated into 49 CFR, Part 613, Subpart B. For reasons of continuity, these regulations are published as being incorporated into 49 CFR, Part 613, Subpart A rather than Subpart B.

The preamble to the joint FHWA/UMTA regulations, Title 23, CFR Part 450, Subpart A, published at page 42976 of this edition of the FEDERAL REGISTER and to be incorporated by reference in 49 CFR, Part 613, Subpart A, is hereby incorporated as the preamble for the following regulations.

Pursuant to Sections 3, 4(a), and 5 of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1602, 1603(a) and 1604), and 23 U.S.C. 104(f)(3), 134, and 315, and the delegation of authority by the Secretary at 49 CFR 1.48(b) and 1.50(f), Chapter VI of Title 49 of the Code of Federal Regulations is amended by adding a new Subchapter B, Part 613, Subpart A, as set forth below.

**Effective date:** These regulations take effect on October 17, 1975.

Issued on: September 11, 1975.

L. P. LAMM,  
Executive Director,  
Federal Highway Administration.  
ROBERT E. PATRICELLI,  
Urban Mass Transportation  
Administrator.

Subpart A of Part 613 is added as set forth below:

## Subpart A—Urban Transportation Planning

## Sec. 613.100 Urban transportation planning.

**Authority:** 23 U.S.C. 104(f)(3), 134, and 315; §§ 3, 4(a), and 5 of the Urban Mass Transportation Act of 1964, as amended (49

U.S.C. 1602, 1603(a), and 1604); 49 CFR §§ 1.48(b) and 1.50(f).

## Subpart A—Urban Transportation Planning

## § 613.100 Urban transportation planning.

The urban transportation planning regulations implementing 23 U.S.C. 134 and sections 3, 4(a), and 5(g)(1) and (l) of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1602, 1603(a) and 1604(g)(1) and (l)), which require comprehensive planning of transportation improvements which are set forth in 23 CFR Part 450, Subpart A, are incorporated into this subpart.

[FR Doc.75-24698 Filed 9-16-75;8:45 am]

## PART 613—PLANNING ASSISTANCE AND STANDARDS

## Transportation Improvement Program

The purpose of this document is to issue final regulations which implement certain provisions of title 23, United States Code, and the Urban Mass Transportation Act of 1964, as amended, 49 U.S.C. 1601, et seq., governing the planning and programming of urban transportation improvements under the Federal Highway Administration (FHWA) and Urban Mass Transportation Administration (UMTA) programs.

In the November 8, 1974, edition of the FEDERAL REGISTER (39 FR 39665), FHWA and UMTA published a notice of proposed rulemaking to add a new Part 450, Subpart C, to 23 CFR, Chapter I, and a new Part 613, Subpart A, to 49 CFR, Chapter VI.

The final regulations are published in full under 23 CFR, Part 450, Subpart C. The purpose of these regulations, published below, is to incorporate 23 CFR, Part 450, Subpart C, into 49 CFR, Part 613, Subpart B, and to set forth certain additional requirements applicable to the UMTA administered program. The original notice indicated that the Transportation Improvement Program regulations under 23 CFR, Part 450, Subpart C, were to be incorporated into 49 CFR, Part 613, Subpart A. For reasons of continuity, these regulations are published as being incorporated into 49 CFR, Part 613, Subpart B rather than Subpart A.

The preamble to the joint FHWA-UMTA regulations, Title 23 CFR, Part 450, Subpart C, published at page 42976 of this edition of the FEDERAL REGISTER, and to be incorporated by reference in 49 CFR Part 613, Subpart B, is hereby incorporated as the preamble for the following regulations.

Pursuant to sections 3, 4(a) and 5 of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1602, 1603(a), and 1604) and 23 U.S.C. 105, 134(a), and 135(b), and the delegation of authority by the Secretary at 49 CFR 1.48(b) and 1.50(f), Chapter VI of Title 49 of the Code of Federal Regulations, is hereby amended by adding a new Subchapter B, Part 613, Subpart B, as set forth below.

**Effective date:** These regulations take effect on October 17, 1975.

Issued on: September 11, 1975.

ROBERT E. PATRICELLI,  
Urban Mass  
Transportation Administrator.

L. P. LAMM,  
Executive Director,  
Federal Highway Administration.

Subpart B of Part 613 is added as set forth below:

## Subpart B—Transportation Improvement Program

Sec. 613.200 Transportation Improvement Program.  
613.202 Additional criteria for urban mass transportation Administrator's approvals under 23 CFR 450.320.

**Authority:** 23 U.S.C. 105, 134(a), and 135(b); §§ 3, 4(a), and 5 of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1602, 1603(a), and 1604); and §§ 49 CFR 1.48(b) and 1.50(f).

## Subpart B—Transportation Improvement Program

## § 613.200 Transportation Improvement Program.

The transportation improvement program regulations establishing guidelines for the development, content, and processing of a cooperatively developed transportation improvement program in urbanized areas and also prescribing guidelines for the selection, by implementing agencies, of annual programs of projects to be advanced in urbanized areas which are set forth in 23 CFR Part 450, Subpart C, are incorporated into this subpart.

## § 613.202 Additional criteria for urban mass transportation Administrator's approvals under 23 CFR 450.320.

(a) This section establishes certain additional criteria to be considered by the Urban Mass Transportation Administrator in his program approval pursuant to 23 CFR 450.320(a)(3) for all projects proposed for implementation with Federal assistance under sections 3 and 5 of the Urban Mass Transportation Act of 1964, as amended (23 U.S.C. 1602 and 1604), in urbanized areas having a population of 200,000 or more.

(b) After March 30, 1976, the Urban Mass Transportation Administrator will grant program approval for projects under paragraph (a) of this section only after he has determined that:

(i) The transportation plan developed pursuant to 23 CFR 450.116 contains a Transportation System Management (TSM) element; and

(ii) The annual element of the transportation improvement program developed pursuant to 23 CFR 450.118 contains projects drawn from the TSM element.

(c) After March 30, 1977, the Urban Mass Transportation Administrator will grant program approval for projects under paragraph (a) of this section only after he has determined that reasonable progress has been demonstrated in implementing previously programmed projects.

[FR Doc.75-24699 Filed 9-16-75;8:45 am]



# **federal register**

WEDNESDAY, SEPTEMBER 17, 1975



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PART III:

## **ENVIRONMENTAL PROTECTION AGENCY**



### **MATERIALS RECOVERY**

**Solid Waste Management Guidelines  
for Source Separation**



## ENVIRONMENTAL PROTECTION AGENCY

[40 CFR Part 246]

[FRL 428-3]

### MATERIALS RECOVERY

#### Solid Waste Management Guidelines for Source Separation

**Background.** The Solid Waste Disposal Act of 1965 (Pub. L. 89-272) was amended in October 1970 by the Resource Recovery Act (Pub. L. 91-512). Section 209 of the Amended Act requires the Administrator of the U.S. Environmental Protection Agency (EPA) to "recommend to appropriate agencies and publish in the FEDERAL REGISTER guidelines for solid waste recovery, collection, separation, and disposal systems (including systems for private use) . . ." Further, section 211 mandates that Federal agencies "shall insure compliance with the guidelines recommended under section 209 and the purposes of (the Solid Waste Disposal Act) . . ."

On August 14, 1974, "Thermal Processing Land Disposal of Solid Waste Guidelines" were published in the FEDERAL REGISTER (Vol. 29, No. 158, pp. 29328-29338) as the first set of guidelines that were promulgated in fulfillment of the requirement for guidelines on disposal systems.

The EPA now proposes the following guidelines as part of the Agency's efforts to fulfill the Administrator's obligation to promulgate guidelines in the area of collection, recovery and separation systems. Other elements of resource recovery and separation systems are addressed in EPA's proposed *Resource Recovery Facilities Guidelines*, and *Procurement of Products that Contain Recycled Materials Guidelines*. The EPA recognizes that Section 209 expressly mandates that guidelines "shall be revised from time to time" and it intends to revise and supplement these guidelines in the future.

Section 211 of the Act and Executive Order 11752 make the "Requirements" section of the guidelines mandatory upon Federal agencies. The recommendatory sections of the guidelines present methods and techniques which EPA studies and analyses indicate will be the most effective and economic in carrying out the mandatory requirements. The recommendatory sections, therefore, present desirable actions while allowing for implementation of other source separation techniques in instances in which the methods and techniques described in recommendatory sections of this guideline are not practicable or economically feasible.

As provided in section 211 of the Act and section 3(a) of Executive Order 11752, heads of Federal agencies are ultimately responsible for determining which facilities under their jurisdiction shall comply with the guidelines. Practices required by the guidelines are expected to be less costly than existing solid waste management practices in the long term. However, the legislative history indicates that even where guidelines' implementa-

tion costs more, budget restrictions do not constitute a sufficient excuse to prevent compliance with the guidelines and that Federal agencies have a responsibility to request sufficient appropriations from Congress necessary to manage solid waste properly as part of their normal operating expenses. The legislative history does not provide any guidance as to how much additional costs are acceptable. Consequently the Federal agencies must make that decision based on a case-by-case analysis of actions required by the guidelines.

The legislative history concerning section 211 of the Resource Recovery Act of 1970 indicates that the Congress intended that Federal agencies should take a leadership role in solid waste management, as indicated by the following quote from page 14 of the Senate Report No. 91-1034, Senate Committee on Public Works, 91st Congress, 2d Session (1970).

Federal agencies are inclined to place important environmental quality control functions in a subordinate role to mission. This is no longer appropriate or acceptable. Federal agencies which generate volumes of waste have a correlative responsibility to request appropriations from Congress necessary to properly manage such waste as part of their normal operating expenses. The public will not tolerate the excuse that budget restrictions prevent compliance with waste management standards and guidelines; it is abundantly clear that the provisions of the environmental control laws do not permit the same excuse to be advanced by individuals or private organizations. Federal agencies must take the lead in overcoming the reluctance to invest funds necessary to control solid waste pollution.

While source separation techniques, as described herein, have shown themselves to be economically preferable to all other methods for the recovery of the specified materials, isolated instances may exist in which they are not. Therefore, facilities may practice methods other than source separation if these methods are found to be more economically feasible through standard cost analysis. Pursuant to its authority in section 3(a) of Executive Order 11752, EPA has required that the decision not to adopt the procedures of the required sections of the guidelines must be justified in a report to the Administrator. The specific requirements for such a report can be found in the "Scope" section of the guidelines.

The economic and inflationary impacts of the guidelines have been carefully evaluated. It has been determined that the effects will be minor and that the guidelines are not a "major action" requiring an inflation impact statement as prescribed by Executive Order 11821 and OMB Circular A-107.

**Introduction.** These guidelines are intended to provide requirements and recommended procedures for the establishment and utilization by Federal agencies of source separation systems which will, in an economic manner, conserve resources, reduce waste disposal and produce high value industrial raw materials.

The materials that must be separated for recycling are high-grade office papers (white ledger, computer print-outs, and

computer cards), corrugated containers and newspapers. Also recommended, but not required, is the separation of glass, cans, and mixed, low-grade papers. The latter materials (glass, cans, and mixed, low-grade papers) may also be retrieved through the mechanical systems as discussed in the *Resource Recovery Facilities Guidelines*.

The systems described in these guidelines have been designed to separate specific materials at the source of generation in order to minimize contamination and to recover high value materials that can be sold for recycling. These materials, if mixed with other elements of the waste stream, would lose their inherent value. Source separation has long been utilized by government and private industry to retrieve a large variety of materials which would either not be recoverable at all or not be recoverable at their highest economic value if placed with mixed solid waste. The source separation systems recommended in these guidelines have been proven to be effective in numerous private industry and governmental settings in removing large quantities of the specified materials from the waste stream. Studies indicate strong market potential for all paper grades mandated for recovery in these guidelines. In addition, the actions presented herein, if implemented correctly, could produce a savings to the United States Government at low capital outlay.

**Glass and cans.** The recovery of glass and cans is recommended but not required from housing areas located within Federal facilities. Glass and can recovery through recycling centers has been practiced for a number of years. The technical and economic feasibility of various methods for separately collecting these materials at curbside is currently under investigation by EPA. As data are developed, these guidelines will be modified to reflect the inclusion of glass and can recovery in the Requirement section of these guidelines. It is expected that Federal agencies with available markets for glass and cans will make every effort to implement the recommendation.

**Market availability.** Agencies responsible for disposal of excess government property under the Federal Property and Administrative Services Act—1949, as amended (40 U.S.C. 471) shall set specifications and request bids for the purchase of various grades of paper specified in the guidelines in accordance with their normal procedures. Should no bids be received for a given paper grade, no facilities within the geographic region covered by the bid specification will be required to source separate that grade.

**Increased efficiency.** The recommended procedures in the guidelines should be accomplished to the extent practicable through increased efficiency in the normal waste collection system. Federal agencies are strongly urged to incorporate the source separation system into their present waste removal systems rather than to create totally separate programs which needlessly duplicate effort. The majority of cities, for example, which have implemented source sep-



ation of newsprint have done so utilizing existing staff and equipment. Some office separation systems have involved modified janitorial schedules and accomplished high-grade paper separation in conjunction with regular waste removal at no increase in labor cost.

**Contracts.** While contracts with purchasers are not required, the recommended procedures strongly urge the institution of a contract of a year or longer at a guaranteed minimum price. The one-year or more provision will protect facilities from incurring start-up costs for a program which might only last for a few months were such a contract not in existence. The minimum price provision will allow facilities to estimate cost-revenue balances and will protect them somewhat from market fluctuations.

**Implementation responsibility.** Many government agencies are housed in buildings the physical maintenance of which are under the control of another agency, usually the General Services Administration. In these instances, it is expected that responsibility for program implementation will be shared as follows: GSA or the agency which owns and/or manages the building, would be responsible for such items as negotiating for janitorial service, storage space, and paper sales. The agency occupying the building would be responsible for overall program coordination, economic analysis, publicity, and procurement of desk-top containers and centralized bins or boxes. The agency occupying the building would also be responsible for noncompliance reports to the Administrator of EPA, should such be written. In instances in which many agencies are housed in the same facility the agency with the largest number of employees will act as the program coordinator.

**Compatibility of guidelines.** There is some overlap in the coverage between these guidelines for source separation of paper and the *Resource Recovery Facilities Guidelines* proposed by EPA. Specifically, the newspaper, corrugated, and high-grade papers could either be source separated for recycling or recovered as energy or materials in a centralized facility. It is the intent of EPA that both the *Source Separation for Materials Recovery Guidelines* and the *Resource Recovery Facilities Guidelines* be carried out to the maximum extent possible. Following source separation of paper, the remaining wastes should be processed in accordance with the *Resource Recovery Facilities Guidelines*. Even with removal of these categories of paper, processing facilities for the remaining waste will generally be economically feasible.

Implementation of both guidelines will result in maximum conservation benefit to the country and economic savings to the Government. Additionally it is desirable and is the clear intent of Congress that the Federal Government take a leadership role in the demonstration of techniques for both the separation of materials at the source and the utilization of resource recovery facilities.

If there are circumstances where significant cost savings over the source separation and recycling of high-grade, corrugated containers, or newspapers can be

achieved through the recovery of these materials in centralized recovery facilities or through conversion into energy, then a Federal facility may choose this form of recovery instead of source separation. The analysis supporting this conclusion shall be made available to the Administrator.

**Response requested.** The EPA is soliciting comment and advice via this notification in the FEDERAL REGISTER. In particular, the EPA invites comments from Federal and non-Federal agencies.

In addition, the EPA invites public comments, reviews, and critiques of the guidelines. Interested parties may submit written comments, preferably in triplicate, to the Deputy Assistant Administrator for Solid Waste Management Programs, U.S. Environmental Protection Agency, Washington, D.C. 20460. All comments received on or before October 17, 1975, will be considered.

Receipt of comments will be acknowledged by the Deputy Assistant Administrator for Solid Waste Management Programs. All comments will be available for public inspection at the Freedom of Information Center at EPA headquarters, 401 M Street SW., Washington, D.C., during normal business hours.

This notice of proposed guidelines is issued under the Authority of section 209 (a) of the Solid Waste Disposal Act of 1965 (Pub. L. 89-272), as amended by the Resource Recovery Act of 1970 (Pub. L. 91-512).

It is proposed to add a new part 246 to 40 CFR Chapter I, as follows:

Dated: September 8, 1975.

JOHN QUARLES,  
Acting Administrator.

**PART 246—SOURCE SEPARATION FOR MATERIALS RECOVERY GUIDELINES**

**Subpart A—General Provisions**

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**Subpart A—General Provisions**

**§ 246.100 Scope.**

(a) These guidelines are applicable to the source separation of residential, commercial, and institutional solid wastes. Explicitly excluded are mining, agricultural, and industrial solid wastes; hazardous wastes; sludges; construction and demolition wastes; infectious wastes.

(b) The "Requirement" sections contained herein delineate minimum actions for Federal agencies for the recovery of resources from solid waste through source separation. Pursuant to section 211 of the Solid Waste Disposal Act, as amended, and Executive Order 11752, the "Requirement" sections of these guidelines are mandatory for Federal agencies. In addition, they are recommended to State, interstate, regional, and local governments for use in their activities.

(c) The "Recommended Procedures" sections are presented to suggest actions or preferred methods by which the objectives of the requirements can be realized. The "Recommended Procedures" are not mandatory for Federal agencies.

(d) The guidelines apply to all Federal agencies that generate solid waste.

(e) The Environmental Protection Agency will render technical assistance and other guidance to Federal agencies when requested to do so pursuant to section 3(d)1 of Executive Order 11752.

(f) Within one year after the final promulgation of these guidelines, agencies shall make a final determination as to what actions shall be taken to adopt the requirements of these guidelines and shall, within two months of such determination, submit to the Administrator a schedule of such actions.

(g) Federal agencies that make the determination not to adopt the requirements contained herein, for whatever reason, shall make available to the Administrator the analysis and rationale used in making that determination. The Administrator may publish notice of availability of this report. The following are considered to be valid reasons for noncompliance under individual facts and circumstances: inability to sell the recovered materials due to lack of market; and costs so unreasonably high as to render compliance economically impracticable.

(1) The following points are to be covered in the analysis:

(i) A description of ongoing actions which will be continued and actions



taken or proposed which will be affected by such actions not in compliance with the guidelines including a brief description of how such facilities will be affected.

(ii) A description of the alternative actions considered with emphasis on those alternatives which, if taken, would be in compliance with these guidelines.

(iii) An analysis in support of the action chosen by the agency including technical data, market studies, and policy considerations utilized in arriving at such a determination.

In covering the points above, agencies should make every effort to present the information succinctly in a form easily understood, but in sufficient detail so as to give the Administrator an understanding of the factors influencing the decision not to adopt the requirements of these guidelines.

(2) The above report shall be submitted to the Administrator as soon as possible after a final agency determination has been made not to adopt the requirement of these guidelines, but in no case later than thirty days after such final determination. The Administrator will indicate to the agency his concurrence/nonconcurrence with the agency's decision, including his reasons, within sixty days of receipt of this report.

(3) Implementation of actions not in conformance with the requirement of these guidelines shall be deferred, for sixty days where feasible, in order to give the Administrator an opportunity to receive, analyze and seek clarification of the above required report.

(4) It is recommended that where the above required report concerns an action for which an Environmental Impact Statement (EIS) is required by the National Environmental Policy Act, that draft and final versions of such report be circulated simultaneously with the EIS.

#### § 246.101 Definitions.

As used in these guidelines:

(a) "Agricultural solid waste" means the solid waste that results from the rearing of animals and the harvesting of crops.

(b) "Baler" means a mechanical device used to compress and bind solid waste or other materials.

(c) "Bulk container" means a large container that can either be pulled or lifted onto a service vehicle mechanically or be mechanically emptied into a service vehicle.

(d) "Collection" means the act of removing solid waste (or materials which have been separated for the purpose of recycling) from a central storage point.

(e) "Commercial establishment" means stores, offices, restaurants, warehouses and other non-manufacturing activities.

(f) "Commercial solid waste" means all types of solid wastes generated by stores, offices, restaurants, warehouses and other non-manufacturing activities, and non-processing wastes such as office and packing wastes generated at industrial facilities.

(g) "Construction and demolition waste" means the waste building materials, packaging, and rubble resulting

from construction, remodeling, repair, and demolition operations on pavements, houses, commercial buildings and other structures.

(h) "Compartmentalized vehicle" means a collection vehicle which has two or more compartments for placement of solid wastes or recyclable materials. The compartments may be within the main truck body or on the outside of that body as in the form of metal racks.

(i) "Corrugated container waste" means discarded corrugated boxes.

(j) "Corrugated box" means a bulk container for goods which is comprised of an inner fluting of material known by the paper industry as corrugating medium and one or two outer liners known as linerboard.

(k) "Federal facility" means any building, installation, structure, land, or public work owned by or leased to the Federal Government, Ships at sea, aircraft in the air, land forces on maneuvers, other mobile facilities and United States Government installations on foreign soil or on land outside the jurisdiction of the United States Government are not considered "Federal facilities" for the purpose of these guidelines.

(l) "Food waste" means animal and vegetable residues resulting from the handling, storage, sale, preparation, cooking, and serving of foods; commonly called garbage.

(m) "Generation" means the act or process of producing solid waste.

(n) "High-grade paper" means letterhead, dry copy papers, miscellaneous business forms, stationery, typing paper, tablet sheets, and computer printout paper and cards, commonly sold as "white ledger," "computer printout" and "tab card" grade by the wastepaper industry.

(o) "Industrial solid waste" means the solid waste that results from industrial processes and manufacturing.

(p) "Institutional solid waste" means solid wastes originating from educational, health care, correctional and other such facilities.

(q) "Mining wastes" means residues which result from the extraction of raw materials from the earth.

(r) "Office wastes" means those solid wastes generated in the building, room or series of rooms in which the affairs of a business, professional person, branch of government, etc. are carried on, but excluding wastes generated in cafeterias, snack bars, or other food preparation and sales activities in those buildings.

(s) "Post-consumer waste (PCW)" means a material or product that has served its intended use and has been discarded for disposal or recovery after passing through the hands of a final consumer.

(t) "Recoverable resources" means materials that still have useful physical or chemical properties after serving their original purpose and can, therefore, be reused or recycled for the same or other purposes.

(u) "Recovery" means the process of obtaining materials or energy resources from solid waste.

(v) "Recycled material" means a material that is utilized in place of a

primary, raw or virgin material in manufacturing a product.

(w) "Recycling" means the process by which recovered materials are transformed into new products.

(x) "Residential solid waste" means the garbage, rubbish, trash, and other solid waste resulting from the normal activities of households.

(y) "Responsible agency" means the organizational element that has the legal duty to ensure compliance with these guidelines.

(z) "Separate collection" means the collection of recyclable materials which have been separated at the point of generation and keeping those materials separate from other collected solid waste in separate compartments of a single collection vehicle or through the use of separate collection vehicles.

(aa) "Solid waste" means garbage, refuse, sludges, and other discarded solid materials, including solid waste materials resulting from industrial, commercial, and agricultural operations; and from community activities, but does not include solids or dissolved materials in domestic sewage or other significant pollutants in water resources, such as silt, dissolved or suspended solids in industrial waste water effluents, dissolved materials in irrigation return flows or other common water pollutants. However, unless specifically noted otherwise, the term "solid waste" as used in the guidelines herein shall not include mining, agricultural and industrial solid wastes; hazardous wastes; sludges; construction and demolition wastes; and infectious wastes.

(bb) "Source separation" means the setting aside of recyclable materials at their point of generation by the generator.

(cc) "Specification" means a clear and accurate description of the technical requirement for materials, products or services, which specifies the minimum requirement for quality and construction of materials and equipment necessary for an acceptable product. In general, specifications are in the form of written descriptions, drawings, prints, commercial designations, industry standards, and other descriptive references.

(dd) "Stationary compactor" means a powered machine designed to compact solid waste or recyclable materials that remains stationary when in operation.

(ee) "Storage" means the interim containment of solid waste, in an approved manner, after generation and prior to collection for ultimate recovery or disposal.

(ff) "Virgin material" means a raw material used in manufacturing that has been mined or harvested and has not as yet become a product.

#### Subpart B—Requirements and Recommended Procedures

##### § 246.200 Office wastes.

##### § 246.200-1 Requirements.

High-grade paper generated in office facilities or over 100 workers shall be separated at the source of generation, separately collected and sold for the purpose of recycling.



**§ 246.200-2 Recommended procedures: market study.**

An investigation of markets should be made by the organization responsible for sale of recyclable materials in each Federal agency and should include at a minimum:

(a) Identifying potential purchasers of the recovered paper through standard market research techniques.

(b) Directly contacting buyers, and determining the buyer's quality specifications, the exact types of paper to be recycled, and potential transportation agreements.

(c) Determining the price which the buyer will pay for the recovered paper and the willingness of the buyer to sign a contract for purchase of the paper at a guaranteed minimum price.

**§ 246.200-3 Recommended procedures: levels of separation.**

A two level separation is recommended for most facilities. This separation should consist of (a) high-grade wastepaper and (b) all other waste. Facilities which produce large enough quantities of waste computer printout paper and cards to make their separation into a separate category cost effective may choose to implement three levels of separation: (1) Computer papers, (2) high-grade papers, (3) all other wastes.

**§ 246.200-4 Recommended procedures: methods of separation and collection.**

(a) Systems designed to recover high grades of office paper at the source of generation, i.e., the desk, are the desk-top system, the two-wastebasket system, and the office centralized container system.

(b) In the desk-top system, recyclable paper is placed in a container on the individual office worker's desk, while other waste is placed in a wastebasket. In the two-wastebasket system, recyclable paper is placed in one desk-side wastebasket by the generator, and all other waste is placed in another. In the centralized container system, large containers for the collection of recyclables are placed in centralized locations within the office areas of the building. Nonrecyclable waste is placed in another. In the centralized container system, large containers for the collection of recyclables are placed in centralized locations within the office areas of the building. Nonrecyclable waste is placed in desk-side wastebaskets.

(c) The recommended system is the desk-top system because it is designed to maximize recovery of high value material in an economically feasible manner. While the two-wastebasket system and centralized container system have been implemented with success in isolated instances, data indicate that, on the whole, these systems have experienced high levels of contamination, low levels of participation, and low revenues. The desk-top system has been designed to minimize these problems.

(d) The precise method of separation and collection used to implement the desk-top system will depend upon such things as the physical layout of the in-

dividual facility, the ease of collection, the preference of office workers, and the projected cost effectiveness of using various methods. The recommended desk-top system is carried out in the following manner:

(1) Workers are to deposit high-grade paper into a desk-top tray or other small desk-top holder to be supplied by the agency. This holder should be designed in such a way as to preclude its holding contaminants such as food or beverage containers.

(2) At the workers convenience or when this tray is filled, the paper is carried to a conveniently located bulk container within the office area. This larger container should be located in an area the worker will frequent in the normal course of conducting his or her business.

(3) In locations where computer cards and printouts are to be collected separately, the receptacle for these wastes should be near the computer terminal or in some other logical, centrally located place.

(4) Collection of the high-grade paper from the bulk containers in the office area should be performed by the janitorial service. The number of locations and the frequency of collection of these containers will be determined by office size and janitorial staff capacity. Collection of recyclables and other waste can be alternated on an every-other-day basis to avoid extending collection effort.

(e) Mixed paper and some high-grade office papers have also been recovered for recycling by hand-picking in an individual building's trash room or at a centralized facility serving several buildings. In these hand-picking systems, recyclable waste is not separated at the source of generation, but is mixed with other waste in the usual manner and removed to a centralized location where recyclable paper is picked from the mixed waste by hand. Facilities may choose to employ this method of high-grade paper recovery if it is shown by analysis to be economically preferable to source separation.

**§ 246.200-5 Recommended procedures: storage.**

Among the alternatives for paper storage are on-site baling, the use of stationary compactors, or storage in corrugated boxes or normal waste containers. Stored paper should be protected from fire, inclement weather and vandalism.

**§ 246.200-6 Recommended procedures: transportation.**

Transportation to market may be supplied by either the facility, a private hauler, or the purchaser. Collection of the recyclable paper should be on a regularly established schedule.

**§ 246.200-7 Recommended procedures: cost analysis.**

After potential markets are located (but prior to initiation of formal bidding procedures) and preliminary determinations of various separation methods, storage, and transportation have been made, an analysis should be conducted which compares the costs of the present waste collection and disposal system

with the proposed segregated systems. At a minimum the study should include all capital, operating and overhead costs and take into account credits for revenue from paper sales and savings from diverting recycled materials from disposal. In formulating a separation system and evaluating its costs, every effort should be made to utilize janitorial and waste collection resources efficiently as suggested in § 246.200-4. This cost analysis should enable the facility to determine the most cost effective method of implementing this guideline.

**§ 246.200-8 Recommended procedures: contracts.**

Formal bids should be requested for purchase of the recovered materials, such bids being solicited in conformance with bidding procedures established for the responsible agency. Contracts should include the buyer's quality specifications, transportation agreements, a guarantee that the material will be accepted for one year or more, and a guaranteed minimum purchase price.

**§ 246.200-9 Recommended procedures: public information and education.**

A well organized and well executed public information and education program explaining the justification, goals, methods and level of separation should be conducted to inform and motivate office personnel and secure their cooperation in separating their waste. This public information and education program should precede the program and continue on a regular basis for its duration.

**§ 246.201 Residential solid waste.**

**§ 246.201-1 Requirement.**

Separation of used newspapers at the source of residential generation in conjunction with separate collection shall be carried out at all Federal facilities in which more than 500 families reside, and the newspapers shall be sold for the purpose of recycling.

**§ 246.201-2 Recommended procedures: glass, can and mixed paper separation.**

In areas in which markets are available it is recommended that glass, cans, and mixed paper be separated at the source of generation and separately collected for the purpose of recycling.

**§ 246.201-3 Recommended procedures: market study.**

An investigation of markets should be made by the organization responsible for sale of recyclable materials in each Federal agency and should include at a minimum:

(a) Identifying potential purchasers of the recovered material(s) through standard market research techniques.

(b) Directly contacting buyers and determining the buyer's quality specifications and potential transportation agreements.

(c) Determining the prices which the buyer(s) will pay for the recovered material(s) and the willingness of the buyer(s) to sign a contract for the purchase of the material(s) at guaranteed minimum prices.



**§ 246.201-4 Recommended procedures: methods of separation and collection.**

Following separation within the home, any of the following modes of collection may be used:

(a) Materials should be placed at the curbside by the resident and may be collected from each household using separate trucks or compartmentalized vehicles.

(b) For multi-family dwellings separated materials may be placed in bulk containers placed outside of the building and collected by trucks dispatched to collect recyclables.

(c) Collection stations may be set up at convenient locations to which residents bring recyclables. These stations should provide separate bulk containers for each item to be recycled. The size and type of container will depend on the volume and type of material collected, the method of transportation to be used in hauling the materials to market and the frequency of removal.

**§ 246.201-5 Recommended procedures: transportation to market.**

Transportation to market may be supplied by either the facility or community generating the waste, a private hauler, or the purchaser.

**§ 246.201-6 Recommended procedures: cost analysis.**

After potential markets are located (but prior to initiation of formal bidding procedures) and preliminary determinations of various separation methods, storage and transportation have been made, an analysis should be conducted which compares the costs of the present waste collection and disposal system with the proposed segregated systems. At a minimum this study should include all capital, operating and overhead costs and take into account credits for revenue from paper sales and savings from diverting recycled materials from disposal. In formulating a separate collection system and evaluating its costs, every effort should be made to utilize idle equipment and underutilized collection manpower to reduce separate collection costs. This cost analysis should enable the facility to determine the most cost effective method of implementing this guideline.

**§ 246.201-7 Recommended procedures: contracts.**

Formal bids should be requested for purchase of the recovered materials, such bids being solicited in conformance with bidding procedures established for the responsible jurisdiction. Contracts should include the buyer's quality specifications, transportation agreements, a guarantee that the material will be accepted for one year or more and a guaranteed minimum purchase price.

**§ 246.201-8 Recommended procedures: public information and education.**

A well organized and well executed public information and education program explaining the justification, goals, methods and level of separation should be conducted to inform and motivate householders and to secure their coop-

eration in separating their waste. This public information and education program should precede the program and continue on a regular basis for its duration.

**§ 246.202 Corrugated container waste.**

**§ 246.202-1 Requirement.**

Any commercial establishment generating ten or more tons of waste corrugated containers per month shall separately collect and sell this material for the purpose of recycling.

**§ 246.202-2 Recommended procedures: market study.**

An investigation of markets should be made by the organization responsible for sale of recyclable material in each Federal agency and should include at a minimum:

(a) Identifying potential purchasers of the recovered corrugated through standard market research techniques.

(b) Directly contacting buyers and determining the buyers' quality specifications and potential transportation agreements.

(c) Determining the price which the purchaser will pay for the recovered corrugated and the willingness of the buyer to sign a contract for purchase of the paper at a guaranteed minimum price.

**§ 246.202-3 Recommended procedures: methods of separation and storage.**

The method selected will depend upon such variables as the physical layout of the individual generating facility, the rate at which the corrugated accumulates, the storage capacity of the facility, and the projected cost-effectiveness of using the various methods. All of the following suggested modes of separation and storage presuppose that the corrugated boxes will be accumulated at a central location in the facility after its contents are removed and that the boxes are flattened.

(a) Balers of various sizes: corrugated boxes are placed in balers and compacted into bales. These bales may be stored inside or outside of the facility. The bales should be covered to keep out moisture and the storage location locked to prevent theft.

(b) Stationary compactors or bulk containers: corrugated boxes are placed in a stationary compactor or bulk containers outside of the facility. The containers should be covered to keep out moisture and locked to prevent theft.

**§ 246.202-4 Recommended procedures: transportation.**

Transportation to market may be supplied by either the facility, a private hauler or the purchaser. In facilities to which goods are delivered from a central warehouse, corrugated may be backhauled by delivery trucks to the central facility and baled there for delivery to a user.

**§ 246.202-5 Recommended procedures: costs analysis.**

After potential markets are located (but prior to initiation of formal bidding) and preliminary determinations of various separation methods, storage and

transportation have been made, an analysis should be conducted which compares the costs of the present waste collection and disposal system with the proposed segregated systems. At a minimum the study should include all capital, operating and overhead costs and take into account credits for revenue from paper sales and savings from diverting recycled materials from disposal. This cost analysis should enable the facility to determine the most cost effective method of implementing these guidelines.

**§ 246.202-6 Recommended procedures: establishment of purchase contract.**

Formal bids should be requested for purchase of the recovered materials, such bids being solicited in conformance with bidding procedures established for the responsible agency. Contracts should include the buyer's quality specifications, transportation agreements, a guarantee that the material will be accepted for one year or more and a guaranteed minimum purchase price.

**§ 246.203 Reevaluation.**

**§ 246.203-1 Requirement.**

Agencies that make the determination not to comply with these guidelines must conduct the required analysis and report in accordance with § 246.100(f) or (g), as appropriate, every three years.

**APPENDIX—RECOMMENDED BIBLIOGRAPHY**

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# **federal register**

WEDNESDAY, SEPTEMBER 17, 1975



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PART IV:

## **ENVIRONMENTAL PROTECTION AGENCY**

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### **HAZARDOUS WASTE MANAGEMENT**

*Public Meetings*



THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

PHYSICS 309

LECTURE NOTES

BY

PROFESSOR

JOHN H. COOPER

AND

ASSISTANT PROFESSOR

DAVID J. WISNIEWSKI

CHICAGO, ILLINOIS

1985

PHYSICS 309

LECTURE NOTES

BY

PROFESSOR

JOHN H. COOPER

AND

ASSISTANT PROFESSOR

PHYSICS 309



## ENVIRONMENTAL PROTECTION AGENCY

[FRL 432-5]

### HAZARDOUS WASTE MANAGEMENT

#### Public Meetings

Hazardous wastes are the particularly dangerous discards of any highly industrialized, technology-based society. These wastes are the toxic chemical, biological, radioactive, flammable and explosive by-products generated primarily by the Nation's extractive, conversion, and other process industries as well as Federal facilities. Growing industry production, bans and cancellations of toxic substances, and the effectiveness of air and water pollution controls (along with ocean dumping restrictions) are increasing the pressure for hazardous waste disposal to the land. The generation rate for nonradioactive hazardous wastes is estimated at well over 10 million tons yearly and increasing. At present, Federal, State, and local regulations dealing with the treatment and disposal of nonradioactive hazardous wastes are generally spotty or nonexistent. Consideration is currently being given in Congress to new legislation providing more positive control over hazardous wastes.

In order to gain a better National perspective on needed guidance for the proper management of hazardous wastes, and pursuant to Section 204 of the Solid Waste Disposal Act, as amended, wherein the Administrator may gather and disseminate information and recommendations on waste management issues, notice is hereby given of four public meetings to solicit information as to the scope and nature of the hazardous waste management problem and related topics. The meetings will begin at 8:30 a.m., December 2, 1975, at the Gateway Motel, Newark, N.J.; December 4, 1975, at the O'Hare-Kennedy Expressway Holiday Inn, Rosemont, Illinois; December 9, 1975, at the Holiday Inn-Medical Center, Houston, Texas; and December 11, 1975, at the Sheraton-Fisherman's Wharf, San Francisco, California. A second day may be scheduled at each location should the response warrant.

The purpose of each meeting is to solicit public, industry, labor, and other Federal agency comment in order to assist the Agency in determining the types and character of any advice and guidance which should be developed for the environmentally safe management of hazardous wastes. Members of the interested public, representatives of industrial firms that generate as well as those that treat and dispose of these wastes, labor

unions representing individuals who work with such wastes, and Federal agencies are urged to attend and respond to any or all of the Discussion Topics listed below as well as any other issues of concern.

The meetings are open to the public and will be conducted by a panel from the Environmental Protection Agency. The following procedural rules will apply. The Chairman of the panel is empowered to conduct the meeting in a manner that in his judgment will facilitate the orderly conduct of business, to schedule presentations by participants, and to exclude material which is irrelevant, extraneous, or repetitious. The time allotment for oral statements shall be at the discretion of the Chairman, but shall not ordinarily exceed 15 minutes. With the permission of any person offering a statement, questions may be asked by members of the panel. At the discretion of the Chairman, a procedure may be made available for presentation of pertinent questions from other persons to participants. Individuals with prepared statements are requested to bring 20 copies. Persons unable to attend, but wishing to comment on the Discussion Topics, are invited to send written comments to the address below by January 31, 1976.

A transcript of the meetings will be made and a copy of the transcript, together with copies of all documents presented at the hearings and all written submissions, will constitute the record of the meetings. A copy of the record of the meetings will be available for public inspection by March 30, 1976, at the U.S. Environmental Protection Agency, Public Information Reference Unit, Rm. 2404, 401 M Street, S.W., Washington, D.C. 20460.

Anyone desiring additional information on the meeting or wishing to be placed on the program to present a statement is requested to contact: Mr. John P. Lehman, Director, Hazardous Waste Management Division, Office of Solid Waste Management Programs (AW-565), Environmental Protection Agency, Washington, D.C. 20460, telephone (202) 254-8837 or, after September 22, 1975, (202) 755-9185.

#### DISCUSSION TOPICS

1. What is a hazardous waste? What criteria should be used to identify hazardous vs. non-hazardous wastes? What are proper methods for collection of waste samples for analysis? What analytic/laboratory methods have been useful or efficient in analyzing wastes for characteristics relevant to this decision process?

2. What responsibilities and liabilities should rest with the generator, the treator, and/or the disposer of hazardous waste for its

ultimate environmentally acceptable disposal? Who should bear the costs of assuring environmentally safe disposal?

3. For which wastes, if any, should (a) recovery and reuse, (b) incineration, (c) chemical treatment, (d) physical treatment, (e) biological treatment, or (f) land emplacement be required? For which wastes, if any, should (a), (b), (c), (d), (e), or (f) above be prohibited?

4. Which practices, for certain specified wastes, are particularly effective in detoxifying, neutralizing or otherwise rendering such wastes harmless?

5. To what extent are cost data available for the variety of processes and techniques useful in treating and disposing of hazardous wastes?

6. What are the minimal safety and security precautions for hazardous waste treatment, storage, and disposal sites (including packaging and containerization, fire safety, site security, employee training, incident reporting, etc.) which are necessary for environmentally sound management?

7. What provisions for site monitoring, recordkeeping, and reporting are necessary and prudent to insure the integrity of hazardous waste storage, treatment, and disposal sites?

8. What has been the availability and price of insurance and other mechanisms to reduce the risks of operation to operators of private hazardous waste management facilities?

9. What are necessary and sufficient requirements to assure the long-term integrity and care of operating as well as closed hazardous waste storage/disposal sites?

10. What are feasible methodologies, if any, to set limits on the amounts of specified hazardous wastes permitted to be emplaced in the land at specific sites?

11. To what extent are existing transportation safety regulations and definitions useful and sufficient to govern the transport (both interstate and intrastate) of hazardous wastes, as distinguished from substances?

12. To what degree should labeling and placarding of waste shipments be required? What are the most effective and accepted systems for such labeling and placarding?

13. To what extent are the damages or costs of improper hazardous waste management evident? To what extent have they been investigated?

14. What mechanisms and experiences are effective for soliciting citizen acceptance of hazardous waste management facilities?

15. What Federal facilities typically generate what types and amount of hazardous wastes?

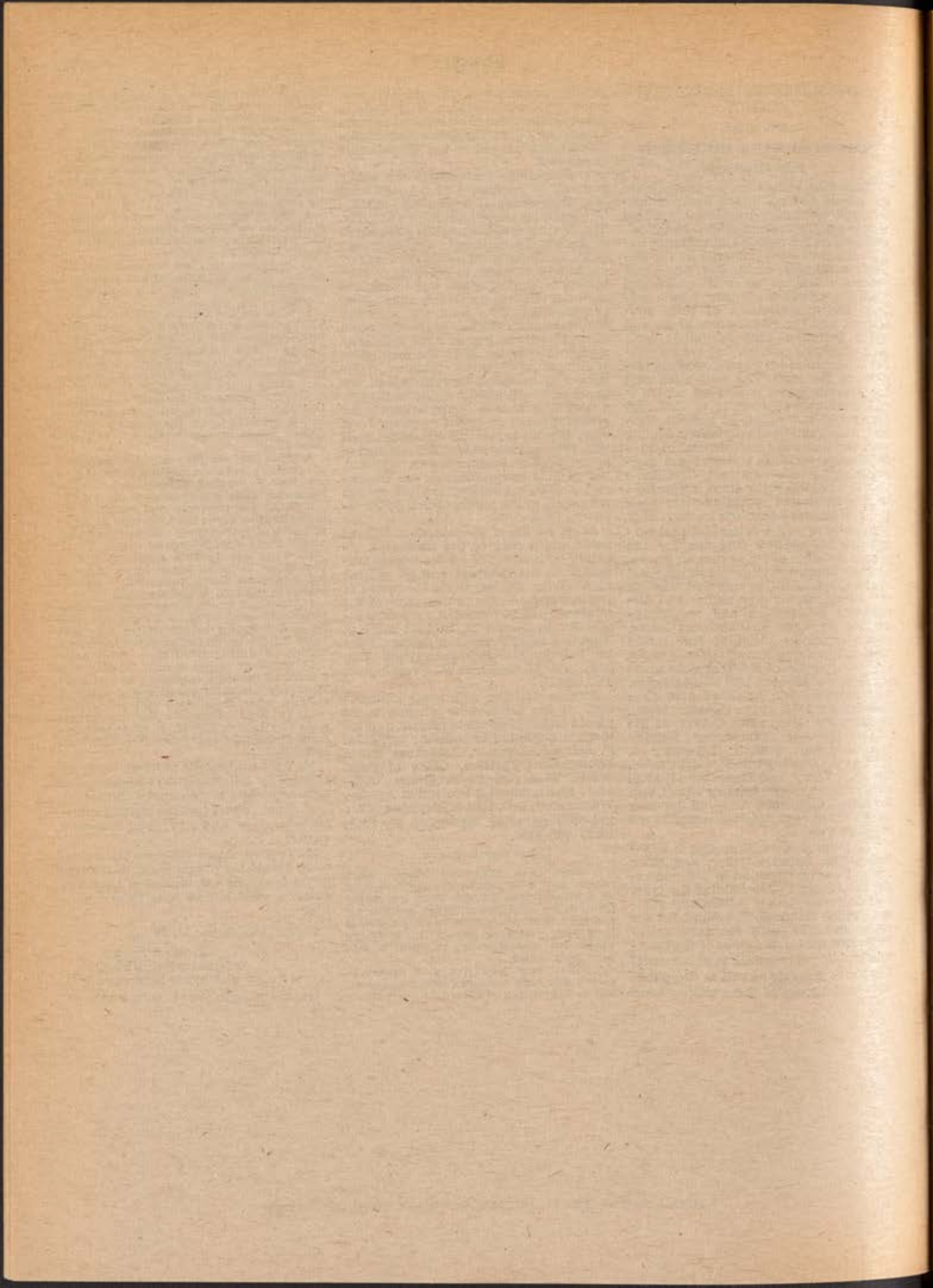
16. To what extent and by what mechanisms should the private sector be involved in the treatment and disposal of hazardous wastes, especially those from Federal facilities?

Dated: September 11, 1975.

EDWARD TUEBK,  
Assistant Administrator,  
for Air and Waste Management.

[FR Doc. 75-24776 Filed 9-16-75; 8:45 am]







# federal register

WEDNESDAY, SEPTEMBER 17, 1975



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PART V:

## PRIVACY ACT OF 1974



VARIOUS AGENCIES

Rules, Proposed Rules, and Notices of  
Systems of Records



Title 35—Panama Canal  
CHAPTER I—CANAL ZONE  
REGULATIONS

PART 253—REGULATIONS OF THE  
SECRETARY OF THE ARMY

Canal Zone Civilian Personnel Policy  
Coordinating Board; Privacy Act of 1974

This document revises the regulation establishing the Canal Zone Civilian Personnel Policy Coordinating Board. The purpose of the revision is to make certain designations in order to facilitate compliance by the Board with the Privacy Act of 1974, Pub. L. 93-576, effective September 27, 1975.

The regulation is revised to provide that the Panama Canal Company shall

have control of systems of records maintained by the Board that are subject to the Privacy Act, to adopt Part 10 of this title as the regulations of the Board applicable to such records, and to designate the Governor of the Canal Zone (ex officio President, Panama Canal Company) to serve, for purposes of the Privacy Act alone, as "head of the agency" for the Board.

In 35 CFR Part 253, § 253.4 is revised by adding a paragraph (d), which reads as follows:

§ 253.4 Canal Zone Civilian Personnel  
Policy Coordinating Board.

(d) *Records.* The Panama Canal Company shall have control of the sys-

tems of records of the Board that are subject to 5 U.S.C. § 552a (§ 3 of the Privacy Act of 1974) to the extent necessary to effectuate the provisions of that law. The regulations in Part 10 of this title constitute regulations of the Board, and the Governor acts as agency head for the Board for the purposes of the Privacy Act.

*Effective Date.* This revision is effective August 27, 1975.

(2 C.Z.C. 142, 155, 76A Stat. 16, 19; 35 CFR 251.2)

Dated: September 5, 1975.

MARTIN R. HOFFMANN,  
Secretary of the Army.

[FR Doc.75-24734 Filed 9-16-75; 8:45 am]



## RENEGOTIATION BOARD

[ 32 CFR Part 1481 ]

## RENEGOTIATION REGULATIONS

## Proposed Rule Making

Notice is hereby given that the Renegotiation Board proposes to amend 32 CFR by establishing a new part 1481 to implement the provisions of the Privacy Act of 1974 (Pub. L. 93-379, 88 Stat. 1896), 5 U.S.C. 552a.

The Privacy Act is intended to promote governmental respect for and protection of the privacy of individuals by, among other ways, permitting an individual to determine whether personal information pertaining to him, which is retrieved by use of his name or some identifying particular, has been collected, maintained, used, or disseminated by a federal agency, and by imposing certain safeguards and restraints upon any such activity. To that end, agencies are required to publish notices of any "systems of records" which fall within the coverage of the Privacy Act and to establish procedures by which an individual may: (1) Ascertain whether there is a record pertaining to him in any system of records named by him; (2) gain access to that record; (3) request correction of that record; and (4) dispute the agency's refusal to make a correction.

The Board's proposed notice of systems of records which it maintains is being published separately in the FEDERAL REGISTER. This notice will describe the existence and character of any system of record maintained by the Board.

The procedures contained in these regulations apply only to requests by an individual as defined in § 1481.2, except as otherwise provided, they govern only records containing personal information in systems of records for which notice has been published by the Board and which are neither exempt from the provisions of this part nor contained in government-wide systems of personnel records for which notice has been published in the FEDERAL REGISTER by the Civil Service Commission. Requests for notification, access, and amendment of personnel records which are contained in a system of records for which notice has been given by the Civil Service Commission are governed by the Civil Service Commission's notices, 5 CFR Part 297. Access to records which are not subject to the requirements of the Privacy Act are governed by 32 CFR Part 1480.

The Board reserves the right to exempt from the procedures any system of records maintained by the Board in accordance with the provisions of 5 U.S.C. 552a(k).

Interested persons may participate in the proposed rule making through submission of written data pertaining to these proposed rules. Comments on the proposed rules received by the Board on or before October 14, 1975, will be considered by the Board before taking final action. Such comments should be addressed to Office of General Counsel, Renegotiation Board, 2000 M Street NW., Washington, D.C. 20446.

Written material and comments submitted will be available for public inspection during regular business hours in the Office of Public Information of the Board, 2000 M Street NW., Washington, D.C. 20446.

Dated: SEPTEMBER 9, 1975.

R. C. HOLMQUIST,  
Chairman.

Chapter XIV of Title 32 of the Code of Federal Regulations is amended by adding a new Part 1481, reading as follows:

**PART 1481—REGULATIONS PERTAINING TO THE PRIVACY OF INDIVIDUALS AND SYSTEMS OF RECORDS MAINTAINED BY THE BOARD**

Sec.	
1481.1	Purpose and scope.
1481.2	Definitions.
1481.3	Procedures for requests pertaining to individual records in a record system.
1481.4	Times, places and requirements for identification of individuals making requests.
1481.5	Disclosure of requested information to individuals.
1481.6	Accounting for disclosures, and requests for such accountings.
1481.7	Request for collection or amendment to record.
1481.8	Agency review of request for correction or amendment to record.
1481.9	Appeal of initial adverse agency determination on correction or amendment or other requests.
1481.10	Exemptions.
1481.11	[Reserved.]
1481.12	Fees.
1481.13	Penalties.

**AUTHORITY:** The provisions of this Part 1481 issued under sec. 109, 85 Stat. 22; 50 U.S.C. App. 1219; 88 Stat. 1896, 5 U.S.C. 552a.

**§ 1481.1 Purpose and scope.**

(a) This part is promulgated to implement the Privacy Act of 1974 (Pub. L. 93-579, 5 U.S.C. 552a) by establishing procedures whereby an individual can, as to all systems of records maintained by the Board except those set forth in § 1481.10 as exempt from disclosure:

(1) Request notification of whether the Board maintains a record pertaining to him in any system of records; (2) request access to such a record or to an accounting of its disclosure; (3) request that the record be amended or corrected; and (4) appeal an initial adverse determination of any such request. This part also establishes those systems of records that are specifically exempt from disclosure and from other requirements.

(b) The procedures of this part apply only to requests by an individual as defined in § 1481.2. Except as otherwise provided, they govern only records containing personal information in systems of records for which notice has been published by the Board in the FEDERAL REGISTER pursuant to section 552a(e) (4) of the Privacy Act of 1974 and which are neither exempt from the provisions of this section nor contained in government-wide systems of personnel records for which notice has been published in the FEDERAL REGISTER by the Civil Service Commission. Requests for notification,

access, and amendment of personnel records which are contained in a system of records for which notice has been given by the Civil Service Commission are governed by the Civil Service Commission's notices, 5 CFR Part 297. Access to records which are not subject to the requirements of the Privacy Act are governed by Part 1480 of this subchapter.

**§ 1481.2 Definitions.**

(a) "Agency" means each authority of the government of the United States as defined in 5 U.S.C. 551(1) and shall include any executive department, military department, government corporation, government controlled corporation or other establishment in the executive branch of government or any independent regulatory agency.

(b) "Board" means the Renegotiation Board.

(c) "Individual" means a citizen of the United States or an alien lawfully admitted for permanent residence to whom a record pertains.

(d) "Maintain" includes maintain, collect, use, or disseminate.

(e) "Record" means any item of personal information relating to an individual as opposed to information concerning a business entity or activity.

(f) "Routine use" means (with respect to the disclosure of a record), the use of such record for a purpose which is compatible with the purpose for which it was collected.

(g) "Statistical record" means a record in a system of records maintained for statistical research or reporting purposes only and not used in whole or in part in making any determination about an identifiable individual.

(h) "System of records" means a group of any records under the control of the Board from which information is received by the name of the individual or by some identifying number, symbol or other identifying particular assigned to the individual.

**§ 1481.3 Procedures for requests pertaining to individual records in a record system.**

The Renegotiation Board may not disclose any record to any person or other agency, except pursuant to a written request by, or with the prior written consent of, the individual to whom the record pertains, provided the record under the control of the Board is maintained in a system of records from which information is retrieved by the name of the individual or by some identifying number, symbol, or other particular assigned to such individual. Written consent is not required if the disclosure is: (a) To officers or employees of the Renegotiation Board who require the information in the official performance of their duties; (b) required under 5 U.S.C. 552, Freedom of Information Act; (c) for a routine use compatible with the purpose for which it was collected; (d) to the Bureau of the Census for uses pursuant to Title 13, U.S. Code; (e) to a recipient who has provided the Board with advance adequate assurance that the record will be used



## PROPOSED RULES

solely as a statistical research or reporting record and that it is to be transferred in a form not identifiable; or (f) pursuant to the order of a court of competent jurisdiction.

**§ 1481.4 Times, places, and requirements for identification of individuals making requests.**

(a) All requests for access to records must reasonably describe the system of records and the individual's record within the system of records in sufficient detail to permit identification of the requested record. Specific information regarding the system name (the Office of the Federal Register has compiled the system names by agencies), the individual's full name, and other information helpful in identifying the records shall be included.

(b) All requests for access to records shall be made in writing addressed to the Director, Office of Administration, Renegotiation Board, 2000 M Street NW., Washington, D.C. 20446. The request shall clearly state on the envelope and in the letter that it is a "Privacy Act Request." Actual receipt by the Director, Office of Administration, or his designee, shall constitute receipt.

(c) The requester's identity must be verified before the release of any record except as exempted under the Freedom of Information Act. An individual who files a request through the mails shall accompany such request with a certificate of a notary public or equivalent officer empowered to administer oaths.

(d) A requester may wish to have a person of his choice accompany him to review the requested record. Prior to the release of the record, the Board will require the requester to furnish the Director, Office of Administration, or his designee, with a written statement authorizing disclosure of the record in the accompanying person's presence.

**§ 1481.5 Disclosure of requested information to individuals.**

(a) Responses to requests pursuant to § 1481.3 will be made by the Director, Office of Administration, or his designee, with reasonable dispatch. An acknowledgement of the request will normally be sent within 10 days (excluding Saturdays, Sundays and legal public holidays) of its receipt and will indicate when the requested notification or disclosure will be sent, when and where the records will be available for personal inspection, and if a copy of a record has been requested, the number of pages the Board will copy to comply with the individual's request and that the copy will be mailed to the individual or held at the Board for the individual upon receipt of a check or money order payable to the Board for any sum that may be due for copying these documents.

(b) The Director, Office of Administration, or his designee, shall notify the individual in writing with respect to any adverse determination of a request pursuant to § 1481.3, shall specify the reasons therefor, and shall advise of the procedure for appealing such adverse

determination to the General Counsel as specified in § 1481.9.

**§ 1481.6 Accounting for disclosures, and requests for such accountings.**

(a) The Director, Office of Administration, shall establish a system of accounting for all disclosures of information or records concerning individuals and contained in the system of records, made outside the Board. Accounting procedures may be established in the least expensive and most convenient form that will permit the Director to advise individuals, promptly upon request, of the persons or agencies to which records concerning them have been disclosed.

(b) Accounting records—Accounting records, at a minimum, shall include the identification of the particular record or information disclosed, the name and address of the person or agency to whom disclosure was made, and the date of the disclosure. When records are transferred to the National Archives and Records Service for storage in records centers, the accounting pertaining to those records shall be transferred with the records themselves.

(c) Any accounting made under this section shall be retained for at least five years or the life of the record, whichever is longer, after the disclosure for which the accounting is made.

(d) At the time of his request for access or correction or at any other time, an individual may request an accounting of disclosures made of his record outside the Board. Requests for accounting shall be directed to the Director, Office of Administration. Any available accounting, whether kept in accordance with the requirements of the Privacy Act or under procedures established prior to September 27, 1975, shall be made available to the individual except that an accounting need not be made available if it relates to: (1) A disclosure made pursuant to the Freedom of Information Act, 5 U.S.C. 552; (2) a disclosure made within the Board; (3) a disclosure made to a law enforcement agency pursuant to 5 U.S.C. 552a(b)(7); (4) a disclosure which has been exempted from the provisions of 5 U.S.C. 552a(c)(3) pursuant to 5 U.S.C. 552a(j) or (k).

**§ 1481.7 Request for correction or amendment to record.**

(a) An individual may request amendment of a record pertaining to him in a system of records subject to this part by mailing or delivering to the Director, Office of Administration, a written request concerning such system of records maintained by the Board. Such written request shall conform to the requirements of § 1481.3 and shall also state the nature of the information in the record the individual believes to be inaccurate or incomplete and the amendment desired, and shall state concisely the reasons therefor.

**§ 1481.8 Agency review of request for correction or amendment to record.**

(a) Not later than 10 days (excluding Saturdays, Sundays and legal public holi-

days) after the date of receipt of a request to amend a record, the Director, Office of Administration, shall acknowledge in writing such receipt and, if a determination has not been made, inform the individual when he may expect to be advised of action taken on the request.

(b) If the Director, Office of Administration, determines not to grant all or any portion of the request to amend a record, he shall notify the individual in writing and shall specify the reasons therefor, and shall advise of the procedure for appealing such adverse determination to the General Counsel, as specified in § 1481.9 or to the appropriate Civil Service Commission official.

**§ 1481.9 Appeal of initial adverse agency determination on correction, or amendment or other request.**

(a) Not more than 10 days (excluding Saturdays, Sundays and legal public holidays) after receipt by an individual of an adverse determination by the Director, Office of Administration, concerning any request made under this Part which is subject to appeal within the Board, the individual may appeal to the General Counsel who has been delegated authority by the Chairman to make determinations on such appeals. The appeal shall be by letter, mailed or delivered to the General Counsel, the Renegotiation Board, 2000 M Street NW., Washington, D.C. 20446. The letter shall identify the records involved in the same manner as they were identified to the Director, Office of Administration, shall indicate the dates of the request and adverse determination, and shall indicate the expressed basis for that determination. In addition, the letter of appeal shall state briefly and succinctly the reasons why the adverse determination should be reversed.

(b) The General Counsel shall determine the appeal. Such determination shall be made not later than 30 days (excluding Saturdays, Sundays and legal public holidays) from the date the individual's letter of appeal is received, unless the Board, for good cause shown, extends such 30-day period. If the 30-day period is so extended, the individual shall be notified of the reasons for the extension and the date on which a final determination may be expected.

(c) If the General Counsel determines that the adverse determination will not be reversed, the individual shall be notified in writing of that determination, the reasons therefor, and of his right to seek judicial review of the decision pursuant to section 552a(g) of the Privacy Act, 5 U.S.C. 552a(g). If the adverse determination sustained by the General Counsel denies a request to amend a record, the individual shall also be advised of his right to file a concise statement of his reasons for disagreeing with the refusal to amend which may contain information which the individual believes should be substituted. Such statements shall ordinarily not exceed one page and the Board reserves the right to reject statements of excessive



length. Such statements shall be filed with the Director, Office of Administration, within 30 days (excluding Saturdays, Sundays and legal public holidays) of notification of the refusal to amend a record.

(d) A decision by the General Counsel pursuant to paragraph (c) of this section is final and will not be subject to petition for reconsideration. It is subject to judicial review in the district court of the United States in which the complainant resides, or has his principal place of business, or in which the Board records are situated, or in the District of Columbia.

#### § 1481.10 Exemptions.

The Board reserves the right, pursuant to 5 U.S.C. 552a(k), to promulgate rules

to exempt any system of records maintained by the Board.

#### § 1481.11 [Reserved]

#### § 1481.12 Fees.

No fees shall be charged for providing the first copy of a record or any portion thereof to individuals to whom the record pertains. The fee for additional copies is the same as that appearing in § 1480.12 of this subchapter.

#### § 1481.13 Penalties.

Section 552a(i)(3), makes it a misdemeanor, subject to a maximum fine of \$5,000, to knowingly and willfully request or obtain any record concerning an individual under false pretenses. Sec-

tion 552a(i)(1) and (2) of the Privacy Act, 5 U.S.C. 552a(i)(1) and (2), provide penalties for violations by agency employees of the Privacy Act or regulations established thereunder. Title 18 U.S.C. 1001, Crimes and Criminal Procedures, makes it a criminal offense, subject to a maximum fine of \$10,000 or imprisonment for not more than 5 years or both, to knowingly and willfully make or cause to be made any false or fraudulent statements or representations in any matter within the jurisdiction of any agency of the United States.

(Sec. 109, 65 Stat. 22; 50 U.S.C.A. App. Sec. 1219)

[FR Doc.75-24425 Filed 9-10-75;11:31 am]



**RENEGOTIATION BOARD**  
**PRIVACY ACT OF 1974**  
**Notice of System of Records**

Pursuant to the requirements of Section 3 of the Privacy Act of 1974, 5 U.S.C. 552a(e)(4) and (e)(11), notice is hereby given of the existence and character of the only system of records maintained by the Renegotiation Board other than Government-wide personnel systems. Interested persons are invited to submit written data, views, or arguments to the General Counsel, Renegotiation Board, 2000 M St., NW, Washington, DC 20446.

Dated: September 9, 1975.

R. C. Holmquist,  
*Chairman, Renegotiation Board.*

**RB-1**

**System name:** Payroll and Time and Attendance Records

**System location:** The Renegotiation Board, Room 3126, 2000 M St., NW., Washington, DC 20446

**Categories of individuals covered by the system:** Current and former employees of the Renegotiation Board.

**Categories of records in the system:** This system contains information and documents relating to employee's pay, income tax and insurance deductions, any additional allotments required, hours worked, and the recordation of annual and sick leave accruals, usage, and balances.

**Authority for maintenance of the system:** Title 5 U.S.C., Part II,

Subpart D, Pay and Allowances, and Subpart E, Attendance and Leave.

**Routine uses of records maintained in the system, including categories of users and the purposes of such uses:** Records are used by the Renegotiation Board and the Washington Disbursing Center, Department of the Treasury, to pay employees, to make appropriate deductions and allotments, to prepare Wage and Earning Statements, and to record leave accruals, usage and balances.

**Policies and practices for storing, retrieving, accessing, retaining, and disposing of records in the system:**

**Storage:** Records are maintained on standard forms.

**Retrievability:** Records are indexed by Social Security Number and name.

**Safeguards:** Records are secured in locked file cabinets.

**Retention and disposal:** Payroll records are maintained up to a maximum of five years at which time they are transferred to the National Personnel Records Center, St. Louis, Missouri. Time and Attendance Reports are maintained for two years and are destroyed.

**System manager(s) and address:** Director, Office of Administration, Renegotiation Board, 2000 M St., NW., Washington, DC 20446.

**Record access procedures:** Director, Office of Administration, Renegotiation Board, 2000 M St., NW, Washington, DC 20446.

**Contesting record procedures:** See Notification procedure, above.

**Record source categories:** Information in this system of records comes from the employee to whom it applies and from the agency officials.

[FR Doc.75-24426 Filed 9-10-75; 11:31 am]



**COUNCIL ON ENVIRONMENTAL  
QUALITY****PRIVACY ACT****Record Systems and Routine Uses**

Pursuant to the Privacy Act of 1974, 5 U.S.C. 552a(e)(4) the Council on Environmental Quality hereby announces that it has no records or systems of records maintained or usable through individual identifier. CEQ Personnel Records are maintained as part of the single system of records of the Civil Service Commission. Any questions concerning this matter should be addressed to Richard E. Mastrangelo, Secretary to the Council.

GARY L. WIDMAN,  
*General Counsel.*

[FR Doc.75-24809 Filed 9-16-75;8:45 am]

**DEPARTMENT OF DEFENSE****PRIVACY ACT OF 1974****Systems of Records; Index; Amendment**

In the FEDERAL REGISTER of Friday, August 29, 1975, Volume 40, Number 169, pages 40105-40121, the following Privacy Act System of Records Index for the Department of the Air Force replaces that which was previously published under the heading, "DEPARTMENT OF THE AIR FORCE (F) 40 FR 35403-35740":

MAURICE W. ROCHE,  
*Director, Correspondence and  
Directives OASD (Comptroller).*

SEPTEMBER 9, 1975.



6987 Security Squadron Office Alpha Roster And Squadron Roster.  
 AAC Quality Force Records System  
 AAC Quality Force Records System  
 AFAA Management Information System - Career File  
 AFJROTC Instructor Records System  
 AFROTC field training assignment system.  
 ANG Rated Report.  
 AU OER-TR Reviewing Sheet  
 AU potential faculty list.  
 Absentee and Deserter Information Files  
 Academic Completion Report  
 Academic Counseling Record  
 Academic Grades  
 Academic Requirements  
 Academic Scheduling  
 Access Authorization.  
 Access Records  
 Accession Listing.  
 Accident Data  
 Account receivable records maintained by Accounting & Finance  
 Accounting and Finance Officer Accounts and Substantiating Documents  
 Accounts Payable Records  
 Accounts Receivable  
 Accreditation References  
 Accrued military pay system, discontinued (AMPS 360/390)  
 Active Cadet Counseling File  
 Active Cadet Counseling File  
 Active Cadet Counseling File  
 Activities Therapy Referral  
 Additional Airmen Performance and Officer Evaluation Report Information  
 Administrative Discharge File  
 Administrative Discharge Information Summary  
 Administrative Disenrollment and Investigations  
 Administrative discharge for cause on reserve personnel  
 Admission and Disposition System  
 Advanced Data Personnel System Optional DIN Y06  
 Advanced Degree File  
 Advanced Personnel Data System (APDS) - ADS: E300  
 Advanced Personnel Data System (APDS) CBPO Optional DINS Y01-Y05  
 Advanced Personnel Data System, Consolidated Base Personnel Office optional DIN y07.  
 Aero Club Membership/Training Records  
 Aerobics Status  
 Aeromedical Research Data.  
 Aerospace Medicine Program Medical Recommendation Missile Duty  
 Aerospace Physiology Personnel Career Information System  
 Air Force Academy Administrative Record  
 Air Force Academy Appointment and Separation Records  
 Air Force Academy Candidate System  
 Air Force Academy Candidate System  
 Air Force Academy Candidate System  
 Air Force Academy Liaison Officers Listing  
 Air Force Academy Pre-Candidate  
 Air Force Advisory Personnel in Latin America  
 Air Force Aerospace Physiology Training Programs  
 Air Force Aid Society (AFAS) Financial Assistance Record System  
 Air Force Attache Record System  
 Air Force Audit Agency (AFAA) Management Information System - Plan File  
 Air Force Audit Agency (AFAA) Personnel Electronic Evaluation, Reporting System (PEERS)  
 Air Force Audit Agency Management Information System - Report File  
 Air Force Audit Agency Office File



Air Force Audit Agency Office Personnel File  
 Air Force Audit Agency Office Training File  
 Air Force Blood Program  
 Air Force Clinical Laboratory Automation Systems (AFCLAS)  
 Air Force Discharge Review Board Case Control/Locator Cards  
 Air Force Discharge Review Board Retain Files  
 Air Force Discharge Review Board Voting Cards  
 Air Force Discharge Review Board original case files.  
 Air Force Educational Assistance Loans  
 Air Force Entitlement/Commissioning Records System  
 Air Force Institute of Technology Education (AFIT) Historical File  
 Air Force Junior ROTC (AFJROTC) Instructor Applicant System.  
 Air Force Junior ROTC (AFJROTC) unit files.  
 Air Force Logistics Command (AFLC) Supergrade Information File.  
 Air Force Office of information/OI personnel background record.  
 Air Force Officer Confirmed Nomination Lists.  
 Air Force Open Mess Program  
 Air Force Personnel Test 851, Test Answer Cards.  
 Air Force Policy Statement for Firearms Safety and Use of Force  
 Air Force Postal Directory File  
 Air Force ROTC Cadet Pay System  
 Air Force ROTC field training administration system.  
 Air Force Reserve Medical School tour allocations.  
 Air Force Reserve Officer Training Corps (AFROTC) Guest Lecture Files  
 Air Force Reserve Officer Training Corps (AFROTC) Membership System  
 Air Force Reserve Officer Training Corps Qualifying Test Scoring System  
 Air Force Reserve Officer Training Corps evaluation information record files  
 Air Force Reserve Officer training corps (AFROTC) contract Violators  
 Air Force Reserve applications  
 Air Force Security Program Cases  
 Air Force Service Number/Social Security Account Number Cross Reference Rostars.  
 Air Force Systems Command (AFSC) Personnel Resource Management System  
 Air Force reserve applications for extended active duty.  
 Air Force service data of employees and relatives.  
 Air Intelligence Manpower Management System (AIMMS)  
 Air National Guard Information Personnel Background File  
 Air National Guard Information Personnel Background File  
 Air Reserve Information Squadron Biographical Files.  
 Air Reserve Pay and Allowance System (ARPAS)  
 Air Reserve Technician (ART) officer selection folders  
 Air Traffic Control (ATC) Certification Documentation  
 Air Traffic Control (ATC) Certification Documentation  
 Air Traffic Control Rating and Training Program Documentation  
 Air Training Command (ATC) Officer Add-on Data  
 Air Training Command (ATC) Officers Effectiveness Analysis File  
 Air Training Command Aircraft Accident Board Resources List  
 Air Training Command Management Analysis Awards Program.  
 Air Training Command (ATC) Personnel VIP Roster  
 Air University (AU) Advanced Degree Application.  
 Air University Academic Records  
 Air University Outstanding Junior Officer of the Year.  
 Air force reserve airman demotions  
 Aircraft Accidents and Incidents Computer File  
 Aircrew Data  
 Aircrew Instruction Records (Flying Training Records)  
 Aircrew Intelligence Training Report  
 Aircrew Qualification  
 Aircrew Qualification Report  
 Aircrew Resource Management System (SACARMS)  
 Aircrew Standards Case File



Aircrew Training Records F101 Aircraft  
Aircrew Training Records F102 Aircraft  
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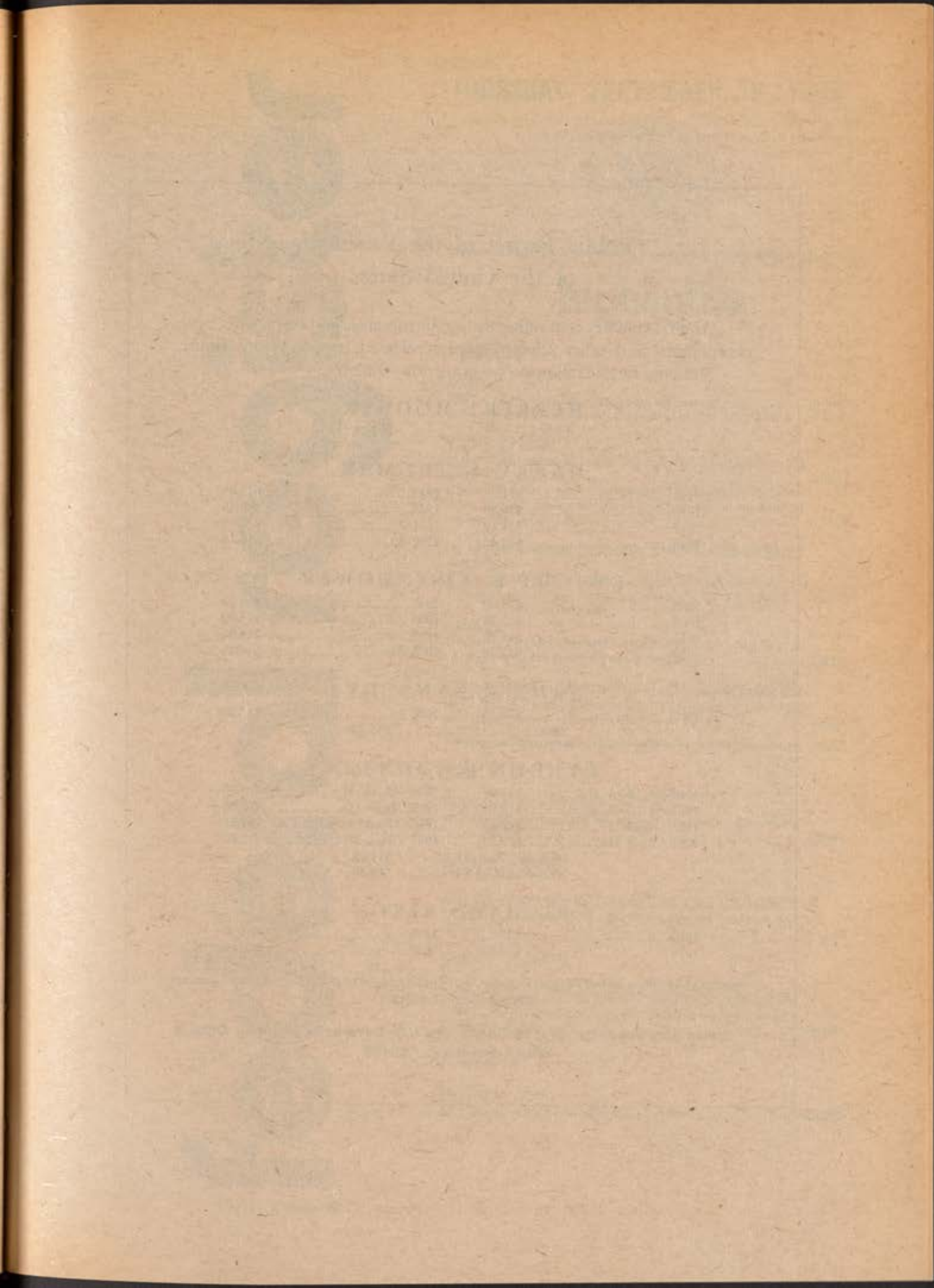
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