

over the estimated cost of the same items of expense for a typical foreign-flag vessel for purposes of determining operating-differential subsidy payment.

Because the operating-differential subsidy program is exempt from the rule-making procedures required by 60 Stat. 238, section 4, as amended (5 U.S.C. 553) and because of the need for immediate guidance to those holding subsidy contracts under this part, the rule is issued in final form.

Section 294.6(b) (5) of Title 46, Chapter II, Code of Federal Regulations is amended to read as follows:

§ 294.6 Determinations of subsidy.

(b) *U.S. costs.* \* \* \*  
 (5) *Stores, supplies and expendable equipment.*—The cost of stores, supplies and expendable equipment attributable to the subsidized voyage shall be:

(i) The average cost per operating day of stores, supplies and expendable equipment expenses for the subsidized vessel for the 3-year period preceding the current year adjusted to the current cost level by application of the U.S. Wholesale Price Index of Total Manufacturers, for vessels that have been owned by the operator, or a holding company, affiliate, subsidiary, or associate, for 3 years preceding the current year, or

(ii) The fair and reasonable cost per operating day of stores, supplies and expendable equipment expenses for the subsidized vessel as determined by the Board, for vessels that have not been under such ownership for the 3-year period.

This regulation shall be effective on June 7, 1973.

(Sec. 104, 49 Stat. 1987, as amended, 46 U.S.C. 1114.)

Dated June 4, 1973.

By order of the Maritime Subsidy Board.

JAMES S. DAWSON, Jr.,  
*Secretary,*  
*Maritime Subsidy Board.*

[FR Doc.73-11408 Filed 6-6-73; 8:45 am]

Title 49—Transportation  
 CHAPTER I—DEPARTMENT OF TRANSPORTATION  
 SUBCHAPTER B—OFFICE OF PIPELINE SAFETY  
 [Amendment 192-14; Docket No. OPS-3E]  
 PART 192—TRANSPORTATION OF NATURAL AND OTHER GAS BY PIPELINE: MINIMUM FEDERAL SAFETY STANDARDS

Odorization of Gas in Transmission Lines

The purpose of this amendment is to extend the period of time during which the interim Federal safety standards applicable to gas odorization in transmission lines may remain in effect in those States now requiring such odorization.

On August 29, 1972, the Office of Pipeline Safety (OPS) issued amendment 192-7 (37 FR 17970). That amendment

provided that the interim Federal standards on odorization, in effect in States requiring the odorization of gas in transmission lines, were to remain in effect until June 1, 1973, or the date upon which the distribution companies in those States were odorizing gas in accordance with § 192.625, whichever occurred earlier.

As explained in the preamble to amendment 192-7, the extension there provided was for the purpose of allowing time to carry out a rulemaking proceeding for odorization of gas in transmission lines. At the present time, that proceeding is being implemented and by January 1, 1974, the OPS anticipates it will be complete so that the interim standards can be allowed to lapse.

Since the regulatory provisions that are affected by this amendment are presently in effect, and since this amendment will impose no additional burden on any person, I find that notice and public procedure thereon are impractical and unnecessary and that good cause exists for making it effective on less than 30 days notice.

In consideration of the foregoing § 192.625(g) (1) of title 49 of the Code of Federal Regulations is amended, effective June 1, 1973, to read as follows:

§ 192.625 Odorization of gas.

\* \* \* \* \*  
 (g) \* \* \*  
 (1) January 1, 1974; or

This amendment is issued under the authority of section 3 of the Natural Gas Pipeline Safety Act of 1968 (49 U.S.C. 1672), § 1.58(d) of the regulations of the Office of the Secretary of Transportation (49 CFR 1.58(d)), and the re-delegation of authority to the Director, Office of Pipeline Safety, set forth in appendix A of part 1 of the regulations of the Office of the Secretary of Transportation (49 CFR, pt. 1).

Issued in Washington, D.C. on May 31, 1973.

JOSEPH C. CALDWELL,  
*Director,*  
*Office of Pipeline Safety.*

[FR Doc.73-11359 Filed 6-6-73; 8:45 am]

CHAPTER X—INTERSTATE COMMERCE COMMISSION  
 SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[Rev. S.O. 1138]  
 PART 1033—CAR SERVICE

Colorado and Southern Railway Co. and Colorado & Wyoming Railway Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 31st day of May 1973.

It appearing, that in Finance Dockets Nos. 26945 and 27022 the Colorado & Wyoming Railway Co. (C. & W.) was given contingent authority to construct and operate a line of railroad approxi-

mating 2.5 miles in length in Pueblo County, Colo., extending from a point in the vicinity of milepost 124 of the jointly owned main track of the Atchison, Topeka & Santa Fe Railway Co. (ATSF) and the Colorado & Southern Railway Co. (C. & S.) to the Comanche electric generating plantsite of the Public Service Co. of Colorado, subject to the granting of trackage rights over this line to the C. & S.; and the granting of trackage rights to the C. & W. over certain jointly owned ATSF-C. & S. trackage in the vicinity of ATSF-C. & S. milepost 124 in order to provide a connection between the aforescribed C. & W. trackage and other C. & W. trackage;

And it further appearing, that there is immediate need for the operations by the C. & S. and the C. & W. over these C. & W. tracks and by the C. & W. over these joint ATSF-C. & S. tracks for the movement of equipment and coal to the aforementioned newly established electric generating station; that such operations by these carriers over these tracks are necessary in the interest of the public and the commerce of the people; that notice and public procedure herein are impracticable and contrary to the public interest; and that good cause exists for making this order effective upon less than 30 days' notice.

It is ordered, That:

§ 1033.1138 Service Order No. 1138.

(a) The Colorado & Southern Railway Co. authorized to operate over tracks of the Colorado & Wyoming Railway Co. The Colorado & Wyoming Railway Co. authorized to operate over jointly owned tracks of the Atchison, Topeka & Santa Fe Railway Co. and the Colorado & Southern Railway Co.: The Colorado & Southern Railway Co. (C. & S.) be, and it is hereby, authorized to operate unit-coal trains over tracks of the Colorado & Wyoming Railway Co., in Pueblo County, Colo., between a point in the vicinity of milepost 124 of the jointly owned main track of the Atchison, Topeka & Santa Fe Railway Co. (ATSF) and the C. & S., and the Comanche electric generating station of the Public Service Co. of Colorado, a distance of approximately 2.5 miles.

(b) The C. & W. be, and it is hereby, authorized to operate over a newly constructed track between a point in the vicinity of milepost 124 of the jointly owned main track of the ATSF and the C. & S., and the aforementioned Comanche electric generating station; and to operate over jointly owned tracks of the ATSF-C. & S. in the vicinity of milepost 124, located in Pueblo County, Colo., to effect a connection between the above-described Comanche power plant extension of the C. & W. and other tracks of the C. & W.

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

(d) *Rates applicable.*—Inasmuch as these operations by the C. & S. over tracks of the C. & W. and by the C. & W. over its newly constructed tracks, and