

detailed information concerning the volumes and market characteristics of red-tag mail matter. In the letter transmitting its filing, however, the Postal Service states that it is not thereby filing, nor will it file, a case-in-chief.

According to the schedule establishing in the Commission's Order of January 4, 1979, instituting this proceeding, discovery directed to the Postal Service was to be completed by June 1, 1979, the cases-in-chief of the Officer of the Commission and of the intervenors were to be due on June 15, 1979, and hearings were to commence on June 25, 1979. In light of the detailed volume and market information contained in the Postal Service's filing, the absence of cost information from the Service's filing, and interrogatories directed to the Service that have not yet been answered, we believe that all these deadlines should be deferred. In order to give parties other than the Postal Service an ample opportunity to complete their discovery upon the Service and to prepare cases-in-chief treating all pertinent issues, the Commission will extend the deadline for filing cases-in-chief to June 29, 1979, and extend the deadline for discovery directed to the Service to July 13, 1979. An order specifying the date on which hearings will begin in this docket shall issue hereafter; at present, we anticipate that hearings will begin during September, 1979.

In the interest of expediting this proceeding, all parties are encouraged to utilize technical conferences and other forms of informal discovery in order to reduce the volume of written and oral cross-examination.

#### The Commission Orders

(A) The deadline for the filing of cases-in-chief by the Officer of the Commission and by the intervenors in this proceeding is hereby deferred to June 29, 1979.

(B) The deadline for the completion of discovery directed to the Postal Service is hereby deferred to July 13, 1979.

(C) The currently scheduled date of June 25, 1979, for the commencement of hearings in this docket is hereby deferred indefinitely, pending issuance of a subsequent order rescheduling hearings in this docket.

By the Commission.

David F. Harris,  
Secretary.

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## DEPARTMENT OF STATE

### Bureau of Oceans and International Environmental and Scientific Affairs

[Public Notice 671]

#### Convention on Migratory Species of Wild Animals; Availability of Draft Environmental Impact Statement

Pursuant to Section 102(2)(C) of the National Environmental Policy Act of 1969, the U.S. Department of State has prepared a Draft Environmental Impact Statement on the Convention on the Conservation of Migratory Species of Wild Animals, dated May 25, 1979. The Draft EIS considers the potential environmental effects of a proposed international convention for the conservation of migratory species of wild animals, which will be the subject of international negotiations on June 11-23, 1979.

Copies of the Draft EIS may be obtained by contacting William H. Mansfield, Office of Environmental Affairs, Department of State, Room 7820, Washington, D.C. 20520 (tel: 202/632-2418).

The Department of State will receive written and oral comments on the Draft EIS in a public meeting on June 1, 1979 at 10 a.m. in Room 1107 at the Department of State, 2201 C Street, N.W., Washington, D.C. The Department will receive additional written comments through July 13, 1979.

May 25, 1979.

William Alston Hayne,  
Deputy Assistant Secretary for  
Environmental Affairs.

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[FRA Emergency Order No.11—Notice 7]

#### Louisville and Nashville Railroad Co.; Emergency Order Limiting Movement of Hazardous Materials; Partial Removal of Order

On February 7, 1979, the Federal Railroad Administration (FRA) issued FRA Emergency Order No. 11 (44 FR 8402), which placed certain restrictions on the movement of railroad freight cars containing materials required to be placarded in accordance with Department of Transportation regulations, 49 CFR Parts 170-189, over track owned or leased by the Louisville and Nashville Railroad Company (L&N). That Order provided, in part, that FRA

would consider gradual removal of its restrictions dependent upon the L&N's progress in rectifying its safety deficiencies. On April 6, 1979, FRA rescinded the Order with respect to the 204 miles of the L&N's system between Flomaton, Alabama, and Chattahoochee, Florida, (44 FR 21725.)

As discussed at length in the Order, FRA found substantial evidence that the L&N had inadequately dealt with a number of factors that had led, or contributed, to train derailments on its system during the 37 months preceding issuance of that Order. Consequently, one of the purposes of the Order was to call the L&N's attention to the safety hazards created by its actions and omissions with the expectation that the L&N would take appropriate remedial action to improve the safety of operations over its system.

On March 1, March 23, March 28, April 20, and May 7, 1979, the L&N made separate requests that, taken together, requested that the Order be modified to exclude coverage of its mainline between the following locations: Nashville, Tennessee-Memphis, Tennessee; Nashville-Atlanta, Georgia; Nashville-New Orleans, Louisiana; and Corbin, Kentucky-Cartersville, Georgia. These track segments total approximately 1,350 miles. In support of those requests, L&N stated that such segments were in full compliance with the FRA's Track Safety Standards (49 CFR Part 213).

Following the earliest L&N request, which covered its track between Nashville and Montgomery, Alabama, FRA performed a thorough investigation of all aspects of railroad operations over that segment that bear on safety, including the condition of track and equipment, adequacy of training and testing of L&N operating personnel, L&N compliance with Federal safety regulations and its own rules, accident history, and the volume and character of hazardous materials moved. The FRA investigation was designed to accomplish two objectives; first, to ascertain whether the L&N had identified all significant safety problems with respect to that segment and had instituted the remedial action necessary to abate the emergency situation that existed at the time the Order was issued; and second, to determine whether the L&N had taken appropriate steps to ensure that another emergency situation would not develop on that segment in the future. The focus of the FRA investigation was on whether hazardous materials operations over that segment, absent the restrictions of the Order, would still create and