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SEC

SERVICE DATE -LATE RELEASE NOVEMBER 4, 1996

SURFACE TRANSPORTATION BOARD¹

DECISION

Section 5a Application No. 118 (Amendment No. 1)

EC-MAC MOTOR CARRIERS SERVICE ASSOCIATION, INC.

Section 5a Application No. 25 (Amendment No. 8)

THE NEW ENGLAND MOTOR RATE BUREAU, INC.

Section 5a Application No. 46 (Amendment No. 19)

SOUTHERN MOTOR CARRIERS RATE CONFERENCE, INC.

Decided: October 30, 1996

By notices filed August 27, 1996, January 10, 1995, and September 27, 1996, respectively, the EC-MAC Motor Carriers Service Association, Inc. (EC-MAC), The New England Motor Rate Bureau, Inc. (NEMRB) and the Southern Motor Carriers Rate Conference, Inc., seek to withdraw their petitions for amendment of their by-laws to effect territorial expansions. Their requests will be granted. Section 5a Application No. 118 (Amendment No. 1) has served as the lead docket in a consolidated proceedings² that included the NEMRB and SMCRC petitions. From now on, Section 5a Application No. 34 (Amendment No. 8), Middlewest Motor Freight Bureau, Inc., will serve as the lead docket in these consolidated proceedings. Any material filed in these consolidated proceedings in the future should be filed under that docket number.

It is ordered:

1. The proceedings in Section 5a Application No. 118 (Amendment No. 1), Section 5a Application No. 25 (Amendment No. 8), and Section 5a Application No. 46 (Amendment No. 19) are dismissed.
2. This decision is effective on its date of service.

By the Board, Vernon - A. Williams, Secretary.

Vernon A. Williams
Secretary

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the ICCTA), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions to the Surface Transportation Board (Board). Section 204(b)(1) of the ICCTA provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the ICCTA. This decision relates to applications that were pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 13703.

² These proceedings have been-consolidated with: Section 5a Application No. 34 (Amendment No. 8), Middlewest Motor Freight Bureau, Inc.; Section 5a Application No. 22 (Amendment No. 7), Pacific Inland Tariff Bureau, Inc.; Section 5a Application No. 60 (Amendment No. 10), Rocky Mountain Motor Tariff Bureau, Inc.; and Section 5a Application No. 45 (Amendment No. 13), Niagara Frontier Tariff Bureau, Inc.