AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
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FEDERAL REGISTER

VOLUME 31 • NUMBER 91

Wednesday, May 11, 1966 • Washington, D.C.

Pages 6887–6939

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THE NATIONAL ARCHIVES OF THE UNITED STATES
LITTERA SCRIPTA MANET
1934

Just Released

CODE OF FEDERAL REGULATIONS

(As of January 1, 1966)

Title 17—Commodity and Securities Exchanges
(Pocket Supplement)
$1.00

[*A cumulative checklist of CFR issuances for 1966 appears in the first issue of the Federal Register each month under Title 1*]

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

FEDERAL REGISTER

Area Code 202 Phone 963-3261

Published daily, Tuesday through Saturday (no publication on Sundays, Mondays, or on the day after an official Federal holiday), by the Office of the Federal Register, National Archives and Records Service, General Services Administration (mail address National Archives Building, Washington, D.C. 20408), pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

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(Codification Guide)

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SUBCHAPTER G—EMERGENCY OPERATIONS

[General Order 82, 14th Rev., Amdt. 1]

PART 309—VALUES FOR WAR RISK INSURANCE

Part 309 is hereby amended by adding a new section following § 309.101 reading as follows:

§ 309.102 Values effective January 1, 1966.

(a) *Vessels covered by §§ 309.3 through 309.5.* (1) The Maritime Administration has found that the values established in accordance with §§ 309.3–309.5 constitute just compensation for the vessels to which they apply, computed as provided in sections 902(a) and 1209 (a), Merchant Marine Act, 1936, as amended; and pursuant thereto has determined the values of the vessels covered by interim binders for war risk hull insurance, Form MA–184, prescribed by Part 308 of this chapter.

(2) The interim binders listed below shall be deemed to have been amended as of January 1, 1966, by inserting in the space provided therefor or in substitution for any value now appearing in such space the stated valuation of the vessels set forth below for the binders and vessels as designated. Such stated valuation shall apply with respect to insurance attaching during the period January 1, 1966, to June 30, 1966, inclusive; *Provided, however,* That the Assured shall have the right within 60 days after date of publication of this section or within 60 days after the attachment of the insurance under said binder, whichever is later, to reject such valuation and proceed as authorized by section 1209 (a) (2), Merchant Marine Act, 1936, as amended.

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
870	Achilles	281702	$8,320
722	African Glade	245035	555
723	African Glen	247294	555
724	African Grove	244877	555
605	Alamar	245810	500
1269	Alaska Bear	246004	593
1790	Alcoa Commander	248327	555
1793	Alcoa Explorer	248335	555
1620	Alcoa Mariner	247572	555
1748	Alcoa Marketer	245539	555
1711	Alcoa Master	253572	555
1463	Alcoa Ranger	253116	562
1461	Alcoa Roamer	252567	562
1460	Alcoa Runner	245375	562
1802	Alcoa Trader	248144	555
1749	Alcoa Voyager	253289	555
1850	Aldina	239754	490
1061	Aldine	841	325
659	Alice Brown	249027	555
1552	Alma Victory	248201	593
352	Aloha State	243297	1,000
1972	American Condor	252347	1,000
831	American Eagle	278327	6,660
1769	American Falcon	252524	1,000
534	American Forester	248074	555
1791	American Hawk	243969	1,000
1665	American Hunter	252679	555
541	American Leader	249517	555
940	American Mail	247321	1,000
542	American Manufacturer	247643	555
545	American Miller	243873	555
1688	American Oriole	252304	1,000
546	American Packer	243982	555
549	American Press	247590	555
550	American Producer	254616	555
1679	American Robin	242941	1,000
554	American Scientist	254653	555
1902	American Trader	244855	930
561	American Veteran	247296	555
163	America Sun	240147	495
272	Ames Victory	247292	593
1485	Amoco Connecticut	242851	1,600
1488	Amoco Delaware	245058	1,550
1768	Amoco Louisiana	244329	1,725
1482	Amoco Maryland	242509	640
1484	Amoco New York	244801	762
1486	Amoco Virginia	243518	1,725
641	Amtank	247968	975
1914	Anchorage	246736	3,500
2008	Andrew Jackson	247303	566
19	Angelo Petri	243882	3,540
1040	A. N. Kemp	149	850
2009	Antinous	245979	566
1444	Arizona Standard	248736	555
1039	Atholl McBean	141	835
232	Atlantic Communicator	268196	3,725
233	Atlantic Endeavor	277623	5,950
234	Atlantic Engineer	261167	3,190
1004	Atlantic Enterprise	276911	5,890
1006	Atlantic Navigator	261423	3,220
239	Atlantic Trader	248007	1,910
871	Atlas	277291	6,700
418	Attleboro Victory	247475	465
789	Audrey J. Luckenbach.	248884	1,350
1435	Austin	247455	2,250
2099	Australian Isle	256787	582
2107	Boise Victory	248786	593
1986	Bowling Green	244750	555
1816	Bradford Island	247640	555
1490	Brazos	247583	850
1593	Brighton	4445–59	2,210
1473	Brooklyn Heights	247872	525
353	Buckeye State	244577	1,000
1337	Burgan	1538	785
226	Byron D. Benson	246173	555
941	California Mail	252476	1,000
297	Californian	249239	2,860
963	California Standard	262403	345
1949	Calmar	294756	4,500
1575	Caltex Bangkok	2244–48	325
1576	Caltex Capetown	2246–48	325
1577	Caltex Copenhagen	2245–48	325
1578	Caltex Durban	2243–48	325
1579	Caltex Genoa	2248–48	325
1580	Caltex Gothenburg	2249–48	325
1581	Caltex Manila	2247–48	325
1585	Caltex Stockholm	2070–47	325
426	Canada Bear	247385	593
1424	Canterbury Leader	247868	260
1370	Cantigny	247452	2,225
07	Carbide Seadrift	241851	2,000
08	Carbide Texas City	242532	2,000
1931	Chancellorsville	244460	2,025
1213	Chatham	252493	555
333	Chemical Transporter	244942	1,170
243	Chena	242704	297
597	Cherry Valley	242531	555
964	Chevron	250641	245
1041	Chevron Transporter	132	825
610	Chilore	253219	2,300
2010	Choctaw	242785	555
1990	Choctaw Victory	247420	593
1813	Cities Service Baltimore	271866	5,710
1814	Cities Service Miami	272077	5,740
1815	Cites Service Norfolk	272839	5,850
1050	Cities Service Valley Forge	401	1,490
2011	City of Alma	247592	566
101	Claiborne	242378	555
1967	Cleveland	243450	555
266	Coeur D'Alene Victory.	247113	593
273	Coe Victory	247894	593
186	Colina	242775	555
1163	Colorado	252492	555
1978	Columbia Victory	247765	525
711	Constitution State	245985	593
1588	Continental II	1650	1,015
1589	Continental III	1695	1,030
712	Copper State	244137	1,000
713	Cotton State	248440	525
704	Cottonwood Creek	246864	1,560
1305	Council Grove	247896	2,150
1051	Cradle of Liberty	467	1,520
1538	C. R. Musser	246754	525
583	Custis Woods	245009	555
1355	Cyclone	245751	525
137	Cynthia Olson	253441	115
1343	David D. Irwin	242354	2,300
212	David E. Day	248880	1,875
1979	Del Aires	252445	555
165	Delaware Sun	264853	3,430
319	Del Campo	241923	382
323	Del Monte	246628	368
2012	De Soto	245398	566
377	Dolly Turman	249747	555
1681	Duval	245641	525
700	Eagle Courier	277561	5,900
699	Eagle Transporter	277710	5,910
697	Eagle Traveler	278442	6,700
698	Eagle Voyager	278624	6,690
167	Eastern Sun	270025	3,900
1994	East Hills	245914	555
187	Eclipse	267144	3,100
786	Edgar F. Luckenbach	248882	1,350
2078	Elaine	247049	525
1917	Elizabethport	297001	4,600
1623	Elwell	245837	555
705	Empire State	248212	555
830	Erna Elizabeth	280193	6,920
983	Esso Baltimore	282272	9,220
987	Esso Bangor	264791	3,300
1312	Esso Bogota		775
984	Esso Boston	283784	9,390
1310	Esso Brooklyn		310
989	Esso Chester	264445	3,050
1378	Esso Colon		765
988	Esso Dallas	259248	2,600
990	Esso Florence	266855	3,250
1007	Esso Gettysburg	273362	6,750
991	Esso Gloucester	265336	3,150
993	Esso Huntington	266329	3,300
994	Esso Jamestown	275519	7,050
995	Esso Lexington	276270	7,180
996	Esso Lima	259142	2,590
992	Esso Miami	259357	2,580
1313	Esso Montevideo		735
997	Esso Newark	264231	3,020
998	Esso New York	259610	2,650
1314	Esso Norfolk		325
1315	Esso Santos		780
1014	Esso Scranton	245830	555
1898	Esso Seattle	277935	6,570
1009	Esso Washington	273896	6,860
2079	Evanthie	240203	1,000
354	Evergreen State	257827	1,000
2080	Eviliz	245672	525
855	Exilona	252303	760
858	Expeditor	251971	760
865	Express	252376	760
2027	Express Buffalo	247252	593
1938	Express Virginia	249290	555
262	Fairland	242073	2,225
2075	Fairisle	245627	593
2013	Fairport	249072	566
2037	Fairwind	247042	275
1868	Fanwood	252355	555
1536	F. E. Weyerhaeuser	245564	525
153	Floridian	282733	1,125
1810	Flower Hill	252446	555
218	Flying A-California	268216	1,315
221	Flying A-Delaware	267997	3,350
220	Flying A-New York	267198	3,310
219	Flying A-Washington	268783	1,340
1469	Flying Clipper	252991	555
1480	Flying Cloud	247000	555
1468	Flying Eagle	251664	555
1479	Flying Enterprise II	245734	555
1472	Flying Gull	240462	555
1471	Flying Hawk	240632	555
1478	Flying Spray	246217	365
1481	Flying Trader	248750	525
584	Fort Fetterman	244935	1,650
1211	Fort Hoskins	248735	2,175
247	Fortuna	245880	275
498	Four Lakes	244971	1,725
380	Frank Lykes	245540	555
177	Fruitvale Hills	248716	555

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
962	F. S. Bryant	250827	540
1035	Gage Lund	217	900
585	Gaines Mill	244464	1,625
248	Galena	248122	250
1839	Garden City	252444	555
948	Garden State	248057	593
203	Gateway City	251506	2,225
1539	George S. Long	245913	525
384	Gibbes Lykes	245182	555
1298	Globe Carrier	243503	2,550
1209	Globe Progress	244888	2,550
1874	Globe Traveler	289436	2,910
1885	Glory of the Seas	245169	555
714	Golden State	246544	525
355	Gopher State	244979	1,000
2073	Green Bay	248912	1,650
885	Green Cove	247268	555
1129	Green Dale	251748	555
886	Green Harbour	247760	950
887	Green Island	247079	950
2036	Green Lake	248700	1,650
950	Green Mountain State	247158	525
1950	Green Port	252346	1,000
1901	Green Ridge	247322	1,000
889	Green Valley	247950	950
890	Green Wave	252351	555
1249	Guam Bear	252570	555
790	Gulfbear	247309	1,570
791	Gulfbeaver	243657	1,550
792	Gulfcrest	279334	6,090
793	Gulfdeer	245727	1,760
794	Gulfjaguar	246972	1,840
795	Gulfking	275193	6,160
796	Gulfknight	277183	6,440
797	Gulflion	246990	1,940
808	Gulflube	254406	575
798	Gulfoil	283424	6,350
799	Gulfpanther	246543	1,760
800	Gulfpride	279769	6,370
801	Gulfprince	276034	6,310
802	Gulfqueen	275583	6,220
805	Gulfseal	247557	1,850
811	Gulfservice	264224	1,330
803	Gulfsolar	280223	6,240
806	Gulfspray	282848	6,600
807	Gulfstag	251066	1,710
1358	Gulfsupreme	287186	7,050
804	Gulftiger	247767	1,940
1659	Halcyon Panther	245922	593
646	Hampton Roads	248748	975
1891	Hanover	246934	255
824	Hans Isbrandtsen	277703	6,520
2014	Hastings	246617	566
298	Hawaiian	249353	2,860
300	Hawaiian Builder	247386	1,000
985	Hawaiian Citizen	252149	3,750
301	Hawaiian Craftsman	247826	1,000
303	Hawaiian Farmer	245860	1,000
304	Hawaiian Merchant	248845	1,000
305	Hawaiian Packer	243929	1,000
307	Hawaiian Planter	248741	1,000
308	Hawaiian Rancher	246204	1,000
309	Hawaiian Refiner	245594	1,000
1445	Hawaii Standard	248802	555
965	H. D. Collier	248737	555
873	Helen H	245029	2,550
385	Helen Lykes	245245	555
1667	Hercules Victory	248657	525
634	Hess Bunker	243804	2,025
635	Hess Diesel	248127	2,050
638	Hess Petrol	244735	2,025
1373	Hess Refiner	248244	2,050
639	Hess Trader	246104	2,000
961	Hillyer Brown	256233	1,350
706	Hoosier State	247762	1,350
1540	Horace Irvine	246933	525
787	Horace Luckenbach	245644	1,000
176	Houston	242636	2,250
1252	Hudson	244463	1,560
2015	Hurricane	246798	555
2016	Iberville	248489	566
679	Idaho	252271	1,000
968	Idaho Standard	245461	555
249	Illamna	246848	299
432	India Bear	252568	555
945	Java Mail	252478	1,000
1285	J. E. Dyer	274440	6,080
274	Jefferson City Victory	247345	593
970	J. H. MacGaregill	248896	555
973	J. H. Tuttle	242955	590
967	J. L. Hanna	248531	555
2017	John B. Waterman	249234	566
829	John C	242701	555
1017	John F. Shea	247095	950
1535	John Weyerhaeuser	245356	525
586	Julesburg	243523	1,750
612	Kenmar	246062	500
598	Keystoner	266730	1,385
356	Keystone State	247763	1,350
599	Keytanker	265644	1,355
600	Keytrader	267905	1,420
2018	Kyska	248654	566
110	La Salle	251504	566
13	Leland I. Doan	284217	8,500
788	Lena Luckenbach	244049	1,000
391	Letitia Lykes	246897	555
1052	Liberty Bell	519	1,530
293	Lompoc	248653	585
267	Longview Victory	247077	593
1918	Los Angeles	241153	4,600
613	Losmar	245111	500
367	Louisiana Sulphur	242964	1,340
658	Lucile Bloomfield	249291	555
2019	Madaket	246992	566
716	Magnolia State	247144	525
394	Mallory Lykes	244881	555
1356	Manhattan	287253	16,700
275	Mankato Victory	248739	593
2105	Marathon Victory	248563	593
660	Margarett Brown	249174	555
2087	Marine Clipper	248655	650
15	Marine Dow-Chem	267278	3,850
1510	Marine Electric	245675	3,060
1570	Marine Merchant	247867	260
90	Marine Shipper	247596	260
91	Marine Trader	247274	260
92	Marine Transport	247991	290
168	Maryland Sun	246101	555
664	Maryland Trader	247178	1,650
1940	Marymar	294730	4,500
01	Mayflower	284049	9,240
1512	Meadowbrook	289879	2,275
969	M. E. Lombardi	240228	280
1286	Meteor	247331	525
681	Michigan	240590	1,000
1425	Midland	246355	555
587	Mill Spring	244468	1,700
2033	Missouri	248885	1,900
1271	M. L. Gosney	266338	2,980
188	Mobil Aero	278471	6,240
189	Mobil Fuel	274588	5,330
190	Mobilgas	271449	4,820
191	Mobil Lube	275651	5,480
192	Mobiloil	279064	6,330
193	Mobil Power	274966	5,380
420	Moline Victory	247346	525
2095	Mona Pass	2389	325
601	Monmouth	242426	555
2110	Monarch of the Seas	244794	555
1265	Monticello Victory	286819	9,440
1447	Montpelier Victory	289745	9,500
34	Mormacfir	248650	593
50	Mormacrio	248745	1,000
281	Mount Vernon Victory	284178	9,240
250	Nadina	245864	290
588	Naeco	244063	1,500
648	Nashbulk	247307	975
1758	National Defender	279938	11,370
2034	Neches	244235	555
251	Nenana	247015	275
1441	Nevada Standard	247758	555
661	Neva West	249283	555
421	Newberry Victory	248460	525
169	New Jersey Sun	265748	3,510
180	New Market	247276	555
683	New York	248742	1,000
2038	New Yorker	283030	1,125
2118	New Zealand Victory	245474	593
1668	Norberto Capay	244133	555
1658	Norina	247468	2,910
592	Northfield	243253	2,050
1993	North Hills	245040	555
268	Northwestern Victory	247492	593
1466	Norwalk	245848	525
1827	Ocean Anna	266619	3,470
2112	Ocean Dinny	244215	555
931	Ocean Evelyn	249217	1,350
1297	Oceanic	246006	510
1988	Oceanic Cloud	251970	555
1895	Oceanic Spray	245532	555
1896	Oceanic Tide	244612	555
932	Ocean Ulla	280004	7,200
1894	Oceanic Wave	248065	465
684	Ohio	246388	1,000
170	Ohio Sun	244089	555
1992	Old Westbury	245338	555
1386	Olga	247316	593
971	Oregon Standard	246773	555
1093	Oswego Leader	1258	325
1825	Our Lady of Peace	247571	555
785	Overseas Rose	245923	1,000
717	Palmetto State	247823	525
1217	Panoceanic Faith	245134	555
1037	Paul Pigott	163	855
1272	P. C. Spencer	264903	2,870
718	Pelican State	245354	593
1592	Penn Carrier	246908	555
339	Penn Challenger	280318	6,970
1342	Penn Exporter	247099	1,560
1954	Pennmar	295108	4,500
1860	Penn Sailor	275391	1,625
171	Pennsylvania Sun	280202	9,500
1008	Penn Transporter	248437	1,560
341	Penn Vanguard	242780	525
581	Perryville	244644	1,975
562	Pioneer Cove	249748	555
578	Pioneer Tide	249030	555
1987	Plymouth Victory	245625	593
1754	Point Loma	246982	555
1953	Point Sur	243263	555
16	Ponca City	244335	555
1999	Portmar	294731	4,500
1505	Potomac	248800	2,550
1390	Prairie Grove	246660	2,250
1897	President Harding	252443	555
919	Producer	245888	2,550
228	Providence Getty	254689	245
2064	Pure Oil	248837	620
1273	P. W. Thirtle	270179	3,350
1301	Rainbow	247026	525
1869	Ranger	244598	555
264	Raphael Semmes	242074	2,225
972	R. C. Stoner	243128	590
1475	Remsen Heights	247865	525
09	R. E. Wilson	244090	710
1162	Richmond	241939	485
1859	Ridgefield Victory	247454	593
1038	Robert Watt Miller	172	855
155	Robin Goodfellow	247254	1,000
156	Robin Gray	252626	1,000
157	Robin Hood	247255	1,000
158	Robin Kirk	254272	1,000
160	Robin Mowbray	255316	1,000
162	Robin Trent	254641	1,000
172	Sabine Sun	241558	530
1879	Sacramento	245497	2,680
422	San Angelo Victory	248842	525
1919	San Francisco	241220	4,600
1920	San Juan	242653	4,600
891	Santa Adela	242243	555
1811	Santa Emilia	247570	555
900	Santa Flavia	242762	555
903	Santa Juana	242111	555
906	Santa Malta	245459	555
211	Santa Maria	263781	1,270
619	Santore	254624	2,300
1822	Sasstown	1876	995
26	Sealady	244457	525
1970	Seamar	294729	4,500
65	Seatrain Georgia	262558	1,075
66	Seatrain Louisiana	262835	1,075
67	Seatrain New Jersey	239088	625
68	Seatrain New York	231905	360
69	Seatrain Savannah	231916	360
70	Seatrain Texas	239549	625
1921	Seattle	247275	3,500
336	Sierra	247831	1,000
1476	Sir John Franklin	244734	365
1266	Sister Katingo	277936	6,560
202	Socony Vacuum	268801	3,320
337	Sonoma	252413	1,000
357	Sooner State	247139	555
1803	Southport II	245183	555
1049	Statue of Liberty	420	1,505
1016	Steel Admiral	252403	1,000
439	Steel Advocate	245731	1,000
440	Steel Age	244161	1,000
441	Steel Apprentice	252498	1,000
442	Steel Architect	247168	1,000
443	Steel Artisan	247833	1,000
444	Steel Chemist	252037	1,000
445	Steel Designer	247852	1,000
446	Steel Director	244978	1,000
447	Steel Executive	248843	1,000
448	Steel Fabricator	251781	1,000
449	Steel Flyer	244831	1,000
450	Steel King	252499	1,000
451	Steel Maker	247221	1,000
452	Steel Navigator	248846	1,000
453	Steel Recorder	251847	1,000
454	Steel Rover	252500	1,000
455	Steel Scientist	245730	1,000
456	Steel Seafarer	248738	1,000
457	Steel Surveyor	244968	1,000
458	Steel Traveler	247198	1,000
459	Steel Vendor	246464	1,000
460	Steel Voyager	252501	1,000
461	Steel Worker	247834	1,000
252	Susitna	248389	250
404	Sylvia Lykes	247841	555
203	Syosset	247458	545
253	Talkeetna	245733	275
1415	Tampico	246344	2,250
254	Tanana	247310	250
255	Tatalina	247995	250
1430	Texaco Bristol	3481-GE	900
463	Texaco California	266910	1,815
464	Texaco Colorado	241758	480
465	Texaco Connecticut	266501	1,735
466	Texaco Florida	271820	2,000
1867	Texaco Georgia	293819	6,510
469	Texaco Illinois	246993	2,000
471	Texaco Kansas	244230	1,900
1077	Texaco Kentucky	2439-50	790
1218	Texaco London	1166	900
473	Texaco Louisiana	245053	555
1596	Texaco Maine	4500-59	2,250
1823	Texaco Maryland	292735	6,370
1824	Texaco Massachusetts	290306	6,140
475	Texaco Minnesota	243202	2,325
476	Texaco Mississippi	245082	2,325
2028	Texaco Montana	298918	6,930
478	Texaco Nebraska	242845	1,950
479	Texaco Nevada	245175	1,800
480	Texaco New Jersey	245831	1,775

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
481	Texaco New York	265981	1,780
483	Texaco North Dakota	265006	1,750
1081	Texaco Ohio	2447-50	790
1873	Texaco Oklahoma	275882	6,260
1083	Texaco Pennsylvania	2438-50	780
1899	Texaco Rhode Island	296380	6,700
1085	Texaco Texas	2448-50	785
1270	Texaco Wisconsin	277805	6,540
489	Texaco Wyoming	243048	2,025
209	Texan	249352	1,550
174	Texas Sun	283807	10,030
497	The Cabins	246143	1,775
925	Thetis	279627	8,050
2096	Thomas A	260954	3,160
1357	Thunderbird	247092	525
1622	Thunderhead	246038	555
602	Ticonderoga	242244	745
182	Tillamook	245104	555
1797	Timbo	1778	990
256	Tonsina	252547	275
2020	Topa Topa	247906	566
1453	Transbay	247574	555
881	Transborinquen	246540	365
1722	Transcaribbean	248749	525
231	Transeastern	279438	8,600
1454	Transerie	245959	555
1456	Transhatteras	242942	555
1455	Transorleans	243223	555
1598	Trinidad	4336-58	2,140
1492	Trinity	246600	930
22	Trojan	247177	2,125
2026	Trustco	244131	555
590	Tullahoma	246662	1,975
2091	U.S. Adventurer	247220	593
2092	U.S. Builder	247121	593
1423	U.S. Caper	247194	593
1409	U.S. Conqueror	245519	275
1422	U.S. Defender	248013	525
1395	U.S. Explorer	248565	593
1613	U.S. Merrimac	242477	275
1842	U.S. Pecos	242949	275
1436	U.S. Pilot	245016	555
1614	U.S. Red River	247511	275
1437	U.S. Tourist	248171	593
1410	U.S. Victory	245754	593
966	Utah Standard	251140	540
338	Ventura	252633	1,000
666	Virginia Trader	244789	555
719	Volunteer State	247792	525
1946	Volusia	245415	525
1805	Warm Springs	247264	275
974	Washington Standard	246203	555
667	Washington Trader	245566	555
1713	Wellesley Victory	247564	593
1779	Western Clipper	268288	3,600
1780	Western Comet	266365	3,450
1302	Western Hunter	287156	12,200
1781	Western Planet	268078	3,590
175	Western Sun	268798	3,790
1900	Whitehall	245964	555
1537	W. H. Peabody	246065	525
1389	Wilderness	247348	525
2021	Wild Ranger	249518	555
224	William F. Humphrey	246557	555
620	Wilmar	246507	500
1609	Windsor Victory	247843	593
1511	Wingless Victory	247243	525
358	Wolverine State	248740	1,350
2022	Yaka	246335	566
2098	Yellowstone	248883	1,900
2030	Yorkmar	296261	4,500
2103	Young America	243034	555

(b) *Vessels of less than 1,500 gross tons—As of January 1, 1966.* (1) The Maritime Administration has determined for certain vessels of less than 1,500 gross tons the values which constitute just compensation for the vessels to which they apply, computed as provided in sections 902(a) and 1209(a), Merchant Marine Act, 1936, as amended; and pursuant thereto has determined the values of vessels covered by interim binders for war risk hull insurance Form MA-184 prescribed in Part 308 of this chapter.

(2) The interim binders listed below shall be deemed to have been amended as of January 1, 1966, by inserting in the space provided therefor or in substitution for any value now appearing in such space the stated valuation of the vessels set forth below for the binders and vessels as designated. Such stated valuation shall apply with respect to insurance attaching during the period January 1, 1966, to June 30, 1966, inclusive; *Provided, however*, That the Assured shall have the right within 60 days after date of publication of this section or within 60 days after the attachment of the insurance under said binder, whichever is later, to reject such valuation and proceed as authorized by section 1209(a)(2), Merchant Marine Act, 1936, as amended.

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
752	A. H. Dumont	239224	$88
1906	Ahi	251250	200
1686	Atlantic	262007	155
1186	Barge 114		9
1187	Barge 116		12
1188	Barge 118		9
1197	Barge 129		9
1198	Barge 133		27
1199	Barge 134		10
1256	Blue Line 107	263055	190
1153	Britton	119	21
1562	Challenger	283882	369
1876	Condado	293169	135
1138	Cyrus Field	147699	170
1165	Dammam 7		15
1166	Dammam 8	255059	16
1167	Dammam 9		46
1168	Dammam 10		46
1169	Dammam 11		46
1170	Dammam 12		62
1171	Dammam 13		51
1172	Dammam 14		62
1877	Dorado	293380	140
1564	Everglades	279577	366
1563	Fort Lauderdale	250507	109
24	George S	282206	111
764	George Witlock II	241390	100
1150	Habib	112	17
1942	H. J. Sheridan	235802	60
1565	Hollywood		106
1151	Horne	115	18
765	Hygrade No. 2	270766	220
767	Hygrade No. 8	176732	180
768	Hygrade No. 14	250807	180
769	Hygrade No. 18	272741	205
771	Hygrade No. 26	252977	195
772	Hygrade No. 28	253996	180
773	Hygrade No. 30	264104	185
774	Hygrade No. 32	267113	195
1908	Isleways No. 1	251436	51
1909	Isleways No. 2	251519	51
1910	Isleways No. 3	251682	51
1911	Isleways No. 4	251773	51
1912	Isleways No. 5	251859	51
753	J. F. Gaffney	247436	65
1554	Lewis No. 8	244276	77
1702	Mohawk	254469	187
741	Ocean King	248921	109
742	Ocean Prince	276461	390
1907	Ono	252117	200
1502	Perth Amboy I	171776	175
1503	Perth Amboy II	171686	175
759	Phillip Lemler	215390	52
1571	Ponce	289435	130
1719	Ponce de Leon	244296	77
744	Port Jefferson	274512	378
745	Providence	238312	67
1176	Qatif 7		72
1177	Qatif 8		72
761	R. J. Perry	247205	65
1148	Sandy	114	18
1572	San Juan	289562	130
1278	Saratoga	254128	90
1263	Spartan	273515	430
746	Stamford	240942	71
1152	Swigart	118	19
18	Virginia Phillips	239971	64
763	W. A. Weber	251392	69

NOTE: The record-keeping and reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

(Sec. 204, 49 Stat. 1987, as amended; 46 U.S.C. 1114)

Dated: May 4, 1966.

L. C. HOFFMANN,
Chairman,
Ship Valuation Committee.

[F.R. Doc. 66-5074; Filed, May 10, 1966; 8:45 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 33—SPORT FISHING

St. Marks National Wildlife Refuge, Fla.; Correction

In F.R. Doc. 66-1970, appearing at page 3117 of the issue for February 25, 1966, subparagraph (3) is corrected to read as follows:

(3) Boats with gasoline engines prohibited, electric motors permitted.

WALTER A. GRESH,
Regional Director, Bureau of Sport Fisheries and Wildlife.

MAY 3, 1966.

[F.R. Doc. 66-5102; Filed, May 10, 1966; 8:46 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 66-WE-5]

PART 73—SPECIAL USE AIRSPACE

Designation of Restricted Area

On March 15, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 4415) stating that the Federal Aviation Agency was considering an amendment to Part 73 of the Federal Aviation Regulations that would designate a restricted area in the vicinity of Sailor Creek, Idaho.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments but no comments were received.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., July 21, 1966, as hereinafter set forth.

In § 73.32 (31 F.R. 2312) the following is added:

R-3202 SAILOR CREEK, IDAHO

Boundaries: Beginning at latitude 42°48'-45'' N., longitude 115°38'14'' W.; to latitude 42°48'45'' N., longitude 115°32'41'' W.; to latitude 42°40'00'' N., longitude 115°32'41'' W.; to latitude 42°40'00'' N., longitude 115°-38'14'' W.; to the point of beginning.

Designated altitudes: Surface to 12,000 feet MSL.

Time of designation: From sunset to 4 hours thereafter, Monday through Friday.

Controlling agency: Federal Aviation Agency, Salt Lake ARTC Center.

Using agency: Commander, 67th Tactical Reconnaissance Wing, Mountain Home AFB, Idaho.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348))

Issued in Washington, D.C., on May 4, 1966.

WILLIAM E. MORGAN,
Acting Director, Air Traffic Service.

[F.R. Doc. 66-5092; Filed, May 10, 1966; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 7196; Amdt. 473]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 (14 CFR Part 97) is amended as follows:

1. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Holston Mountains VORTAC	Int BLA, R 200° and 310° bearing to LOM.	Direct	6000	T-dn	300–1	300–1	#200–½
				C-dn	900–1	900–1½	900–2
Int BLA, R 200° and 310° bearing to LOM.	LOM (MHW)	Direct	3600	S-dn-22%%	900–1	900–1	900–1
Telford Int	LOM (MHW)	Direct	3600	A-dn	900–2	900–2	900–2
Yuma Int	LOM (MHW)	Direct	4000	If aircraft has operating VOR receiver and Beaver Int received, minimums become:			
Hilton Int	LOM (MHW)	Direct	5000				
Greendale Int	LOM (MHW) (final)	Direct	5000	C-dn	800–1	800–1½	800–2
Damascus Int	Int HMV, R 008° and 271° bearing to LOM.	Direct	6000	S-dn-22%%	800–1	800–1	800–1
Int HMV, R 008° and 271° bearing to LOM.	LOM (MHW)	Direct	3600				
BON RBn	LOM (MHW)	Direct	3600				

Radar available.
Procedure turn E side of crs, 044° Outbnd, 224° Inbnd, 3600′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 3600′**; over Beaver Int, 2400′.
Crs and distance, facility to airport, 224°—6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing LOM, climb to 4000′ on crs, 224° from LOM within 20 miles or, when directed by ATC, turn right, climb to 4000′ on HMV, R 293° to Yuma Int.
CAUTION: Abrupt changes in terrain elevation immediately adjacent to procedure areas. Due high terrain, aircraft with limited climb capability departing on routes via HMV VORTAC should request clearance to climb on a track of 044° from Boone RBn or 224° from LOM to 4000′ before continuing climb on crs.
#Runways 4 and 22 only.
**Descent from 5000′ may be made on final after passing HMV VORTAC, R 348°.
%%Reduction not authorized.
MSA within 25 miles of facility: 000°–090°—5200′; 090°–270°—6300′; 270°–360°—5200′.

City, Bristol; State, Tenn.; Airport name, Tri-City; Elev., 1,519′; Fac. Class., LOM (MHW); Ident., TR; Procedure No. 1, Amdt. 8; Eff. date, 16 Apr. 66; Sup. Amdt. No. 7; Dated, 25 July 64

HMV VORTAC	Boone RBn	Direct	6000	T-dn	300–1	300–1	*200–½
Telford Int	Boone RBn	Direct	3600	C-dn	800–1	800–1½	800–2
Hilton Int	Boone RBn	Direct	5000	S-dn-4#	600–1	600–1	600–1
Yuma Int	Boone RBn	Direct	4000	A-dn	1000–2	1000–2	1000–2
Unicoi Int	Int HMV VORTAC, R 237° and 321° bearing to Boone RBn.	Direct	6000				
Int HMV VORTAC, R 237° and 321° bearing to Boone RBn.	Boone RBn	Direct	3600				
BLA VOR	Int HMV VORTAC, R 320° and 220° bearing to Boone RBn.	Direct	6000				
Int HMV VORTAC, R 320° and 220° bearing to Boone RBn.	Boone RBn	Direct	3600				
LOM	Boone RBn	Direct	3600				

Radar available.
Procedure turn S side of crs, 224° Outbnd, 044° Inbnd, 3600′ within 10 miles.
Minimum altitude over facility on final approach crs, 2700′.
Crs and distance, facility to airport, 044°—3.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing Boone RBn, climb to 3600′ on crs of 044° from Boone RBn within 15 miles or, when directed by ATC, turn right, climb to 3600′ and return direct to Boone RBn.
CAUTION: Abrupt changes in terrain elevations immediately adjacent to procedure areas. Due high terrain, aircraft within limited climb capability departing on routes via HMV VORTAC should request clearance to climb on track of 044° from Boone RBn or 224° from LOM to 4000′ before continuing climb on crs.
*Runways 4 and 22 only.
#Reduction not authorized.
MSA within 25 miles of facility: 000°–090°—5400′; 090°–180°—7300′; 180°–270°—5900′; 270°–360°—5200′.

City, Bristol; State, Tenn.; Airport name, Tri-City; Elev., 1519′; Fac. Class., HW; Ident., BON; Procedure No. 2, Amdt. 5; Eff. date, 16 Apr. 66; Sup. Amdt. No. 4; Dated, 20 July 63

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn*% C-dn S-dn-20 A-dn	300–1 500–1 400–1 800–2	300–1 500–1½ 400–1 800–2	NA NA NA NA

Procedure turn W side of crs, 019° Outbnd, 199° Inbnd, 6000′ within 10 miles.
Minimum altitude over facility on final approach crs, 4900′.
Crs and distance, facility to airport, 199°—2.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing BYI RBn, left-climbing turn direct to BYI RBn. Climb to 6000′ on 019° crs, within 10 miles.
*500–1 required for takeoff on Runways 10, 28, and 24.
%Takeoff all runways—Shuttle climb on the R 272° of the Burley VORTAC within 20 miles to minimum altitude required for direction of flight.

Direction of flight	*MCA (feet)*
E, V–4	5,500
SE, V–101	8,000

MSA within 25 miles of facility: 000°–090°—6800′; 090°–180°—11,400′; 180°–270°—8700′; 270°–360°—6100′.

City, Burley; State, Idaho; Airport name, Burley Municipal; Elev., 4,150′; Fac. Class., SBH; Ident., BYI; Procedure No. 1, Amdt. 1; Eff. date, 16 Apr. 66; Sup. Amdt. No. Orig.; Dated, 30 Oct. 65

PROCEDURE CANCELED, EFFECTIVE 16 APR. 1966.

City, Milwaukee; State, Wis.; Airport name, General Mitchell Field; Elev., 723′; Fac. Class., LOM; Ident., GM; Procedure No. 2, Amdt. Orig.; Eff. date, 26 Mar. 66

Pendleton VOR	DT LMM	Direct	4200	T-dn%	300–1	300–1	200–½
Pilot Rock VHF Int	DT LMM	Direct	4900	C-dn	500–1	500–1	500–1½
Gardena VHF Int	DT LMM	Direct	4200	A-dn	800–2	800–2	800–2
Helix VHF Int	DT LMM	Direct	4200				

Procedure turn N side of crs, 070° Outbnd, 250° Inbnd, 4200′ within 10 miles of LMM.
(Final approach from holding pattern at PD LOM not authorized, procedure turn required.)
Minimum altitude over PD LOM on final approach crs, 3100′; over DT LMM, 2000′.
Crs and distance, PD LOM to airport, 250°—4.1 miles; DT LMM, 250°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing PD LOM or 0.6 mile after passing DT LMM, climb to 4000′ on crs, 250° Outbnd, 070° Inbnd, within 15 miles of DT LMM or, when directed by ATC, climb to 4000′ direct to PDT VOR, continue climb on R 250° within 15 miles.
%Takeoffs all runways: Climb direct to PDT VOR, thence continue climb on R 234°, PDT VOR within 15 miles so as to cross PDT VOR at or above: Southeastbound, V–4—2500′; southeast bound, V–298—2500′; southwestbound, V–281—2500′.
MSA within 25 miles of facility: 000°–180°—6500′; 180°–270°—4400′; 270°–360°—2800′.

City, Pendleton; State, Oreg.; Airport name, Pendleton Municipal; Elev., 1493′; Fac. Class., LMM; Ident., DT; Procedure No. 1, Amdt. 6; Eff. date, 16 Apr. 66; Sup. Amdt. No. 5; Dated, 17 July 65

Waco VOR	Waco LOM	Direct	1800	T-dn	300–1	300–1	200–½
Brandon Int	Int 185° bearing to LOM and ACT VOR, R 028°.	Direct	1800	C-dn	400–1	500–1	500–1½
				S-dn-18	400–1	400–1	400–1
Int 185° bearing to LOM and ACT VOR, R 028°.	Waco LOM (final)	Direct	1800	A-dn	800–2	800–2	800–2
Bostic Int	Int 005° bearing to LOM and ACT VOR, R 164°.	Direct	2000				
Int 005° bearing to LOM and ACT VOR, R 164°.	Waco LOM	Direct	2000				

Procedure turn W side of crs, 005° Outbnd, 185° Inbnd, 1800′ within 10 miles.
Minimum altitude over facility on final approach crs, 1800′.
Crs and distance, facility to airport, 185°—4.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing LOM, climb to 2700′ on 185° crs from LOM within 20 miles or, when directed by ATC, (1) turn right, climb to 2000′ proceeding to Waco LOM or (2) turn left, climb to 2000′ and intercept R 136°, Waco VOR within 20 miles.
Other changes: Deletes radar vectoring note. Deletes caution note.
MSA within 25 miles of facility: 090°–180°—2700′; 180°–090°—2100′.

City, Waco; State, Tex.; Airport name, Waco Municipal; Elev., 515′; Fac. Class., LOM; Ident., AC; Procedure No. 1, Amdt. 4; Eff. date, 16 Apr. 66; Sup. Amdt. No. 3; Dated, 6 July 63

2. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
ADM RBn	ADM VORTAC	Direct	2300	T-dn	300-1	300-1	200-½
DUC VOR	ADM VORTAC	Direct	2600	C-d	700-1	700-1	700-1½
				C-n	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2
				If Autry Int or 7-mile DME Fix received, the following minimums apply:			
				C-dn	500-1	600-1	600-1½

Procedure turn S side of crs, 225° Outbnd, 045° Inbnd, 2300′ within 10 miles.
Minimum altitude over facility on final approach crs, 2000′; over Autry Int or 7-mile DME Fix, R 045°, 1500′.
Crs and distance, facility to airport, 045°—8.9 miles; Autry Int to airport, 045°—1.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.9 miles after passing ADM VOR, climb to 2700′ on ADM VOR, R 045° within 20 miles.

City, Ardmore; State, Okla.; Airport name, Ardmore Municipal; Elev., 762′; Fac. Class., BVORTAC; Ident., ADM; Procedure No. 1, Amdt. 3; Eff. date, 16 Apr. 66; Sup. Amdt. No. 3; Dated, 3 July 63

OLK VOR	Leo Int	Direct	2600	T-dn	300-1	300-1	300-1
FWA VOR	Parnell Int	Direct	2600	C-dn	700-1	700-1	700-1½
Parnell Int	Leo Int (final)	Direct	2600	A-dn	NA	NA	NA

Radar available.
Procedure turn E side of crs, 196° Outbnd, 016° Inbnd, 2600′ within 10 miles of Leo Int.
Minimum altitude over Leo Int on final approach crs, 2600′.
Crs and distance, Leo Int to airport, 016°—5.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing Leo Int, make right turn, climbing to 2600′, return to Leo Int, or when authorized by ATC, make left turn climbing 2600′, proceed direct to OLK VOR.
NOTES: (1) When authorized by ATC, DME may be used to position aircraft on final approach crs via the 10-mile DME Arc of FWA VOR at 2600′ with the elimination of procedure turn. (2) Obtain altimeter setting from FWA approach control. (3) Dual VOR or VOR and DME required unless Leo Int identified by radar.
MSA within 25 miles of facility: 000°-090°—2700′; 090°-360°—2200′.

City, Auburn; State, Ind.; Airport name, Auburn De Kalb; Elev., 881′; Fac. Class., H-BVORTAC; Ident., FWA; Procedure No. 1, Amdt. 1; Eff. date, 16 Apr. 66; Sup. Amdt. No. Orig.; Dated, 30 Jan. 65

IRL VOR	EWC VOR	Direct	3000	T-dn	500-1	700-1	NA
				C-d	700-1	700-1	NA
				C-n	700-2	700-2	NA
				A-dn	NA	NA	NA

Radar available.
Procedure turn N side of crs, 073° Outbnd, 253° Inbnd, 3000′ within 10 miles.
Minimum altitude over facility on final approach crs, 3000′.
Crs and distance, facility to airport, 253°—8.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.4 miles after passing EWC VOR, make right-climbing turn to 3000′. Return to EWC VOR. Hold ME, 1-minute right turns, 253° Inbnd.
NOTE: No weather service.
NSA within 25 miles of facility: 180°-270°—2600′; 270°-180°—3100′.

City, Beaver Falls; State, Pa.; Airport name, Beaver County; Elev., 1252′; Fac. Class., BVORTAC; Ident., EWC; Procedure No. 1, Amdt. 1; Eff. date, 16 Apr. 66; Sup. Amdt. No. Orig.; Dated, 2 May 64

Burley RBn	BYI VOR	Direct	6000	T-dn*%	300-1	300-1	NA
Hazelton Int	BYI VOR (final)	Direct	5300	C-dn	500-1	500-1½	NA
View DME Fix	BYI VOR	Direct	6000	A-dn	800-2	800-2	NA

Procedure turn S side crs, 272° Outbnd, 092° Inbnd, 6000′ within 10 miles.
Minimum altitude over facility on final approach crs, 5300′.
Crs and distance, facility to airport, 103°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing BYI VOR, turn left, climb to 7000′ on R 054° within 20 miles.
NOTE: When authorized by ATC, DME may be used within 10 miles at 6000′ between R 070° clockwise to R 240° and within 20 miles at 6000′ between R 241° clockwise to R 069° to position aircraft on the final approach crs with the elimination of procedure turn.
*500-1 required for takeoff Runways 10, 28, and 24.
%Takeoff all runways: Shuttle climb on the R 272° of the Burley VORTAC within 20 miles to minimum altitude required for direction of flight.

Direction of flight	*MCA (feet)*
E, V-4	5,500
SE, V-101	8,000

MSA within 25 miles of facility: 000°-090°—6800′; 090°-180°—11,400′; 180°-270°—8700′; 270°-360°—6100′.

City, Burley; State, Idaho; Airport name, Burley Municipal; Elev., 4150′; Fac. Class., BVORTAC; Ident., BYI; Procedure No. 1, Amdt. 7; Eff. date, 16 Apr. 66; Sup. Amdt. No. 6; Dated, 23 Oct. 65

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	300-1	NA
				C-dn	400-1	500-1	NA
				A-dn	800-2	800-2	NA

Procedure turn N side crs, 076° Outbnd, 256° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 256°—5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing COT VOR, turn left, climb to 2000′ on R 186° within 20 miles.
CAUTION: 560′ unlighted water tower, 0.9 mile WSW, 860′ tower, 5.5 miles ESE of airport.
Other change: Deletes transition from Cotulla RBn.
MSA within 25 miles of facility: 000°–090°—2000′; 090°–180°—1700′; 180°–270°—1900′; 270°–360°—2000′.

City, Cotulla; State, Tex.; Airport name, Municipal; Elev., 471′; Fac. Class., L-BVORTAC; Ident., COT; Procedure No. 1, Amdt. 5; Eff. date, 16 Apr. 66; Sup. Amdt. No. 4; Dated, 8 Feb. 64

Salem VOR	YIP VOR	Direct	2600	T-dn	300-1	300-1	200-½
Carleton VOR	YIP VOR	Direct	2500	C-dn	500-1	500-1	500-1½
				S-d-9	500-1	500-1	500-1
				S-n-9	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2
				Dual VOR minimums; Dual VOR receivers required: #			
				C-dn#	400-1	500-1	500-1½
				S-dn-9#	400-1	400-1	400-1

Radar available.
Procedure turn S side of crs, 282° Outbnd, 102° Inbnd, 2500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1900′; 1139′ over French Int.
Crs and distance, facility to airport, 102°—7.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.3 miles after passing YIP VOR, make left-climbing turn to 2700′ and proceed to DW LOM.
MSA within 25 miles of facility: 000°–090°—2800′; 090°–180°—2400′; 180°–270°—2100′; 270°–360°—2600′.

City, Detroit; State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 639′; Fac. Class., T-VOR; Ident., YIP; Procedure No. 1, Amdt. Orig.; Eff. date, 16 Apr. 66

Border Int	Taylor Int (final)	Direct	1800	T-dn	300-1	300-1	200-½
Carleton VOR	Taylor Int	Direct	2300	C-dn	400-1	500-1	500-1½
YIP VOR	Taylor Int	Direct	2300	S-dn-27	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn S side of crs, 101° Outbnd, 281° Inbnd, 2300′ within 10 miles of Taylor Int.
Minimum altitude over Taylor Int on final approach crs, 1800′.
Crs and distance, Taylor Int to airport, 281°—4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing Taylor Int, climb to 2300′ and proceed to YIP VOR.
NOTE: Dual VOR equipment or radar identification of Taylor Int required.
MSA within 25 miles of facility: 000°–090°—2800′; 090°–180°—2400′; 180°–270°—2100′; 270°–360°—2600′.

City, Detroit; State, Mich.; Airport name, Detroit Metropolitan-Wayne County; Elev., 639′; Fac. Class., T-VOR; Ident., YIP; Procedure No. 2, Amdt. Orig.; Eff. date, 16 Apr. 66

PROCEDURE CANCELED, EFFECTIVE 16 APR. 1966.

City, Fayetteville; State, Ark.; Airport name, Drake Field; Elev., 1250′; Fac. Class., BVOR-DME; Ident., FYV; Procedure No. 1, Amdt. 2; Eff. date, 25 Jan. 64; Sup. Amdt. No. 1; Dated, 5 Oct. 63

FYV VOR	DAK VOR	Direct	3000	T-dn	500-2	500-2	500-2
Decatur Int	DAK VOR	Direct	3000	C-dn	800-2	800-2	800-2
Gentry Int	DAK VOR	Direct	3000	A-dn	1000-2	1000-2	1000-2
Elkins Int	DAK VOR	Direct	3000				
Lincoln Int	DAK VOR	Direct	3000				

Procedure turn W side of crs, 321° Outbnd, 141° Inbnd, 3000′ within 10 miles.
Minimum altitude over facility on final approach crs, 2200′.
Crs and distance, facility to airport, 141°—2.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing DAK VOR, climb to 3000′ on R 179° of the DAK VOR within 15 miles.
NOTE: Sliding scale not authorized.
MSA within 25 miles of facility: 090°–180°—3500′; 180°–090°—3100′.

City, Fayetteville; State, Ark.; Airport name, Fayetteville Municipal (Drake Field); Elev., 1250′; Fac. Class., T-BVOR; Ident., DAK; Procedure No. 2, Amdt. 4; Eff. date, 16 Apr. 66; Sup. Amdt. No. 3; Dated, 5 Feb. 66

North Plains VHF Int	UBG VOR	Direct	3000	T-dn	500-1	500-1	500-1
Oswego VHF Int	UBG VOR	Direct	3000	C-d	1000-1	1000-1	1000-1½
Aurora VHF Int	UBG VOR	Direct	3000	C-n	1000-2	1000-2	1000-2
Gladstone VHF Int	UBG VOR	Direct	3500	A-dn*	NA	NA	NA

Procedure turn W side of crs, 166° Outbnd, 346° Inbnd, 2700′ within 10 miles.
Final approach from holding pattern at UBG VOR not authorized, procedure turn required.
Minimum altitude over facility on final approach crs, 2400′.
Crs and distance, facility to airport, 346°—11.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing UBG VOR, turn right to crs, 110° to intercept UBG VOR, R 014° thence direct to UBG VOR climbing to 2700′. Operations from 6 miles to airport must be conducted in accordance with visual flight rules.
CAUTION: VOR reception not available over the airport below 700′.
*No public weather service. Air carrier use not authorized.
MSA within 25 miles of facility: 000°–180°—3100′; 180°–270°—4500′; 270°–360°—4600′.

City, Hillsboro; State, Oreg.; Airport name, Portland-Hillsboro; Elev., 204′; Fac. Class., H-BVORTAC; Ident., UBG; Procedure No. 1, Amdt. 3; Eff. date, 16 Apr. 66; Sup. Amdt. No. 2; Dated, 25 Sept. 65

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300–1	300–1	NA
				C-dn	700–1	700–1	NA
				S-dn-18	700–1	700–1	NA
				A-dn	NA	NA	NA

Procedure turn W side of crs, 351° Outbnd, 171° Inbnd, 3000′ within 10 miles.
Minimum altitude over facility on final approach crs, 2300′.
Crs and distance, facility to airport, 171°—4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing FYV VOR, turn left, climbing to 3000′, return to FYV VOR.
NOTE: No weather reporting service available.
MSA within 25 miles of facility: 090°–180°—3500′; 180°–090°—3000′.

City, Springdale; State, Ark.; Airport name, Springdale Municipal; Elev., 1352′; Fac. Class., H-BVORTAC; Ident., FYV; Procedure No. 1, Amdt. 1; Eff. date, 16 Apr. 66; Sup. Amdt. No. Orig.; Dated, 27 July 63

20-mile DME Fix, R 013°	ACT VOR	Direct	2000	T-dn	300–1	300–1	200–1½
5.4-mile DME Fix, R 321°	ACT VOR (final)	Direct	1400	C-dn	400–1	500–1	500–1½
				S-dn-14	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Procedure turn W side of crs, 321° Outbnd, 141° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, 1400′.
Crs and distance, facility to airport, 141°—3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3 miles after passing ACT VOR, climb to 2000′ on R 136° within 20 miles or, when directed by ATC, turn right, climb to 2000′ on R 187° within 20 miles, or turn right, climb to 2000′ and return to ACT VOR.
NOTE: When authorized by ATC, DME may be used to orbit W of the R 187° and R 028° at 8 miles from the VOR at 2000′ for a final approach with the elimination of a procedure turn.
MSA within 25 miles of facility: 090°–180°—2700′; 180°–090°—2100′.

City, Waco; State, Tex.; Airport name, Waco Municipal; Elev., 515′; Fac. Class., BVORTAC; Ident., ACT; Procedure No. 1, Amdt. 9; Eff. date, 16 Apr. 66; Sup. Amdt. No. 8; Dated, 19 Feb. 66

				T-dn	300–1	300–1	NA
				C-d	1000–1	1000–1	NA
				C-n	1000–2	1000–2	NA
				S-dn	NA	NA	NA
				A-dn*	NA	NA	NA

Procedure turn S side of crs, 080° Outbnd, 260° Inbnd, 1900′ within 10 miles.
Minimum altitude over facility on final approach crs, 1900′.
Crs and distance, facility to airport, 260°—10.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, within 10.2 miles after passing MEM VORTAC, make right turn, climb to 1800′ on R 272°, proceed direct Edmondson Int, and hold W, R 272°, 092° Inbnd, right turns, 1-minute pattern.
NOTES: (1) Altimeter setting remoted from Memphis Metropolitan Airport. (2) Runways 18–36 unlighted. (3) Aircraft will cancel IFR with MEM APC prior to landing or upon reaching VFR conditions. (4) Aircraft will not take off under IFR conditions without prior ATC approval.
*Nearest weather observation at Memphis Metropolitan Airport.
MSA within 25 miles of facility: 000°–090°—2400′; 090°–180°—1700′; 180°–270°—1600′; 270°–360°—1800′.

City, Walls; State, Miss.; Airport name, Twinkle Town; Elev., 210′; Fac. Class., H-BVORTAC; Ident., MEM; Procedure No. 1, Amdt. Orig.; Eff. date, 16 Apr. 66

3. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn*	300–1	300–1	200–1½
				C-dn	700–1	700–1	700–1½
				A-dn	800–2	800–2	800–2
				After passing the 6-mile Radar Fix, Inbnd on crs, the following minimums are authorized:			
				C-dn	500–1	500–1	500–1½
				S-dn-1	500–1	500–1	500–1

Radar available.
Procedure turn E side of crs, 195° Outbnd, 015° Inbnd, 2200′ within 10 miles.
Minimum altitude over facility on final approach crs, 988′; after passing 6-mile Radar Fix, 788′.
Facility on airport. Crs and distance, breakoff point to runway, 011°—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished when over ALB VOR, climb to 3000′ on R 026° to Bemis Int. Hold N of Bemis Int, 1-minute, right turns, 206° Inbnd.
NOTE: Final approach from a holding pattern not authorized. Procedure turn required.
*300–1 required for takeoffs on Runways 10, 28, 15, and 33.
MSA within 25 miles of facility: 000°–090°—3000′; 090°–180°—4000′; 180°–270°—3500′; 270°–360°—3500′.

City, Albany; State, N.Y.; Airport name, Albany County; Elev., 288′; Fac. Class., BVORTAC; Ident., ALB; Procedure No. TerVOR-1, Amdt. 9; Eff. date, 16 Apr. 66; Sup. Amdt. No. 8; Dated, 19 Mar. 66

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	300-1	200-½
				Minimums when control zone effective:			
				C-d#	500-1	500-1	500-1½
				C-n#	500-1½	500-1½	500-1½
				S-dn#	500-1	500-1	500-1
				A-dn#	800-2	800-2	800-2
				Minimums when control zone not effective:			
				C-d	900-1	900-1	900-1½
				C-n	900-1½	900-1½	900-1½
				S-dn	900-1	900-1	900-1
				A-dn	NA	NA	NA

Procedure turn W side of crs, 313° Outbnd, 133° Inbnd, 2900′ within 10 miles.
Minimum altitude over facility on final approach crs, 2350′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of VOR, climb to 2900′ on R 133° within 10 miles, return to DVL VOR, hold NW on R 313°.
NOTE: Obtain Grand Forks altimeter setting when control zone not effective.
CAUTION: Runways 3-21, 8-26 unlighted.
#These minimums apply at all times for those air carriers with approved weather reporting services.
MSA within 25 miles of facility: 000°-360°—3100′.

City, Devils Lake; State, N. Dak.; Airport name, Devils Lake Municipal; Elev., 1450′; Fac. Class., BVOR; Ident., DVL; Procedure No. TerVOR-13, Amdt. 1; Eff. date, 16 Apr. 66; Sup. Amdt. No. Orig.; Dated, 3 Mar. 66

Williams VOR	MYV VOR	Direct	2500	T-dn%	300-1	300-1	200-½
Yuba Int	MYV VOR	Direct	2500	C-dn	600-1	600-1	600-1½
Grimes Int	MYV VOR	Direct	2500	S-dn-14	600-1	600-1	600-1
Chico VOR	Live Oak Int	Direct	2500	A-dn	800-2	800-2	800-2
Live Oak Int	Sullivan Int (final)	Direct	700	If Sullivan Int received, the following minimums apply:			
				S-dn-14	500-1	500-1	500-1
				C-dn	500-1	500-1	500-1½

Radar available.
Procedure turn E side of crs, 325° Outbnd, 145° Inbnd, 1500′ within 10 miles.
Minimum altitude over Sullivan Int on final approach crs, 700′.
Facility on airport. Crs and distance, Sullivan Int to VOR, 145°—5.8 miles. Breakoff point to runway, 139°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing MYV VOR, turn right, climb to 2000′ on MYV VOR, R 325° within 15 miles.
%Takeoffs all runways: Westbound to Yuba Int, climb on MYV, R 135° or MYV, R 325° within 10 miles to cross VOR at or above 1500′, then continue climb on MYV, R 262°, MCA V23, 3000′ northwestbound. On crs climb authorized direct Chico VOR and direct Grimes Int.
MSA within 25 miles of facility: 000°-090°—4000′; 090°-180°—2700′; 180°-270°—2500′; 270°-360°—3500′.

City, Marysville; State, Calif.; Airport name, Yuba County; Elev., 63′; Fac. Class., T-BVOR; Ident., MYV; Procedure No. VOR-14, Amdt. 1; Eff. date, 16 Apr. 66; Sup. Amdt. No. Orig.; Dated, 14 Aug. 65

Williams VOR	MYV VOR	Direct	2500	T-dn%	300-1	300-1	200-½
Grimes Int	MYV VOR	Direct	2500	C-dn	500-1	500-1	500-1½
Yuba Int	MYV VOR	Direct	2500	S-dn-32	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				If Plumas Int received the following minimums apply:			
				C-dn	400-1	400-1	400-1½
				S-dn-32	400-1	400-1	400-1

Radar available.
Procedure turn E side of crs, 135° Outbnd, 315° Inbnd, 1500′ within 10 miles.
Minimum altitude over Plumas Int on final approach crs, 600′.
Facility on airport. Crs and distance, Plumas Int to VOR, 315°—4 miles. Breakoff point to runway, 319°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing MYV VOR, climb to 2000′ on MYV VOR, R 325° within 15 miles.
%Takeoffs all runways: Westbound to Yuba Int, climb on MYV, R 135° or MYV, R 325° within 10 miles to cross VOR at or above 1500′, then continue climb on MYV, R 262°, MCA V23, 3000′ northwestbound. On crs climb authorized direct Chico VOR and direct Grimes Int.
MSA within 25 miles of facility: 000°-090°—4000′; 090°-180°—2700′; 180°-270°—2500′; 270°-360°—3500′.

City, Marysville; State, Calif.; Airport name, Yuba County; Elev., 63′; Fac. Class., T-BVOR; Ident., MYV; Procedure No. VOR-32, Amdt. 1; Eff. date, 16 Apr. 66; Sup. Amdt. No. Orig.; Dated, 14 Aug. 65

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
MZZ VOR	MIE VOR	Direct	2400	Minimums when control zone effective:			
OKK VOR	MIE VOR	Direct	2400	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-14	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				VOR/ADF minimums, VOR and ADF receivers required:			
				C-dn	400-1	500-1	500-1½
				S-dn-14	400-1	400-1	400-1
				Minimums when control zone not effective:			
				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-14	600-1	600-1	600-1
				A-dn**	NA	NA	NA
				VOR/ADF minimums, VOR and ADF receivers required:			
				C-dn	500-1	500-1	500-1½
				S-dn	500-1	500-1	500-1

Radar available.
Procedure turn W side of crs, 320° Outbnd, 140° Inbnd, 2400' within 10 miles.
Minimum altitude over Gaston Int on final approach crs, 1437' (*1537' when control zone not effective).
Crs and distance, Gaston Int to airport, 140°—4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of MIE VOR, climb to 2500' on MIE, R 140° within 10 miles, make left turn and return to MIE VOR.
NOTE: When control zone not in effect, obtain altimeter setting from Indianapolis FSS.
CAUTION: Unlighted, 106' (1043') powerline, one-half mile northwest Runway 14.
**Alternate minimums authorized only when control zone in effect or for air carrier with approved weather service.
MSA within 25 miles of facility: 000°-360°—2500'.

City, Muncie; State, Ind.; Airport name, Delaware County-Johnson Field; Elev., 937'; Fac. Class., L-BVOR; Ident., MIE; Procedure No. TerVOR-14, Amdt. 1; Eff. date, 16 Apr. 66; Sup. Amdt. No. Orig.; Dated, 19 Mar. 66

4. By amending the following very high frequency omnirange—distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELED, EFFECTIVE 16 APR. 1966.

City, Ardmore; State, Okla.; Airport name, Ardmore Municipal; Elev., 762'; Fac. Class., L-BVORTAC; Ident., ADM; Procedure No. VOR-DME, No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

North Plains Int/11-mile DME Fix, R 334°	UBG VOR	Direct	3000	T-dn	500-1	500-1	500-1
Oswego Int/11-mile DME Fix, R 048°	UBG VOR	Direct	3000	C-d	1000-1	1000-1	1000-1½
Aurora Int/10-mile DME Fix, R 111°	UBG VOR	Direct	3000	C-n	1000-2	1000-2	1000-2
10-mile DME Fix, R 183°	5-mile DME Fix, R 183	Direct	2700	A-dn*	NA	NA	NA
5-mile DME Fix, R 183°	UBG VOR (final)	Direct	2400				
Gladstone Int/17-mile DME Fix, R 085°	UBG VOR	Direct	3500				

Procedure turn W side of crs, 166° Outbnd, 346° Inbnd, 2700' within 10 miles.
Final approach from holding pattern at UBG VOR not authorized, procedure turn required.
Minimum altitude over facility on final approach crs, 2400'.
Crs and distance, facility to airport, 346°—11.1 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing UBG VOR, or at the 6-mile DME Fix, R 346°, turn right to crs, 110° to intercept UBG VOR, R 014° thence direct to UBG VOR climbing to 2700'. Operations from 6 miles to airport must be conducted in accordance with visual flight rules.
CAUTION: VOR reception not available over airport below 700'.
*No public weather service. Air carrier use not authorized.
MSA within 25 miles of facility: 000°-180°—3100'; 180°-270°—4500'; 270°-360°—4600'.

City, Hillsboro; State, Oreg.; Airport name, Portland-Hillsboro; Elev., 204'; Fac. Class., H-BVORTAC; Ident., UBG; Procedure No. VOR/DME No. 1, Amdt. 2; Eff. date, 16 Apr. 66; Sup. Amdt. No. 1; Dated, 25 Sept. 65

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
MIA VOR	5-mile DME or Radar Fix on R 108° or Alligator VHF/LF Int (final).	Direct	1000	T-dn	300-1	300-1	200-½
				C-d	1000-1	1000-1	1000-1½
				C-n	1000-2	1000-2	1000-2
				A-dn	NA	NA	NA
				If 5-mile DME or Radar Fix on R 108° or Alligator VHF/LF Int received, the following minimums are authorized:			
				C-dn	500-1	500-1	500-1½
				S-dn-9L#	400-1	400-1	400-1

Radar available.
Procedure turn N side of crs, 316° Outbnd, 136° Inbnd, 1500′ within 10 miles.
Minimum altitude over facility on final approach crs, 1500′; at 5-mile DME or Radar Fix on R 108° or Alligator VHF/LF Int, 1000′.
Crs and distance, facility to airport, 108°—9.8 miles; 5-mile DME or Radar Fix on R 108° or Alligator VHF/LF Int to airport, 108°—4.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.8 miles after passing 5-mile DME or Radar Fix on R 108° or Alligator VHF/LF Int, or 9.8 miles after passing MIA VOR, climb to 1500′ on R 108° within 20 miles.
NOTE: This approach authorized during Opa Locka tower hours of operation.
#400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
MSA within 25 miles of facility: 000°-090°—2100′; 090°-180°—1500′; 180°-270°—1700′; 270°-360°—1200′.

City, Miami; State, Fla.; Airport name, Opa Locka; Elev., 9′; Fac. Class., H-VORTAC; Ident., MIA; Procedure No. VOR/DME No. 1, Amdt. 5; Eff. date, 16 Apr. 66; Sup. Amdt. No. 4; Dated, 15 Aug. 64

Gardena Int	PDT VOR	Direct	3500	T-dn%	300-1	300-1	200-½
Pilot Rock Int	PDT VOR	Direct	4900	C-dn	500-1	500-1	500-1½
Echo Int	PDT VOR	Direct	3500	S-dn-7#	400-1	400-1	400-1
Cold Springs Int	PDT VOR	Direct	3500	A-dn	800-2	800-2	800-2
Mission Int	PDT VOR	Direct	3500				

Procedure turn N side of crs, 253° Outbnd, 073° Inbnd, 3500′ within 10 miles.
Minimum altitude over facility on final approach crs, 2500′.
Crs and distance, facility to airport, 073°—3.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing PDT VOR, make left-climbing turn direct to PDT VOR, continue climb to 4000′ on R 253° within 10 miles of PDT VOR.
NOTE: When authorized by ATC, DME may be used within 8 miles at 3500′ to position aircraft for straight-in approach with elimination of the procedure turn.
#400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
%Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: Climb direct to PDT VORTAC, thence continue climb on R 234°, PDT VORTAC within 15 miles so as to cross PDT VORTAC at or above: Southeastbound, V-4—2500′; Southeastbound, V-298—2500′; Southwestbound, V-281—2500′.
MSA within 25 miles of facility: 000°-090°—5100′; 090°-180°—6400′; 180°-270°—5100′; 270°-360°—2800′.

City, Pendleton; State, Orig.; Airport name, Pendleton Municipal; Elev., 1493′; Fac. Class., H-BVORTAC; Ident., PDT; Procedure No. VOR/DME No. 1, Amdt. 8; Eff. date, 16 Apr. 66; Sup. Amdt. No. 7; Dated, 5 Feb. 66

5. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less: 65 knots or less	2-engine or less: More than 65 knots	More than 2-engine, more than 65 knots
Holston Mountains VORTAC	Int BLA, R 200° and 310° bearing to LOM.	Direct	6000	T-dn	300-1	300-1	**200-½
				C-dn	800-1	800-1½	800-2
Int BLA, R 200° and 310° bearing to LOM	LOM (MHW)	Direct	3600	S-dn-22#%	400-¾	400-¾	400-¾
Telford Int	LOM (MHW)	Direct	3600	A-dn	800-2	800-2	800-2
Yuma Int	LOM (MHW)	Direct	4000				
Hilton Int	LOM (MHW)	Direct	5000				
Greendale Int	LOM (final) ##	Direct	5000				
Damascus Int	Int HMV, R 008° and 271° bearing to LOM.	Direct	6000				
Int HMV, R 008° and 271° bearing to LOM	LOM (MHW)	Direct	3600				
BON RBn	LOM (MHW)	Direct	3600				

Radar available.
Procedure turn E side of crs, 044° Outbnd, 224° Inbnd, 3600′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude at glide slope interception Inbnd, 3600′.##
Altitude of glide slope and distance to approach end of runway at OM, 3462′—6 miles; at MM, 1742′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing LOM, climb to 4000′ on crs, 224° from LOM within 20 miles or, when directed by ATC, turn right, climb to 4000′ on HMV, R 293° to Yuma Int.
CAUTION: Abrupt changes in terrain elevations adjacent to procedure areas NW. Due high terrain, aircraft with limited climb capability departing on routes via HMV VORTAC should request clearance to climb on a track of 044° from Boone RBn or 224° from LOM to 4000′ before continuing climb on crs.
** Runways 4 and 22 only.
%600-1 required when glide slope not utilized and aircraft must maintain 2400′ or above until passing Beaver Int. 400-1 required when approach lights inoperative.
#Reduction not authorized.
##Descent from 5000′ may be made on glide slope or SW of HMV VORTAC, R 348° on final.

City, Bristol; State, Tenn.; Airport name, Tri-City; Elev., 1519′; Fac. Class., ILS; Ident., I-TRI; Procedure No. ILS-22, Amdt. 9; Eff. date, 16 Apr. 66; Sup. Amdt. No. 8; Dated, 25 July 64

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Mason Int	Madeira RBn (final)	Direct	2700	T-dn#	600–1	600–1	600–1
Hamilton Int	Madeira RBn	Direct	2700	C-dn	800–1	800–1	800–1½
Alexandria Int	Madeira RBn	Direct	2700	S-dn-20L*	400–1	400–1	400–1
CVG VOR	Madeira RBn	Direct	2700	A-dn	800–2	800–2	800–2
Scott DME Int	Madeira RBn	Direct	2700				

Radar available.
Procedure turn S side of crs, 021° Outbnd, 201° Inbnd, 2700′ within 10 miles of Madeira RBn.
Crs and distance, Madeira RBn to airport, 201°—7.2 miles.
Minimum altitude at glide slope interception Inbnd, 2700′.
Altitude of glide slope and distance to approach end of runway at OM, 1484′—3.3 miles; at MM, 666′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.2 miles after passing Madeira RBn, climb to 2700′ to California Int on 201° heading to intercept CVG, R 105°. Proceed to California Int. Hold E. 1-minute left turns, 285° Inbnd.
*500–1 required with glide slope inoperative—visibility reduction below ¾ mile not authorized.
#300–1 takeoff authorized Runways 2R and 6, 400–1 takeoff authorized Runways 20L and 24.

City, Cincinnati; State, Ohio; Airport name, Cincinnati Municipal-Lunken Field; Elev., 488′; Fac. Class., ILS; Ident., I-LUK; Procedure No. ILS-20L, Amdt. Orig.; Eff. date, 16 Apr. 66

Des Moines VOR	LOM	Direct	2400	T-dn*	300–1	300–1	200–½
Ankeny Int	LOM	Direct	2500	C-dn	400–1	500–1	500–1½
Grimes Int	LOM	Direct	2500	S-dn-30**#	300–¾	300–¾	300–¾
Elkhart Int	LOM	Direct	2500	A-dn	600–2	600–2	600–2
Mine Int	LOM (final)	Direct	2400				
Beech Int	Mine Int	Direct	2400				
TNU VOR	Swan Int	Direct	2500				
Swan Int	Mine Int	Direct	2400				

Radar available.
Procedure turn E side of crs, 125° Outbnd, 305° Inbnd, 2400′ within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2400′.
Altitude of glide slope and distance to approach end of runway at OM, 2371′—4.3 miles; at MM, 1183′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing LOM, climb to 2600′ on 305° bearing from LOM, turn left, proceed direct to DSM VOR or, when directed by ATC, climb to 3000′; proceed to Grimes Int via 305° bearing from LOM and DSM VOR, R 331°.
CAUTION: 1546′ tower, 3.2 miles NNE of airport.
**400–1 required when glide slope not utilized, reduction not authorized.
*When 1546′ tower not visible on takeoff NW or NE, climb to 2100′ prior to turning toward tower.
#300′ required. RVR 4000′ authorized in lieu of ¾-mile visibility. Reduction not authorized.

City, Des Moines; State, Iowa; Airport name, Des Moines Municipal; Elev., 957′; Fac. Class., ILS; Ident., I-DSM; Procedure No. ILS-30, Amdt. 8; Eff. date, 16 Apr. 66; Sup. Amdt. No. 7; Dated, 26 Mar. 66

FI LFR	Cache Int	Direct	2400	T-dn	300–1	300–1	200–½
AI LMM	Cache Int	Direct	2400	C-dn*	400–1	500–1	500–1½
FAI VOR	Cache Int	Direct	2600	S-dn-1#	400–1	400–1	400–1
Wood Int	Cache Int	Direct	1500	A-dn	800–2	800–2	800–2
ENN VORTAC	Wood Int	Direct	2600				

Procedure turn E side of crs, 190° Outbnd, 010° Inbnd, 2400′ within 10 miles of Cache Int.
No glide slope, outer marker, or middle marker.
Minimum altitude over Cache Int, 1500′; over Ester Int, 1000′.
Crs and distance, Cache Int to airport, 010°—5.2 miles; Ester Int to airport, 010°—1.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.8 miles after passing Ester Int, turn right, climb to 2400′ proceeding direct to FI LFR, then on E crs (060°) to Chena Int.
#400–¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
*All maneuvering E of airport: 800′ terrain within 1½ miles W of airport rising to 1000′ within 2 miles.

City, Fairbanks; State, Alaska; Airport name, Fairbanks International; Elev., 434′; Fac. Class., ILS; Ident., I-FAI; Procedure No. ILS-1 (back crs), Amdt. 5; Eff. date, 16 Apr. 66; Sup. Amdt. No. 4; Dated, 1 Jan. 66

PROCEDURE CANCELED, EFFECTIVE 16 APR. 1966.

City, Milwaukee; State, Wis.; Airport name, General Mitchell Field; Elev., 723′; Fac. Class., ILS; Ident., I-GMF; Procedure No. ILS-7R, Amdt. Orig.; Eff. date, 26 Mar. 66

Monroe VOR	LOM	Direct	1400	T-dn	300–1	300–1	200–½
				C-dn	400–1	500–1	500–1½
				S-dn-4	200–½	200–½	200–½
				A-dn	600–2	600–2	600–2

Procedure turn S side of crs, 219° Outbnd, 039° Inbnd, 1400′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude at glide slope interception Inbnd, 1200′.
Altitude of glide slope and distance to approach end of runway at OM, 1187′—4.2 miles; at MM, 256′—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after passing LOM, climb to 1600′ on NE crs ILS within 20 miles.
NOTES: (1) 7-mile DME Arc 1600′ authorized radially 067° clockwise through 292° from the Monroe VOR to intercept final approach crs eliminating procedure turn. (2) Missed approach decision height, 320′ due glide slope restriction.

City, Monroe; State, La.; Airport name, Monroe Municipal; Elev., 79′; Fac. Class., ILS; Ident., I-MLU; Procedure No. ILS-4, Amdt. 6; Eff. date, 16 Apr. 66; Sup. Amdt. No. 5; Dated, 12 Dec. 64

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Pendleton VOR	LOM	Direct	4600	T-dn%	300-1	300-1	200-½
Pilot Rock Int	LOM	Direct	4900	C-dn	500-1	500-1	500-1½
Mission Int	LOM	Direct	4600	S-dn-25R*	200-½	200-½	200-½
Gardena Int	LOM	Direct	4600	A-dn	600-2	600-2	600-2
Helix VHF Int	LOM	Direct	4600				

Procedure turn N side of crs, 070° Outbnd, 250° Inbnd, 4600' within 10 miles.
(Final approach from holding pattern at PD LOM not authorized, procedure turn required.)
Minimum altitude at glide slope interception Inbnd, 3700'.
Altitude of glide slope and distance to approach end of runway at OM, 2750—4.1 miles; at MM, 1725—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing LOM, climb to 4000' direct to PDT VOR, continue climb on R 250° within 15 miles or, when directed by ATC, climb to 4000' on crs, 250° Outbnd, 070° Inbnd, within 15 miles of DT LMM.
%Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: Climb direct to PDT VOR, thence continue climb on R 234°, PDT VOR within 15 miles so as to cross PDT VOR at or above: Southeastbound, V-4—2500'; southeastbound, V-298—2500'; southwestbound, V-281—2500'.
*Procedure not authorized with glide slope inoperative.

City, Pendleton; State, Oreg.; Airport name, Pendleton Municipal; Elev., 1493'; Fac. Class., ILS; Ident., I-PDT; Procedure No. ILS-25R, Amdt. 10; Eff. date, 16 Apr. 66; Sup. Amdt. No. 9; Dated, 4 Dec. 65

Bostonia Int	Sweetwater Int	Direct	3700	T-dn#	300-1	300-1	200-½
Sweetwater Int	Encanto Int (final)	Direct	1600	C-dn	800-2	800-2	800-2
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn not authorized. Final approach crs Inbnd, 272°.
Minimum altitude over Encanto Int on final approach crs, 1600'.
Crs and distance, Encanto Int to airport, 272°—4.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing Encanto Int, turn right, climb to 2500' on SAN VOR, R 324° to Mount Dad Int, or when directed by ATC, climb to 1500' on localizer crs to Sargo Int.
NOTE: When authorized by ATC, DME may be used at 13 miles from SAN VOR at 3700' from SAN, R 076° clockwise to R 103°/localizer back crs to position aircraft on localizer back crs for a straight-in approach.
CAUTION: Buildings and terrain, 469°—0.5 mile E of airport.
#500-1 required for takeoff Runway 9.

City, San Diego; State, Calif.; Airport name, San Diego International-Lindberg Field; Elev., 15'; Fac. Class., ILS; Ident., I-SAN; Procedure No. ILS-27 (back crs), Amdt. 5; Eff. date, 16 Apr. 66; Sup. Amdt. No. 4; Dated, 10 Oct. 64

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on March 11, 1966.

GORDON A. WILLIAMS, Jr.,
Acting Director, Flight Standards Service.

[F.R. Doc. 66-5149; Filed, May 10, 1966; 8:49 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of Health, Education, and Welfare

Section 213.3316 is amended to show that the position of Deputy Assistant Secretary for International Affairs is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, subparagraph (5) is added to paragraph (h) of § 213.3316 as set out below.

§ 213.3316 Department of Health, Education, and Welfare.

* * * * *

(h) *Office of the Assistant Secretary for Health and Scientific Affairs.* * * *

(5) One Deputy Assistant Secretary for International Activities.

* * * * *

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 66-5145; Filed, May 10, 1966; 8:49 a.m.]

PART 213—EXCEPTED SERVICE

Department of Health, Education, and Welfare

Section 213.3316 is amended to show that an additional position of Confidential Assistant to the Assistant Secretary for Education is excepted under Schedule C. Effective upon publication in the FEDERAL REGISTER, subparagraph (1) of paragraph (j) of § 213.3316 is amended as set out below.

§ 213.3316 Department of Health, Education, and Welfare.

* * * * *

(j) *Office of the Assistant Secretary for Education.* (1) Two Confidential Assistants to the Assistant Secretary for Education.

* * * * *

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 66-5146; Filed, May 10, 1966; 8:49 a.m.]

PART 213—EXCEPTED SERVICE

General Accounting Office

Section 213.3323 is revoked to reflect the fact that the three positions formerly included thereunder are no longer excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, § 213.3323 is revoked in its entirety.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 66-5144; Filed May 10, 1966; 8:49 a.m.]

Title 7—AGRICULTURE

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[CCC Grain Price Support Regs., 1966 and Subsequent Crops Dry Edible Bean Supp.]

PART 1421—GRAINS AND SIMILARLY HANDLED COMMODITIES

Subpart—1966 and Subsequent Crops Dry Edible Bean Loan and Purchase Program

The General Regulations Governing Price Support for the 1964 and Subsequent Crops (Revision 1) (31 F.R. 5941) issued by the Commodity Credit Corporation which contain regulations of a general nature with respect to price support operations are supplemented for the 1966 and subsequent crops of dry edible beans as follows:

Sec

AUTHORITY: The provisions of this subpart issued under sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 301, 401, 63 Stat. 1053, 15 U.S.C. 714c, 7 U.S.C. 1421, 1441.

§ 1421.2460 Purpose.

This supplement contains program provisions which, together with the annual dry edible bean crop year supplement, and the provisions of the General Regulations Governing Price Support for the 1964 and Subsequent Crops (Revision 1) and any amendments thereto or revisions thereof, and the Cooperative Marketing Association Eligibility Requirements for Price Support in Part 1425 of this chapter and any amendments thereto or revisions thereof, apply to loans and purchases for the 1966 and subsequent crops of dry edible beans.

§ 1421.2461 Availability.

Producers desiring price support for dry edible beans must obtain their loans or notify the ASCS County Office of intentions to sell to CCC no later than the dates set forth in the applicable annual crop-year supplement to the regulations contained in this part.

§ 1421.2462 Eligible beans.

(a) *General.* To be eligible for price support, the beans must be merchantable for use as food or feed or for other use, as determined by CCC, and must meet the additional requirements of this section.

(1) *Classes.* The beans must be dry edible beans of the classes Pea, Medium White, Great Northern, Small White, Flat Small White, Pink, Small Red, Pinto, Dark Red Kidney, Light Red Kidney, Western Red Kidney, Large Lima, and Baby Lima.

(2) *Contamination and poisonous substances.* The beans must not be contaminated by rodents, birds, insects, or other vermin or contain mercurial compounds or other substances poisonous to man or animals.

(b) *Warehouse stored.* To be eligible as security for a warehouse storage loan, the beans must also be (1) stored in an approved warehouse, and (2) represented by warehouse receipts (or warehouse receipts and supplemental certificates) for beans grading No. 2 or better and containing not more than 18 percent moisture.

§ 1421.2463 Determination of quality.

(a) *Quality.* The class, grade, and all other quality factors shall be in accordance with the Official U.S. Standards for Beans, whether or not such determinations are made on the basis of an official inspection.

(b) *Warehouse storage.* If the beans are stored in an approved warehouse, loans will be made on the class, grade, and quality of beans specified on the warehouse receipt, or supplemental certificate, if applicable, representing such beans.

§ 1421.2464 Determination of quantity for loans.

(a) *In warehouse*—(1) *Commingled.* The amount of a loan on eligible beans stored commingled in an approved warehouse shall be based on the net weight specified on the warehouse receipt or on the supplemental certificate, if applicable, representing such beans.

(2) *Identity preserved.* The amount of a loan on a quantity of eligible beans stored identity preserved in an approved warehouse shall be based on a percentage, as determined by the State committee, of the net weight specified on the warehouse receipt or on the supplemental certificate, if applicable, representing such beans. Such percentage shall not exceed 95 percent of the net weight so specified. The State committee's determination shall be made on a Statewide basis or for specified areas within the State. The county committee may lower such percentage on an individual basis when determined by it to be in the best interest of CCC.

(b) *On farm.* Amount of a loan on a quantity of beans stored in approved farm storage shall be determined in accordance with § 1421.67 on the basis of a percentage of the estimated net weight of the beans so stored, or, if the beans have not been processed, on the basis of a percentage of the estimated net weight of the sound beans so stored as determined by an inspection by a representative of the county committee. Such quantity shall be expressed in whole units of 100 pounds.

§ 1421.2465 Warehouse receipts.

(a) *General.* Warehouse receipts representing beans in approved warehouse storage placed under warehouse storage loan, or delivered in satisfaction of a farm storage loan or for purchase must meet the requirements of this section and the General Regulations Governing Price Support for 1964 and Subsequent Crops as amended or revised.

(b) *Grade and class.* A separate warehouse receipt must be submitted for each grade and class of beans.

(c) *Entries.* Each warehouse receipt, or supplemental certificate properly identified with the warehouse receipt, must show (1) net weight, (2) class, (3) grade, (4) whether the beans will be packaged in jute or paper bags on delivery, and (5) in the case of "identity preserved" beans, the warehouse receipt shall show the lot number, and must be accompanied by a supplemental certificate executed by the producer in which he assumes responsibility for any loss in the quantity or quality of beans shown thereon to the extent provided in the program regulations. When beans stored on a commingled basis have not been processed prior to issuance of the warehouse receipt, the warehouse receipt or the supplemental certificate must also show the gross weight, moisture, and percentage of total defects of the beans received and the quantity and quality which the warehouseman guarantees to deliver.

§ 1421.2466 Warehouse charges and packaging.

(a) *Warehouse charges.* Prior to the time that the beans are placed under warehouse-storage loans, or acquired by CCC, the producer shall arrange for payment of storage, bagging, processing, inspection, and all other charges (except receiving and loading out charges in the warehouse in which the beans are acquired by CCC) accruing through the maturity date for loans. Such charges shall include the cost of movement to a normal railroad shipping point if the warehouse is not located on a railroad, and any unpiling, turning, repiling, or other charges, except loading out charges incident to official weight and grade determinations on identity-preserved beans. CCC will assume warehouse storage charges in accordance with the Bean Storage Agreement accruing after the maturity date for loans for beans acquired by CCC.

(b) *Packaging.* The producer must arrange for the beans to be packaged 100 pounds net weight in new jute or multiwall paper bags prior to their delivery to CCC. Bags must be marked to show the commodity name and class, the net weight, and the name and address of the packer. The bags in which the beans are packed must meet the specifications of subparagraph (1) or (2) of this paragraph:

(1) *Jute bags.* The bags must be made of 36 inch, extra quality 10.4 ounce or heavier jute. Bag seams must be as strong as the full strength of the cloth.

(2) *Multiwall paper bags.* Paper bags must meet the requirements of Federal Specification UU–S–48 as supplemented. The walls shall be either Class A Heavy Duty Shipping Sack Kraft or Class F

Heavy Duty Extensible Shipping Sack Kraft Papers. The bag shall be open-mouth style constructed of four walls of either 2/50# and 2/60# 220 pounds total basis weight Class A paper or 4/50# 200 pounds total basis weight Class F paper. The outer wall shall be treated (mechanically or chemically) for antiskid properties. The bottom and top of the bag shall be closed by sewing through all walls with 12/6 needle and 12/5 cotton looper thread, or with a single thread chain stitch, Type 101, with a 12/6 cotton thread (other threads of equivalent strength are permitted). Stitches shall be spaced 3.0 to 3.6 to the inch. The manufactured end of the bag shall be sewn at a depth of not less than three-eighths inch nor more than three-fourths inch and shall incorporate a 2⅛-inch minimum width 70-pound nominal basis weight, flat, creped, or extensible kraft paper. After filling, the top of the bag shall be machine sewn at a depth of not less than three-eighths inch.

§ 1421.2467 Fees and charges.

The producer shall pay a loan service fee and delivery charge as specified in § 1421.60(b).

§ 1421.2468 Maturity of loans.

Loans will mature on demand but not later than the date specified in the annual crop year supplement to the regulations in this part.

§ 1421.2469 Inspection certificates.

Except in the case of loans on beans stored commingled in an approved warehouse, settlement with the producer on all beans acquired by CCC will be based on the class, grade, and quality shown on Federal or Federal-State lot inspection certificates. Such inspection certificates shall be dated not earlier than 30 days prior to the applicable maturity date for beans. The cost of Federal or Federal-State lot inspections as required by this section and § 1421.2470 shall not be for the account of CCC.

§ 1421.2470 Settlement.

Settlement for eligible beans acquired by CCC under loan or by purchase will be made with the producer as provided in § 1421.72 and this section.

(a) *Commingled warehouse stored.* Settlement for eligible beans stored commingled in an approved warehouse and acquired by CCC under a loan or by purchase shall be made on the basis of the class, grade, and quality and net weight which are specified by the warehouse receipt representing such beans or the supplemental certificate, if applicable.

(b) *Other storage.* Settlement for eligible beans acquired under loan or by purchase not stored commingled in an approved warehouse shall be made on the basis of the class, grade, and quality shown on Federal or Federal-State lot inspection certificates and on the basis of the quantity shown on official weight certificates, except that the weight of bagged beans shall be the net weight of the lot as determined from the official weight certificate or a quantity determined by multiplying the number of bags by 100 pounds, whichever is smaller. The inspection and weight certificates specified above in this program must be dated not earlier than 30 days prior to the applicable maturity date for beans and shall be furnished the county committee at the time of delivery.

§ 1421.2471 Storage in-transit.

Reimbursement will be made by CCC to producers or warehousemen for paid-in freight on beans stored in approved warehouses, subject to the following conditions:

(a) The movement from point of origin to storage point must be an "in-line" movement as determined by CCC, and must be no greater than 100 miles from the point of production unless otherwise approved by CCC prior to the date of shipment.

(b) The freight must have been paid by the person claiming reimbursement and he must not have been otherwise reimbursed.

(c) The warehousemen must furnish the descriptive data on all freight bills or transit tonnage slips on all eligible beans received into the storage facility at the time and in the manner stipulated in the Bean Storage Agreement.

(d) The freight bills or transit tonnage slips must be made available to CCC in accordance with the provisions of the Bean Storage Agreement.

(e) Not more than one transit stop must have been used on billing.

(f) The freight bills must be otherwise acceptable to CCC under the terms of the Bean Storage Agreement.

(g) Reimbursement for paid-in freight under this section will be made by the ASCS commodity office subsequent to actual acquisition of the beans by CCC.

§ 1421.2472 Support rates.

The support rates and the schedule of premiums and discounts for use in making loans and for use in settling loans and for purchases shall be set forth in the annual crop year supplement to the regulations in this part.

Effective upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on May 5, 1966.

E. A. JAENKE,
Acting Executive Vice President, Commodity Credit Corporation.

[F.R. Doc. 66-5111; Filed, May 10, 1966; 8:46 a.m.]

Title 12—BANKS AND BANKING

Chapter I—Bureau of the Comptroller of the Currency, Department of the Treasury

PART 1—INVESTMENT SECURITIES REGULATION

State of Israel Bonds, Development Investment Issue

§ 1.171 State of Israel Bonds, Development Investment Issue.

(a) *Request.* The Comptroller of the Currency has been requested to rule that the $100 million Development Investment Issue of State of Israel Bonds, March 30, 1966, are investment securities eligible for purchase by national banks pursuant to paragraph Seventh of 12 U.S.C. 24.

(b) *Opinion.* The Development Investment issue is similar to the Third issue, which was the subject of our ruling of May 27, 1964, 12 CFR 1.139, except that the State of Israel is offering the present bonds only to banks, insurance companies, labor unions, and employee benefit funds and that, under certain conditions, the State of Israel has undertaken to purchase with U.S. currency any bond held by the original owner. Our rulings of February 6, 1964, and May 27, 1964, on the eligibility of the Second and Third issues, 12 CFR 1.133 and 1.139, respectively, will also be applicable to the Development Investment issue.

(c) *Ruling.* It is our conclusion that the $100 million Development Investment Issue of State of Israel Bonds, March 30, 1966, are investment securities as defined in § 1.3(b) of the Investment Securities Regulation (12 CFR 1.3(b)) issued pursuant to paragraph Seventh of 12 U.S.C. 24 and are eligible for purchase by national banks, subject to the 5-percent limitation of § 1.6 (b) and (c) of the Investment Securities Regulation (12 CFR 1.6 (b) and (c)).

Dated: May 9, 1966.

[SEAL] JAMES J. SAXON,
Comptroller of the Currency.

[F.R. Doc. 66-5203; Filed, May 10, 1966; 10:36 a.m.]

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER B—FEDERAL HOME LOAN BANK SYSTEM

[No. 19,872]

PART 522—ORGANIZATION OF THE BANKS

PART 524—OPERATIONS OF THE BANKS

Compensation and Budgets

MAY 5, 1966.

Resolved that, notice and public procedure having been duly afforded (31 F.R. 4808) and all relevant material presented or available having been considered by it, the Federal Home Loan Bank Board, upon the basis of such consideration and of determination by it of the advisability of amendment of paragraph (a) of § 522.71 and § 524.6 of the Regulations for the Federal Home Loan Bank System (12 CFR 522.71(a) and 524.6) and for the purpose of effecting such amendments, hereby amends said paragraph and said section as follows effective June 11, 1966:

Paragraph (a) of § 522.71 is hereby amended to read as follows:

§ 522.71 Compensation.

(a) The board of directors of each Bank shall annually adopt and submit to the Board appropriate resolutions show-

ing the contemplated compensation of officers and legal counsel, to be effective during the next calendar year. The Board will, for each Bank, either approve or disapprove, in whole or in part, such proposed compensation and will advise the Bank of its action relating thereto. Each Bank may establish the amount and form of compensation of all other employees within the limits set forth in its approved budget. No bonus shall be paid by any Bank to any director, officer, employee or other person.

* * * * *

Section 524.6 is hereby amended to read as follows:

§ 524.6 Budgets.

Each Bank shall prepare and submit to the Board for its approval a budget of operations in the manner and according to the procedure prescribed in its bylaws. Each Bank shall submit to the Board with its budget a certificate signed by its president as to the compliance by each of its officers, legal counsel and employees with the provisions of § 522.70 of this subchapter. The Board will either approve the budget as submitted by each Bank or approve such budget with such adjustments therein as to it appears proper. A Bank may at any time adopt and request the Board's approval of an amendment to its approved budget and, upon approval of any such amendment by the Board, such Bank shall be operated within such amended budget.

(Sec. 17, 47 Stat. 736, as amended; 12 U.S.C. 1437. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN, *Secretary.*

[F.R. Doc. 66-5125; Filed, May 10, 1966; 8:47 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

PART 15—ADMINISTRATIVE OPINIONS AND RULINGS

Goods of Like Grade and Quality

§ 15.43 Goods of like grade and quality.

The Federal Trade Commission advised a manufacturer producing iron castings to special order of its customers that such goods are not of like grade and quality within the meaning of that section of the amended Clayton Act prohibiting price discriminations. The Commission was informed by the manufacturer that:

(a) Its castings are produced in accordance with individual customer specifications;

(b) It submits samples to the customer for approval;

(c) The customer further processes the casting prior to use; and

(d) Castings are not shipped off the shelf but are produced to order with several weeks lead time.

(38 Stat. 717, as amended; 15 U.S.C. 41-58; 49 Stat. 1526; 15 U.S.C. 13, as amended)

Issued: May 10, 1966.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary.*

[F.R. Doc. 66-5086; Filed, May 10, 1966; 8:45 a.m.]

PART 15—ADMINISTRATIVE OPINIONS AND RULINGS

Agreement Among Retailers for Uniform Store Hours

§ 15.44 Agreement among retailers for uniform store hours.

(a) A retail dealers association of a certain city of substantial size has been advised that a proposed agreement among downtown retailers to establish uniform store hours would not, under the circumstances presented, be in violation of any laws administered by the Federal Trade Commission.

(b) The stated existing downtown shopping hours are 9 a.m. to 5:30 p.m. with Monday and some Thursday hours from 9 a.m. to 9 p.m. The proposed change would make the hours from 11 a.m. to 8 p.m. weekdays and 9 a.m. to 5:30 p.m. on Saturday.

(c) The basic reason advanced for the proposed change in hours is to place the downtown retailers in a more effective competitive position with suburban shopping centers by establishing more convenient shopping hours for office workers and by enabling spouses to meet for dinner and shop. Any business establishment will have the free choice as to whether or not to conform to the proposed change in shopping hours.

(38 Stat. 717, as amended; 15 U.S.C. 41-58)

Issued: May 10, 1966.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary.*

[F.R. Doc. 66-5087; Filed, May 10, 1966; 8:45 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER C—DRUGS

PART 131—INTERPRETATIVE STATEMENTS RE WARNINGS ON DRUGS AND DEVICES FOR OVER-THE-COUNTER SALE

Belladonna Preparations and Preparations of Its Alkaloids (Atropine, Hyoscyamine, and Scopolamine (Hyoscine)); Hyoscyamus, Stramonium, Their Derivatives, and Related Drug Preparations

Following publication in the FEDERAL REGISTER of May 5, 1966 (31 F.R. 6705), of a revision of the recommended warning statement for belladonna and related preparations, the Commissioner of Food and Drugs concluded that the warning statement should be expanded for clarification as set forth below.

Therefore, in accordance with the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502(f)(2), 701(a), 52 Stat. 1051, 1055; 21 U.S.C. 352(f)(2), 371(a)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.120; 31 F.R. 3008), § 131.15 is amended by adding a new sentence to the end of the warning statement for the subject preparations. As changed the warning statement reads as follows:

§ 131.15 Drugs for human use; recommended warning and caution statements.

* * * * *

BELLADONNA PREPARATIONS * * *

Warning—Not to be used by persons having glaucoma or excessive pressure within the eye, by elderly persons (where undiagnosed glaucoma or excessive pressure within the eye occurs most frequently), or by children under 6 years of age, unless directed by a physician. Discontinue use if blurring of vision, rapid pulse, or dizziness occurs. Do not exceed recommended dosage. Not for frequent or prolonged use. If dryness of the mouth occurs, decrease dosage. If eye pain occurs, discontinue use and see your physician immediately as this may indicate undiagnosed glaucoma.

* * * * *

Notice and public procedure are unnecessary prerequisites to the promulgation of this order, and I so find, since the statute provides that the labeling of drugs shall bear "adequate warnings against use in those pathological conditions * * * where its use may be dangerous to health," and the clinical history of the drugs named is such that the revised warning is deemed necessary for the protection of the public health.

Effective date. This order shall become effective July 4, 1966.

(Secs. 502(f)(2), 701(a), 52 Stat. 1051, 1055; 21 U.S.C. 352(f)(2), 371(a))

Dated: May 6, 1966.

JAMES L. GODDARD, *Commissioner of Food and Drugs.*

[F.R. Doc. 66-5135; Filed, May 10, 1966; 8:48 a.m.]

Title 32—NATIONAL DEFENSE

Chapter XIV—The Renegotiation Board

SUBCHAPTER B—RENEGOTIATION BOARD REGULATIONS UNDER THE 1951 ACT

PART 1472—CONDUCT OF RENEGOTIATION

Filing of Information and Requests by Contractor

Section 1472.6(d) *Place for filing* is amended by deleting subparagraph (1)

in its entirety and substituting in lieu thereof the following:

§ 1472.6 Filing of information and requests by contractors.

* * * * *

(d) Place for filing.—(1) *Principal offices.* The principal office of the Board is located at 1910 K Street NW., Washington, D.C., 20446. The following are the addresses of the offices of the Regional Boards:

Eastern Regional Renegotiation Board, 1634 Eye Street NW., Washington, D.C., 20447.
Western Regional Renegotiation Board, 300 North Los Angeles Street, Los Angeles, Calif., 90012.

* * * * *

(Sec. 109, 65 Stat. 22; 50 U.S.C., App. Supp. 1219)

Dated: May 6, 1966.

LAWRENCE E. HARTWIG,
Chairman.

[F.R. Doc. 66-5122; Filed, May 10, 1966; 8:47 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 203—BRIDGE REGULATIONS

Mystic River, Mass.

Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U.S.C. 499), paragraph (g)(2), § 203.75 governing the operation of the General Lawrence Highway Bridge across Mystic River, Mass., is hereby amended in its entirety effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 203.75 Boston Harbor, Mass., and adjacent waters; bridges.

* * * * *

(g) *Mystic River.* * * *

(2) *Metropolitan District Commission highway bridge (General Lawrence Bridge) opposite Harvard Street, Medford.* The draw need not be opened for the passage of vessels, and paragraphs (b) to (f) of this section shall not apply to this bridge.

* * * * *

[Regs., Apr. 25, 1966, 1507-32 (Mystic River, Mass.)-ENGCW-ON] (Sec. 5, 28 Stat. 362; 33 U.S.C. 499)

J. C. LAMBERT,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 66-5096; Filed, May 10, 1966; 8:45 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 9—Atomic Energy Commission

PART 9-12—LABOR

Subpart 9-12.54—Conduct of Employees and Consultants of AEC Cost-Type Contractors and Certain Other Contractors

MISCELLANEOUS AMENDMENTS

Subpart 9-12.5402 *Gratuities,* is revised to read as follows:

§ 9-12.5402 Gratuities.

A contractor or his employees or consultants shall not, under circumstances which might reasonably be interpreted as an attempt to influence the recipients in the conduct of their duties, accept any gratuity or special favor from individuals or organizations with whom the contractor is doing business, or proposing to do business, in accomplishing the work under the contract. Reference should also be made to the provisions of 41 U.S.C. 51-54.

Subpart 9-12.5409 is deleted in its entirety.

(Sec. 161 of the Atomic Energy Act of 1954, as amended, 68 Stat. 948, 42 U.S.C. 2001; sec. 205 of the Federal Property and Administrative Services Act of 1949, as amended, 63 Stat. 390, 40 U.S.C. 486)

Effective date. This amendment is effective upon publication in the FEDERAL REGISTER.

For the U.S. Atomic Energy Commission.

Dated at Germantown, Md., this 4th day of May 1966.

JOSEPH L. SMITH,
Director, Division of Contracts.

[F.R. Doc. 66-5091; Filed, May 10, 1966; 8:45 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter II—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 3999]

[Utah 053035]

Addition to Ouray National Wildlife Refuge

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Subject to valid existing rights, the following described lands are hereby withdrawn from all forms of appropriation under the public land laws, including the mining laws (30 U.S.C., Ch. 2), but not from leasing under the mineral leasing laws, and are added to and made a part of the Ouray National Wildlife Refuge:

SALT LAKE MERIDIAN

T. 7 S., R. 20 E.,
Sec. 24, lot 6, NW¼NE¼, NW¼, SE¼SE¼;
Sec. 25, lots 1 and 6, NE¼NE¼.
T. 7 S., R. 21 E.,
Sec. 19, lots 9 and 10;
Sec. 29, lot 4;
Sec. 30, lots 2 to 6, incl.;
Sec. 31, lots 17, 18, 19, 25, 26;
Sec. 32, lots 18, 19 and 20;
Sec. 33, lots 2 and 3.
T. 8 S., R. 20 E.,
Sec. 10, SE¼SW¼;
Sec. 11, lots 1, 4, and 5;
Sec. 12, lot 2, SE¼SW¼, S½SE¼;
Sec. 13, NE¼SE¼, S½SE¼;
Sec. 15, NW¼, N½SW¼, SW¼SW¼;
Sec. 21, lot 6;
Sec. 23, part lot 8, northwest of road, part NW¼SE¼SW¼ northwest of road, part NW¼NW¼SE¼ northwest of road;
Sec. 24, NE¼NW¼;
Sec. 26, part NW¼SW¼NW¼, northwest of road;
Sec. 27, lot 1, part SE¼NE¼ northwest of road;
Sec. 28, lot 1.
T. 8 S., R. 21 E.,
Sec. 5, lots 1, 6, 7 S½NE¼;
Sec. 6, lots 9, 10, 16, 17, 18, 19, NE¼SW¼;
Sec. 7, SE¼SW¼;
Sec. 18, E½SW¼, W½SE¼.

Containing 2,158.96 acres, more or less.

2. The minerals in the lands, now or hereafter owned by the United States, shall be administered in accordance with laws and regulations governing the management and disposal of minerals in lands forming a part of the national wildlife refuge system. However, certain of the lands are tribal lands of the Uintah-Ouray Indian Reservation which have been leased by the tribe for refuge purposes. In the tribal lands only the minerals reserved to the United States by the act of March 11, 1948 (62 Stat. 72), are subject to administration under provisions of this order. The remaining lands have been acquired, or are in process of being acquired by the United States for refuge purposes.

HARRY R. ANDERSON,
Assistant Secretary of the Interior.

MAY 3, 1966.

[F.R. Doc. 66-5104; Filed, May 10, 1966; 8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Bureau of Customs

[19 CFR Part 20]

[142.72]

DISPOSITION OF UNCLAIMED AND ABANDONED MERCHANDISE

Rescission of Proposed Amendment

Notice was published in the FEDERAL REGISTER of February 4, 1965 (30 F.R. 1196), of a proposal to amend the Customs Regulations to authorize the sale of merchandise not exceeding $50 in value at public auction after it has remained in general order for 90 days.

Since the publication of the notice, further field studies have indicated that there is insufficient justification for changing the present regulation. The proposal, therefore, is rescinded.

The current practice of handling unclaimed and abandoned merchandise remains unaffected; that is, unclaimed and abandoned merchandise continues to be sold at the next regular sale after the merchandise becomes subject to sale.

[SEAL] LESTER D. JOHNSON,
Commissioner of Customs.

Approved: May 3, 1966.

JAMES POMEROY HENDRICK,
Acting Assistant Secretary of the Treasury.

[F.R. Doc. 66-5129; Filed, May 10, 1966; 8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 71]

[Airspace Docket No. 65-SO-80]

CONTROL ZONES AND TRANSITION AREAS

Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations which would alter the Charleston, S.C., and Myrtle Beach, S.C., transition areas, and the Myrtle Beach control zone, and would designate a part-time control zone at the Crescent Beach-Myrtle Beach Airport.

As parts of these proposals relate to the navigable airspace outside the United States, this notice is submitted in consonance with the ICAO International Standards and Recommended Practices.

Applicability of International Standards and Recommended Practices, by the Air Traffic Service, FAA, in areas outside domestic airspace of the United States is governed by Article 12 and Annex 11 to the Convention on International Civil Aviation (ICAO), which pertains to the establishment of air navigation facilities and services necessary to promoting the safe, orderly and expeditious flow of civil air traffic. Its purpose is to insure that civil flying on international air routes is carried out under uniform conditions designed to improve the safety and efficiency of air operations.

The International Standards and Recommended Practices in Annex 11 apply in those parts of the airspace under the jurisdiction of a contracting state, derived from ICAO, wherein air traffic services are provided and also whenever a contracting state accepts the responsibility of providing air traffic services over high seas or in airspace of undetermined sovereignty. A contracting state accepting such responsibility may apply the International Standards and Recommended Practices to civil aircraft in a manner consistent with that adopted for airspace under its domestic jurisdiction.

In accordance with Article 3 of the Convention on International Civil Aviation, Chicago, 1944, state aircraft are exempt from the provisions of Annex 11 and its Standards and Recommended Practices. As a contracting state, the U.S. agreed by Article 3(d) that its state aircraft will be operated in international airspace with due regard for the safety of civil aircraft.

Since this action involves, in part, the designation of navigable airspace outside the United States, the Administrator has consulted with the Secretary of State and the Secretary of Defense in accordance with the provisions of Executive Order 10854.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Southern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Post Office Box 20636, Atlanta, Ga., 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposals contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

On or about June 23, 1966, the Federal Aviation Agency plans to relocate the Myrtle Beach VOR at latitude 33°48'48" N., longitude 78°43'31" W., and to convert the facility to a VORTAC. Coincidentally with that relocation the Agency proposes the airspace alterations and designations hereinafter set forth.

1. The 1,200-foot portion of the Charleston transition area would be redescribed as that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the SE boundary of V-3 and latitude 33°30'00" N., thence eastward to latitude 33°11'55" N., longitude 79°-08'00" W., to latitude 32°58'30" N., longitude 79°18'00" W., to latitude 32°-50'40" N., longitude 79°23'15" W., thence clockwise along the arc of a 38-mile radius circle centered on the Charleston VORTAC to and west along a line 5 miles S of and parallel to the Charleston VORTAC 109° True radial to a point 3 nautical miles E of the shoreline, thence SW along a line 3 nautical miles from the shoreline to latitude 32°29'30" N., longitude 80°12'00" W., thence to latitude 32°45'50" N., longitude 80°30'30" W., to latitude 32°44'00" N., longitude 80°43'25" W., thence to the intersection of the SE boundary of V-3 and latitude 32°44'00" N., thence NE along the SE boundary of V-3 to the point of beginning.

The Myrtle Beach transition area is presently designated as that airspace extending upward from 700 feet above the surface within a 7-mile radius of Myrtle Beach AFB (latitude 33°40'45" N., longitude 78°55'45" W.), within a 5-mile radius of Crescent Beach/Myrtle Beach Airport (latitude 33°48'40" N., longitude 78°43'30" W.); within 2 miles each side of the Myrtle Beach VOR 058° True radial extending from the Myrtle Beach AFB 7-mile radius area to the Crescent Beach/Myrtle Beach Airport 5-mile radius area; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the INT of the E boundary of V-437E and a line 5 miles S of and parallel to the Florence, S.C., VORTAC 068° True radial, extending eastward along that line and a line 5 miles S of and parallel to the Wilmington, N.C., VORTAC 272° True radial to its INT with longitude 78°25'30" W., thence to latitude 33°58'30" N., longitude 78°10'45" W., thence to latitude 33°40'10" N., longitude 78°40'10" W., thence clockwise along a 15-mile radius arc centered on the Myrtle Beach TACAN (latitude 33°40'39" N., longitude 78°55'53" W.) to a line 5 miles SE of and parallel to the Myrtle Beach VOR 214° True radial, thence SW along that line to a 25-mile radius arc centered on the Myrtle Beach AFB (latitude 33°40'45" N., longitude 78°55'45" W.), thence clockwise along this arc to the SE boundary of V-1, thence along V-1 to latitude 33°16'00" N., longitude 79°24'30" W., thence to the E boundary of V-437E at latitude 33°20'00" N., longitude 79°-39'20" W., thence N along V-437E to the

point of beginning; and that airspace extending upward from 2,700 feet MSL bounded on the N by a 35-mile radius arc centered on Grannis Field, Fayetteville, N.C. (latitude 34°59'25" N., longitude 78°52'50" W.), on the E by a line extending from the INT of the S boundary of V–525 and longitude 78°30'00" W. to latitude 34°18'30" N., longitude 79°-00'00" W., on the S by a line 5 miles S of and parallel to the Wilmington, N.C., VORTAC 272° True radial and Florence, S.C., VORTAC 068° True radial, on the W by V–437E and V–3E, excluding that airspace within 5 miles SE of the Florence, S.C., VORTAC 052° True radial, extending from the VORTAC to 14 miles NE.

2. The Myrtle Beach transition area would be redesignated as that airspace extending upward from 700 feet above the surface within a 7-mile radius of Myrtle Beach AFB (latitude 33°40'45" N., longitude 78°55'45" W.); within a 6-mile radius of Crescent Beach/Myrtle Beach Airport (latitude 33°48'40" N., longitude 78°43'30" W.); within 2 miles each side of the Myrtle Beach VORTAC 052° True radial, extending from the 6-mile radius area to 8 miles NE of the VORTAC; within 2 miles each side of the Myrtle Beach VORTAC 214° True radial, extending from the 6-mile radius area to 14 miles SW of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of the E boundary of V–437E and a line 5 miles S of and parallel to the Florence, S.C., VORTAC 068° True radial, thence eastward to latitude 34°18'40" N., longitude 79°11'00" W., thence along a line extending from latitude 34°18'40" N., longitude 79°11'00" W., through latitude 34°17'45" N., longitude 78°25'30" W., to the E boundary of V–213, to latitude 33°-58'30" N., longitude 78°10'45" W., to latitude 33°40'10" N., longitude 78°40'15" W., thence clockwise along the arc of a 15-mile radius circle centered on the Myrtle Beach TACAN (latitude 33°40'39" N., longitude 78°55'53" W.), to latitude 33°27'40" N., longitude 78°55'20" W., thence to latitude 33°19'40" N., longitude 79°02'10" W., to latitude 33°11'55" N., longitude 79°08'00" W., to latitude 33°-20'00" N., longitude 79°39'20" W., thence N along the E boundary of V–437E to the point of beginning; and that airspace extending upward from 2,700 feet MSL bounded on the N by the arc of a 35-mile radius circle centered on Grannis Field, Fayetteville, N.C. (latitude 34°59'25" N., longitude 78°52'50" W.), on the E by the 2,700-foot MSL portion of the Goldsboro, N.C., transition area, on the S by the 1,200-foot portion of the Myrtle Beach transition area, on the W by V–437E and V–3E, excluding the portion that would coincide with the Florence, S.C., transition area.

The Myrtle Beach control zone is presently designated with a 5-mile radius of Myrtle Beach AFB (latitude 33°40'45" N., longitude 78°55'45" W.); within 2 miles each side of the Myrtle Beach VOR 039° True radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the Myrtle Beach TACAN 160° and 355° True radials, extending from the 5-mile radius zone to 8 miles S and 8 miles N of the TACAN; within 2 miles each side of the 167° True bearing from the Conway RBN, extending from the 5-mile radius zone to the RBN.

3. The name of the Myrtle Beach control zone would be changed to Myrtle Beach AFB, S.C., control zone and amended to read; within a 5-mile radius of Myrtle Beach AFB (latitude 33°40'45" N., longitude 78°55'45" W.); within 2 miles each side of the Myrtle Beach TACAN 160° and 355° True radials, extending from the 5-mile radius zone to 8 miles S and 8 miles N of the TACAN; within 2 miles each side of the 167° True bearing from the Conway radio beacon, extending from the 5-mile radius zone to the radio beacon.

4. The Crescent Beach/Myrtle Beach, S.C., control zone would be designated within a 5-mile radius of Crescent Beach/Myrtle Beach Airport (latitude 33°48'40" N., longitude 78°43'30" W.); within 2 miles each side of the Myrtle Beach VORTAC 052° True radial extending from the 5-mile radius zone to 8 miles NE of the VORTAC; within 2 miles each side of the Myrtle Beach VORTAC 214° True radial extending from the 5-mile radius zone to 8 miles SW of the VORTAC. This control zone would be effective during specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

These amendments are proposed under the authority of secs. 307(a) and 1110 of the Federal Aviation Act of 1958 (49 U.S.C. 1348, 1510) and Executive Order 10854 (24 F.R. 9565).

Issued in Washington, D.C., on May 5, 1966.

H. B. HELSTROM,
Acting Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 66–5093; Filed, May 10, 1966; 8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Parts 2, 87]

[Docket No. 16221, FCC 66–401]

AERONAUTICAL ADVISORY SERVICE

Notice of Proposed Rule Making

1. Notice of proposed rule making in the above-entitled matter is hereby given.

2. The Commission, as a result of administering the aeronautical advisory service, Part 87—Subpart C and the recent report of the Radio Technical Commission for Aeronautics (SC–113), feels that certain amendments could provide a more orderly and efficient service. Accordingly, this notice proposes extensive revision of the rules governing the aeronautical advisory service.

3. The present rules, § 87.251(c), provide that only one aeronautical advisory station will be authorized at any landing area. This restriction is good and necessary from the standpoint of aviation safety. In some instances, however, it causes an interruption of advisory service to the landing area. For instance, a fixed-base operator who is the licensee of an advisory station gives up his business, leaves the area, and, in effect, abandons the aeronautical advisory station without cancelling the authorization. This leaves an outstanding authorization for an aeronautical advisory station to serve the landing area but no service is being rendered. Section 87.251(c) as presently written, precludes the licensing of another advisory station at a landing area while an authorization is outstanding. There are other similar situations which also may cause breaks in service. Accordingly, it is proposed to amend § 87.251(c) to allow, under certain conditions, operation of an additional station at a landing area when the original station has ceased to provide service.

4. In order for an applicant to qualify for an aeronautical advisory station under the present rules, he must be the owner of the landing area or if not the owner, a party to a written contractual agreement with the owner which gives the nonowner applicant the exclusive and sole right to establish and maintain an aeronautical advisory station to serve the owner's landing area for a time certain. This rule is based on the theory that if the owner of the landing area is not going to provide the service, it would be in his interest to allow the most responsible and capable person available to become licensee of the station. In practice, however, it appears that this method does not always result in the selection of the most responsible and capable person. In addition, problems are created when an owner withdraws his authority during the term of an outstanding authorization. Accordingly, the Commission proposes to amend the rules to allow, as far as practicable, for the selection by the Commission of the most responsible and capable person as licensee.

5. It is proposed that the special eligibility requirements of § 87.251(d) be deleted. An applicant for an advisory station under the proposed rules would be required to provide notification of his application for an advisory station to persons who would have a primary interest in the efficient operation of an aeronautical advisory station at the particular landing area. This would provide an opportunity for an interested party to file a protest during the section 309(b) statutory notice period, file a competing application for an aeronautical advisory station at the same landing area or enter into some mutual sharing arrangements with the prospective licensee.

6. The rapid growth and growth potential of the aeronautical advisory service dictates that consideration be given to frequency congestion and interference. At present, no separation criteria are established for ground stations and reception of several stations at one time is a source of confusion and interference

to airborne aircraft. This problem could become acute in the near future as more and more advisory radio facilities are established. In order to minimize interference potential from the increase in advisory stations, new criteria for frequency assignments are proposed.

7. Frequency assignment, as proposed, is based on the type of landing area involved; i.e., controlled, uncontrolled, heliport, private or public. During the term of a license, the status of the landing area may change and thereby require a change in frequency by the licensee. When such a change occurs in the status of the landing area, the licensee would be required to operate on the appropriate frequency. In addition, a less restrictive log-keeping requirement has been proposed in order to lessen the burden of the station operator.

8. In order that the rules specifically directed to the aeronautical advisory service may be viewed in their entirety, the proposed amendments together with existing sections which remain unchanged are included in the Appendix. The unchanged sections in the Appendix are as follows: §§ 87.201 (a), (d), (e), and (f), 87.255, 87.257 (a), (b), (c), and (e), and 87.259.

9. The Radio Technical Commission for Aeronautics (RTCA) recently completed a study of the aeronautical advisory service in SC–113. It recommended changes in the eligibility requirements and assignment of additional frequencies. The present proposal is consistent with the recommendations of RTCA.

10. The proposed amendments to the rules, as set forth in the Appendix, are issued pursuant to the authority contained in sections 4(i) and 303 (b), (c), (f), (h), (j), and (r) of the Communications Act of 1934, as amended.

11. Pursuant to applicable procedures set forth in § 1.415 of the Commission's rules, interested persons may file comments on or before June 17, 1966 and reply comments on or before July 8, 1966. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

12. 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 the Commission.

Adopted: May 4, 1966.

Released: May 6, 1966.

FEDERAL COMMUNICATIONS COMMISSION,[1]
[SEAL] BEN F. WAPLE,
Secretary.

APPENDIX

1. Footnote US31 to the Table of Frequency Allocations, § 2.106 is amended to read as follows:

US31 The band 121.975–123.075 Mc/s is for use by private aircraft stations. In addition, the frequencies 122.80, 122.85, 122.95, 123.00, and 123.05 Mc/s may be used by aeronautical advisory stations and the frequency 122.90 Mc/s may be used by aeronautical multicom stations.

2. Section 87.99(a) is amended to read as follows:

§ 87.99 Information required in station logs.

(a) Except for radionavigation land test stations (MTF), all stations at fixed locations shall maintain logs showing hours of operation, frequencies used and hours of duty and signature of the operator(s) on duty. In any instance where communications pertain to emergency, distress or danger to life or property, the specific station communicated with, the time of the communications and the nature of the communications shall be recorded.

* * * * *

3. Section 87.201 is amended to read as follows:

§ 87.201 Frequencies available.

The following frequencies, in addition to those listed in § 87.183 are available to private aircraft stations:

(a) 3023.5 kilocycles: Aircraft calling and working frequency for use by private aircraft.

(b) These frequencies are available to private aircraft for air traffic control operations:

122.00, 122.05, 122.10, 122.15, 122.20, 122.25, 122.30, 122.35, 122.40, 122.45, 122.50, 122.55, 122.60, 122.65, 122.70 and 122.75 Mc/s.

(c) These frequencies are available to private aircraft stations for communications (1) with aeronautical advisory stations in accordance with Subpart C of this Part and (2) between private aircraft while in flight provided that harmful interference is not caused to air-ground communications and such communications pertain to the safety of the flight:

122.80, 122.85, 122.95 and 123.05 Mc/s.

In addition, brief keyed RF signals may be transmitted on these frequencies for the control of airport lights from aircraft on the condition that no harmful interference is caused to authorized voice communications.

(d) 122.9 Mc/s, 6A3 emission: Private aircraft stations to aeronautical multicom stations and to Government stations in accordance with the scope of service set forth in § 87.277. Between private aircraft stations and between private aircraft stations and Government aircraft stations while in flight for communications pertaining to safety; agricultural, ranching and conservation activities; forest fire fighting; aerial application; aerial advertising; and parachute jumping.

(e) 123.0 megacycles, 6A3 emission: Private aircraft stations to aeronautical advisory stations in accordance with the scope of service set forth in § 87.257.

(f) The aeronautical frequencies listed under §§ 87.293 through 87.309 are also available to private aircraft upon showing that a need exists and that agreements have been made with the licensees of appropriate ground stations.

4. Subpart C of Part 87 is amended to read as follows:

Subpart C—Aeronautical Advisory Stations

§ 87.251 Special conditions.

(a) Only one aeronautical advisory station may be authorized to operate at a landing area: *Provided, however,* Where the Commission has good cause to believe that an existing station has been abandoned or ceased operation, another station may be authorized to provide service at the landing area on an interim basis while the original station is not operating and pending final determination of the status of the original station.

(b) An applicant for an aeronautical advisory station license must give written notice of such application to the owner of the landing area to be served and all aviation service organizations, so-called fixed-base operators, who are located at the landing area. Such notice shall include the applicant's name and address, name of the landing area to be served, and a statement that the applicant intends to file an application with the Federal Communications Commission for an aeronautical advisory station (Unicom) to serve the named landing area. Such notice shall be given within the 10-day period immediately preceding the filing of the application with the Commission.

(c) Each applicant must submit a statement as part of the application that notice has been given in accordance with paragraph (b) of this section and list the names and addresses of persons given written notice including the dates when such notices were given.

(d) An applicant for interim authority under paragraph (a) of this section must give notice, where possible, to the present licensee of the aeronautical advisory station at the landing area and must also meet the notice requirements of paragraphs (b) and (c) of this section.

(e) An aeronautical advisory station and any associated dispatch or control points must be located on the landing area to be served.

§ 87.253 Frequency assignment.

(a) Aeronautical advisory stations at landing areas open to the public must provide service on a required frequency as follows:

(1) Landing area, other than a heliport, where there is not a control tower or FAA flight service station—122.8 Mc/s;

(2) Landing area, other than a heliport, where there is a control tower or FAA flight service station—123.0 Mc/s;

(3) Landing area that is used exclusively as a heliport—123.05 Mc/s.

(b) Upon a showing of need, stations required to provide service on 123.05 Mc/s also may be assigned 122.8 Mc/s for communication primarily with fixed wing aircraft, and stations required to provide

[1] Commissioners Loevinger and Wadsworth absent.

service on 122.8 or 123.0 Mc/s also may be assigned 123.05 Mc/s for communications primarily with helicopters.

(c) Stations at landing areas not open to the public normally will be assigned a frequency in accordance with the provision of paragraph (a) of this section. An alternate frequency of either 122.85 or 122.95 Mc/s, in lieu of that normally assigned, may be authorized upon a showing that harmful interference will be avoided by the use of such alternate frequency.

§ 87.255 Power output.

The power output of aeronautical advisory stations shall not exceed 10 watts.

§ 87.257 Scope of service.

(a) At all times when an aeronautical advisory station is in operation, nonpublic service shall be provided to any private aircraft station upon request and without discrimination.

(b) Communications by an aeronautical advisory station shall be impartial with respect to information concerning similar available ground services.

(c) Aeronautical advisory stations shall not be used for air traffic control purposes.

(d) (1) Communications by an aeronautical advisory station shall be limited to the necessities of safe and expeditious operation of private aircraft, such as, conditions of runways, types of fuel available, wind conditions, weather information, dispatching or other necessary information: *Provided, however,* That at any landing area at which an airdrome control station or FAA flight service station is located, an aeronautical advisory station shall not transmit information pertaining to the conditions of runways, wind conditions or weather information during the hours of operation of the airdrome control station or FAA flight service station. (2) On a secondary basis, communications may be transmitted which pertain to the efficient portal-to-portal transit of which the flight is a portion, such as, requests for ground transportation, food or lodging required during transit.

(e) The frequency 122.8 Mc/s may be used, in addition to its normal purposes, for communications with private aircraft engaged in organized civil defense activities in time of enemy attack or immediately thereafter, and on a secondary basis for communications with private aircraft engaged in organized civil defense activities in preparation for anticipated enemy attack. When used for these purposes, aeronautical advisory stations may be moved from place to place or operated at unspecified locations, except at landing areas served by other aeronautical advisory stations or airdrome control stations, or both.

NOTE: "Civil defense" is defined, for this purpose, in accordance with section 3(b) of the Federal Civil Defense Act of 1950, Public Law 920, 81st Congress as follows:

The term "civil defense" means all those activities and measures designed or undertaken (1) to minimize the effects upon the civilian population caused or which would be caused by an attack upon the United States, (2) to deal with the immediate emergency conditions which would be created by any such attack, and (3) to effectuate emergency repairs to, or the emergency restoration of, vital utilities and facilities destroyed or damaged by any such attack. Such term shall include, but shall not be limited to, (a) measures to be taken in preparation for anticipated attack (including the establishment of appropriate organizations, operational plans, and supporting agreements; the recruitment and training of personnel; the conduct of research; the procurement and stockpiling of necessary materials and supplies; the provision of suitable warning systems; the construction or preparation of shelters, shelter areas, and control centers; and when appropriate, the nonmilitary evacuation of civil population), (b) measures to be taken during attack (including the enforcement of passive defense regulations prescribed by duly established military or civil authorities; the evacuation of personnel to shelter areas; the control of traffic and panic; and the control and use of lighting and civil communications); and (c) measures to be taken following attack (including activities for the fire fighting; rescue, emergency medical, health and sanitation services; monitoring for specific hazards of special weapons; unexploded bomb reconnaissance; essential debris clearance; emergency welfare measures; and immediately essential emergency repair or restoration of damaged vital facilities).

§ 87.259 Operator requirements.

(a) An aeronautical advisory station shall be operated, when transmitting during the normal rendition of service, by a person holding a commercial radio operator license or permit of any class.

(b) Aircraft radio stations using radiotelephony, when transmitting during the normal rendition of service, shall be operated by persons holding any class of commercial radio operator license or permit.

(c) All transmitter adjustments or tests during or coincident with the installation, servicing, or maintenance of a radio station, which may affect the proper operation of such station, shall be made by or under the immediate supervision and responsibility of a person holding a first or second class commercial radio operator licence, either radiotelephone or radiotelegraph, who shall be responsible for the proper functioning of the station equipment.

[F.R. Doc. 66-5136; Filed, May 10, 1966; 8:48 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[T.D. 66-98]

INTERNATIONAL PAPER CO.

Notice of U.S. Citizenship

MAY 5, 1966.

This is to give notice under § 3.21(j), Customs Regulations, that International Paper Co., 220 East 42d Street, New York, N.Y., 10017, incorporated under the laws of the State of New York, has met the qualification requirements of § 3.19 (a)(4), Customs Regulations, as a citizen of the United States, and has filed the certificate under oath and other papers required by § 3.21 (f) and (g), Customs Regulations. Therefore, a Certificate of Compliance, customs Form 1262, was issued to the corporation by the Commissioner of Customs on May 5, 1966, in accordance with § 3.21(i), Customs Regulations. The certificate is valid for a period of 3 years from the date of its issuance unless there first occurs a change in corporate status requiring a report under § 3.21(h) of the Customs Regulations.

The text of the law is stated in Treasury Decision 54693, dated September 23, 1958. The regulations found necesary to give effect to the law are stated in Treasury Decision 54827, dated April 2, 1959, and the form of the above-mentioned customs form is prescribed in the appendix to the aforesaid Treasury Decision.

Vessels built in the United States and owned by the corporation which are non-self-propelled or which, if self-propelled, are of less than 500 gross tons shall be entitled to documentation, as limited by the restrictions stated in section 883-1, title 46, United States Code. Vessels exempt from documentation under § 3.5 (a), Customs Regulations, and owned by the corporation, which are named and identified on a valid Certificate of Compliance, may be operated by the corporation in the coastwise trade, as limited by the restrictions stated in the aforesaid statute. The vessels which are exempt from documentation and named and identified on the above-mentioned Certificate of Compliance are the following:

a. Barge Nos. 106 and 108, built in 1937.
b. Barge Nos. 119 and 121-123, built in 1938.
c. Barge Nos. 127 and 132-134, built in 1940.
d. Barge Nos. 137, 139-140, and 141-145, built in 1947.
e. Barge Nos. 146-151, built in 1950.
f. Barge Nos. 201-206, built in 1954.
g. Barge Nos. 207-216, built in 1955.
h. Barge Nos. 217-222, built in 1957.
(All above built in Mobile, Ala.)
i. Barge Nos. 223 and 224, built in 1960 (at Norfolk, Va.).

[SEAL] LESTER D. JOHNSON,
Commissioner of Customs.

[F.R. Doc. 66-5130; Filed, May 10, 1966; 8:48 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[BLM 080779]

LOUISIANA

Notice of Proposed Withdrawal

MAY 5, 1966.

On July 8, 1965, the Bureau of Sport-Fisheries and Wildlife, Fish and Wildlife Service, requested the withdrawal for use as a part of the Breton National Wildlife Refuge, La., of approximately 1,920 acres at and adjacent to the Chandeleur Island Lighthouse Reservation, Chandeleur Islands, St. Bernard Parish, La. It has been determined that the lands are suitable for wildlife refuge purposes.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Eastern States Land Office, Bureau of Land Management, Department of the Interior, Washington, D.C., 20240.

The authorized officer will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the applicant agency.

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.

If circumstances warrant, a public hearing will be held at a convenient time and place, which will be announced.

JOSEPH P. HAGAN,
Assistant Manager.

[F.R. Doc. 66-5103; Filed May 10, 1966; 8:46 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 15381; E-23642]

LATIN AMERICAN SERVICE MAIL RATE PROCEEDING

MAY 5, 1966.

Latin American service mail rate proceeding; statement of provisional findings and conclusions by the Board.

STATEMENT OF PROVISIONAL FINDINGS AND CONCLUSIONS BY THE BOARD

Service mail rates for the carriage of U.S. mail to most Latin American and Caribbean points are now open by virtue of a petition filed by the Postmaster General on June 30, 1964. Specifically, the services for which rates are currently open are those of Pan American World Airways, Inc. (Pan American), to all of its Latin American and Caribbean points other than San Juan, P.R., and Mexico City, Mexico; the services of Delta Air Lines, Inc. (Delta), to all of its Latin American and Caribbean points except San Juan; the services of Braniff Airways, Inc. (Braniff), to all of its Latin American and Caribbean points other than Mexico City, and Monterrey, Mexico; and all services of Pan American Grace Airways, Inc. (Panagra).[1] Since the opening of these rates, data on the unit cost trends in Latin American services have been assembled and studied and informal mail rate conferences of the parties have been held.[2] On the basis of such conferences and the indicated cost trends in Latin American services, the Board has decided to propose a new Latin American service mail rate of 42.09 cents per mail ton-mile to apply equally to all four carriers' services effective March 1, 1966. This represents an average reduction of about 27.5 percent from the current rates, which vary between carriers. For the open rate period prior to March 1, 1966, the Board will propose to reestablish the final rates in effect prior to the filing of the Postmaster General's petition.

The service mail rates currently being paid for Latin American services were originally made effective January 1, 1954, for Pan American and Braniff, and April 8, 1954, for Delta and Panagra by Order E-9695, October 27, 1955. They were, therefore, in effect as final rates for more than 10 years.

The rates were not the same for all services. Pan American was paid a system rate of 55.10 cents per ton-mile except that its rates to San Juan were equalized with those applying to Eastern under the domestic rate order. Braniff's rate was 65.30 cents per ton-mile for all services except those to the Canal Zone where its rate was equalized with the 55.10 cents per ton-mile rate applying to Pan American. Delta and Panagra were both given system rates of 65.30 cents per ton-mile, equal to the rate paid

[1] Since the opening of the rate, Mackey Airlines was granted an exemption Order E-22945, Nov. 29, 1965, to carry airmail between Florida and the Bahamas and it was given a temporary rate, Order E-23319, Mar. 3, 1966, under the former Latin American order. Its services would be covered by the disposition proposed herein.

[2] Delta elected not to attend such conferences because of the very limited impact that any action herein would have on its revenues.

Braniff for all of its services other than those to the Canal Zone.

The Latin American service rates are the last of the international service rates to be reviewed recently. Service rates for transatlantic and transpacific services were initially established at about the same time as the Latin American rates but were recently reduced following informal conferences similar to those employed here, E–21514, November 19, 1964. Transatlantic rates were reduced by 25 percent to a level of 40 cents per mail ton-mile. The former transpacific rates varied in the case of Pan American according to routings and a composite reduction in that carrier's transpacific rates of approximately 34 percent was effected. The rate for Northwest Airlines, Inc., was reduced by 22.5 percent. Currently, all transpacific priority mail services are compensated at a uniform rate of 36 cents per mail ton-mile.

The former Latin American rates were constructed in basically the same way as the prior transatlantic and transpacific rates. The ton-mile costs of the carriers operating in the Latin American area were compared to the average ton-mile costs of the domestic Big Four carriers.[2a] The resulting ratio was applied to the 37.4 cents per ton-mile mail cost of the Big Four. Because Pan American's revenue ton-mile costs were substantially below those of the other three U.S. flag carriers engaged in Latin American services, separate comparisons were made to Pan American's cost and the average costs of Braniff, Delta and Panagra. By this means it was determined that Pan American's Latin American Division should yield on the average 47.41 cents per mail ton-mile. This was achieved by giving Pan American a rate of 55.10 cents per ton-mile for all services except those to San Juan, together with rates of 34.31 cents per ton-mile and 36.54 cents per ton-mile for its services between New York and San Juan, and Miami and San Juan, respectively. The rate for the other three carriers was established at a level that would return them their average cost taking account of the fact that a lower rate for Braniff's Miami-Balboa services equal to the 55.10 cents per ton-mile applying to Pan American's competitive services would have to be established.

The new rates proposed in this order reflect a level agreed to by the Department and the carriers as a basis for informally disposing of this proceeding after lengthy discussions in the informal mail rate conference. While neither the Department nor the carriers have conceded their right to espouse other costing theories in future proceedings, for purposes of obtaining an informal disposition at this time a consensus developed at conference in favor of basing the new rate on current revenue ton-mile costs. Thus, the focal point of these discussions was the downward trend of costs per revenue ton-mile in Latin American services since the establishment of the former mail rates in 1955, which were based on reported costs for calendar 1954. A comparison of the 1954 revenue ton-mile costs used in E–9695, the rate order, and the revenue ton-mile costs computed from Form 41 data for the 12 months ending September 30, 1965, is set forth below:

	1954	12 months, Sept. 30, 1965	Percent reduction
	cents	*cents*	
Pan American	48.80	38.49	21.1
Panagra	72.66	48.42	32.4
Braniff	63.83	44.63	30.1
Delta	66.84	41.00	39.7
Weighted average	53.52	39.93	25.39

The costs set forth above are reported costs with depreciation adjusted to conform to the Board's policy on depreciation expense, and with passenger service and promotional and sales expense excluded. General and administrative expenses have not been adjusted to exclude that part associated with the exclusions just noted. The weighted average ton-mile cost with such associated general and administrative expense eliminated is 39.09 cents. This is 27 percent below the revenue ton-mile cost used in E–9695 which, however, included total reported general and administrative expenses.

It has also been concluded that the new rate should be uniform for all carriers, and thus the present structure under which higher rates are applicable to the higher cost carriers would not be preserved. While Pan American's unit costs are moderately below those of the other Latin American carriers, the disparity is not nearly as great as it was in 1954. In 1954 the computed revenue ton-mile cost of Pan American was between 67 and 76 percent of the costs computed for the other three carriers; today the range is from 80.5 to 93.1 percent, a disparity that is not substantially greater than that which exists in other areas where uniform rates apply.

The current reported revenue ton-mile costs excluding passenger service expense, promotional and selling expense, and the general and administrative expense associated with such exclusions for the four carriers party to this proceeding are:

	Cents per ton-mile
Pan American	37.74
Panagra	46.89
Braniff	43.51
Delta	40.55
Weighted average	39.09

These costs are reported on the basis of the carriers' entire Latin American operations. Some Latin American services will, however, be covered by the lower domestic rate, e.g., New York-San Juan. Thus, the rates applying to the other routes must be somewhat higher than average ton-mile costs in order to compensate for the dilution in overall system yield attributable to the lower rates applicable on routes covered by the domestic service rate.

During the 12 months ending September 30, 1965, Pan American reported that it carried a total of 6,458,600 revenue ton-miles of mail in its Latin American Division. Of this total, it is estimated the United States-San Juan mail, which takes a current rate of 32.12 cents per ton-mile, accounted for 2,015,000 revenue ton-miles or 31 percent of Pan American's total. In addition Houston-Mexico City mail taking a rate of 36.05 cents per ton-mile accounted for another estimated 6,000 revenue ton-miles. In the case of Braniff, it is estimated that more than 4 percent of its total of 91,000 revenue ton-miles in Latin American service are accounted for by San Antonio-Mexico City mail taking a rate of 36.44 cents per ton-mile. Delta's Latin American operations are relatively small and its weighting would have little impact on an overall weighted average. However, it is estimated that the great majority of the revenue ton-miles of mail carried by it in its Latin American services is accounted for by New Orleans-San Juan mail which takes the domestic rate.

Taking account of all the factors discussed above, the Board has tentatively concluded that a uniform Latin American service mail rate of 42.09 cents per ton-mile for services to all points other than to the stub ends is fair and reasonable. The Board recognizes that this rate appears to be acceptable to both the Department and the carriers despite their divergent interests. In addition, it is our judgment that a rate of 42.09 cents per ton-mile is well within the zone of reasonableness on the basis of all the considerations that have heretofore been used in establishing service mail rates.

The rate formula proposed is the same as that which now applies to transatlantic and transpacific services under Order E–21514. It thus embodies provisions authorizing voluntary equalization of mail rates. It also would apply the rate to standard mileages. However, since standard mileages are currently being applied which will be revised July 1, 1966, little benefit would be derived from tabulating a complete list of such mileages merely for application during the remainder of the fiscal year. Accordingly, we will provide that the rates will be applied to the mileages currently being used for computing Latin American service mail pay. Such mileages are known to all parties. Effective July 1, 1966, a tabulation of new standard mileages will be established to apply during the next fiscal year.

In addition, we will propose amendment of the domestic rate order (E–22512) so as to authorize carriers subject only to that order to join in the equalization of Latin American service mail rates. Also proposed is an amendment making Braniff's service to Acapulco subject to the domestic rate since service to that point is also authorized American, Eastern and Western, the entire systems of which are subject to the domestic rate order. Another amendment which would make Pan American's service to the Virgin Islands subject to the domestic rate is also proposed. While there are no direct services between the continental United States and

[2a] American, Eastern, TWA, and United.

the Virgin Islands competitive with Pan American's, the effective rate available to the Department by routing such mail to San Juan at the domestic rate and then from San Juan to the Virgin Islands via Caribbean Atlantic at that carrier's $1.38 per ton-mile rate would be significantly below the 42.09 cents per ton-mile Latin American rate that would otherwise apply to Pan American. Pan American has agreed to provide the service at the domestic rate.

Conclusion. On the basis of the foregoing, the Board has tentatively concluded that Order E–22512, August 6, 1965, should be amended as follows:

(1) On page 5, line 3, the following language should be inserted between "June 19, 1965" and "are set forth below."

and over their routes between points within the 48 contiguous states and the District of Columbia, on the one hand, and the Virgin Islands and Acapulco, Mexico, on the other hand in effect on or after (date of final order);

(2) On page 7 under "4. Equalization of Rates" paragraph (a) line 3, insert the words "Latin American," between the words "including" and "transatlantic";

(3) At the end of footnote 2 on page 7 add the following:

Such offices for the Latin American area are currently located in Chicago, Houston, Los Angeles, Miami, New Orleans, New York, Washington, D.C., San Juan, P.R., and Charlotte Amalie, Frederiksted, and Christiansted, V.I.;

(4) On page 8 line 2 of the first paragraph under (c) insert the words "Latin American," between the words "including" and "transatlantic";

(5) On page 8 line 2 of paragraph (d) insert the words "Latin American," between the words "including" and "transatlantic".

Also on the basis of the foregoing, the Board tentatively finds that the fair and reasonable rates of compensation to be paid the carriers named below by the Postmaster General, pursuant to the provisions of section 406 of the Federal Aviation Act of 1958, for the transportation of mail by aircraft over their respective routes as described below, the facilities used and useful therefor, and the services connected therewith, are as follows:

1. For the period July 1, 1964, through February 28, 1966, a rate of 55.10 cents per ton-mile for the Latin American services of Pan American World Airways, Inc., other than those between the continental United States, on the one hand, and San Juan, P.R., and Mexico City, Mexico, on the other; a rate of 55.10 cents per ton-mile for the services of Braniff International Airways, Inc., between the continental United States, on the one hand, and the Canal Zone, on the other; a rate of 55.10 cents per ton-mile for all services of Mackey Airlines, Inc.; a rate of 65.30 cents per ton-mile for all of the Latin American services of Braniff International Airways, Inc., Delta Air Lines, Inc., and Pan American-Grace Airways, Inc., other than those between the continental United States, on the one hand, and San Juan, P.R., Mexico City, and the Canal Zone, on the other. Such rates shall be applied in accordance with the terms and conditions stated in Order E–9695, October 27, 1955.

2. For the period on and after March 1, 1966, a rate of 42.09 cents per ton-mile for the Latin American services of Braniff International Airways, Inc., Delta Air Lines, Inc., Pan American World Airways, Inc., Pan American-Grace Airways, Inc., and Mackey Airlines, Inc., other than those between the continental United States on the one hand, and San Juan, P.R., the Virgin Islands, and Mexico City, Monterrey, and Acapulco, Mexico, on the other. This rate shall be applied in accordance with the terms and conditions set forth below.

Mail ton-miles. The mail ton-miles for each shipment of mail shall be based upon the standard mileage established herein for service between the points of origin and destination of each shipment.[3]

Standard mileage. The standard mileage for each pair of points shall be as set forth in Appendix B to this order.[4]

Changes in standard mileage. The standard mileages set forth in Appendix B to this order shall remain in effect throughout the period this rate order is in effect: *Provided, however,* That at any time the Board may institute a proceeding, and any carrier subject to this order and/or the Postmaster General, may make application to the Board for establishment of standard mileages to a new point: *And provided further, however,* That once each fiscal year the Board may institute a proceeding and any carrier subject to this order and/or the Postmaster General may make application to the Board for revision of any standard mileage effective July 1 of such fiscal year. Such applications will not be regarded as reopening the rate. Applications provided for above shall be clearly entitled "Application for (New) (Revised) Standard Mileage," shall contain a clear and concise statement of the requested standard mileage or standard mileage revision and the facts upon which such request is based, and shall in all other respects conform to the applicable requirements of the rules of practice.

In establishing standard mileages to a new point, the Board will consider the routings of flights to such point and the number of flights required by the postal service. In establishing revised standard mileages, the Board will consider the effect of changes in airport location, mail flow, and flight routings reflected in the carriers' general schedules during the first seven days of the month immediately preceding the July 1 effective date of such revision.

[3] No tabulation of standard mileages is being attached to this order when initially issued. The standard mileages now being used to compute service mail pay, which are known to both the Department and all affected carriers, will continue to be used until the end of fiscal year 1966. An appendix establishing new standard mileages to apply during fiscal year 1967 will be published by July 1, 1966.

[4] See footnote 3 above.

Origin and destination of mail shipments. As used herein "point of origin" means the point at which the carrier first enplanes the mail shipment after receipt thereof from a Postal Administration or its representatives, from another ratemaking division of the same carrier, the operations of which division are not encompassed herein, or from another carrier; and "point of destination" means the point at which the carrier deplanes the mail shipment for delivery to a Postal Administration or its representatives, to a separate ratemaking division of the same carrier, the operations of which division are not encompassed herein, or to another carrier.

Equalization of rates—Election to equalize. Any air carrier, or, pursuant to agreement, any two or more air carriers providing service on an interline or interchange basis, may, by notice, elect to establish a reduced charge for the carriage of mail between:

(a) Any point where a U.S. Post Office Department international exchange office is located[5] and any other point to which such international exchange office is authorized to dispatch air mail, or

(b) Foreign points,

equal to the charge then in effect for service between such points by any other air carrier or air carriers.[6]

Notice of election to equalize rate. An original and three copies of each notice of election and agreement to equalize shall be filed with the Board and a copy thereof shall be served upon the Postmaster General and each carrier providing on-line or connecting service between the stated points. Such notices shall contain a complete description of the reduced charge being established, the routing over which it applies and how it is constructed and shall similarly describe the charge being equalized with.

Any equalized rate established pursuant to this order shall be effective for the electing carrier or carriers as of the date of filing of the notice or such later date as may be specified in the notice, until such election is terminated. Elections may be terminated by any electing carrier upon 10 days' notice filed with the Board and served upon the Postmaster General and each carrier providing on-line or connecting service between the stated points.

Division of equalized rates. In case of equalization of rates by agreement, the agreement shall provide for the proration of the mail compensation between participating carriers on the basis of the relative compensation which would otherwise be payable to each carrier in

[5] Such offices for the Latin American area are: Chicago, Houston, Los Angeles, Miami, New Orleans, New York, Washington, D.C., San Juan, P.R., and Charlotte Amalie, Fredericksted, and Christiansted, V.I.

[6] The domestic multielement service mail rate is being amended herein to permit the air carriers covered by that rate to participate with carriers covered by this order in rate equalizations with respect to mail shipments transported between certain U.S. points and other points subject to the provisions of both the domestic and international service rates.

the absence of such an equalization. In the absence of an agreement among carriers for equalization of rates for interline or interchange shipments between a stated pair of points, any carrier (or two or more carriers jointly) may, by notice, elect to receive as its portion of the total compensation for each shipment the amount remaining after subtracting from such total compensation the compensation due the other carrier or carriers involved (nonelecting carriers). Such total compensation shall be computed on the basis of the lowest rate then in effect for service between the stated pair of points for any carrier or carriers. The compensation due the nonelecting carrier or carriers shall be that otherwise applicable to the point-to-point service it actually provides. In those instances where there is a nonelecting carrier or carriers involved in providing the through service and two or more carriers elect to receive payment under this provision, the total payment due such electing carriers shall be prorated by them on the basis of the relative compensation which would otherwise be payable to each of them in the absence of the provisions of this paragraph.

Divisions of equalized rates prescribed by the Board. In the event that any carrier is unable to enter into an agreement with any other carrier to transport mail between any stated points at a reduced rate it may file an application with the Board requesting it to determine and fix a different method of apportioning the total compensation for each such shipment of mail between the participating carriers. Such applications shall not be deemed to reopen the mail rates fixed by this order. An original and 19 copies of such an application shall be filed. Applications filed pursuant to this paragraph shall conform generally to the provisions of the rules of practice governing the filing of petitions in mail rate cases. Within 7 days after the application is served, any party may file an answer in support of or in opposition to the application, together with any documentary material upon which it relies. Any order upon application filed pursuant to this paragraph shall be effective no earlier than the date of filing of the application with the Board.

In reviewing such application, the Board will consider, among other pertinent factors, the need for the proposed service, the historical participation of electing carrier or carriers in the transportation of mail between such stated points, the amount of absorption required, and the grounds for refusal by the carrier or carriers to enter into an equalization agreement. After hearing the carriers concerned, either orally or in writing, in those cases where it deems such action appropriate the Board will by order prescribe the method for apportioning the total compensation between such carriers, but in no event shall the carrier or carriers which refuse to enter into an agreement to equalize compensation be required to accept less than the compensation which would have been payable if the services were performed under voluntary equalization agreement.

The compensation provided herein shall be in lieu of, and not in addition to, the service mail compensation heretofore received by each carrier for mail transported on and after July 1, 1964. The foregoing rates do not apply to the transportation of first-class and other preferential mail (other than airmail and air parcel post) for which a separate rate has been, or hereafter may be, established.

An appropriate order will be entered.

Murphy, Chairman, Murphy, Vice Chairman, Minetti, Gillilland and Adams, Members, concurred in the above Statement.

ORDER TO SHOW CAUSE

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 5th day of May 1966.

Latin American service mail rate case, Docket 15381; domestic service mail rates, Docket 15726.

The Board, having considered all of the information and data set forth or specifically referred to in the Statement of Provisional Findings and Conclusions (Statement), which is set forth above and incorporated herein, and having on the basis thereof made the provisional findings and conclusions and determined the rates specified in the Statement:

It is ordered, That:

1. All interested persons, and particularly Braniff Airways, Inc., Delta Air Lines, Inc., Mackey Airlines, Inc., Pan American-Grace Airways, Inc., Pan American World Airways, Inc., and the Postmaster General, are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine and publish the final rates specified in the Statement as the fair and reasonable rates of compensation to be paid to Braniff Airways, Inc., Delta Air Lines, Inc., Mackey Airlines, Inc., Pan American-Grace Airways, Inc., and Pan American World Airways, Inc., for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith over their systems as specified in the Statement.

2. All interested persons, and particularly American Airlines, Inc., Continental Air Lines, Inc., Eastern Air Lines, Inc., National Airlines, Inc., Northeast Airlines, Inc., United Air Lines, Inc., Western Air Lines, Inc., Airlift International, Inc., The Flying Tiger Lines, Inc., The Slick Corp., Allegheny Airlines, Inc., Bonanza Air Lines, Inc., Central Airlines, Inc., Frontier Airlines, Inc., Lake Central Airlines, Inc., Mohawk Airlines, Inc., North Central Airlines, Inc., Ozark Air Lines, Inc., Pacific Air Lines, Inc., Piedmont Aviation, Inc., Southern Airways, Inc., Trans-Texas Airways, Inc., West Coast Airlines, Inc., Braniff Airways, Inc., Delta Air Lines, Inc., Northwest Airlines, Inc., Pan American World Airways, Inc., Trans World Airlines, Inc., and the Postmaster General are directed to show cause why the Board should not amend Order E-22512, August 6, 1965, as proposed in the Statement.

3. Further procedures herein shall be in accordance with the rules of practice, 14 CFR Part 302, and if there is any objection to the rates or to the other findings and conclusions specified in the Statement, notice thereof shall be filed within 10 days, and, if notice is filed, written answer and supporting documents shall be filed within 30 days, after the date of service of this order.

4. If notice of objection is not filed within 10 days, or if notice is filed and answer is not filed within 30 days, after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order fixing the rates and incorporating the findings and conclusions specified in the Statement.

5. If notice of objection and answer are filed, all issues going to the establishment of the rates shall be open, in accordance with Rule 319 of the rules of practice, except as limited in prehearing conference.

6. This order and the Statement of Provisional Findings and Conclusions set forth above shall be served upon the parties enumerated in paragraphs 1 and 2 above.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 66-5132; Filed, May 10, 1966; 8:48 a.m.]

FEDERAL AVIATION AGENCY

[OE Docket No. 66-EA-2]

WMAL-TV AND WTOP-TV

Affirmation of Determination of No Hazard to Air Navigation

The Federal Aviation Agency (FAA) was notified by FAA Form 117 dated November 15, 1965, that the Washington Post Co. (WTOP-TV) and the Evening Star Broadcasting Co. (WMAL-TV) jointly proposed to construct an antenna tower in Silver Spring, Md., at latitude 39°00'52" N., longitude 77°03'02" W. The overall height of the structure would be 1,549 feet above mean sea level (AMSL) (1,218 feet have ground level (AGL)).

On January 28, 1966, the Eastern Regional Office of the Federal Aviation Agency issued a determination that the proposed structure would not be a hazard to air navigation (Aeronautical Study No. EA-OE-65-600). The determination disclosed that:

1. The proposed tower would require an increase from 2,000 feet to 2,500 feet of:

a. The minimum en route altitude (MEA) on Federal airway Victor 265 between the Beltsville and Riverdale Intersections;

b. An altitude of the Andrews Air Force Base, Bethesda 5 Standard Instrument Departure (SID) route; and,

c. The AL–443–ADF–2 transition altitude from the Unity Intersection to the Georgetown RBN.

2. The proposed tower would not exceed obstruction standards in Federal Aviation Regulations (FAR), 14 CFR Part 77, as applied to the Washington National Airport or any other airport.

3. If the proposed tower receives full approval, the existing WMAL–TV and WTOP–TV tower heights would be reduced to a height satisfactory to the FAA.

4. WTOP–TV will withdraw its proposal to increase the height of its existing tower to 1,049 feet AMSL.

5. The proposed tower would be constructed to support the antennas of other television stations provided sufficient notice is given to permit engineering changes.

6. Some adverse effect on the handling of IFR traffic would result if the proposed tower is constructed.

7. The adverse effect of the proposed tower versus advantages of lowering or removing tall towers from a location close to Washington National Airport and the collocation of antennas more distant from the airport must be weighed.

8. The aeronautical study performed in relation to the proposal disclosed:

a. The altitude changes required, as stated above, would result in some changes in air traffic control handling of aircraft; however, radar is primarily used in handling of arriving and departing aircraft permitting flexibility in air traffic control.

b. The MEA could be retained through the use of standard radar separation by vectoring aircraft from the tower; no substantial increase in time or distance flown by aircraft operating in this area would result.

c. The proposed tower is located in a built-up area which influences the altitude of VFR aircraft traversing this site.

d. The site is in proximity of the Capital Beltway which traverses built-up areas and does not provide a route between any airports.

e. No evidence was disclosed that any substantial number of VFR aircraft use this highway for navigational guidance.

f. The proposed tower would have no adverse effect on other aeronautical operations, procedures, or minimum flight altitudes.

9. The proposal conforms to the antenna grouping concept with its attendant long range benefits to aviation.

On February 24, 1966, the Aircraft Owners and Pilots Association (AOPA) petitioned the Administrator for a review of the determination pursuant to § 77.37, FAR. On March 11, 1966, notice was given that the petition was granted and a review would be conducted on the basis of written materials (31 F.R. 4633).

The petition claims there is a high concentration of IFR and VFR traffic, especially in the lower regions of the airspace, in the Washington Metropolitan Area; the tower constitutes inefficient use of the navigable airspace; the MEA on V265, the transition altitude between the Unity Intersection and the Georgetown RBN, and an Andrews Air Force Base SID altitude would be raised affecting IFR traffic; and in general, the tower creates an adverse effect upon VFR traffic, especially during periods of reduced visibility.

The material developed in the regional study as well as the IFR and VFR flight procedures in the Washington area were reviewed.

The review confirmed the region's findings and the structure will have no greater adverse effect upon flight operations in the Washington area than were acknowledged in the determination.

A VFR traffic survey of the Washington, D.C., area conducted during the latter part of 1963 indicated that aircraft proceeded VFR from the immediate vicinity of their base use radio for guidance and traffic information; aircraft passing near the Washington National Airport, Dulles International Airport, and Friendship International Airport control zones contact the appropriate facilities for VFR radar information service or traffic information; aircraft flying VFR over the city of Washington maintain an altitude of 2,000 feet or higher; helicopter flights will not be affected by the proposed tower. The study also indicated that the area which would have the least impact upon IFR and VFR aeronautical operations in the Washington area would be approximately 8 miles north of prohibited area P–56. The proposed site is approximately 7 miles north of P–56.

The VFR traffic study also disclosed that a minimal amount of VFR traffic transverses the area of the proposed site.

The proposed tower constitutes efficient use of the navigable airspace since approximately six antennas will be concentrated on a single tower in a small area rather than on individual structures of varying heights spread over a large area with corresponding sponsors vying for transmission supremacy.

The required MEA increase on V265, and the Andrews Air Force Base SID altitude would result in some change in air traffic control handling of aircraft on these routes; however, the use of radar vectoring should negate, to some extent, the anticipated adverse effect on the handling of traffic in this area. The Unity Intersection was previously deleted for other aeronautical reasons.

The military representatives interposed no objection to the proposal, even though an increase in the Andrews Air Force Base SID altitude would be required, in view of the overall advantages to be derived. The Army representative endorsed the stressing of the proposed tower to accommodate additional antennas.

The region's study disclosed that the Capital Beltway does not provide a route between any airports and there is no evidence that any substantial number of VFR aircraft use this highway for navigational guidance.

As of March 11, 1966, the two other Washington TV stations, WRC–TV and WTTG–TV, have agreed to collocate their antennas on the proposed tower. In addition, it is understood that certain UHF stations in the Washington area have also agreed to relocate on the proposed tower. The collocation of several broadcasting stations in the same area, and particularly on one structure, is deemed to be in the public interest.

Based on the review, it is concluded the determination issued by the Agency's Eastern Region reflected properly the effect the tower would have on aeronautical operations, procedures, or minimum flight altitudes. Accordingly, it is the finding of the Agency that the proposed structure would have no substantial adverse effect upon aeronautical operations in the Washington, D.C., area and the finding of "no hazard to air navigation" issued by the Eastern Region is affirmed.

Therefore, pursuant to the authority delegated to me by the Administrator (30 F.R. 13623), the Determination of No Hazard to Air Navigation issued by the Eastern Region on January 28, 1966, is affirmed, effective this date.

Issued in Washington, D.C., on May 4, 1966.

WILLIAM E. MORGAN,
Acting Director, Air Traffic Service.

[F.R. Doc. 66–5094; Filed, May 10, 1966; 8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 16577, 16578; FCC 66M–643]

CENTURY BROADCASTING CO., INC., AND RKO GENERAL, INC.

Order Regarding Procedural Dates

In re applications of Century Broadcasting Co., Inc., Memphis, Tenn., Docket No. 16577, File No. BPH–4785; RKO General, Inc., Memphis, Tenn., Docket No. 16578, File No. BPH–4788; for construction permits.

At a prehearing conference held today, it was agreed that the procedural steps set forth below will be taken on the dates indicated:

July 6, 1966, preliminary exchange of direct presentations.
August 9, 1966, final exchange of direct presentations.
August 16, 1966, notification of witnesses.
September 1, 1966, hearing (continued from June 8, 1966).

So ordered, This 4th day of May 1966.

Released: May 5, 1966.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66–5137; Filed, May 10, 1966; 8:48 a.m.]

[Docket Nos. 16584, 16585; FCC 66M-637]

CITY INDEX CORP. AND TELE/MAC OF JACKSON

Order Continuing Prehearing Conference

In re applications of City Index Corp., Jackson, Miss., Docket No. 16584, File No. BPCT-3530; John M. McLendon, trading as Tele/Mac of Jackson, Jackson, Miss., Docket No. 16585, File No. BPCT-3647; for construction permit for new television broadcast station (Channel 16).

The Hearing Examiner having under consideration a motion filed April 25, 1966, on behalf of City Index Corp. requesting that the prehearing conference in the above-entitled proceeding now scheduled for May 18, 1966, be held on May 31, 1966, or on some other date mutually convenient to all parties; and

It appearing that the reason for the requested extension is the fact that counsel for City Index Corp. will be out of the United States during the period April 23 to May 25, 1966; and

It further appearing that counsel for Tele/Mac of Jackson and Chief, Broadcast Bureau have no objection to the extension to May 31, 1966, and good cause for granting the motion having been shown:

It is ordered, This the 5th day of May 1966, that the motion is granted, and the prehearing conference now scheduled for May 18, 1966 is continued to May 31, 1966, beginning at 9 a.m. in the offices of the Commission, Washington, D.C.

Released: May 5, 1966.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-5138; Filed, May 10, 1966; 8:48 a.m.]

[Docket Nos. 16572, 16573; FCC 66M-642]

COSMOPOLITAN ENTERPRISES, INC., AND H. H. HUNTLEY

Order Continuing Hearing

In re applications of Cosmopolitan Enterprises, Inc., Edna, Tex., Docket No. 16572, File No. BP-16347; H. H. Huntley, Yoakum, Tex., Docket No. 16573, File No. BP-16570; for construction permits.

The Hearing Examiner having under consideration the rescheduling of date for commencement of hearing;

It appearing that a prehearing conference was held on May 4, 1966, at which time the problems of the case were discussed and the following schedule was agreed upon with the approval of the Examiner:

June 9, 1966, exchange of direct cases including all engineering.
June 20, 1966, exchange of any supplemental exhibits and at this time requests for witnesses must be made.
June 28, 1966, commencement of hearing.

It further appearing that if any of the parties intend to produce rebuttal evidence, they shall exchange exhibits on rebuttal by July 12 and a rebuttal hearing (if necessary) will be held on July 19, 1966:

It is ordered, This 4th day of May 1966, that the date of hearing is changed from June 9 to June 28, 1966, at 10 a.m. and the foregoing schedule will be observed.

Released: May 5, 1966.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-5139; Filed, May 10, 1966; 8:48 a.m.]

[Docket Nos. 16625-16628; FCC 66-411]

NORTHWESTERN INDIANA BROADCASTING CORP., ET AL.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Northwestern Indiana Broadcasting Corp., Valparaiso, Ind., Docket No. 16625, File No. BPH-4110, requests: 105.5 mc, No. 288; 3 kw; 300 feet; William H. Wardle, Robert A. Jones, and F. Patrick Nugent, doing business as Valparaiso Broadcasting Co., Valparaiso, Ind., Docket No. 16626, File No. BPH-4147, requests: 105.5 mc, No. 288; 3 kw; 268 feet; Porter County Broadcasting Corp., Valparaiso, Ind., Docket No. 16627, File No. BPH-4972, requests: 105.5 mc, No. 288; 3 kw; 300 feet; Northwestern Indiana Radio Co., Inc., Valparaiso, Ind., Docket No. 16628, File No. BPH-5045, requests: 105.5 mc, No. 288; 3 kw; 300 feet; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 4th day of May 1966;

1. The Commission has before it for consideration the above captioned and described applications which are mutually exclusive in that operation by the applicants as proposed would cause mutually destructive interference.

2. Data submitted by the applicants indicate that there would be a significant difference in the size of the populations which would receive service from the various proposals. The population figures vary from a low of 44,937 to a high of 270,538. Consequently, for the purposes of comparison, the area and populations within the respective 1 mv/m contours together with the availability of other FM services of at least 1 mv/m in such areas will be considered under the standard comparative issue for the purposes of determining whether a comparative preference should accrue to any of the applicants.

3. As we stated in the Reising case, 1 FCC 2d 1082, 6 R.R. 2d 431 (1965), programing evidence would not normally be admissible under the standard comparative issue, absent a finding regarding a material and substantial difference between the proposals. In this case, consideration of the programing proposals is required because Northwestern Indiana Radio Co., Inc., proposes to duplicate its companion AM station 48¾ hours per week or about 36.11 percent of the time, while the other applicants propose independent operations. Therefore, programing evidence will be admissible under the standard comparative issue.

4. Porter County Broadcasting Corp., licensee of standard broadcast station WAYK in Valparaiso, has requested waiver of § 73.210(a)(2) of the Commission's rules to permit it to establish its main studio outside the corporate limits of Valparaiso, at a point other than the transmitter site. This location (already used for the studio of its AM station) is on Sager Road, a main thoroughfare, 1.7 miles from the corporate limits of Valparaiso. According to Porter County, this location is easily accessible to all residents of Valparaiso and already includes ample parking space and facilities for expansion to include the proposed FM station. Porter County also has stated that the savings made possible by the reduction in operating costs will be passed on to the public in the form of better quality programing. We believe that Porter County has provided adequate justification, and § 73.210(a)(2) will be waived in the event of a grant of its application.

5. Except as indicated below, the applicants are qualified to construct and operate as proposed. However, because of their mutually exclusivity, the Commission is unable to make the statutory finding that a grant of the applications would serve the public interest, convenience and necessity and is of the opinion that the applications must be designated for hearing on the issues set forth below.

6. *It is ordered*, That pursuant to section 309(e) of the Communications Act of 1934, as amended, the applications are designated for hearing in a consolidated proceeding at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine which of the proposals would better serve the public interest.

2. To determine in the light of the evidence adduced pursuant to the foregoing issues which of the applications should be granted.

7. *It is further ordered*, That, to avail themselves of the opportunity to be heard, the applicants pursuant to § 1.221(c) of the Commission's rules, in person or by attorney, shall, within 20 days of the mailing of this order file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

8. *It is further ordered*, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of the hearing, either individually or, if feasible and consistent with the rules jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

9. *It is further ordered*, That in the event of a grant of the Porter County Broadcasting Corp. application, the permit shall contain the following condition: § 73.210(a)(2) of the Commission's rules is waived to permit the establishment of the main studio outside the corporate limits of Valparaiso, Ind., on Sager Road, 1.7 miles south of Valparaiso.

Released: May 6, 1966.

FEDERAL COMMUNICATIONS COMMISSION,[1]
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-5140; Filed, May 10, 1966; 8:49 a.m.]

[Docket Nos. 16536, 16537; FCC 66M-648]

GORDON SHERMAN AND OMICRON TELEVISION CORP.

Order Continuing Hearing

In re applications of Gordon Sherman, Orlando, Fla., Docket No. 16536, File No. BPCT-3529; Omicron Television Corp., Orlando, Fla., Docket No. 16537, File No. BPCT-3596; for construction permit for new television broadcast station (Channel 35).

As a result of agreements reached on the record of a prehearing conference held this date in the above-entitled matter: *It is ordered*, This 5th day of May 1966, that:

1. Exchange of engineering and financial data to be accomplished by May 26, 1966,

2. Exchange of written cases to be by June 15, 1966,

3. Hearing (for rulings on objections to written cases) to be held at 10 a.m., June 22, 1966,

4. Witnesses are to be notified by June 24, 1966, and

5. Oral testimony is to be taken in a hearing on September 12, 1966.

It is further ordered, In accordance with the above agreements, that the hearing in this matter now scheduled to commence May 23, 1966 is hereby rescheduled to commence at 10 a.m., June 22, 1966, in the Commission's offices in Washington, D.C.

Released: May 6, 1966.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-5141; Filed, May 10, 1966; 8:49 a.m.]

[Docket No. 16043; FCC 66-403]

SPORTS NETWORK, INC., AND AMERICAN TELEPHONE & TELEGRAPH CO.

Memorandum Opinion and Order Designating Formal Complaint for Hearing

Sports Network, Inc., New York, N.Y., complainant, vs. American Telephone & Telegraph Co., New York, N.Y., defendant; Docket No. 16043.

1. The Commission has before it a formal complaint filed June 3, 1965 by Sports Network, Inc. (complainant), against the American Telephone & Telegraph Company (A.T. & T.) regarding charges of A.T. & T. for certain audio and video program transmission services provided under A.T. & T. Tariff F.C.C. Nos. 198 and 216; an answer to the complaint filed by A.T. & T. on July 9, 1965, accompanied by A.T. & T.'s Motion to Dismiss the complaint; an opposition to A.T. & T.'s Motion to Dismiss and a reply to A.T. & T.'s answer filed by complainant on July 22, 1965; and A.T. & T.'s reply to such opposition filed August 3, 1965.

Summary of pleadings. 2. The complaint alleges that complainant is an originator of telecasts of sports events distributed to a network of TV stations; that under the provisions of the tariffs in question a minimum contract rate of $39.50 per airline mile per month for a continuous 8-hour period each day is imposed by A.T. & T. for interexchange channels utilized for audio and video program transmission; that for the 12-month period prior to the filing of the complaint, complainant paid defendant approximately $566,749 for such channels; that notwithstanding that it seldom uses that service for more than 3 hours per day, it is nevertheless compelled under the tariffs to pay A.T. & T. as though it were using the facilities for an 8-hour daily period; that this treatment is unfair, discriminatory, and unreasonable and a violation of sections 201 and 202 of the Communications Act of 1934; that complainant is required to and does give A.T. & T. operation orders so that A.T. & T. knows in advance of complainant's transmission times; that, based on information and belief, A.T. & T. has used facilities contracted for but unprogramed by complainant for other revenue producing purposes during the 5-hour per day, per month paid for but not used by complainant but A.T. & T. has not given complainant credit for such other revenues; and that this latter practice, too, has been unfair, discriminatory, and unreasonable, and a violation of sections 201 and 202 of the Communications Act of 1934.

3. The complaint further alleges that the aforementioned 8-hour minimum period rates have a stultifying and detrimental effect on the development of additional television stations in that such rates tend to cut new stations off from high quality programing resources which new stations must have to stimulate early conversion to UHF and to attract viewers from well-entrenched VHF competition; that it is through a central program producer able to invest money in quality programing and able to offer advertisers a network of stations for simultaneous viewing that stations have been able to become financially stable and to render a good local service; that the Commission recognized the foregoing in its Second Report on Deintermixture, 13 R.R. 1571, 1574 (1956); that for the indefinite future it will be difficult for TV stations, particularly independent UHF stations, to provide a program service that will make it a meaningful competitor to VHF stations in the same market without a network affiliation; that the requirement that program transmission service be purchased at the present 8-hour minimum rate imposes such a heavy financial drain on the promotion of a new network organization as virtually to preclude such formation and this impedes the establishment of new stations which in turn impedes the formation of network organizations; and that the present rate schedule is unjust and unreasonable because it tends to lessen competition and restrain commerce by making it extremely difficult for a new television network to get started and for new television stations to begin and continue operation, in violation of sections 313 and 314 of the Act.

4. Complainant also alleges that the feasible and fair charge by A.T. & T. would be on the basic unit of 3 hours, rather than 8; that the just and reasonable rate which would not discourage competition in the broadcast industry would be approximately three-eighths of the current rate of $39.50 or $14.82 per airline mile based on 3 hours per day of service per month which 3 hours need not be consecutive to one another; that under such a flexible monthly contract a new network would not be saddled with a block of contract hours for which it had no use and this, in turn, would channel money, otherwise invested on unused facilities, into additional programs for UHF stations, and this, in turn, would enable UHF stations to command a more competitive position within their sphere of operations.

5. In addition, complainant alleges that the same tariff in question provides occasional use rates which are based upon a 1-hour minimum rate proportionately higher than the 8-hour rates; that such occasional service charge per interexchange channel is $1.15 per hour per airline mile to which are added certain charges for station connection and local channels; that the existing rates for occasional service based on the 1-hour unit is unjust and tends to discriminate against new stations and to discourage their establishment; that the present rates defeat the ability of new stations to compete effectively against well-entrenched network affiliates in the same market and thereby thwart the allocations objectives of the Commission; that nonaffiliated stations need the ability to buy program transmission service at lower costs for smaller time units, such as 15 minutes; and that requiring such service on the basis of a 15-minute unit would make available to new stations and nonnetwork stations brand new program sources which will enable them to compete more effectively and provide a stimulus to the development of new TV stations and the fuller use of TV channels reserved for education.

6. Complainant cites Carter Mountain Transmission Corp. v. F.C.C., 321 F. 2d 359, and alleges that the Commission has authority to and should regulate common carriers subject to its jurisdiction in a manner that will advance and not negate its allocations objectives of

[1] Commissioners Loevinger and Wadsworth absent.

encouraging fuller utilization of the UHF band and the establishment of more local TV service; and that the present rate structure defeats these objectives. Complainant prays (1) that the Commission find that the rates and charges which A.T. & T. has been requiring complainant to pay under Tariffs No. 198 and 216 for program transmission service have been unjust and discriminatory; (2) that the Commission determine that defendant owes to complainant five-eighths of the charges defendant made of complainant during the past 12-month period for interexchange channel relaying, and order defendant to pay the same to the complainant; (3) that A. T. & T. be directed to show the extent to which it derived revenue from applying the facilities paid for but not used by complainant to service to other customers of defendant, and that the amount awarded to complainant as damages take such revenues into consideration also; (4) that A. T. & T. be directed to file tariffs providing for program transmission rates for audio and video that would be approximately three-eighths of the current combined audio-video rate of $39.50, or approximately $14.82 per airline mile based on 3 hours per day of service per month, which hours do not necessarily have to be consecutive; and (5) that A.T. & T. be directed to file tariffs providing for occasional interexchange channel service based on a lower time unit such as 15 minutes, with the cost per airline mile scaled down in an appropriate manner; and (6) that the Commission grant such other and further relief as may be appropriate in the premises.

7. A.T. & T.'s answer to the complaint admits that it renders service to complainant but that complainant owes A.T. & T. $45,000 which is the subject of a law suit pending in the Supreme Court of the State of New York, Westchester County; that complainant has correctly stated the interexchange channel rates for both the 8-hour minimum period monthly contract service and the 1-hour minimum period occasional service; that complainant gives service orders and A.T. & T. has some advance notice of the hours when complainant's programs will be transmitted; and that defendant must pay the minimum charges for the 8-hour monthly contract service and the minimum charges for 1-hour occasional service whether or not defendant uses the service for the minimum periods. However, A.T. & T. denies all other allegations and states as an affirmative defense that the complaint fails to state any claim against A.T. & T. for which relief can be granted for the reasons that it fails to allege sufficient facts which, even if proven, would constitute a violation of any provision of the Communications Act, or any rule, order or regulation of the Commission.

8. Complainant's reply to A.T. & T.'s answer is that, in defending A.T. & T.'s law suit for $45,000, complainant, among other defenses and counterclaims, is claiming that A.T. & T.'s rates have been unfair, discriminatory, unreasonable, and in violation of sections 201 and 202 of the Communications Act; that the station connection charges of A.T. & T. for program transmission are also excessive and the Commission should investigate such connection charges as well as the interexchange charges for the 8-hour and 1-hour services; that based on custom and regular practice, A.T. & T. should have given complainant credit for revenues earned by A.T. & T. for use by other customers of facilities paid for by complainant; that A.T. & T's rates are having an adverse effect on the growth of the television service and need a major and full review; that, since A.T. & T. has all the figures on costs and expenses in rendering the services in question, it was reasonable to expect that it would respond with facts and figures to show that its monthly contract and occasional use interexchange rates are reasonable and fair; and that the complainant has raised major public interest and policy problems which should be reviewed by the Commission in a comprehensive way in an adjudicatory forum.

9. A.T. & T. moves to dismiss the complaint on the grounds that while the complaint contains a bare conclusory allegation that the charges have been unfair, discriminatory, and unreasonable and a violation of sections 201 and 202 of the Act, it is devoid of any factual allegations which support such conclusion; that the complaint assumes the justness and reasonableness of the charges for 8-hour daily service and 1-hour occasional service for such service periods; that the essence of the complaint is that the tariffs are unjust and unreasonable because the minimum charges are for periods longer than complainant desires; that no showing is made that the costs to A.T. & T. for providing the service for the minimum periods sought by complainant would be proportionally, or even materially, lower than the costs for furnishing the service for the present minimum periods; that, to the contrary, the probable consequence of providing service on a nonconsecutive basis would be to increase costs to A.T. & T.; that throughout each 8-hour daily period or 1-hour period of occasional service, A.T. & T. provided to complainant all of the services for which it had any need or desire; that the fact that a rate may be so high as to make it uneconomical for one particular person does not, of itself, establish the unreasonableness of such rate; that neither the convenience of complainant nor its unique requirements constitute any grounds for requiring tariff revisions; that the charges in question have been in effect for a substantial period of time and the reasonableness thereof is presumed to continue in the absence of a showing of unreasonableness on the part of any complaining party; and that the allegations of complainant concerning competition within the television industry are entirely beside the point since neither section 313 nor section 314 is germane to the matter of lawfulness of the charges.

10. Complainant's reply to the Motion to Dismiss is that complainant does not know the exact investment of A.T. & T. in program transmission facilities and the use of and income from such investment; that it is incumbent upon A.T. & T. to allege matters within its knowledge alone that would indicate that its rates are fair and reasonable; that there is no presumption of reasonableness of long standing rates; that the present tariffs seem to suit not more than three customers and are unlawful for other present or potential customers; that no meaningful justification has been presented to the Commission for the present rates; that exorbitant rates can defeat the hopes for UHF; that technical improvements and economies have been effected by A.T. & T.; that custom and practice require A.T. & T. to give complainant credit for revenue earned by A.T. & T. for use by other customers of facilities paid for by complainant; that a different rate structure would do much to increase the viability of new TV stations; and that sections 313 and 314 of the Act go to the very heart of the Commission's responsibilities to the public.

Discussion. 11. This is a complaint filed pursuant to the provisions of section 208 of the Communications Act of 1934, as amended and §§ 1.716 to 1.735 of our rules implementing that section of the Act. We have summarized the pleadings at some length inasmuch as A.T. & T.'s Motion to Dismiss presents the initial question of whether the complaint, on its face, is legally sufficient to state a cause of action under the Communications Act of 1934, as amended. If the complaint is not legally sufficient, it must be dismissed under § 1.735 of our rules. Pertinent to this area of our inquiry are §§ 1.722 and 1.726 of our rules. Section 1.722 requires formal complaints to be so drawn as to advise the Commission and the defendant fully wherein the provisions of the Communications Act have been violated and as to the facts claimed to constitute any such violation, and § 1.726 requires any complaint alleging discrimination, preference or prejudice, to "specify the particular person, company or other entity, locality or description of traffic affected thereby, and the particular discrimination, preference, prejudice, or disadvantage relied upon as constituting a violation of the Communications Act."

12. Complainant alleges violation of sections 201, 202, 313, and 314 of the Act. Although the complaint is not as specific as it should be in this regard we assume from the context of the complaint that complainant intended to refer to paragraph (b) of section 201 and to paragraph (a) of section 202 and we shall treat the complaint accordingly.

13. Section 201(b) requires all charges, practices, classifications, and regulations to be just and reasonable and any such charge, practice, classification, or regulation that is unjust and unreasonable is declared to be unlawful. Section 202(a) declares unlawful any unjust or unreasonable discrimination in connection with like communication service; or any undue or unreasonable preference or advantage to any particular person or class of persons or locality; or the subjection of any particular per-

son, class of persons, or locality to any undue or unreasonable prejudice or disadvantage.

14. We agree with defendant that complainant's allegations of fact raise no question as to the lawfulness of the present charges for interexchange channel facilities furnished for video program transmission (including audio) when such facilities are used by the customer for the full 8 hour, 7 day a week monthly period to which the present minimum charges now apply under the "Monthly Service" offering. However, complainant's allegations go beyond this and assert, in essence, that under the rates now applicable to the provision of such facilities, complainant pays the same amount for 3 hours a day (or less) use of such facilities that others pay for 8 hours a day use of the same kind of facilities; that the facilities used by complainant for 3 hours (or less) a day are released to defendant and used by it for other revenue-producing purposes during the remaining 5-hour period without any adjustments in such charges to complainant; and that the overall revenue to defendant for providing such facilities to complainant and others for an 8-hour period are substantially greater than the revenue from providing the same facilities to a single customer for the same period. We view these allegations as legally sufficient to raise questions, which we do not now decide, as to whether there is any justification for the application of the same charges for the substantially lesser period of use by complainant. We officially notice, in this connection, that defendant's tariff presently provides for prorating the aforementioned minimum charge among different users of such facilities "when the available facilities are insufficient to meet the total needs of customers for monthly service" or "when the number of customers requesting monthly service * * * exceeds the number of stations desiring such service over such facilities." (Original p. 127, A.T. & T. Tariff FCC No. 260.)

15. We conclude, in view of the foregoing, that complainant's allegations of fact, taken as a whole, fairly raise questions under sections 201(b) and 202(a) as to the lawfulness of the charges now applicable to the interexchange channel facilities provided by defendant for video (and audio) program transmission where the use thereof by a customer is significantly less than 8 hours per day, 7 days per week, per month.

16. With respect to the "occasional use" offering of defendant and the rates therefor, complainant's allegations of fact are to the effect that the charges to the user under this offering are considerably higher per airline mile per hour or fraction thereof than the average charge per airline mile per hour or fraction thereof for the same facilities provided under the "Monthly Service" offering. This is adequate to present questions as to whether the charges for "occasional use" bear a reasonable relationship to the charges for the same facilities for a comparable period of use when such facilities are provided under the "Monthly Service" offering.

17. For the foregoing reasons, we shall deny defendant's Motion to Dismiss without prejudice and shall enter into an investigation of the issues raised by the complaint that are hereinafter specifically set forth in our order.

18. As heretofore stated, the complaint also alleges violations of sections 313 and 314 of the Act. Section 313 of the Act provides for the application of the antitrust laws to the manufacture and sale of, and to trade in, radio apparatus and devices entering into or affecting interstate or foreign commerce and to interstate or foreign radio communications. It further provides for imposition by the Commission or a court of certain sanctions on radio licensees found guilty by a court of violating any such antitrust laws. Section 314 of the Act prohibits common ownership or control of cable and radio facilities if the purpose or effect thereof is to substantially lessen competition between any place in the United States and any place in any foreign country or unlawfully to create monopoly in any line of commerce. The allegations of the complaint fail to advise the Commission and the defendant wherein the provisions of section 313 or section 314 have been violated or as to the facts claimed to constitute any such violation. We, therefore, conclude that the complaint is legally deficient in its allegations of violation of section 313 and section 314 of the Act and, in the investigation we are ordering herein, we shall include no issue with respect to these statutory provisions. This does not mean, however, that evidence in these areas would be inadmissible if pertinent to the section 201(b) or 202(a) issues herein.

19. We believe that it would be useful to point out that the complaint proceedings that we are instituting herein involve questions that are not in issue in the pending proceedings in Docket No. 16258 relating to the investigation of the Bell System charges for interstate and foreign communication services. As we have heretofore indicated, the proceedings in Docket No. 16258 are concerned with the total revenue requirements of the Bell System companies applicable to their interstate and foreign communication services, and the variation in the level of earnings for the different classes of service, and not the internal rate components, practices, or regulations within each of the principal rate classifications of service. In the Matter of A.T. & T. Revision of Definition of Service Points, 2 F.C.C. 2d 359 (Jan. 27, 1966).

Accordingly, it is ordered, That pursuant to the provision of sections 201 through 209 of the Communications Act of 1934, as amended, a public hearing shall be held at a time and place to be hereinafter designated upon the following specific issues raised by the above complaint:

Issues. (1) Whether the charges, classifications, regulations, and practices of defendant, applicable to interexchange channel facilities furnished for television program transmission (both video and audio), that are used for periods shorter than 8 hours per day, 7 days per week, per month are unjust and unreasonable and therefore unlawful within the meaning of section 201(b) of the Communications Act of 1934, as amended, or are unduly discriminatory or preferential in violation of section 202(a) of said Act;

(2) The amount of damages, if any, that the complainant may be entitled to as a result of any charges collected by defendant during the 12-month period prior to the filing of the complaint that may be found herein to be unlawful;

(3) Whether, in the light of facts developed in connection with the foregoing issues, the Commission, in accordance with the provisions of section 205 of the said Act, should prescribe new or revised charges, classifications, regulations and practices applicable to interexchange channel facilities for television program transmission (both video and audio) that are used for periods shorter than 8 hours per day, 7 days per week, per month;

It is further ordered, That defendant's request for dismissal of the complaint is denied without prejudice;

It is further ordered, That a copy of this order shall be served upon the complainant and defendant herein;

It is further ordered, That a Hearing Examiner shall be designated to preside in the complaint proceedings ordered herein, who shall prepare an Initial Decision on all of the issues in the complaint proceedings as provided in § 1.267 of the Commission's rules.

Adopted: May 4, 1966.

Released: May 6, 1966.

FEDERAL COMMUNICATIONS COMMISSION,[1]

[SEAL] BEN F. WAPLE, *Secretary.*

[F.R. Doc. 66-5142; Filed, May 10, 1966; 8:49 a.m.]

[Docket Nos. 16623, 16624; FCC 66-410]

WDIX, INC., AND RADIO ORANGEBURG, INC.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of WDIX, Inc., Orangeburg, S.C., Docket No. 16623, File No. BPH-4554, requests: 106.7 mc, No. 294; 94 kw; 278 feet; Radio Orangeburg, Inc., Orangeburg, S.C., Docket No. 16624, File No. BPH-4642, requests: 106.7 mc, No. 294; 96.6 kw; 280 feet; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 4th day of May 1966;

1. The Commission has under consideration the above-captioned and described applications which are mutually exclusive in that operation by the applicants as proposed would result in mutually destructive interference.

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[1] Commissioners Loevinger and Wadsworth absent.

2. H. E. Crapps, president and 50 percent stockholder in applicant Radio Orangeburg, Inc., holds a controlling interest in the Ridge Broadcasting, Co., Inc., licensee of station WBLR–FM, Batesburg, S.C., which is located approximately 49 miles from the site proposed in the Radio Orangeburg, Inc. application. Therefore, Radio Orangeburg, Inc. would be restricted in its ability to increase facilities without causing overlap of the 1 mv/m contours in contravention of § 73.240(a)(1) of the Commission's rules.

3. As we stated in the Reising case, 1 FCC 2d 1082, 6 R.R. 2d 431 (1965), programing evidence would not be admissible under the standard comparative issue, absent a finding regarding a substantial and material difference between the proposals. In this case, consideration of the programing proposals is required because WDIX, Inc., proposes to duplicate its companion AM station approximately 14.5 hours per day or 79.88 percent of the time, while Radio Orangeburg, Inc., proposes to duplicate the programing of its AM station 2.5 hours per day or only about 16.11 percent of the time. Therefore, programing evidence will be admissible under the standard comparative issue.

4. WDIX, Inc., has requested waiver of § 73.210(a)(2) of the Commission's rules to permit the main studio to be located outside the city limits of Orangeburg, S.C. The proposed main studio, 1.8 miles from town would be located on U.S. 178, a major artery, and is already used as a main studio for companion AM station WDIX. Under these circumstances, we believe that adequate justification has been provided for waiver in the event of a grant of the WDIX, Inc., application.

5. Except as indicated by the issues set forth below, each of the applicants is qualified to construct and operate as proposed.

6. Consequently, the Commission is unable to make the statutory finding that a grant of the subject applications would serve the public interest, convenience, and necessity, and is of the opinion that they must be designated for hearing in a consolidated proceeding on the issues set forth below:

7. *It is ordered,* That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine the extent to which duopoly considerations may preclude future expansion of the proposed facilities of Radio Orangeburg, Inc., and in light of the evidence adduced in response to this question, whether this proposal represents an efficient use of the channel within the meaning of section 307(b) of the Communications Act of 1934, as amended.

2. To determine in the event issue one is resolved in Radio Orangeburg's favor, which of the proposals would better serve the public interest.

3. To determine, in the light of the evidence adduced pursuant to the foregoing issues, which of the applications for construction permit should be granted.

8. *It is further ordered,* That in the event of a grant of the WDIX, Inc., application, the permit shall contain the following condition: § 73.210(a)(2) of the Commission's rules are waived to permit the establishment of the main studio 1.8 northwest of the city limits of Orangeburg, S.C., on U.S. 178.

9. *It is further ordered,* That, to avail themselves of the opportunity to be heard, the applicants herein, pursuant to § 1.221(c) of the Commission's rules, in person or by attorney, shall within 20 days of the mailing of this order, file with the Commission in triplicate a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

10. *It is further ordered,* That, the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of the hearing either individually or, if feasible and consistent with the rules, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

Released: May 6, 1966.

FEDERAL COMMUNICATIONS COMMISSION,[1]

[SEAL] BEN F. WAPLE, *Secretary.*

[F.R. Doc. 66–5143; Filed, May 10, 1966; 8:49 a.m.]

DEPARTMENT OF LABOR

Office of the Secretary

[Secretary's Order No. 26–65]

OFFICE OF FEDERAL CONTRACT COMPLIANCE (EEO)

Establishment

1. *Purpose.* To establish the Office of Federal Contract Compliance (EEO) in the Department of Labor and to delegate authority for the discharge of responsibilities assigned to the Secretary of Labor under Executive Order 11246.

2. *Authority and Directives Affected.* a. This Order is issued pursuant to the Act of March 4, 1913 (37 Stat. 736; 5 U.S.C. 611), Reorganization Plan No. 6 of 1950 (15 F.R. 3174; 64 Stat. 1263, 5 U.S.C. 611, Note) and Executive Order 11246 of September 24, 1965, entitled Equal Employment Opportunity.

b. All orders, instructions, and memoranda of the Secretary of Labor or other officials of the Department of Labor are superseded to the extent that they are inconsistent herewith.

3. *Background.* Pursuant to Executive Order 10925 as amended by Executive Order 11114 the President's Committee on Equal Employment Opportunity carried out activities to achieve nondiscrimination in employment within the executive branch of the Government and by Government contractors. Executive Order 11246 superseded those Executive Orders and abolished the President's Committee on Equal Employment Opportunity.

Under provisions of Executive Order 11246 the Civil Service Commission has been assigned responsibility for supervising and providing leadership in the conduct of equal opportunity programs within the executive departments and agencies.

The Secretary of Labor under Executive Order 11246 is responsible for achieving nondiscrimination in employment by Government contractors and subcontractors and by construction contractors in Federally assisted construction contracts.

4. *Establishment of the Office of Federal Contract Compliance (EEO).* There is hereby established in the Department of Labor an Office of Federal Contract Compliance (EEO) which shall be headed by a Director appointed by the Secretary of Labor.

5. *Delegation of Authority and Assignment of Responsibilities.* Under the general direction of the Secretary of Labor the Director of the Office of Federal Contract Compliance (EEO) is hereby delegated authority and assigned responsibility for:

a. Carrying out the responsibilities assigned to the Secretary of Labor by Executive Order 11246, except issuing rules and regulations of a general nature.

b. Developing and recommending to the Secretary rules and regulations necessary and appropriate to achieve the purposes of Executive Order 11246.

c. Coordinating with the Equal Employment Opportunity Commission and the Department of Justice on matters relating to Title VII of the Civil Rights Act of 1964 and maintaining liaison with other agencies having civil rights and equal employment opportunity activities.

d. Providing regular reports to the Secretary of Labor concerning the activities of the Office and problems requiring the Secretary's attention.

6. *Effective date.* This order is effective immediately.

Signed at Washington, D.C., this 5th day of October 1965.

W. WILLARD WIRTZ, *Secretary of Labor.*

[F.R. Doc. 66–5105; Filed, May 10, 1966; 8:46 a.m.]

[1] Commissioners Loevinger and Wadsworth absent.

FEDERAL POWER COMMISSION

[Docket Nos. G–5557, etc.]

B & G OIL & GAS CO. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates [1]

MAY 3, 1966.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service heretofore authorized as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before May 26, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given: *Provided, however,* That pursuant to § 2.56, Part 2, Statement of General Policy and Interpretations, Chapter I of Title 18 of the Code of Federal Regulations, as amended all permanent certificates of public convenience and necessity granting applications, filed after April 15, 1965, without further notice, will contain a condition precluding any filing of an increased rate at a price in excess of that designated for the particular area of production for the period prescribed therein unless at the time of filing such certificate application, or within the time fixed herein for the filing of protests or petitions to intervene the Applicant indicates in writing that it is unwilling to accept such a condition. In the event Applicant is unwilling to accept such condition the application will be set for formal hearing.

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

JOSEPH H. GUTRIDE,
Secretary.

[1] This notice does not provide for consolidation for hearing of the several matters covered herein, nor should it be so construed.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
G–5557 E 3–11–66	B & G Oil & Gas Co. (successor to Bernard S. Graves, et al.) c/o Reta Robinson, disbursing agent, 4806 Chimney Dr., Charleston, W. Va., 25302.	Consolidated Gas Supply Corp., De Kalb District, Gilmer County, W. Va.	20.0	15.325
G–17979 D4–27–66	Sinclair Oil & Gas Co., Post Office Box 521, Tulsa, Okla., 74102 (partial abandonment).	Transwestern Pipeline Co., Council Grove Formation, Beaver County, Okla.	(2)	----------
CI60–32 D 1–17–66	Texaco Inc. (Operator), et al., Post Office Box 52332, Houston, Tex., 77052 (partial abandonment).	El Paso Natural Gas Co., La Barge Field, Sublette County, Wyo.	Uneconomical	----------
CI62–604 C 4–27–66	Allerton Miller, 2501 Grant Bldg., Pittsburgh, Pa., 15219.	Equitable Gas Co., Meade District, Upshur County, W. Va.	25.0	15.325
CI62–1251 C 4–25–66	Joseph E. Seagram & Sons, Inc., d.b.a. Texas Pacific Oil Co. (Operator), et al., Post Office Box 747, Dallas, Tex., 75221.	Arkansas Louisiana Gas Co., Wilburton Field, Latimer County, Okla.	15.0	14.65
CI63–318 C 4–25–66	Frank A. Schultz, et al., 730 Fidelity Union Tower, Akard and Pacific Sts., Dallas, Tex., 75201.	El Paso Natural Gas Co., Basin Dakota and Blanco Mesaverde Fields, San Juan County, N. Mex.	13.0	15.025
CI64–357 C 4–25–66	American Metal Climax, Inc. (Agent and Operator), et al., Enterprise Bldg., Tulsa, Okla., 74103.	Mountain Fuel Supply Co., acreage in Sweetwater County, Wyo.	15.0	14.65
CI64–670 C 4–27–66	Marathon Oil Co., 539 South Main St., Findlay, Ohio, 45840.	Arkansas Louisiana Gas Co., Wilburton Field, Haskell and Le Flore Counties, Okla.	15.0	14.65
CI65–539 C 3–11–66	Union Oil Co. of California, Union Oil Center, Los Angeles, Calif., 90017.	Natural Gas Pipeline Co. of America, Walt Canyon Unit, Indian Basin Area, Eddy County, N. Mex.	[3] 16.608	14.65
CI65–1175 3–28–66 [4]	James H. Helland (Operator), et al., 2111 Alamo National Bank Bldg., San Antonio, Tex., 78205.	United Gas Pipe Line Co., Weesatche Field, Cabeza Creek Area, Goliad County, Tex.	14.0	14.65
CI66–706 A 2–23–66	MWJ Producing Co. (Operator), agent, 413 First National Bank Bldg., Midland, Tex., 79701.	El Paso Natural Gas Co., acreage in Reagan County, Tex.	[4] 14.5	14.65
CI66–773 (G–6323) F 2–21–66	George L. Buckles, et al. (successor to Amerada Petroleum Corp.), Post Office Box 56, Monahans, Tex., 79756.	El Paso Natural Gas Co., Langlie-Mattix Field, Lea County, N. Mex.	[5] 9.0	14.65
CI66–800 B 2–28–66	Jake L. Hamon (Operator), et al., c/o Wm. Taylor LaGrone, attorney, Post Office Box 663, Dallas, Tex., 75221.	Phillips Petroleum Co., Azalea Field, Midland County, Tex.	Declined in pressure	----------
CI66–804 B 3–3–66	Gulf Oil Corp. (Operator), et al., Post Office Box 1589, Tulsa, Okla., 74102.	El Paso Natural Gas Co., Teague McKee Pool, Lea County, N. Mex.	Depleted	----------
CI66–806 [6] A 3–2–66	Sinclair Oil & Gas Co., [8] Post Office Box 521, Tulsa, Okla., 74102.	El Paso Natural Gas Co., Langlie Mattix Field, Lea County, N. Mex.	[7] 10.5	14.65
CI66–825 A 2–28–66	Joseph S. Gruss, 30 Broad St., New York, N.Y., 10004.	El Paso Natural Gas Co., Spraberry Trend Area, Reagan County, Tex.	16.0	14.65
CI66–833 (G–18925) F 3–4–66	Socony Mobil Oil Co., Inc. (successor to Jake Jacobsen [8]), Post Office Box 2444, Houston, Tex., 77001.	El Paso Natural Gas Co., Spraberry Field, Midland County, Tex.	[5] 14.5	14.65
CI66–875 A 3–21–66	Midwest Oil Corp., 1700 Broadway, Denver, Colo., 80202.	Northern Natural Gas Co., Meyhin Ranch Area, Crockett County, Tex.	16.0	14.65
CI66–913 B 3–31–66	Dalton H. Cobb, 906 Vaughn Bldg., Midland, Tex., 79701.	Pioneer Gathering System, Inc., acreage in Crockett County, Tex.	Depleted	----------
CI66–1003 (G–13299) F 4–18–66	Southern Union Production (successor to Sunray DX Oil Co.,[9]), Fidelity Union Tower, Dallas, Tex., 75201.	Michigan Wisconsin Pipe Line Co., Laverne Field, Harper County, Okla.	17.0	14.65
CI66–1004 A 4–21–66	Sinclair Oil & Gas Co., Post Office Box 521, Tulsa, Okla., 74102.	Northern Natural Gas Co., Snake Creek, West Field, Clark County, Kans.	14.0	14.65
CI66–1005 (G–13633) F 4–15–66	G. H. Vaughn, Jr., and Jack C. Vaughn (Operators), et al. (successors to Union Producing Co.), % E. H. Gunter, general manager, 1200 Vaughn Bldg., Dallas, Tex., 75201.	United Gas Pipe Line Co., Northeast Lisbon Field, Claiborne Parish, La.	12.5252	15.025
CI66–1006 A 4–20–66	Yucca Petroleum Co., First National Bank Bldg., Amarillo, Tex.	Transwestern Pipeline Co., South Follett (Morrow) Field, Lipscomb County, Tex.	17.0	14.65
CI66–1007 A 4–20–66	John W. Herndon, et al., Post Office Drawer 6160, Corpus Christi, Tex., 78403.	Banquete Gas Co., a division of Crestmont Oil & Gas Co., North Odem Field, San Patricio County, Tex.	10.0	14.65
CI66–1008 A 4–20–66	Robert Mosbacher (Operator), et al., 602 Bank of Commerce Bldg., Houston, Tex., 77002.	United Gas Pipe Line Co., Roanoke Field, Jefferson Davis Parish, La.	15.75	15.025
CI66–1009 B 4–20–66	Garrett Woodford & Swadley, 316 West Pike St., Clarksburg, W. Va., 26301.	Consolidated Gas Supply Corp., Ten Mile District, Harrison County, W. Va.	Uneconomical	----------
CI66–1010 A 4–20–66	L. W. Prunty, Post Office Box 1068, Ponca City, Okla., 74602.	Carnegie Natural Gas Co., Union District, Ritchie County, W. Va.	20.0	15.325

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.
See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
CI66-1011 B 4-20-66	Rich Oil & Gas Co., 316 West Pike St., Clarksburg, W. Va., 26301.	Consolidated Gas Supply Corp., Murphy District, Ritchie County W. Va.	Uneconomical	-------
CI66-1012 A 4-20-66	Amax Petroleum Corp., et al., Enterprise Bldg., Tulsa, Okla., 74103.	Mountain Fuel Supply Co., acreage in Sweetwater County, Wyo.	15.0	14.65
CI66-1013 A 4-20-66	L. H. Witwer and F. G. Witwer, 2727 South Victor, Tulsa, Okla.	Michigan Wisconsin Pipe Line Co., Laverne Field, Harper County, Okla.	17.0	14.65
CI66-1014 A 4-22-66	Oil States Sales Co., 4401 Centre Ave., Pittsburgh, Pa., 15213.	Carnegie Natural Gas Co., Union District, Ritchie County, W. Va.	20.0	15.325
CI66-1015 A 4-18-66	Carl Hinkle, Ellenboro, W. Va., 26346.	Carnegie Natural Gas Co., Centerville District, Tyler County, W. Va.	20.0	15.325
CI66-1016 A 4-25-66	Union Oil Co. of California, Union Oil Center, Los Angeles, Calif., 90017.	Texas Gas Transmission Corp., Welsh Field, Jefferson Davis Parish, La.	18.25	15.025
CI66-1017 A 4-25-66	Dan E. McMillen and S. R. McCampbell, 207 Cravens Bldg., Oklahoma City, Okla., 73102.	Michigan Wisconsin Pipe Line Co., acreage in Dewey County, Okla.	19.5	14.65
CI66-1018 B 4-25-66	Monsanto Co., et al., 1300 Main St., Houston, Tex., 77002.	Texas Eastern Transmission Corp., South Lucky Field, Bienville Parish, La.	Depleted	-------
CI66-1019 A 4-15-66	Southwest Oil Industries, Inc., 801 First National Bldg., Oklahoma City, Okla., 73102.	Colorado Interstate Gas Co., Mocane-Laverne Field, Beaver County, Okla.	17.0	14.65
CI66-1020 B 4-25-66	Miller & Fox Minerals Corp. (Operator), et al., Oil Industries Bldg., Corpus Christi, Tex., 78401.	Texas San Juan Oil Corp., Miller and Fox Field, Jim Wells County, Tex.	Depleted	-------
CI66-1021 B 4-25-66	----do----	Hydrocarbon Transmission Co., North ASOG Field, Jim Wells County, Tex.	Depleted	-------
CI66-1022 (G-9837) F 4-25-66	John A. Egan, Operator (successor to E. B. Germany, d.b.a. E. B. Germany & Sons (Operator), et al.), Post Office Box 208, Farmington, N. Mex., 78401.	El Paso Natural Gas Co., San Juan Basin, Rio Arriba County, N. Mex.	12.0495	15.025
CI66-1023 A 4-25-66	Callery Properties, Inc., 1550 First City National Bank Bldg., Houston, Tex., 77002.	Texas Eastern Transmission Corp., Manila Village Field, Jefferson Parish, La.	15.0	15.025
CI66-1024 B 4-25-66	Southwestern Exploration Consultants, Inc., 404 Local Federal Bldg., Oklahoma City, Okla., 73102.	Lone Star Gas Co., acreage in Stephens County, Okla.	Depleted	-------
CI66-1025 B 4-25-66	----do----	Lone Star Gas Co., acreage in Jefferson County, Okla.	(11)	-------
CI66-1026 B 4-25-66	----do----	Lone Star Gas Co., acreage in Stephens County, Okla.	(11)	-------
CI66-1027 B 4-25-66 [1]	Southwestern Exploration, Consultants, Inc. (Operator), et al.	Lone Star Gas Co., acreage in Jefferson County, Okla.	Depleted	-------
CI66-028 B 4-29-66	----do----	----do----	(11)	-------
CI66-1029 A 4-25-66	Champlin Petroleum Co., Post Office Box 9365, Fort Worth, Tex., 76107.	Tennessee Gas Pipeline Co., a division of Tenneco Inc.,[12] Beaurline Field, Hidalgo County, Tex.	15.0	14.65
CI66-1030 B 4-27-66	Lewis S. Rosenstiel, et al., c/o Seymour Roberts, controller, 26 Journal Square, Jersey City, N.J., 07306.	United Gas Pipe Line Co., West Puerto Bay Field, San Patricio County, Tex.	Depleted	-------
CI66-1032 A 4-27-66	Hundred Gas Co., c/o A. M. Snider, partner, Hundred, W. Va., 26575.	Carnegie Natural Gas Co., Ellsworth District, Tyler County and Green District, Wetzel County, W. Va.	20.0	15.325
CI66-1033 A 4-27-66	----do----	Carnegie Natural Gas Co., Green District, Wetzel County, W. Va.	20.0	15.325
CI66-1034 A 4-27-66	Bowers Drilling Co., Inc., 1434 Wichita Plaza, Wichita, Kans. 67202.	Cities Service Gas Co., Little Bear Creek, Barber County, Kans.	14.0	14.65
CI66-1035 A 4-27-66	Glenn Tompkins and John R. Welch, d.b.a. Oil Ridge Gas Co., 302 Jarvis St., Charleston, W. Va., 25301.	Pennzoil Co., Grant District, Ritchie County, W. Va.	15.0	15.325
CI66-1036 A 4-25-66	J. Gregory Merrion and Robert L. Bayless, Box 507, Farmington, N. Mex., 87401.	El Paso Natural Gas Co., Flora Vista Mesaverde Field, San Juan County, N. Mex.	13.0	15.025
CI66-1037 A 4-25-66	Socony Mobil Oil Co., Inc., Post Office Box 2444, Houston, Tex., 77001.	Texas Eastern Transmission Corp., Chapman Ranch Field, Nueces County, Tex.	[13] 15.6	14.65

[1] Reserves insufficient to justify buyer constructing facilities necessary to connect to well on subject acreage.
[2] Rate includes an upward adjustment of 0.608 cent per Mcf for heating value above 1000 B.t.u.'s per cu. ft.
[3] Amends contract to include oil well gas which was previously excluded.
[4] Subject to maximum deduction of 1.0 cent per Mcf from the price of residue gas derived from casinghead gas (from any formation other than the Spraberry) which may require treating.
[5] Contract provides for a rate of 10.0 cents per Mcf on Jan. 1, 1966. Applicant only proposes to collect the 9.0-cent rate.
[6] Service currently being rendered under co-owner's (Albert Gackle) filings in Docket No. G-10917—Albert Gackle (Operator), et al., FPC GRS No. 10. Gackle has filed a small producer application which cannot cover Sinclair's interest. Applicant proposes to establish its own filing to cover its share of the sale.
[7] Reflects 0.5 cent deduction due to the inability of the subject gas to flow into buyer's intermediate pressure gathering system.
[8] Covered under J. E. Connally's FPC GRS No. 1.
[9] Predecessor's current rate is 17.2295 cents per Mcf effective subject to refund in Docket No. RI60-104, however, Socony only proposes to collect 14.5 cents per Mcf, the rate established for this sale in Opinion No. 468.
[10] Sinclair Oil & Gas Co. assigned subject interest to Sunray DX Oil Co., who then assigned the interest to Southern Union.
[11] Due to partial depletion of gas reservoir, wells are unable to deliver gas into existing gathering facilities.
[12] Formerly Tennessee Gas Transmission Co.
[13] Rate in effect subject to refund in Docket No. RI65-196.

[F.R. Doc. 66-5048; Filed, May 10, 1966; 8:45 a.m.]

[Docket No. RI66-360]

ATLANTIC REFINING CO.

Order Providing for Hearing on and Suspension of Proposed Change in Rate

MAY 4, 1966.

On April 4, 1966, The Atlantic Refining Co. (Atlantic) [1] tendered for filing a proposed change in its presently effective rate schedule for sales of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of change, undated.
Purchaser and producing area: Transwestern Pipeline Co. (Kermit Field, Winkler County, Tex.) (Permian Basin Area).
Rate schedule designation: Supplement No. 1 to Atlantic's FPC Gas Rate Schedule No. 232.

Effective date: May 5, 1966.[2]
Amount of annual increase: $5,384.
Effective rate: 16.0 cents per Mcf.[3]
Proposed rate: 20.5 cents per Mcf.[4]
Pressure base: 14.65 p.s.i.a.

Atlantic requests that its proposed rate increase be permitted to become effective as of September 1, 1965, the contractually provided effective date. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Atlantic's rate filing and such request is denied.

Atlantic, a producer-respondent in the Permian Basin Opinion No. 468, proposes a periodic rate increase from 16.0 cents to 20.5 cents per Mcf, at 14.65 p.s.i.a., amounting to $5,384 annually, for a sale of new residue gas derived from gas-well gas to Transwestern Pipeline Co. in the Permian Basin Area of Texas. The proposed increased rate exceeds the applicable area base rate of 16.5 cents per Mcf prescribed by Opinion No. 468.

The contract involved was executed on March 22, 1961, and thus covers a sale for "new" gas under Opinion No. 468. On March 21, 1966, Atlantic filed, in compliance with Opinion No. 468, a rate scheduled-quality statement for the subject sale. The quality statement shows that the residue gas does not meet the quality standards prescribed by Opinion Nos. 468 and 468-A, only insofar as sulphur and water content, with a related treatment cost of 0.524 cent. The quality statement further reflects credits of 0.25 cent for delivery pressure in excess of 500 p.s.i.g. and 0.83 cent per Mcf for B.t.u. content between 1,000 and 1,050, which are applied to offset the treating cost of 0.52 cent per Mcf. The B.t.u. content is shown to be 1085. By order issued March 23, 1966, in Area Rate Proceeding, Docket No. AR61-1 (Phillips Petroleum Co., Docket No. G-20405) the

[1] Address is: Post Office Box 2819, Dallas, Tex., 75221.
[2] The stated effective date is the first day after expiration of the statutory notice.
[3] Initial rate.
[4] Periodic rate increase.

Commission indicated it would not allow an upward adjustment for B.t.u. content between 1,000 and 1,050 or for delivery pressure in excess of 500 p.s.i.g. as an offset against a downward quality adjustment in determining the applicable area rate. That ruling is equally applicable here.

Examination has not been completed with respect to the propriety of other matters covered in the subject quality statement. In our future determination as to whether Atlantic's quality statement is otherwise acceptable, no consideration will be given to the credits proposed in the quality statement for delivery pressure and Btu content in determining the adjustment for treating costs.

Since Atlantic's proposed increased rate exceeds the applicable area base rate of 16.5 cents per Mcf prescribed by Opinion No. 468, it is suspended for five months from May 5, 1966, the date of expiration of the statutory notice, as herein ordered.

Except for the stay of the moratorium in Opinion No. 468, Atlantic's filing would be rejectable. If the moratorium is ultimately upheld upon judicial review, the filing will be rejected ab initio.

The proposed changed rate and charge may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the proposed change, and that Supplement No. 1 to Atlantic's FPC Gas Rate Schedule No. 232 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing shall be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in Supplement No. 1 to Atlantic's FPC Gas Rate Schedule No. 232.

(B) Pending such hearing and decision thereon, Supplement No. 1 to Atlantic's FPC Gas Rate Schedule No. 232 is hereby suspended and the use thereof deferred until October 5, 1966, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before June 22, 1966.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE, *Secretary.*

[F.R. Doc. 66-5097; Filed, May 10, 1966; 8:45 a.m.]

[Docket No. CP66-340]

CENTRAL ILLINOIS PUBLIC SERVICE CO. AND PANHANDLE EASTERN PIPE LINE CO.

Notice of Application

MAY 4, 1966.

Take notice that on April 27, 1966, Central Illinois Public Service Co. (Applicant), Illinois Building, Springfield, Ill., filed in Docket No. CP66-340 an application pursuant to section 7(c) of the Natural Gas Act for an order of the Commission directing Panhandle Eastern Pipe Line Co. (Respondent) to establish physical connection of its transportation facilities with the facilities proposed to be constructed by Applicant and to sell and deliver to Applicant volumes of natural gas for resale and distribution in the villages of New Berlin and Loami, Sangamon County, Ill., and their environs, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that the villages of New Berlin and Loami are located in the western part of Sangamon County, Ill., approximately 8 and 5 miles, respectively, north of the gas transmission main of Respondent.

Applicant proposes to construct, own, operate, and maintain approximately 8 miles of 4-inch gas transmission line extending from a proposed metering and regulating station of Respondent to be located approximately 8 miles south of New Berlin to a point near the western corporate limits of New Berlin and approximately 3½ miles of 2-inch gas transmission line extending from a point 3⅞ miles south of New Berlin on the 4-inch gas transmission line to a point near the west corporate limits of Loami. Applicant also proposes to construct, own, operate, and maintain town border stations at or near the west corporate limits of New Berlin and the west corporate limits of Loami and from said town border stations Applicant will construct gas distribution mains for the purpose of operating and maintaining gas distribution systems to serve said villages of new Berlin and Loami and their environs.

The total estimated volumes of natural gas necessary to meet Applicant's annual and peak day requirements for the initial 3-year period of proposed operations are stated to be:

	First year	Second year	Third year
Annual (Mcf)	52,983	75,513	84,874
Peak day (Mcf)	503	720	811

The total estimated cost of Applicant's proposed transmission and distribution facilities is $279,330, which cost will be financed from internally generated funds.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before June 2, 1966.

JOSEPH H. GUTRIDE, *Secretary.*

[F.R. Doc. 66-5098; Filed, May 10, 1966; 8:45 a.m.]

[Docket No. CP66-341]

KENTUCKY GAS TRANSMISSION CORP.

Notice of Application

MAY 4, 1966.

Take notice that on April 28, 1966, Kentucky Gas Transmission Corp. (Applicant), Post Office Box 1273, Charleston, W. Va., 25325, filed in Docket No. CP66-341 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of 8.6 miles of 12-inch natural gas transmission pipeline in Madison County, Ky., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that the proposed pipeline will replace an 8.6-mile segment of an existing 8-inch transmission pipeline extending between the Kentucky River and a point in Estill County, Ky., a distance of approximately 25 miles. Applicant states that the proposal is a continuation of one part of a plan described in its joint application with United Fuel Gas Co., an affiliate, filed in Docket No. CP65-324 on April 9, 1965. The plan involves the modernization of Applicant's system serving utilities on the southwestern end of its operating territory.

Applicant states that the particular 8.6-mile segment should be replaced due to the growth in the natural gas market around the city of Lexington and in Fayette County, Ky., and the deteriorated condition of the existing 8-inch pipeline.

The estimated cost of construction of the proposed replacement segment is $363,500, which will be financed by the sale of notes and common stock to The Columbia Gas System, Inc., Applicant's parent company.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before June 2, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the

Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

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

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-5099; Filed, May 10, 1966; 8:45 a.m.]

[Docket No. CP66-282]

NATIONAL SULPHUR CO.

Notice of Application

MAY 4, 1966.

Take notice that on April 29, 1966, National Sulphur Co. (Applicant), 201 Wall Building, Midland, Tex., filed in Docket No. CP66-282 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities and the sale of natural gas to Texas Eastern Transmission Corp., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant's original application for a certificate of public convenience and necessity, filed on January 24, 1966, was submitted as an independent producer application seeking authorization for sale of natural gas to Texas Eastern and was designated Docket No. CI66-641 (31 F.R. 2906). By letter dated April 5, 1966, the Commission advised Applicant that, from the information in such application, it appeared that the proposal involved facilities and operations of a transmission, rather than gathering, nature and that such application had therefore been given a natural gas pipeline application designation as Docket No. CP66-282. In said letter, the Commission requested advice as to whether Applicant desired to prosecute the application as a filing under § 157.14 of the regulations or withdraw the application. On April 29, 1966, Applicant filed a supplement to its original application requesting that the supplement, together with the original aplication on file, be accepted as an abbreviated application under § 157.7 of the regulations under the Natural Gas Act.

Specifically, Applicant proposes to construct and operate 10.3 miles of 4-inch pipeline extending from the tailgate of its gas sweetening plant located in the Queen City (Smackover) Field, Cass County, Tex., in a southeasterly direction to a point on Texas Eastern's 24-inch transmission pipeline also located in Cass County, Tex., together with certain separation and metering equipment. Pursuant to contracts between Applicant and Texas Eastern and Applicant and Humble Oil & Refining Co. (Humble), dated November 1, 1965, and March 17, 1966, respectively, Applicant proposes to purchase quantities of natural gas from Humble and through the use of the aforementioned facilities to sell and deliver quantities of natural gas to Texas Eastern. The agreement between Applicant and Humble provides for the receipt by Applicant at its aforementioned gas sweetening plant of a minimum of 3 million cubic feet of sour gas per day during the first 4 years and 1½ million cubic feet of sour gas per day thereafter and the agreement between Applicant and Texas Eastern provides for a daily contract quantity of 1,000 Mcf of gas, to be sold at the rate of 13 cents per Mcf (14.65 p.s.i.a.) and delivered to Texas Eastern at a point on its 24-inch main transmission line in Cass County, Tex.

The total estimated cost of Applicant's proposed facilities is $148,600, which will be financed through a bank loan.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before June 2, 1966.

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

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

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-5100; Filed, May 10, 1966; 8:45 a.m.]

[Docket No. CP66-338]

ST. JOSEPH LIGHT & POWER CO. AND MICHIGAN WISCONSIN PIPE LINE CO.

Notice of Application

MAY 4, 1966.

Take notice that on April 27, 1966, St. Joseph Light & Power Co. (Applicant), 520 Francis Street, St. Joseph, Mo., 64502, filed in Docket No. CP66-338 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Michigan Wisconsin Pipe Line Co. (Respondent) to establish physical connection of its transportation facilities with the facilities proposed to be constructed by Applicant and to sell and deliver to Applicant volumes of natural gas for resale and distribution in Forest City and Oregon, Mo., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that Forest City and Oregon are located approximately 38 miles from Maryville, Mo., and approximately 11 miles from Respondent's transmission line. Applicant further states that the 1960 census shows the population of Forest City to be 435 and Oregon to be 887.

Applicant proposes to construct a new welded steel, coated, and wrapped distribution system to provide natural gas service to the residents and commercial establishments of Forest City and Oregon. Applicant states that service to the cities of Forest City and Oregon will require approximately 13.5 miles of lateral construction, extending southeast from a point of Respondent's transmission line west of Bigelow, to a proposed town border station to be located at the northwest city limits of Forest City, and from there, east to a proposed town border station located at the west city limits of Oregon. Applicant further states that Respondent has agreed to construct, pursuant to its 10-cent formula, 2.3 miles of the required lateral.

The total estimated volumes of natural gas necessary to meet Applicant's annual and peak day requirements for the initial 3-year period of proposed operations are stated to be:

	First year	Second year	Third year
Annual (Mcf)	50,000	64,000	68,700
Peak day (Mcf)	520	600	700

The total estimated cost of Applicant's proposed transmission and distribution facilities is $386,800, which cost will be financed from internally generated funds.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before June 2, 1966.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-5101; Filed, May 10, 1966; 8:45 a.m.]

FEDERAL MARITIME COMMISSION

[Independent Ocean Freight Forwarder License 968]

CARGOFAST PACIFIC, INC.

Revocation of License

Whereas, Cargofast Pacific, Inc., 396 Broadway, New York, N.Y., 10013, no longer wishes to operate as an independent ocean freight forwarder; and

Whereas, Cargofast Pacific, Inc., has returned Independent Ocean Freight Forwarder License No. 968 to the Commission; and

Whereas, by statement dated April 14, 1966, Cargofast Pacific, Inc., has requested the revocation of its Independent Ocean Freight Forwarder License No. 968;

Now therefore, by virtue of authority vested in me by the Federal Maritime Commission as set forth in Manual of Orders, Commission Order No. 201.1, section 6.03:

It is ordered, That the Independent Ocean Freight Forwarder License No. 968 of Cargofast Pacific, Inc., be and is hereby revoked, effective this date.

It is further ordered, That a copy of this order be published in the FEDERAL REGISTER and served on the licensee.

JAMES E. MAZURE,
Director,
Bureau of Domestic Regulation.

[F.R. Doc. 66-5131; Filed, May 10, 1966; 8:48 a.m.]

OFFICE OF EMERGENCY PLANNING

VOLUNTARY TANKER PLAN FOR THE CONTRIBUTION OF TANKER CAPACITY FOR NATIONAL DEFENSE REQUIREMENTS

Additions to Membership

Pursuant to section 708 of the Defense Production Act of 1950, as amended, there are published herewith additional companies which have accepted the request to participate in the voluntary plan entitled, "Voluntary Tanker Plan for the Contribution of Tanker Capacity for National Defense Requirements," as amended, March 20, 1958. The request and complete list of earlier acceptances were published in 24 F.R. 4119, May 21, 1959 and 28 F.R. 12681, November 28, 1963.

Continental Oil Co., 30 Rockefeller Plaza, New York, N.Y., 10020.
Hendy International Co., 612 South Flower Street, Los Angeles, Calif., 90017.
Maritime Overseas Oil Carriers, Inc., 511 Fifth Avenue, New York, N.Y., 10017.
Mount Washington Tanker Co., 655 Madison Avenue, New York, N.Y., 10021.
Pure Oil Co., Inc., 200 East Golf Road, Palatine, Ill., 60067.
Texaco Co., Inc., 135 East 42d Street, New York, N.Y., 10017.
Transwestern Associates, 1 Chase Manhattan Plaza, New York, N.Y., 10005.

(Sec. 708, 64 Stat. 818, as amended; 50 U.S.C. App. Supp. 2158; E.O. 10480, Aug. 14, 1953, 18 F.R. 4939; Reorganization Plan No. 1 of 1958, 23 F.R. 4991, as amended; E.O. 11051, Sept. 27, 1962, 27 F.R. 9683)

Dated: May 5, 1966.

FARRIS BRYANT,
Director,
Office of Emergency Planning.

[F.R. Doc. 66-5126; Filed, May 10, 1966; 8:47 a.m.]

VOLUNTARY TANKER PLAN FOR THE CONTRIBUTION OF TANKER CAPACITY FOR NATIONAL DEFENSE REQUIREMENTS

Deletions From Membership

Pursuant to section 708 of the Defense Production Act 1950, as amended, there are published herewith the following deletions from the list of companies which have accepted the request to participate in the voluntary plan entitled, "Voluntary Tanker Plan for the Contributions of Tanker Capacity for National Defense Requirements," as amended. The request and complete list of acceptances were published in 24 F.R. 4119, May 21, 1959 and 28 F.R. 12681, November 28, 1963.

DELETIONS

Bernuth, Lembcke Co., Inc., New York 17, N.Y.
Colonial Steamship Corp., New York 4, N.Y.
Eagle Carriers, Inc., New York 17, N.Y.
Hartol Petroleum Corp., New York 20, N.Y.
Hedge Haven Farms, Inc., Clinton, N.J.
Mayflower Steamship Corp., 24 State Street, New York 4, N.Y.
Metro Petroleum Shipping Co., New York 4, N.Y.
Moore-McCormack Lines, Inc., New York 4, N.Y.
Oceanic Petroleum Carriers, Inc., c/o Marine Carriers Corp., New York 4, N.Y.
Petrol Shipping Corp., New York 4, N.Y.
Red Hills Corp., c/o Southoil, Inc., Jacksonville, Fla.
Terminal Transport Corp., New York 17, N.Y.
United States Shipping Corp., New York 4, N.Y.

(Sec. 708, 64 Stat. 818, as amended; 50 U.S.C. App. Supp. 2158; E.O. 10480, Aug. 14, 1953, 18 F.R. 4939; Reorganization Plan No. 1 of 1958, 23 F.R. 4991, as amended; E.O. 11051, Sept. 27, 1962, 27 F.R. 9683)

Dated: May 5, 1966.

FARRIS BRYANT,
Director,
Office of Emergency Planning.

[F.R. Doc. 66-5127; Filed, May 10, 1966; 8:48 a.m.]

RENEGOTIATION BOARD

STATEMENT OF ORGANIZATION

Location of Western Regional Board

The Statement of Organization published in the issue of September 28, 1956 (F.R. Doc. 56-7859; 21 F.R. 7467), as amended in the issues of July 23, 1957 (F.R. Doc. 57-6008; 22 F.R. 5848), March 28, 1961 (F.R. Doc. 61-2702; 26 F.R. 2632), January 20, 1962 (F.R. Doc. 62-671; 27 F.R. 641), and January 17, 1963 (F.R. Doc. 63-497; 28 F.R. 468), is hereby further amended as follows:

Section 3(b) is amended by deleting subparagraph (2) under the heading *Location* and inserting in lieu thereof the following:

(2) Western Regional Renegotiation Board, 300 North Los Angeles Street, Los Angeles, Calif., 90012.

Dated: May 6, 1966.

LAWRENCE E. HARTWIG,
Chairman.

[F.R. Doc. 66-5123; Filed May 10, 1966; 8:47 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[812-1899]

AMERICAN-AMICABLE LIFE INSURANCE CO.

Notice of Filing of Application for Order Exempting Transaction Between Affiliated Persons

MAY 5, 1966.

Notice is hereby given that American-Amicable Life Insurance Co. ("Applicant"), Alico Center, Waco, Tex., an Alabama corporation and successor by merger to American Life Insurance Co. (hereinafter "Applicant" may also refer to the predecessor company), has filed an application pursuant to section 17(b) of the Investment Company Act of 1940 ("Act"). Applicant seeks an order of the Commission exempting from the provisions of section 17(a) the transfer of 76,500 shares of stock of United Services Life Insurance Co. ("United Services") by Applicant to Insurance Securities Trust Fund ("ISTF") in exchange for 85,770 shares of stock of Gulf Life Insurance Co. ("Gulf Life"). All interested persons are referred to the application on file with the Commission for a statement of the representations made therein, which are summarized below.

At all times pertinent hereto, Applicant and ISTF each owned 5 percent or more of the stock of Gulf Life with the result that, under section 2(a)(3) of the Act, each was and is an affiliate of an affiliate of the other. Section 17 of the Act, as here pertinent, makes it unlawful for an affiliated person (Applicant) of an affiliated person (Gulf Life) of a registered investment company (ISTF), to sell to or buy from such investment company any security unless the Commission upon application grants an exemption from such prohibition, after finding that the terms of the transaction are reasonable and fair and do not involve overreaching and that the transaction is consistent with the policy of the registered investment company and the general purposes of the Act.

On February 3, 1964, Applicant agreed to exchange 51,000 shares of United Services which it held for 77,796 shares of stock of Gulf Life. For purposes of the exchange the shares of United Services and Gulf Life were valued at their then current market values of $90 and $59 per share respectively. Subsequent to the transaction both United Services and Gulf Life paid stock dividends which

makes the blocks of stock exchanged, as presently constituted, 76,500 shares of United Services and 85,770 shares of Gulf Life.

In order to resolve certain uncertainties caused by the transaction which may have been in violation of section 17(a) of the Act, including whether ISTF, the registered investment company, could elect to rescind the exchange relying upon section 47 of the Act, ISTF was afforded the opportunity on December 17, 1965, either to rescind the transaction or to deliver to Applicant a release from the date of the exchange through the date of an order of the Commission approving, prospectively from the date of the order, the exchange and retention of the stock. ISTF elected not to rescind. The release, which is conditioned upon the entry of an order by the Commission, is a waiver by Applicant and ISTF of any and all liabilities or claims for rescission in respect of the exchange in February 1964.

Applicant states that the parties wish to continue to own the blocks of stock which were acquired in the exchange transaction. It is asserted that the terms of the transaction were fair to the parties in February 1964, the values ascribed being the then current market price of the stocks, and continuation of the transaction would be fair. The proposed exchange is in the ratio of approximately 1.12 shares of Gulf Life common stock for each share of United Services common stock, and it is therefore based upon relative per share values of approximately 1.12 for the United Services common stock to 1.00 for the Gulf Life common stock. In the 30-day period immediately preceding the date of filing of the application on January 12, 1966, the ratios of the daily means of the reported bid and asked quotations for such stocks in the over-the-counter market ranged between 1.02 and 1.20, and averaged 1.10, for the United Services shares to 1.00 for the Gulf Life shares.

Applicant represents that, except for the common ownership of Gulf Life, neither Applicant nor their parent corporation, The Greatamerica Corp., has had any business dealings with ISTF nor are they affiliated with ISTF through any other relationship. The acquisition and continued retention of United Services stock is represented to have been and to be consistent with ISTF's investment policy of investing in the stocks of insurance companies.

Notice is further given that any interested person may, not later than May 20, 1966, 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 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 (airmail if the person being served is located more than 500 miles from the point of mailing) upon Applicant at the address 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. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 66-5106; Filed, May 10, 1966; 8:46 a.m.]

[File No. 70-4378]

COLUMBIA GAS SYSTEM, INC.

Notice of Proposed Issue and Sale of Short-Term Notes to Banks

MAY 5, 1966.

Notice is hereby given that the Columbia Gas System, Inc. ("Columbia"), 120 East 41st Street, New York, N.Y., 10017, a registered holding company, has filed a declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act") designating sections 6(a) and 7 thereof as applicable to the proposed transactions. All interested persons are referred to the declaration, which is summarized below, for a complete statement of the proposed transactions.

Columbia proposes to issue from time to time, prior to October 17, 1966, up to $80,000,000 face amount of its unsecured short-term notes to the banks named below. The notes will bear interest at an annual rate of 5½ percent, the current prime rate for commercial loans. The notes will mature as follows: $25,000,000 on February 28, 1967; $25,000,000 on March 31, 1967; and $30,000,000 on April 28, 1967, and will be prepayable, in whole or in part, without penalty, except that prepayments cannot be made with funds borrowed from banks at a lower interest rate. Columbia will use the proceeds from the sale of the notes to make open-account advances to certain of its subsidiary companies to enable them to purchase inventory gas for sale during the 1966-67 winter season. The making of such advances is the subject of a separate filing with this Commission (Holding Company Act Release No. 15432).

The maximum face amount of notes to be sold to each of the lending banks is as follows:

Bankers Trust Co., New York, N.Y.	$3,900,000
Brown Brothers, Harriman & Co., New York, N.Y.	750,000
Chemical Bank New York Trust Co., New York, N.Y.	10,140,000
City National Bank & Trust Co., Columbus, Ohio	1,000,000
First-City National Bank of Binghamton, N.Y.	120,000
First & Merchants National Bank of Richmond, Va.	410,000
First National Bank of Mansfield, Ohio	200,000
First Security National Bank & Trust Co., Lexington, Ky.	450,000
Glen National Bank, Watkins Glen, N.Y.	50,000
Huntington National Bank of Columbus, Ohio	1,600,000
Irving Trust Co., New York, N.Y.	3,900,000
Manufacturers Hanover Trust Co., New York, N.Y.	5,900,000
Mellon National Bank & Trust Co., Pittsburgh, Pa.	7,400,000
Morgan Guaranty Trust Co. of New York, N.Y.	27,580,000
Pittsburgh National Bank, Pittsburgh, Pa.	2,200,000
The Charleston National Bank, Charlestown, W. Va.	1,200,000
The Cleveland Trust Co., Cleveland, Ohio	1,300,000
The First Huntington National Bank, Huntington, W. Va.	550,000
The First National City Bank of of New York, N.Y.	5,900,000
The National Bank of Commerce, Charlestown, W. Va.	200,000
The National Bank of Toledo, Ohio	300,000
The National City Bank of Cleveland, Ohio	400,000
The Ohio Citizens Trust Co., Toledo, Ohio	300,000
The Ohio National Bank of Columbus, Ohio	2,100,000
The Richland Trust Co., Mansfield, Ohio	200,000
The Toledo Trust Co., Toledo, Ohio	1,200,000
The Union National Bank, Pittsburgh, Pa.	750,000
Total	80,000,000

The fees and expenses to be paid by Columbia in connection with the issue and sale of the notes are estimated at $400. It is stated that no State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than May 23, 1966, 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 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 (airmail if the person being served is located more than 500 miles from the point of mailing) upon the 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 contemporaneously with the request. At any time after said date, the declaration, as filed or as it may be amended, may be 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.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 66-5107; Filed, May 10, 1966; 8:46 a.m.]

[24C-2728]

DUNFEE SAVINGS & LEASE

Order Regarding Temporary Suspension

MAY 5, 1966.

The Securities and Exchange Commission, by order dated February 17, 1966, pursuant to Regulation A under the Securities Act of 1933, temporarily suspended a Regulation A exemption from registration under the Securities Act with respect to a proposed public offering of securities by Thomas Dunfee, doing business as Dunfee Savings & Lease, 8113 Troost Avenue, Kansas City, Mo. Thereafter, Dunfee requested a hearing on the question whether the suspension should be vacated or made permanent, and the matter was scheduled for hearing on May 2, 1966.

In a letter dated April 22 and received on April 25, 1966, Dunfee requested that the hearing not be held (it was thereupon canceled); and he further requested withdrawal of his notification of proposed offering previously filed herein pursuant to Regulation A.

It is ordered, In accordance with Rule 255(e) of Regulation A, that the request for withdrawal is denied, and

It is further ordered, Pursuant to Rule 261(b) of Regulation A that the temporary suspension order is hereby made permanent.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 66-5108; Filed, May 10, 1966; 8:46 a.m.]

[811-1005]

ENTERPRISE SECURITIES FUND, INC.

Notice of Application for Order Declaring Company Has Ceased To Be Investment Company

MAY 5, 1966.

Notice is hereby given that Enterprise Securities Fund, Inc. ("Applicant"), 4 Delcrest Court, St. Louis, Mo., a Missouri corporation and a registered open-end diversified management investment company, has filed an application pursuant to section 8(f) of the Investment Company Act of 1940 ("Act") for an order of the Commission declaring that Applicant has ceased to be an investment company by reason of the exception afforded by section 3(c)(1) of the Act. All interested persons are referred to the application on file with the Commission for a statement of the representations stated therein.

Applicant, which was organized on June 10, 1954, registered under section 8(a) of the Act by filing a Notification of Registration on December 5, 1960. Applicant states that its securities are owned beneficially by 53 persons, none of whom is a company. Applicant states further that it is not making and that it does not presently propose to make a public offering of its securities.

Section 3(c)(1) of the Act excepts from the definition of an investment company any issuer whose outstanding securities (other than short-term paper) are beneficially owned by not more than 100 persons and which is not making and does not presently propose to make a public offering of its securities.

Section 8(f) of the Act provides, in pertinent part, that whenever the Commission upon application finds that a registered investment company has ceased to be an investment company, it shall so declare by order and upon the taking effect of such order, the registration of such company shall cease to be in effect.

Notice is further given that any interested person may, not later than May 24, 1966, 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 of fact or law proposed to be controverted, or he may request that he be notified if the Commission should 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 (airmail if the person being served is located more than 500 miles from the point of mailing) upon Applicant. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 66-5109; Filed, May 10, 1966; 8:46 a.m.]

[812-1948]

TELEVISION-ELECTRONICS FUND, INC., AND ATLANTIC RESEARCH CORP.

Notice of Filing of Application for Order Exempting Proposed Transactions

MAY 5, 1966.

Notice is hereby given that Television-Electronics Fund, Inc. ("Television"), 120 South La Salle Street, Chicago, Ill., 60604, a Delaware corporation and a registered open-end diversified investment company, and Atlantic Research Corp. ("Atlantic"), Shirley Highway and Edsall Road, Alexandria, Va., 22314, a Virginia corporation (hereinafter collectively called "applicants"), have filed a joint application pursuant to section 17(b) of the Investment Company Act of 1940 ("Act"). Applicants request an order of the Commission exempting from the provisions of section 17(a) of the Act a transaction incident to a settlement of the case of Television-Electronics Fund, Inc. v. Atlantic Research Corp. et al., in the U.S. Court for the Eastern District of Virginia, Alexandria Division, Civil Action No. 2945. All interested persons are referred to the application for a statement of applicants' representations, which are summarized below:

On August 4, 1961, Television entered into a contract with Atlantic for the purchase of 115,000 shares of Atlantic common stock for $4,025,000. At that time Atlantic had outstanding approximately 1,924,211 shares of common stock, including the shares covered by the contract. A certificate for such shares, constituting approximately 5.98 percent of the then outstanding Atlantic stock, was duly delivered to Television.

On May 9, 1963, Television commenced Civil Action No. 2945 against Atlantic and others, seeking rescission of the contract or money damages. The complaint, as amended, alleged in substance that Television was induced to enter into the contract to purchase the 115,000 shares of Atlantic through misrepresentations of, and omissions to state, material facts on the part of the defendants, and that agreements for the registration of the shares under the Securities Act of 1933 were not performed. Television also contended that the contract was never consummated.

After filing the complaint, the defendants moved the court to strike the complaint for failure to state a cause of action. This motion was denied. Discovery proceedings followed and were conducted over a period of more than 2 years. The case was set for trial on July 8, 1966.

During the entire period that the litigation has been pending there have been negotiations for settlement from time to time between Television and Atlantic. Numerous offers and counteroffers have been made and rejected. The direct negotiations which ended in settlement commenced several months ago, and the offers and counteroffers made during that period were reviewed and discussed fully by the management and board of directors of each side. The board of directors of Television and Atlantic have formally approved the settlement.

In further support of their application, applicants assert that the settlement was arrived at after extended arm's-length negotiations conducted in good faith without undue influence by either party upon the other. The judge, at several pretrial conferences commencing as early as July 1964, informed the parties that he desired settlement

discussions to be actively conducted and was kept fully informed of the status of these discussions.

On April 22, 1966, Television and Atlantic reached an agreement for the settlement of the suit which provided for the payment by Atlantic of $163,000 to cover the expenses incurred by Television for the conduct of the litigation, and for Atlantic to deliver an additional 37,500 shares of its common stock to Television. The settlement also provided for the release of all claims between Atlantic and Television and for Atlantic to undertake to register the additional shares under the Securities Act of 1933. Definitive terms of the settlement agreement as to the number of Atlantic shares to be transferred to Television in addition to those covered by the contract of August 1961 were agreed to on April 21, 1966. The closing price of Atlantic stock on the American Stock Exchange on April 21, 1966 was $14.50 per share. The closing price of Atlantic stock on the American Stock Exchange on April 29, 1966 was $14.75 per share. The agreement to settle the litigation was first made public on April 22, 1966. Pursuant to a stipulation entered into by the parties, the Court entered an order dismissing the case on April 22, 1966.

As stated above, Television claims that its contract to purchase 115,000 shares of Atlantic stock was never fully consummated due to Atlantic's default. However, such shares were delivered to Television under the contract and are still held by Television. Therefore Atlantic appears to be an affiliated person of Television under section 2(a)(3) of the Act because of Television's present ownership of more than 5 percent of Atlantic's outstanding common stock.

In effect, section 17(a) of the Act, as here pertinent, makes it unlawful for Atlantic as principal to sell any security or other property to Television in consummation of the settlement agreement unless the Commission, upon application under section 17(b) of the Act, grants an exemption from such prohibition. Under section 17(b) of the Act the Commission shall grant such application and issue an order of exemption 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; if the proposed transaction is consistent with the policies of Television as recited in its registration statement and reports filed under the Act; and if the proposed transaction is consistent with the general purposes of the Act.

Notice is further given that any interested person may, not later than May 18, 1966, at 5:30 p.m., submit to the Commission in writing a request 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 should 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. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon such application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 66-5110; Filed, May 10, 1966; 8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 179]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

MAY 6, 1966.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules in Ex Parte No. MC 67 (49 CFR Part 240), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protest must certify that such service has been made. The protest must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined, at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 16961 (Sub-No. 1 TA), filed May 3, 1966. Applicant: COLUMBIA TRANSPORTATION CO., 1000 Congress Street, Portland, Maine. Applicant's representative: Francis E. Barrett, 25 Bryant Avenue, East Milton (Boston), Mass., 02186. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise* as is dealt in by wholesale, retail, and chain grocery and food business houses, from Southboro, Mass., to Portland, Lewiston, and Bangor, Maine, with return of *empty containers, returned or rejected merchandise*, service to be performed in behalf of one shipper, Columbia Markets, Portland, Maine, under a continuing contract, for 150 days. Supporting shipper: Columbia Markets, 1100 Brighton Avenue, Portland, Maine. Send protests to: Donald G. Weiler, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 307, 76 Pearl Street, Portland, Maine, 04112.

No. MC 66562 (Sub-No. 2167 TA), filed May 3, 1966. Applicant: RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York, N.Y., 10017. Applicant's representative: John H. Engle, 2413 Broadway, Kansas City, Mo., 64108. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities, moving in express service*, (1) between Baton Rouge, La., and New Orleans, La., from Baton Rouge over Louisiana Highway 30 to Darrow, La., thence over Louisiana Highway 22 to Burnside, La., thence over Louisiana Highway 44 to junction with U.S. Highway 61, and thence over U.S. Highway 61 to New Orleans, and return over the same route, serving the intermediate points of Geismar, Burnside, Lutcher, Reserve, Good Hope, and Kenner, La.; (2) between Hammond, La., and McComb, Miss., from Hammond, over U.S. Highway 51 to McComb, and return over the same route, serving the intermediate points of Independence, Amite, Roseland, Tangipahoa, and Kentwood, La., and Osyka and Magnolia, Miss.; (3) between Jackson, Miss., and Meridian, Miss., from Jackson over U.S. Highway 80 to Meridian, and return over the same route, serving the intermediate points of Brandon, Pelahatchie, Morton, Forest, Lake, Newton, and Hickory, Miss.; (4) between Jackson, Miss., and Hattiesburg, Miss., from Jackson, over U.S. Highway 49 to Hattiesburg, and return over the same route, serving the intermediate points of Mendenhall, Magee, Mount Olive, Collins, and Seminary, Miss.

(5) Between Jackson, Miss., and Wesson, Miss., from Jackson, over U.S. Highway 51 to Wesson, and return over the same route, serving the intermediate point of Hazlehurst, Miss.; (6) between Indianola, Miss., and Itta Bena, Miss., from Indianola, over U.S. Highway 49W to Belzoni, Miss., thence over Mississippi Highway 7 to Itta Bena, and return over the same route, serving the intermediate points of Inverness and Belzoni, Miss.; (7) serving Moorehead, Miss., as an off-route point on applicant's existing authority between Winona and Indianola, Miss., MC 66562 Sub 1274; (8) between Indianola, Miss., and Tutwiler, Miss., from Indianola, over U.S. Highway 49W to Tutwiler, and return over the same route, serving the intermediate points of Drew, Parchman, and Ruleville, Miss.; (9) serving Ackerman, Miss., as an off-route point on applicant's existing au-

thority between Winona, Miss., and Aberdeen, Miss., MC 66562 Sub 2001 TA, via Mississippi Highway 15; (10) between Memphis, Tenn., and Lambert, Miss., from Memphis, over U.S. Highway 51 to Como, Miss., thence over Mississippi Highway 310 to Crenshaw, thence over Mississippi Highway 3 to Lambert, and return over Mississippi State Highway 3 to Marks, Miss., thence over Mississippi Highway 6 to Batesville, Miss., thence over U.S. Highway 51 to Memphis, Tenn., serving the intermediate points of Hernando, Senatobia, Como, Crenshaw, Sledge, Marks, Batesville, and Sardis, Miss.

(11) Serving Rosedale, Miss., as an off-route point on applicant's existing authority between Memphis, Tenn., and Greenville, Miss., MC 66562 Sub 2081 TA, via Mississippi Highway 8; (12) between Memphis, Tenn., and Millington, Tenn., from Memphis, over U.S. Highway 51 to Millington, Tenn., and return over the same route, serving all intermediate points; (13) between Jackson, Tenn., and Fulton, Ky., from Jackson, over U.S. Highway 45 to junction of U.S. Highway 45E and U.S. Highway 45W, thence over U.S. Highway 45E to Fulton, Ky., and return over U.S. Highway 45W to junction with U.S. Highway 51, thence over U.S. Highway 51 to intersection with Tennessee Highway 21, thence over Tennessee Highway 21 to intersection with Tennessee Highway 78, thence over Tennessee Highway 78 to Dyersburg, Tenn., thence over U.S. Highway 51 to Halls, Tenn., thence over U.S. Highway 51 to intersection with Tennessee Highway 21, thence over Tennessee Highway 21 to intersection with U.S. Highway 45W, thence over U.S. Highway 45W to Tennessee Highway 54, thence over Tennessee Highway 54 to Alamo, Tenn., thence over Tennessee Highway 20 to Jackson, serving the intermediate points of Milan, Greenfield, Martin, Ridgely, Dyersburg, Halls, Newbern, Trimble, Obion, Kenton, Rutherford, Dyer, Trenton, and Alamo, Tenn., and the off-route point of Tiptonville, Tenn.; (14) between Jackson, Tenn., and Selmer, Tenn., from Jackson, over U.S. Highway 45 to junction with Tennessee Highway 18, thence over Tennessee Highway 18 to Bolivar, Tenn., thence over U.S. Highway 64 to Selmer, Tenn., and return over U.S. Highway 45 to Jackson, Tenn., serving the intermediate points of Bolivar, and Henderson, Tenn.; (15) between Princeton, Ky., and Dawson Springs, Ky., from Princeton, over Kentucky Highway 91 to junction with U.S. Highway 641, thence over U.S. Highway 641 to Sturgis, Ky., thence over U.S. Highway 641 to junction with Kentucky Highway 109, thence over Kentucky Highway 109 to Dawson Springs, and return over the same route, serving the intermediate points of Marion, Sturgis, and Providence, Ky.

(16) Between Hopkinsville, Ky., and Cadiz, Ky., from Hopkinsville, over U.S. Highway 68 to Gracey, Ky., thence over U.S. Highway 68 (Kentucky Highway 80) to Cadiz, and return over the same route; (17) between Greensburg, Ky., and Bardstown, Ky., from Greensburg, over Kentucky Highway 61 to junction with U.S. Highway 31E, thence over U.S. Highway 31E to Bardstown, and return over the same route, serving the intermediate point of Hodgenville, Ky.; (18) between East St. Louis, Ill., and Sparta, Ill., from East St. Louis over U.S. Highway 460 to Illinois Highway 13, thence over Illinois Highway 13 to junction with Illinois Highway 4, thence over Illinois Highway 4 to Sparta, and return over the same route, serving the intermediate points of New Athens and Freeburg, Ill.; (19) between Champaign, Ill., and Tuscola, Ill., from Champaign, over U.S. Highway 45 to Tuscola, and return over the same route; (20) between Champaign, Ill., and Rantoul, Ill., from Champaign, over U.S. Highway 45 to Rantoul, and return over the same route; for 150 days. Restrictions: 1. The service to be performed by the applicant shall be limited to that which is auxiliary to or supplemental of express service of the Railway Express Agency, Inc. 2. Shipments transported by applicant shall be limited to those moving on through bills of lading or express receipts. Supporting shippers: The application is supported by statements from 127 shippers, which may be examined here at the Interstate Commerce Commission in Washington, D.C. Send protests to: Anthony Chiusano, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 346 Broadway, New York, N.Y., 10013.

No. MC 66562 (Sub-No. 2168 TA), filed May 3, 1966. Applicant: RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York, N.Y., 10017. Applicant's representative: John H. Engel, 2413 Broadway, Kansas City, Mo., 64108. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities moving in express service*, (1) between Omaha, Nebr., and Columbus, Nebr., serving the intermediate points of Elkhorn, Valley, Fremont, North Bend, Schuyler, and Richland, Nebr.: From Omaha, westerly on U.S. Highway 30A to intersection with Nebraska Highway 31; thence north over Nebraska Highway 31 to intersection with Nebraska Highway 64; thence west over Nebraska Highway 64 to junction with U.S. Highway 275; then over U.S. Highway 275 to intersection with U.S. Highway 30; thence west over U.S. Highway 30 to Columbus, and return over the same route; (2) between Omaha, Nebr., and Concordia, Kans., serving the intermediate points of Mead, Wahoo, Lincoln, Beatrice, Wymore, Fairbury, Hebron, De Witt, and Wilber, Nebr., and Belleville, Washington, and Marysville, Kans.: From Omaha, westerly over U.S. Highway 30A to junction with U.S. Highway 77; then over U.S. Highway 77 to Beatrice, Nebr.; then over U.S. Highway 136 to intersection with U.S. Highway 81; then south over U.S. Highway 81 to Concordia, then north on U.S. Highway 81 to intersection with U.S. Highway 36; then east over U.S. Highway 36 to Marysville, Kans.; then north on U.S. Highway 77 to Beatrice, Nebr.; then west over Nebraska Highway 4 to junction with Nebraska Highway 82; then north on Nebraska Highway 82 to junction with Nebraska Highway 33; then east on Nebraska Highway 33 to intersection with U.S. Highway 77; then north on U.S. Highway 77 to intersection with U.S. Interstate Highway 80; then over U.S. Interstate Highway 80 to Omaha, for 150 days. Restrictions: The service to be performed shall be limited to that which is auxiliary to or supplemental of express service of the Railway Express Agency, Inc. Shipments transported shall be limited to those moving on through bills of lading or express receipts. Supporting shippers: The application is supported by statements from 59 shippers, which may be examined here at the Interstate Commerce Commission in Washington, D.C. Send protests to: Anthony Chiusano, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 346 Broadway, New York, N.Y., 10013.

No. MC 110420 (Sub-No. 524 TA), filed May 3, 1966. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Post Office Box 339, Burlington, Wis., 53105. Applicant's representative: Fred H. Figge (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fruit juices*, in bulk, in stainless steel tank vehicles, from Chicago, Ill., to Muskogee, Okla., for 180 days. Supporting shipper: Wagner Industries, Inc., 1331 South 55th Court, Cicero, Ill., 60650. Send protests to: W. F. Sibbald, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 108 West Wells Street, Room 511, Milwaukee, Wis., 53203.

No. MC 111103 (Sub-No. 17 TA), filed May 3, 1966. Applicant: PROTECTIVE MOTOR SERVICE COMPANY, INC., 725–729 South Broad Street, Philadelphia, Pa., 19147. Applicant's representative: Morris Cheston, Jr., Land Title Building, Philadelphia, Pa., 19110. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Business papers, reports and records, checks in the process of collection, payroll checks, coupons issued for the repayments of loans, bills or invoices issued by doctors and other professional practitioners and by commercial or industrial concerns; bank statements, ledger sheets, trial balance statements and related accounting statements used in bank operations; deposit and withdrawal slips, counter checks and related depositor statements used in the processing of demand and savings deposits; and other related and valuable papers used in the automated processing of bank and commercial and industrial accounting operations*, between Philadelphia, Pa., on the one hand, and, on the other, points in New Jersey, for 180 days. Supporting shippers: The Philadelphia National Bank, Philadelphia, Pa.; Girard Trust Bank, Philadelphia, Pa.; Fidelity-Philadelphia Trust Co., Broad & Walnut Streets, Philadelphia, Pa.; The First Pennsylvania Banking & Trust Co., Philadelphia, Pa. Send protests to: Peter R. Guman, District

Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 900 U.S. Customhouse, Philadelphia, Pa., 19106.

No. MC 113271 (Sub-No. 25 TA), filed May 3, 1966. Applicant: CHEMICAL TRANSPORT, 1627 Third Street NW., Great Falls, Mont., 59401. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Deflorinated phosphate rock*, in bulk, in hopper type vehicles, from Garrison, Mont., to the international boundary between the United States and Canada at the points of entry at or near Trelon and Plentywood, Mont., on traffic destined to Canada, for 180 days. Supporting shipper: Rocky Mountain Phosphates, Inc., Post Office Box 37, Garrison, Mont., 59731. Send protests to: Paul J. Labane, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, U.S. Post Office Building, Billings, Mont., 59101.

No. MC 123934 (Sub-No. 15 TA), filed May 2, 1966. Applicant: KREVDA BROS. EXPRESS, INC., Post Office Box 68, Gas City, Ind. Applicant's representative: Michael J. Krevda (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers* from Dunkirk, Ind., to points in Chautauqua County, N.Y.; and *pallets, platforms and skids and damaged and returned glassware* on return, for 180 days. Supporting shipper: Armstrong Cork Co., Lancaster, Pa., 17604. Send protests to: Heber Dixon, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 308 Federal Building, Fort Wayne, Ind., 46802.

No. MC 124078 (Sub-No. 216 TA), filed May 3, 1966. Applicant: SCHWERMAN TRUCKING CO., 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's representative: James R. Ziperski (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer*, in bulk, from Chattanooga, Tenn., to Dalton, Cumming, Powder Springs, Chatsworth, and Atlanta, Ga., for 150 days. Supporting shipper: Swift & Co., 115 West Jackson Boulevard, Chicago 4, Ill. Send protests to: W. F. Sibbald, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 108 West Wells Street, Room 511, Milwaukee, Wis., 53203.

No. MC 125080 (Sub-No. 1 TA), filed May 3, 1966. Applicant: TETON CRANE AND TRANSPORT, INC., 575 West 20th Street, Idaho Falls, Idaho, 83401. Applicant's representative: R. Rex Meikle, 575 West 20th Street, Idaho Falls, Idaho, 83401. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Prestressed concrete beams*, from Boise, Idaho, to Ontario and Huntington, Oreg., for 120 days. Supporting shipper: Ready-To-Pour Concrete Co., Post Office Box 1221, Idaho Falls, Idaho, 83401. Send protests to: C. W. Campbell, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 203 Eastman Building, Boise, Idaho, 83702.

No. MC 127952 (Sub-No. 1 TA), filed May 2, 1966. Applicant: BLACKBURN TRUCK LINES, INC., 8735 Juniper Street, Los Angeles, Calif., 90002. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Metal cans and tops therefor, and fiberboard milk cartons*, from points in Los Angeles County, Calif., to Phoenix, Ariz., for 180 days. Supporting shippers: Continental Can Co., Inc., Russ Building, San Francisco, Calif., 94104; National Can Corp., 290 Division Street, San Francisco, Calif., 94103. Send protests to: John E. Nance, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Federal Building, Room 7708, 300 North Los Angeles Street, Los Angeles, Calif., 90012.

No. MC 128137 TA, filed May 2, 1966. Applicant: ROSALIND WEISS, doing business as R. WEISS, 567 Arlington Place, Cedarhurst, N.Y. Applicant's representative: Arthur Levine, 288 Old Country Road, Mineola, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over regular routes, transporting: *Women's and children's garments*, hanging, and in cartons, from New York, N.Y., to Morris Plains and Lodi, N.J., from New York through the Lincoln Tunnel to junction New Jersey Highway 3, thence over New Jersey Highway 3 to junction U.S. Highway 46, thence over U.S. Highway 46 to junction U.S. Highway 202 to Morris Plains, return over U.S. Highway 202 to U.S. Highway 46, thence over U.S. Highway 46 to Lodi, thence over U.S. Highway 46 east to the New Jersey Turnpike, thence over the New Jersey Turnpike to the Lincoln Tunnel, for 180 days. Supporting shipper: Holly Stores, Inc., 550 West 59th Street, New York, N.Y., 10019. Send protests to: E. N. Carignan, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 346 Broadway, New York, N.Y., 10013.

No. MC 128141 TA, filed May 3, 1966. Applicant: TRI-STATE TRANSPORT, INC., Post Office Box 4109, Davenport, Iowa, 52808. Applicant's representative: Charles L. Burke, Jr. (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lime and limestone products*, from Davenport, Iowa, and points within 5 miles thereof, to points in Michigan, Indiana, Illinois, Wisconsin, Missouri, and Nebraska, for 150 days. Supporting shipper: Linwood Stone Products Co., Inc., Rural Route No. 2, Davenport, Iowa, 52804. Send protests to: Charles C. Biggers, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 235 U.S. Post Office Building, Davenport, Iowa, 52801.

No. MC 128142 TA, filed May 3, 1966. Applicant: VINCENT A. CONRAD, doing business as W. C. TRUCKING CO., 198 Main Street, Dubuque, Iowa, 52001. Applicant's representatives: Carl E. Munson Associates, Post Office Box 215, 934 University Avenue, Dubuque, Iowa, 52003. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Building materials and supplies*, from Dubuque, Iowa, to points in Illinois and Wisconsin within a 50-mile radius of Dubuque, Iowa, for 180 days. Supporting shipper: Wicks Lumber & Building Supplies, Dubuque, Iowa. Send protests to: Charles C. Biggers, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 235 U.S. Post Office Building, Davenport, Iowa, 52801.

MOTOR CARRIERS OF PASSENGERS

No. MC 45626 (Sub-No. 58 TA), filed May 3, 1966. Applicant: VERMONT TRANSIT CO., INC., 135 St. Paul Street, Burlington, Vt., 05402. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers* in the same vehicle with passengers, in special operations, (1) between junction U.S. Highway 5 and Vermont Highway 25 south of Bradford, Vt., and Wentworth, N.H., serving all intermediate points and including the right of joinder at Warren, N.H., and Wentworth, N.H., with carrier's existing certificated routes: From junction U.S. Highway 5 and Vermont Highway 25 south of Bradford, over Vermont Highway 25 to the Vermont-New Hampshire State line, thence over New Hampshire Highway 25 to Piermont, N.H., thence over New Hampshire Highway 25C to Warren, N.H., thence over New Hampshire Highway 25 to Wentworth, N.H., and return over the same route; (2) between Fairlee, Vt., and Piermont, N.H., serving all intermediate points: From Fairlee, Vt., over the Connecticut River Bridge to Orford, N.H., thence over New Hampshire Highway 10 to Piermont, N.H., serving all intermediate points and including the right of joinder at Orford, N.H. with carrier's existing certificated routes; for 180 days. Supported by Lake Tarleton Club, Pike, N.H. (Walter Jacobs, Innkeeper). Send protesst to: Ross J. Seymour, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 14 Parkhurst Street, Lebanon, N.H., 03766.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-5116; Filed, May 10, 1966; 8:47 a.m.]

[Notice No. 394]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

MAY 6, 1966.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's deviation rules revised, 1957 (49 CFR 211.1(c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

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 211.1(e)) 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 deviation rules revised, 1957, 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 42487 (Deviation No. 61), CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif.; filed April 27, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Chicago, Ill., over Interstate Highway 55 to junction Interstate Highway 80 near Joliet, Ill., thence over Interstate Highway 80 to junction Interstate Highway 80S near Big Springs, Nebr., thence over Interstate Highway 80S to Denver, Colo., 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 pertinent service routes as follows: (1) From Kansas City, Kans., over U.S. Highway 69 to junction U.S. Highway 36, thence over U.S. Highway 36 via Monroe City, Mo., to Indianapolis, Ind.; (2) from Kansas City, Kans., over U.S. Highway 40 to Kingdom City, Mo., thence over U.S. Highway 54 to junction U.S. Highway 36, thence over U.S. Highway 36 via Jacksonville, Ill., to Springfield, Ill., thence over U.S. Highway 66 via Bloomington, Chenoa, and Braidwood, Ill., to Chicago, Ill.; (3) from Wichita, Kans., over U.S. Highway 54 to Liberal, Kans.; (4) from Liberal, Kans., over U.S. Highway 83 to junction U.S. Highway 24, thence over U.S. Highway 24 to Colby, Kans.; (5) from Bucklin, Kans., over unnumbered highway to junction U.S. Highway 154, thence over U.S. Highway 154 to Dodge City, Kans., and thence over U.S. Highway 50 (formerly portion U.S. Highway 50S) to Garden City, Kans.; (6) from Denver, Colo., over U.S. Highway 40 via Agate, Colo., to Limon, Colo., thence over U.S. Highway 24 to junction U.S. Highway 83 (formerly portion U.S. Highway 24), and thence over U.S. Highway 83 via Halford, Kans., to Oakley, Kans.; and (7) from Kansas City, Kans., over the Kansas Turnpike to Wichita, Kans.; and return over the same routes.

No. MC 43421 (Deviation No. 12), DOHRN TRANSFER COMPANY, Post Office Box 1237, Rock Island, Ill., 61202, filed May 2, 1966. Carrier's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Fort Wayne, Ind., over Interstate Highway 69 to junction Indiana Highway 9, near Anderson, Ind., 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 pertinent service routes as follows: (1) From Cincinnati, Ohio, over U.S. Highway 25 to Wapakoneta, Ohio, thence over U.S. Highway 33 to Fort Wayne, Ind., and thence over U.S. Highway 30 to junction U.S. Highway 41, and (2) from Indianapolis, Ind., over Indiana Highway 67 to junction Indiana Highway 9, thence over Indiana Highway 9 to Anderson, Ind., thence over Indiana Highway 32 to Muncie, Ind., thence over Indiana Highway 67 to the Indiana-Ohio State line, and thence over Ohio Highway 29 to St. Marys, Ohio, and return over the same routes.

No. MC 50544 (Deviation No. 3), THE TEXAS AND PACIFIC MOTOR TRANSPORT COMPANY, 210 North 13th Street, St. Louis, Mo., 63103, filed May 2, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between junction U.S. Highway 80 and Interstate Highway 20, at or near Mesquite, Tex., and junction Interstate Highway 20 and Texas Highway 149, at or near Longview, Tex., over Interstate Highway 20, 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: Between Mesquite, Tex., and Longview, Tex., over U.S. Highway 80.

No. MC 112107 (Sub-No. 1) (Deviation No. 2) (Cancels deviation No. 1), NEW ENGLAND MOTOR FREIGHT, INC., 90 Grove Street, Paterson, N.J., filed May 2, 1966. Applicant's representative: Morton E. Kiel, 140 Cedar Street, New York, N.Y., 10006. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (1) From Paterson, N.J., over Interstate Highway 80 to junction Interstate Highway 95, at or near Teaneck, N.J., thence over Interstate Highway 95 across the George Washington Bridge to junction Interstate Highway 91, at New Haven, Conn., thence over Interstate Highway 91 to junction U.S. Highway 6, at Hartford, Conn., and thence over U.S. Highway 6 to Providence, R.I., (2) from Paterson, N.J., over the route described in (1) above to New Haven, Conn., thence over Interstate Highway 95 to Providence, R.I., and (3) from Paterson, N.J., over the route described in (1) above to the New York-Connecticut State line, at the western terminus of the Connecticut Turnpike, thence over the Connecticut Turnpike to the eastern terminus of the Connecticut Turnpike at the Connecticut-Rhode Island State line, thence over U.S. Highway 6 to Providence, R.I., 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 Paterson, N.J., over New Jersey Highway 4 to junction U.S. Highway 1 (also from Paterson over New Jersey Highway 6 to junction U.S. Highway 1), thence over U.S. Highway 1 via New York, N.Y., to Providence, R.I., and (2) from New London, Conn., over Connecticut Highway 12 to Putnam, Conn., thence over U.S. Highway 44 to Providence, R.I., and return over the same routes.

MOTOR CARRIERS OF PASSENGERS

No. MC 107109 (Deviation No. 8) INDIANAPOLIS & SOUTHEASTERN TRAILWAYS, INC., 1318 North Capitol Avenue, Indianapolis, Ind., filed April 27, 1966. Carrier's representative: James E. Wilson, 1735 K Street NW., Washington, D.C., 20006. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over a deviation route as follows: From junction U.S. Highway 25 and Interstate Highway 75 (approximately 2 miles south of Williamsburg, Ky.), over Interstate Highway 75 to junction Interstate Highway 75 and U.S. Highway 25 (approximately 1 mile south of Jellico, Tenn.), and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers, and the same property, over a pertinent service route as follows: From junction U.S. Highway 25 and Interstate Highway 75 (approximately 2 miles south of Williamsburg, Ky.), over U.S. Highway 25 to junction U.S. Highway 25 and Interstate Highway 75 (approximately 1 mile south of Jellico, Tenn.), and return over the same route.

No. MC 109780 (Deviation No. 16), TRANSCONTINENTAL BUS SYSTEM, INC., 315 Continental Avenue, Dallas 2, Tex., filed April 27, 1966. 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 deviation routes as follows: From Checotah, Okla., over Interstate Highway 40 to interchange Interstate Highway 40 and U.S. Highway 64, located six (6) miles west of Fort Smith, Ark., with the following access routes, (1) from Warner, Okla., over access road and Oklahoma Highway 2, to interchange Interstate Highway 40, (2) from Sallisaw, Okla., over access road and U.S. Highway 59 to interchange Interstate Highway 40, and (3) from Sallisaw, Okla., over access road and U.S. Highway 64 to interchange Interstate Highway 40, and return over the same routes, for operating convenience only. The notice indicates that the carrier is authorized to transport passengers and the same property over pertinent service routes as follows: (1) From Oklahoma City, Okla., over U.S. Highway 62 to junction U.S. Highway 266 at or near Henryetta, Okla., thence over U.S. Highway 266 to junction unnumbered highway, thence over unnumbered highway to Wildcat, Okla., thence return over unnumbered highway to junction U.S. Highway 266, thence over U.S. Highway 266 to junction Oklahoma Highway 2, thence over Oklahoma Highway 2 to Warner, Okla., and (2) from Tulsa, Okla., over U.S. Highway 64, via

Muskogee, Warner, and Gore, Okla., to Fort Smith, Ark., and return over the same routes.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 66-5117; Filed, May 10, 1966; 8:47 a.m.]

[Notice 916]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MAY 6, 1966.

The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

No. MC 112696 (Sub-No. 34), filed May 4, 1966. Applicant: HARTMANS, INCORPORATED, Post Office Box 898, Harrisonburg, Va. Applicant's representative: James E. Wilson, 1735 K Street N.W., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, frozen foods, food products, and chewing gum*, from points in Massachusetts, Connecticut, New York, Pennsylvania, New Jersey, Maryland, Delaware, to points in Virginia, Alabama, Tennessee, Mississippi, and Louisiana.

HEARING: May 24, 1966, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Edith H. Cockrill.

No. MC 115840 (Sub-No. 24), filed April 25, 1966. Applicant: COLONIAL FAST FREIGHT LINES, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, and iron and steel articles*, from Gadsden and Birmingham, Ala., to points in Texas.

HEARING: May 24, 1966, at the Hotel Thomas Jefferson, Second Avenue and 17th Street North, Birmingham, Ala., before Examiner Walter D. Matson.

No. MC 6031 (Sub-No. 38) (Republication), filed January 5, 1966, published FEDERAL REGISTER issue of January 27, 1966, and republished, this issue. Applicant: BARRY TRANSFER & STORAGE COMPANY, a corporation, 120 East National Avenue, Milwaukee, Wis., 53204. Applicant's representative: William C. Dineen, 710 North Plankinton Avenue, 412 Empire Building, Milwaukee, Wis., 53203. By application filed January 5, 1966, applicant seeks a permit authorizing operations, in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of liquid carbon dioxide, from Milwaukee, Wis., to Menominee, Mich., and Sawyer Air Force Base, at or near Gwinn, Minn. An order of the Commission, Operating Rights Board No. 1, dated April 22, 1966, and served April 29, 1966, finds that operation, in interstate or foreign commerce, by applicant as a contract carrier by motor vehicle, over irregular routes, of *liquid carbon dioxide*, in bulk, in shipper-owned tank vehicles, from Milwaukee, Wis., to Menominee, Mich., and Sawyer Air Force Base at or near Gwinn, Mich., under a continuing contract with Pure Carbonic Co., a division of Air Reduction Co., Inc., of New York, N.Y., will be consistent with the public interest and the national transportation policy, that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder, and that an appropriate permit should be issued, subject to the condition that it shall be limited in point of time to a period expiring 5 years from the effective date thereof. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a permit in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 116254 (Sub-No. 62) (Republication), filed November 4, 1965, published FEDERAL REGISTER issue of November 18, 1965, and republished, this issue. Applicant: D & L TRANSPORT, INC., 3800 South Laramie Avenue, Cicero, Ill., 60650. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. By application filed November 4, 1965, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of dimethyl terephthalate and terephthalic acid, in bins of 4,000 pounds to 5,500 pounds capacity each, from the plant site of Amoco Chemicals Corp. located at or near Decatur, Ala., to points in Alabama, Georgia, Illinois, Indiana, Mississippi, North Carolina, Ohio, Kentucky, South Carolina, Tennessee, Virginia, and West Virginia, restricted to traffic which is loaded in bins or containers prior to placement on vehicles, which is destined to Kingsport, Tenn., and points in Virginia and West Virginia. An order of the Commission, Operating Rights Board No. 1, dated April 21, 1966, and served April 28, 1966, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier, by motor vehicle, over irregular routes, of *dimethyl terephthalate* and *terephthalic acid*, other than in bulk, from the plantsite of Amoco Chemicals Corp., at or near Decatur, Ala., to points in Georgia, Illinois, Indiana, Mississippi, North Carolina, Ohio, Kentucky, South Carolina, Tennessee, Virginia, and West Virginia, that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 126745 (Sub-No. 9) (Republication), filed August 26, 1965, published FEDERAL REGISTER issue of September 9, 1965, and republished, this issue. Applicant: SOUTHERN COURIERS, INC., 222-17 Northern Boulevard, Bayside, N.Y. Applicant's representative: Ewell H. Muse, Jr., Suite 415, Perry-Brooks Building, Austin, Tex., 78701. By application filed August 26, 1965, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of the commodities and between the points indicated in the findings below, except that applicant requests that the proposed service be limited to shippers other than banks and banking institutions. An order of the Commission, Operating Rights Board No. 1, dated April 22, 1966, and served April 29, 1966, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of *business papers, records*, and *audit accounting media*, between Birmingham, Ala., on the one hand, and, on the other, points in Georgia, that notice of this finding should be published in the FEDERAL REGISTER. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of authority actually granted will be published in the FEDERAL REGISTER, and any proper party in interest may file an appropriate pleading within a period of 30 days from the date of such publication.

No. MC 127442 (Republication), filed July 16, 1965, published FEDERAL REGISTER issues of August 11, 1965, and December

29, 1965, respectively, and republished, this issue. Applicant: JOHN PIZER, doing business as JOHN PIZER TAXI, 224½ South Broad Street, Grove City, Pa. Applicant's representative: David W. Ketler, Grove City National Bank Building, Grove City, Pa. By application filed July 16, 1965, as amended, applicant seeks a permit authorizing operations, in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of *parcels not exceeding 1,000 pounds in weight, such as may be transported by station wagon, including machinery parts, tools, and light manufactured items*, (1) between the Borough of Grove City and the Franklin Airport, Venango County, Pa., the Cleveland Hopkins Airport, Cuyahoga County, Ohio, and the Youngstown Airport, Trumbull County, Ohio, for shipment by airfreight, and (2) between the Cooper-Bessemer Corp. plant, Grove City, Pa., and Youngstown, Cleveland, and Akron, Ohio; under contract with the Cooper-Bessemer Corp., Grove City, Pa. An order of the Commission, Operating Rights Board No. 1, dated April 22, 1966, and served April 29, 1966, finds that operation by applicant, in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of (1) *tools*, and *parts and equipment for engines and machinery*, from the plantsite of the Cooper-Bessemer Co., located at Grove City, Pa., to Akron, Cleveland, and Youngstown, Ohio, the Franklin Airport, located in Venango County, Pa., and the Youngstown Airport, located in Trumbull County, Ohio, and (2) *parts, materials, and supplies used in the manufacture of engines and machinery*, from the destination points to the origin points described in (1) above (subject to the limitation that shipments moving from or to airports will be restricted to those having a prior or subsequent movement by air), under a continuing contract with the Cooper-Bessemer Co., Grove City, Pa., will be consistent with the public interest and the national transportation policy, that the applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a permit in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 127674 (Republication), filed October 22, 1965, published FEDERAL REGISTER issue of December 9, 1965, and republished, this issue. Applicant: OWEN MICKEY LITTLE, doing business as OWEN M. LITTLE, Zionville, N.C. By application filed October 22, 1965, applicant seeks a permit authorizing operations, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of cinder blocks, gravel, and crushed stone, (1) from points in Watauga County, N.C., to points in Johnson County, Tenn., and (2) from Dante, Va., to Boone, N.C. An order of the Commission, Operating Rights Board No. 1, dated April 22, 1966, and served April 29, 1966, finds that operation by applicant, in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of *gravel and sand*, from Dante, Va., to Boone, N.C., under a continuing contract with Maymead Block Co., of Boone, N.C., will be consistent with the public interest and the national transportation policy, that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings herein, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a permit herein will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

NOTICE OF FILING OF PETITION

No. MC 6805 (Sub-No. 2) (Notice of filing of petition to amend authority granted), filed April 21, 1966. Petitioner: SIEBERT TRUCKING CO., a corporation, 416 45th Street, Union City, N.J. Petitioner's representative: Morton E. Kiel, 140 Cedar Street, New York 6, N.Y. By application filed March 26, 1965, applicant sought a certificate as a common carrier by motor vehicle, over irregular routes, to transport cement, from the storage facilities of Hercules Cement Co., division of American Cement Corp., Edgewater, N.J., to points in Connecticut, those in New Jersey on and north of New Jersey Highway 33 and those in Nassau, Suffolk, Westchester, Dutchess, Putnam, Orange, Rockland, Sullivan, and Ulster Counties, N.Y., and returned shipments on return. By order dated February 10, 1966, Division 1 affirmed the findings of Operating Rights Review Board No. 1, and the grant of authority became administratively final. Petitioner states that it was recently advised that because of circumstances beyond the control of shipper, the facilities for the handling of cement, which were required to be installed on the silos at the premises in Edgewater would not be installed. Therefore, arrangements were made for the construction of silos for use of the shipper at Weehawken, N.J. By the instant petition, petitioner requests that the certificate to be issued authorize transportation as follows: *Cement*, over irregular routes, from the storage facility of Hercules Cement Co., division of American Cement Corp., Weehawken, N.J., to points in Connecticut, those in New Jersey on and north of New Jersey Highway 33, and those in Nassau, Suffolk, Westchester, Dutchess, Putnam, Orange, Rockland, Sullivan, and Ulster Counties, N.Y. Any interested person desiring to participate may file an original and six copies of his written representations, views, or argument in support of, or against the petition, within 30 days from the date of publication in the FEDERAL REGISTER.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

No. MC 55896 (Sub-No. 25), filed April 25, 1966. Applicant: R. W. EXPRESS, INC., 4840 Wyoming, Dearborn, Mich., 48126. Applicant's representative: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Toledo, Ohio, and points in Ohio. NOTE: Application is directly related to MC–F–9369, published March 16, 1966. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 66512 (Sub-No. 4), filed April 26, 1966. Applicant: P & G MOTOR FREIGHT, INCORPORATED, 450 Burnham Street, South Windsor, Conn. Applicant's representatives: Clyde E. Herring, The Shoreham Building, 15th and H Streets NW., Washington, D.C., 20005, Louis Barsky, Suite 327, 40 Court Street, Boston, Mass., and Frank J. Weiner, 182 Forbes Building, Forbes Road, Braintree, Mass., 02184. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and commodities requiring special equipment), between points in Massachusetts. NOTE: This application is directly related to MC–F–9410, published FEDERAL REGISTER issue of May 4, 1966.

No. MC 109533 (Sub-No. 31), filed April 15, 1966. Applicant: OVERNITE TRANSPORTATION COMPANY, a corporation, 1100 Commerce Road, Richmond, Va., 23209. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, (1) between junction U.S. Highway 1 (301) and Virginia Highway 145 and junction Virginia Highway 616 and U.S. Highway 1 (301); from junction U.S. Highway 1 (301) and Virginia Highway 145, over Virginia Highway 145 to junction Virginia Highway 10, thence over Virginia Highway 10 to junction Virginia Highway 616, thence over Virginia Highway 616 to junction U.S. Highway 1

(301), (2) between junction U.S. Highway 1 (301) and Virginia Highway 638 and Chesterfield Courthouse; from junction U.S. Highway 1 (301) and Virginia Highway 638, over Virginia Highway 638 to junction Virginia Highway 10, thence over Virginia Highway 10 to Chesterfield Courthouse, (3) between junction Virginia Highways 655 and 10, at Chesterfield Courthouse, and Pocahontas State Park; from junction Virginia Highway 655 and Virginia Highway 10, over Virginia Highway 655 to Pocahontas State Park, (4) between junction Virginia Highways 655 and 636 near Chesterfield Courthouse and junction Virginia Highways 669 and 602; from junction Virginia Highway 655 and Virginia Highway 636, over Virginia Highway 636 to junction Virginia Highway 602, thence over Virginia Highway 602 to junction Virginia Highway 669, (5) between junction Virginia Highways 636 and 626 and junction Virginia Highways 600 and 626; from junction Virginia Highway 636 and Virginia Highway 626, over Virginia Highway 626 to junction Virginia Highway 600.

(6) Between junction Virginia Highways 628 and 602 and junction Virginia Highways 628 and 36, near Ettrick; from junction Virginia Highway 628 and Virginia Highway 602, over Virginia Highway 628 to junction Virginia Highway 36 at or near Ettrick, (7) between junction Virginia Highways 669 and 626 and junction Virginia Highways 602 and 669; from junction Virginia Highway 669 and Virginia Highway 626, over Virginia Highway 669 to junction Virginia Highway 602, (8) between junction Virginia Highways 669 and 601 and junction Virginia Highways 601 and 36; from junction Virginia Highway 669 and Virginia Highway 601, over Virginia Highway 601 to junction Virginia Highway 36, (9) between junction Virginia Highways 600 and 36 and Petersburg, Va.; from junction Virginia Highway 600 and Virginia Highway 36, over Virginia Highway 600 to junction U.S. Highways 460 and 1, thence over U.S. Highways 460 and 1 to Petersburg, (10) between junction Virginia Highways 36 and 600 and Virginia Highways 626 and 625; from junction Virginia Highway 36 and Virginia Highway 600, over Virginia Highway 600 to junction Virginia Highway 626, thence over Virginia Highway 626 to junction Virginia Highway 625, (11) between junction Virginia Highways 625 and 10 and junction Branders Bridge Road and U.S. Highway 1 (301) in Colonial Heights; from junction Virginia Highway 625 and Virginia Highway 10, over Virginia Highway 625 to Branders Bridge Road, thence over Branders Bridge Road to junction U.S. Highway 1 (301) at or near Colonial Heights, (12) between junction Virginia Highways 145 and 144, near Centralia, and junction Virginia Highways 10 and 144, near Chester, Va.; from junction Virginia Highway 144 and Virginia Highway 145, near Centralia, over Virginia Highway 144 to junction Virginia Highway 10, near Chester.

(13) Between junction Virginia Highways 144 and 10 and junction Virginia Highway 144 and U.S. Highway 1 (301); from junction Virginia Highway 144 and Virginia Highway 10, near Chester, over Virginia Highway 144 to junction U.S. Highway 1 (301), (14) between junction Virginia Highways 616 and 10 and junction Virginia Highways 1132 and 620; from junction Virginia Highway 616 and Virginia Highway 10, over Virginia Highways 616 and 619 to junction Virginia Highways 620 and 1132, (15) between junction Virginia Highways 620 and 619 and junction Virginia Highways 619 and 617; from junction Virginia Highway 619 and Virginia Highway 620, over Virginia Highway 619 to junction Virginia Highway 617, (16) between junction Virginia Highways 616 and 615 and junction Virginia Highways 732 and 618; from junction Virginia Highway 616 and Virginia Highway 615, over Virginia Highways 616 and 732 to junction Virginia Highway 618, and return over the same routes, serving all intermediate points in connection with (1) through (16) above, and (17) from Meadowville, Va., southwardly, returning to the same point in a circuitous manner, over Virginia Highways 619, 617, 620, and 618, as they variously connect, serving all intermediate points. Restriction: This authority shall not authorize service at any point on Virginia Highway 10 east of U.S. Highway 1 (301) nor at Bermuda Hundred, provided that the granting of this authority is without restriction to service by Richmond-Petersburg Freight Line or by Wilson Trucking Corp., or the successors of either of them, at points now served by either corporation. NOTE: The application is directly related to Docket No. MC–F 9403, published April 27, 1966. If a hearing is deemed necessary, applicant requests it be held at Richmond, Va.

No. MC 128132, filed April 25, 1966. Applicant: GEORGE A. TAYLOR, INC., 4 Philmore Avenue, Post Office Box 188, Caledonia, N.Y. Applicant's representative: Herbert M. Canter, 345 South Warren Street, Syracuse, N.Y., 13202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Gypsum products, plaster retarder, plaster accelerator, plasterboard joint system, tape, and wallboard*, except liquid commodities in bulk, in tank vehicles, from the plantsite of the Ruberoid Co., Wheatland (Monroe County), N.Y., to points in Ohio, those in Pennsylvania west of U.S. Highway 15, and those in Macomb, Monroe, Wayne, and Oakland Counties, Mich.; and *empty containers or other such incidental facilities* used in transporting the above-specified commodities, on return, (2) *mineral wool*, in mixed shipments with gypsum products, plaster retarder, plaster accelerator, plasterboard joint system, tape and wallboard, from the plantsite of the Ruberoid Co., Wheatland (Monroe County), N.Y., to points in Ohio, that part of Pennsylvania on and west of U.S. Highway 15, and points in Macomb, Monroe, Wayne, and Oakland Counties, Mich., with no transportation for compensation on return except as otherwise authorized, (3) *gypsum, gypsum products, plaster retarder, plaster accelerator, plasterboard joint system, tape, and wallboard, and mineral wool*, in mixed loads with the commodities specified herein, from the plantsite of the Ruberoid Co., Wheatland (Monroe County), N.Y., to New York, N.Y., points in Nassau and Suffolk Counties, N.Y., and Connecticut, Massachusetts, and Rhode Island, with no transportation for compensation on return except as otherwise authorized.

(4) *Gypsum products, plaster retarder, plaster accelerator, plasterboard joint system, tape, and wallboard*, from the plantsite of The Ruberoid Co., Wheatland (Monroe County), N.Y., to points in New Jersey and in that part of Pennsylvania on and east of U.S. Highway 15, with no transportation for compensation on return except as otherwise authorized. NOTE: Applicant states that authority sought herein is a conversion of Permit No. MC 117774 and Sub-Nos. 1, 2, and 4 to certificates of public convenience and necessity. Said permits all contained shipper keystones restricting operations to those performed under contract or contracts with The Ruberoid Co. To preserve parity therewith in this conversion applicant has proposed a plantsite restriction. Authority sought is to be tacked with authority being concurrently sought in another BMC 78 application to convert certificate of registration No. MC 45762 (Sub-No. 2), in which applicant is authorized to operate in the State of New York, to a certificate of public convenience and necessity. Application is directly related to MC–F–9408, to be published May 4, 1966.

If a hearing is deemed necessary, applicant requests it be held at Syracuse, N.Y.

No. MC 128132 (Sub-No. 1), filed April 25, 1966. Applicant: GEORGE A. TAYLOR, INC., 4 Philmore Avenue, Post Office Box 188, Caledonia, N.Y. Applicant's representative: Herbert M. Canter, 345 South Warren Street, Syracuse, N.Y., 13202. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except household goods as defined by the Commission, commodities which require special equipment, commodities in bulk, commodities of unusual value, and classes A and B explosives), (1) between Albion and Buffalo, N.Y., as follows: From Albion, N.Y., over New York Highway 279, to Waterport, thence over unnumbered county road to Lyndonville, N.Y., thence over New York Highway 63 to Medina, N.Y., thence over New York Highway 31 to Lockport, N.Y., thence over New York Highway 78 to junction New York Highway 263, thence over New York Highway 263 to Buffalo; and return over the following route: From Buffalo over New York Highway 263 to junction New York Highway 78, thence over New York Highway 78 to Lockport, N.Y., thence over New York Highway 78 to Olcott, N.Y., thence over New York Highway 18 to Sommerset, N.Y., thence over unnumbered county road to junction U.S. Highway 104, thence over U.S. Highway 104 to Hart-

land, N.Y., thence over unnumbered county road to Gasport, N.Y., thence over New York Highway 31 to Medina, N.Y., thence over New York Highway 63 to Lyndonville, N.Y., thence over unnumbered county road to Waterport, N.Y., thence over New York Highway 279 to junction New York Highway 98, thence over New York Highway 98 to Albion; serving all intermediate points and the off-route points of Ashwood, Eagle Harbor, Kendall, Millers, and West Kendall (Orleans County), N.Y.; (2) between Buffalo and Rochester, N.Y., over New York Highway 33, including service from Buffalo, Batavia, and Rochester, N.Y., to all intermediate points, and the off-route points of East Pembroke, Elba, South Byron, Byron, Clarendon, and Bergen, N.Y.

(3) Between Batavia and Rochester, N.Y., over New York Highway 33 and 33A; and (4) between Batavia and Rochester, N.Y.: From Batavia over New York Highway 5 to East Avon, N.Y., thence over U.S. Highway 15 to Rochester, and return over the same route, serving the intermediate points of Stafford, Le Roy, Caledonia, and Avon, N.Y., and the off-route point of Mumford, N.Y. NOTE: Applicant is authorized to conduct operations as a contract carrier in permit No. 117774 and subs thereunder; therefore, dual operations may be involved. Applicant states that the authority sought is basically a conversion of certificate of registration No. MC 45762 (Sub-No. 2), which is based upon a New York Public Service Commission certificate of public convenience and necessity, and each route is to be authorized to be tacked with each other route as is authorized by the New York Public Service Commission in Part 831, Title 16, of the Official Compilation of Codes, Rules and Regulations of the State of New York. Applicant states that such authority is further to be tacked with certificates being concurrently sought which are essentially a conversion of applicant's present Permits in MC 117774 and Subs-No. 1, 2, and 4, in which applicant is authorized to operate in the States of New York, Ohio, Pennsylvania, Michigan, Connecticut, Massachusetts, Rhode Island, and New Jersey. Application is directly related to MC-F-9408, to be published May 4, 1966. If a hearing is deemed necessary, applicant requests it be held at Syracuse, N.Y.

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 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-9413. Authority sought for control and merger by W. J. DIGBY, INC., 1960 31st Street, Post Office Box 5088, Terminal Annex, Denver, Colo., of the operating rights and property of FRESNO - ALBUQUERQUE TRUCK LINE, INC., doing business as CARDINAL EXPRESS LINES, 1661 Chapin Road, Montebello, Calif., and for acquisition by JAMES F. DIGBY, also of Denver, Colo., of control of such rights and property through the transaction. Applicants' attorney: Truman A. Stockton, Jr., the 1650 Grant Street Building, Denver, Colo., 80203. Operating rights sought to be controlled and merged: *Alcohol, alcoholic beverages,* and *wine-making materials, and supplies,* as a *common carrier,* over regular and irregular routes, from Fresno, Calif., and points within 25 miles of Fresno to Albuquerque, N. Mex., and to and from the intermediate points of Bakersfield, Calif., and Gallup, N. Mex.; *alcoholic beverages, glass containers, caps, cartons, and cooperage,* from Albuquerque, N. Mex., to Fresno, Calif., including points within 25 miles of Fresno, and to and from the intermediate points of Bakersfield, Calif., and Gallup, N. Mex.; *malt beverages,* over irregular routes, from Golden, Colo., to certain specified points in California. Restriction: The service authorized herein is subject to the following conditions: Carrier's operations shall be conducted separately from carrier's other business activities. Carrier shall maintain separate accounting systems for its private and for-hire operations. Carrier shall not at the same time and in the same vehicle transport property both as a private and as a for-hire carrier; *frozen fruits, frozen vegetables,* and *frozen fish,* in packages, when moving in the same vehicle with frozen fruits and frozen vegetables, from points in California, Oregon, and Washington, to Denver, Colo., from points in California, to Pueblo, Colo.; and *frozen vegetables,* and *frozen fish,* in packages, when moving in the same vehicle with frozen vegetables, from Los Angeles and Watsonville, Calif., to Salt Lake City, Utah. W. J. DIGBY, INC., is authorized to operate as a *common carrier* in Colorado, Arizona, California, New Mexico, Utah, Nevada, and Idaho. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9414. Authority sought for purchase by STOTT & DAVIS MOTOR EXPRESS, INC., 18 Garfield Street, Auburn, N.Y., of the operating rights and property of RUSSELL LADER and LEWIS LADER, a partnership, doing business as LADERS TRANSPORTATION CO., 18 West Elizabeth Street, Skaneateles, N.Y., and for acquisition by WILLIAM STOTT, Owasco Road, Auburn, N.Y., JACK N. DAVIS, West Lake Road, Auburn, N.Y., RICHARD H. DAVIS, John Smith Avenue, Auburn, N.Y., and LILLIAN D. ELLIS, Rockefeller Road, Auburn, N.Y., of control of such rights and property through the purchase. Applicants' attorneys: Norman M. Pinsky and Herbert M. Canter, both of 345 South Warren Street, Syracuse, N.Y., 13202, and George M. Michaels, Carr Building, 188 Genesee Street, Auburn, N.Y., 13022. Operating rights sought to be transferred: *General commodities,* excepting, among others, household goods and commodities in bulk, as a *common carrier,* over a regular route, between Syracuse, N.Y., and Skaneateles, N.Y., serving the intermediate points of Elbridge, Skaneateles Junction, Glenside, Skaneateles Falls, and Mottville, N.Y.; and under a certificate of registration in Docket No. MC-28711 Sub-No. 2, covering the transportation of property, as a common carrier, in intrastate commerce, within the State of New York. Vendee is authorized to operate under a certificate of registration, as a common carrier, in the State of New York. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9415. Authority sought for purchase by FRANK C. KLEIN & CO., INC., 3600 East 46th Avenue, Denver, Colo., 80216, of a portion of the operating rights of JIM CHELF, INC., 5226 Brighton Boulevard, Denver, Colo., 80216, and for acquisition by FRANK C. KLEIN and DAVID E. KLEIN, both of 3600 East 46th Avenue, Denver, Colo., of control of such rights through the purchase. Applicants' attorneys: Stockton, Lewis & Mitchell, 1650 Grant Street, Denver, Colo., 80203. Operating right sought to be transferred: *Petroleum products,* in bulk, as a *common carrier,* over irregular routes, from Sinclair (formerly Parco), Wyo., to Big Spring and Ogallala, Nebr., and certain specified points in Colorado, from Sinclair (formerly Parco), Wyo., to construction projects in Colorado not located within the limits of incorporated cities or towns; and *refined petroleum products,* from refining and distributing points in Kansas, to certain specified points in Colorado. Vendee is authorized to operate as a *common carrier* in Wyoming, Colorado, Kansas, Oklahoma, Texas, Nebraska, New Mexico, Montana, and Utah. Application has not been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 66-5118; Filed, May 10, 1966; 8:47 a.m.]

[Notice 918]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MAY 6, 1966.

The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

The applications immediately following are assigned for hearing at the time and place designated in the notice of filing as here published in each proceeding. All of the proceedings are subject to the special rules of procedure for hearing outlined below:

SPECIAL RULES OF PROCEDURE FOR HEARING

(1) All of the testimony to be adduced by applicant's company witnesses shall be in the form of written statements which shall be submitted at the hearing at the time and place indicated.

(2) All of the written statements by applicant's company witnesses shall be offered in evidence at the hearing in the same manner as any other type of evidence. The witnesses submitting the written statements shall be made available at the hearing for cross-examination, if such becomes necessary.

(3) The written statements by applicant's company witnesses, if received in evidence, will be accepted as exhibits. To the extent the written statements refer to attached documents such as copies of operating authority, etc., they should be referred to in written statement as numbered appendices thereto.

(4) The admissibility of the evidence contained in the written statements and the appendices thereto, will be at the time of offer, subject to the same rules as if the evidence were produced in the usual manner.

(5) Supplemental testimony by a witness to correct errors or to supply inadvertent omissions in his written statement is permissible.

No. MC 114569 (Sub-No. 78), filed April 27, 1966. Applicant: SHAFFER TRUCKING, INC., Post Office Box 418, New Kingstown, Pa. Applicant's representative: James Hagar, Commerce Building, Box 432, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except in bulk, in tank vehicles), and *advertising materials, supplies, and premiums*, when moving in the same vehicle, from the facilities of American Home Products Corp., at La Porte, Ind., to points in Rhode Island, Connecticut, Massachusetts, Delaware, Virginia, Maryland, West Virginia, Ohio, Kentucky, Tennessee, North Carolina, New Jersey, New York, and Pennsylvania, and the District of Columbia.

HEARING: June 6, 1966, at the Indiana Public Service Commission, New State Office Building, 100 North Senate Avenue, Indianapolis, Ind., before Examiner Theodore M. Tahan.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-5119; Filed, May 10, 1966; 8:47 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

MAY 6, 1966.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket No. M-3995, filed April 20, 1966. Applicant: BATESVILLE TRUCK LINE, INC., Lower Boswell Street, Batesville, Ark. Applicant's representative: M. F. Highsmith, Fourth and College Streets, Batesville, Ark. Certificate of public convenience and necessity sought to operate a freight service as follows: Transporting *general commodities*, (1) between junction of Arkansas Highways 58 and 69, over Arkansas Highway 58, to Guion, Ark., (2) between Mount Pleasant, Ark., and Guion, Ark., over unmarked county road, (3) between Guion, Ark., and junction Arkansas Highway 14, over unmarked county road, (4) between junction of Arkansas Highways 5 and 9 over Arkansas Highway 5 to junction of Arkansas Highway 5 and U.S. Highway 62, and (5) between junction of Arkansas Highways 14 and 9 over Arkansas Highway 14 to junction of Arkansas Highways 14 and 27, serving all intermediate points on the above-described routes. NOTE: Foregoing sought authority to be tacked with present authority of applicant contained in Arkansas certificate No. M-448 and Interstate Certificate of Registration MC-97127 Sub 3. Also, by the instant application authority is sought to serve in both intrastate and interstate commerce.

HEARING: June 7, 1966, at 10 a.m., at the offices of the Arkansas Commerce Commission, Justice Building, Little Rock, Ark. Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Arkansas Commerce Commission, Justice Building, Little Rock, Ark., 72201, and should not be directed to the Interstate Commerce Commission.

State Docket No. MT-6862, filed April 11, 1966. Applicant: FRANK L. BROWN, doing business as BROWN THE MOVER, 58 Herman Street, Buffalo, N.Y. Applicant's representative: William J. Hirsch, 43 Niagara Street, Buffalo, N.Y. Certificate of public convenience and necessity sought to operate a freight service as follows: Transporting *Safes and machinery*, restricted to articles weighing under 2,000 pounds and requiring special equipment; *store, restaurant, hotel, and institutional fixtures and equipment* (other than new furniture); and *commercial refrigeration equipment*, from the City of Buffalo, N.Y., to points in Allegany, Cattaraugus, Chautauqua, Erie, Genesee, Niagara, Orleans, and Wyoming Counties, N.Y., and *returned, rejected, and traded-in merchandise of the same description*, in the reverse direction.

HEARING: Date and time of hearing to be hereafter fixed. Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Public Service Commission, 55 Elk Street, Albany, N.Y., 12225, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-5120; Filed, May 10, 1966; 8:47 a.m.]

[3d Rev. S.O. 562; Pfahler's ICC Order 200, Amdt. 2]

ALL RAILROADS

Rerouting of Traffic

Upon further consideration of Pfahler's ICC Order No. 200 and good cause appearing therefor:

It is ordered, That:

Pfahler's ICC Order No. 200 be, and it is hereby amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) *Expiration date.* This order shall expire at 11:59 p.m., July 31, 1966, unless otherwise modified, changed or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., May 9, 1966, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement, and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., May 5, 1966.

INTERSTATE COMMERCE COMMISSION,
[SEAL] R. D. PFAHLER,
Agent.

[F.R. Doc. 66-5113; Filed, May 10, 1966; 8:46 a.m.]

[Investigation and Suspension Docket No. M-20476]

CLASS RATES AND PER-SHIPMENT CHARGES, MIDDLEWEST, CENTRAL AND SOUTHWEST STATES

It appearing, that by order dated April 27, 1966, the Commission, Board of Suspension, instituted an investigation in

the above-entitled proceeding into and concerning the lawfulness of the rates, charges and regulations contained in the proposed tariff schedules and suspended their operation to and including November 30, 1966;

It further appearing, that upon consideration of the record in the above-entitled proceeding, this matter is one which should be referred to a hearing examiner for hearing;

It further appearing, that this matter is related to the proceeding in Docket No. 34667—Per-Shipment Charges and Minimum Charges, Middlewest, Central and Southwest States, and both proceedings should be heard on a common record;

It further appearing, that on January 4, 1966, the Commission entered an order which, among other things, referred No. 34667 to a hearing examiner for hearing and directed the special procedure to be followed by all parties;

And it further appearing, that by order dated April 25, 1966, the special procedure, as set forth in the Commission's order of January 4, 1966, was modified in certain respects, and that such special procedure should be followed in this proceeding;

And good cause appearing therefor:

It is ordered, That the above-entitled proceeding be, and it is hereby, referred to Hearing Examiner Robert C. Bamford for hearing on a common record with No. 34667—Per-Shipment Charges and Minimum Charges Middlewest, Central, and Southwest States, commencing on July 19, 1966, at 9:30 o'clock a.m. U.S. standard time, or (9:30 o'clock a.m. local daylight saving time, if that time is observed), at the Hotel President, 14th and Baltimore Streets, Kansas City, Mo., and for the recommendation of an appropriate order thereon, accompanied by the reasons therefor.

It is further ordered, That all persons named in the list of parties attached to the Commission's order in No. 34667 dated April 25, 1966, shall be considered parties to the instant proceeding.

It is further ordered, That any person, in addition to the parties named in the attached list above mentioned, desiring to become parties of record and to receive and/or serve copies of the evidence to be filed in accordance with the special procedure in the instant proceeding, shall notify the Commission, in writing, on or before May 27, 1966.

It is further ordered, That:

(1) On or before June 20, 1966, respondents and interveners in support thereof shall serve on the parties of record their direct evidence in the form of verified statements.

(2) On or before July 11, 1966, the protestants and interveners in support thereof shall serve on all parties of record their evidence in the form of verified statements.

(3) On or before July 6, 1966, the protestants are required to give notice of their intention to cross-examine specific witnesses.

(4) On or before July 19, 1966, the respondents are required to give notice of their intention to cross-examine specific witnesses.

(5) Evidence which fails to conform to the above-outlined procedure may be cause for its rejection from the record in this proceeding.

It is further ordered, That the provisions respecting submission of carrier-affiliate financial and operating relationships and transactions in the Commission's order of January 4, 1966, as amended by order dated March 29, 1966, be, and they are hereby, incorporated by reference and made a requirement in this proceeding as if fully set forth herein.

And it is further ordered, That a copy of this order be delivered to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER as notice to all interested persons.

Dated at Washington, D.C., this 2d day of May, A.D. 1966.

By the Commission, Commissioner Brown.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 66-5115; Filed, May 10, 1966; 8:47 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

MAY 6, 1966.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 40463—*Beet or cane sugar from Hereford, Tex.* Filed by Southwestern Freight Bureau, agent (No. B-8853), for interested rail carriers. Rates on beet or cane sugar, dry, in bulk, in covered hopper cars, in carloads, from Hereford, Tex., to Chicago, Ill., and points grouped therewith, also Joliet, Ill.

Grounds for relief—Market competition.

Tariff—Supplement 53 to Southwestern Freight Bureau, agent, tariff ICC 4514.

FSA No. 40464—*Chlorine to Catawba, S.C.* Filed by O. W. South, Jr., agent (No. A4890), for interested rail carriers. Rates on chlorine, in tank carloads, from Calvert, Ky., to Catawba, S.C.

Grounds for relief—Market competition.

Tariff—Supplement 89 to Southern Freight Association, agent, tariff ICC S-484.

FSA No. 40465—*Class and commodity rates from and to East Danville, Va.* Filed by O. W. South, Jr., agent (No. A4889), for interested rail carriers. Rates on property moving on class and commodity rates, between East Danville, Va., on the one hand, and points in the United States and Canada, on the other.

Grounds for relief—New station and grouping.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 66-5114; Filed, May 10, 1966; 8:46 a.m.]

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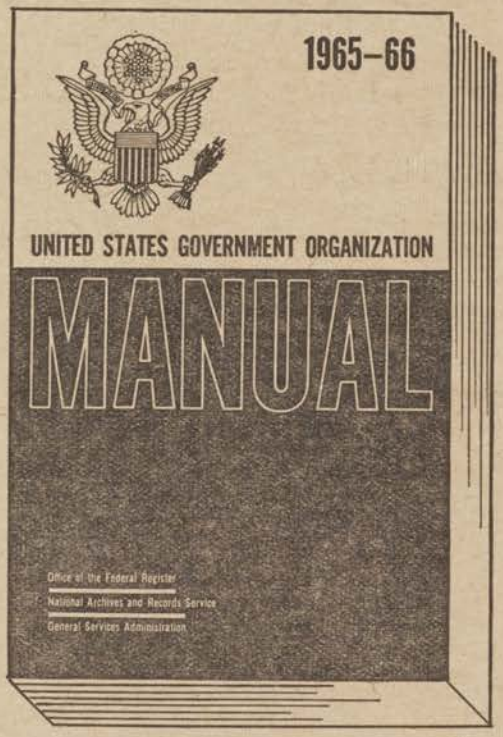

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