



FEDERAL REGISTER

Published daily, except Sundays, Mondays, and days following official Federal holidays, by the Federal Register Division, National Archives and Records Service, General Services Administration, 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. Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for \$1.50 per month or \$15.00 per year, payable in advance. The charge for individual copies (minimum 15 cents) varies in proportion to the size of the issue. Remit check or money order, made payable to the Superintendent of Documents, directly to the Government Printing Office, Washington 25, D. C.

The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended August 5, 1953. The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements vary.

There are no restrictions on the republication of material appearing in the FEDERAL REGISTER, or the CODE OF FEDERAL REGULATIONS.

Now Available

**UNITED STATES
GOVERNMENT
ORGANIZATION
MANUAL**

1956-57 Edition

(Revised through June 1)

Published by the Federal Register Division,
the National Archives and Records Service,
General Services Administration

782 pages—\$1.00 a copy

Order from Superintendent of Documents,
United States Government Printing Office,
Washington 25, D. C.

CONTENTS—Continued

	Page
Atomic Energy Commission	
Rules and regulations:	
Uranium; bonus for initial production of ore from new domestic mines.....	9010
Civil Aeronautics Administration	
Rules and regulations:	
Aircraft airworthiness, restricted category; type certification of military aircraft models.....	9010
Standard instrument approach procedures; (2 documents)....	9012, 9016
Civil Aeronautics Board	
Notices:	
Accident occurring at Cold Bay, Alaska; investigation.....	9075

CONTENTS—Continued

Civil Aeronautics Board—Con.	Page
Notices—Continued	
Hearings, etc.:	
Alaska Airlines, Inc.....	9075
Ellis Air Lines.....	9075
Northern Consolidated Airlines, Inc.....	9074
Reeve Aleutian Airways, Inc.....	9075
Rules and regulations:	
Airman identification cards:	
Aircraft dispatchers.....	9011
Air-traffic control tower operators.....	9011
Flight engineers.....	9011
Ground instructors.....	9011
Lighter-than-air pilots.....	9010
Mechanics and repairmen.....	9010
Parachute riggers.....	9010
Civil Service Commission	
Rules and regulations:	
Preference eligibles under Veterans' Preference Act; employee appeals.....	9009
Coast Guard	
Rules and regulations:	
Marine and electrical engineering; miscellaneous amendments to chapter.....	9019
Commerce Department	
See Civil Aeronautics Administration.	
Commodity Credit Corporation	
Peanuts; redelegation of final authority by Agricultural Stabilization and Conservation State Committees of States of Alabama, Florida, Georgia, Mississippi, North Carolina, Oklahoma, South Carolina and Tennessee (see Commodity Stabilization Service).	
Soil bank; acreage reserve program; Missouri, New Mexico and Utah; consent to graze land designated as acreage reserve (see Commodity Stabilization Service).	
Rules and regulations:	
Cotton products export program.....	9048
Commodity Stabilization Service	
Cotton products export program (see Commodity Credit Corporation).	
Notices:	
Peanuts; redelegation of final authority by Agricultural Stabilization and Conservation State Committees of States of Alabama, Florida, Georgia, Mississippi, North Carolina, Oklahoma, South Carolina and Tennessee.....	9073
Soil bank; acreage reserve program; Missouri, New Mexico and Utah; consent to graze land designated as acreage reserve.....	9073
Rules and regulations:	
Sugar quotas, 1956 allotment:	
Domestic beet sugar area.....	9053
Mainland cane sugar area.....	9052
Customs Bureau	
Rules and regulations:	
Air commerce regulations; advance notice of aircraft arrival.....	9054

CONTENTS—Continued

Defense Department	Page
See Air Force Department.	
Federal Communications Commission	
Notices:	
Claremore Broadcasting Co.; hearing on application for construction permit continued.....	9075
Maritime mobile VHF proposals; comments and suggestions invited.....	9075
Proposed rule making:	
Table of assignments; television broadcast stations; (Madison, Wis.-Rockford, Ill.-Fond du Lac, Wis.).....	9070
Rules and regulations:	
Domestic public radio services (other than maritime mobile); miscellaneous amendments.....	9059
Table of assignments; television broadcast stations; (Fort Wayne-Angola, Ind.).....	9058
Federal Maritime Board	
Notices:	
Agreements filed for approval:	
Knutsen Line and Hvalfangstaktieselskapet Suderoy... ..	9074
Pacific Westbound Conference and Iino Kaiun Kaisha, Ltd.	9074
Pacific Westbound Conference and Mitsubishi Shipping Co., Ltd.....	9074
Pope & Talbot, Inc., and Moore-McCormack Lines, Inc.....	9074
Universal Transcontinental Corp. and Paul A. Boulo.....	9074
Federal Power Commission	
Notices:	
Tennessee Gas Transmission Co.; notice of further hearing and oral argument.....	9077
Federal Trade Commission	
Rules and regulations:	
Sutson, Inc., et al.; cease and desist order.....	9054
Foreign Assets Control	
Notices:	
Importation of nephrite (jade) articles directly from Taiwan (Formosa).....	9071
Interior Department	
See Land Management Bureau.	
Internal Revenue Service	
Rules and regulations:	
Income tax; taxable years beginning after Dec. 31, 1953....	9055
Interstate Commerce Commission	
Notices:	
Fourth section applications for relief.....	9091
Increased freight rates, Eastern and Western territories, 1956 (2 documents).....	9091, 9093
Motor carrier applications.....	9080
Justice Department	
See also Alien Property Office.	
Proposed rule making:	
Administration of Foreign Agents Registration Act of 1938.....	9059

CONTENTS—Continued

Labor Department	Page
See Wage and Hour Division.	
Land Management Bureau	
Notices:	
Utah; filing of plat of survey and order providing for opening of public lands.....	9071
Post Office Department	
Proposed rule making:	
Bulk mailings of second and third-class matter.....	9084
Securities and Exchange Commission	
Notices:	
Hearings, etc.:	
Delaware Power & Light Co.....	9079
Great Sweet Grass Oils Ltd.....	9078
Kroy Oils Ltd.....	9078
New Jersey Power & Light Co. and General Public Utilities Corp.....	9079
Treasury Department.	
See also Coast Guard; Customs Bureau; Foreign Assets Control; Internal Revenue Service.	
Notices:	
Secret Service; delegation of authority to various officials to act as Chief, during absence or disability.....	9071
Wage and Hour Division	
Proposed rule making:	
Retail or service establishment and related exemptions; coal dealers.....	9070

CODIFICATION GUIDE

A numerical list of the parts of the Code of Federal Regulations affected by documents published in this issue. Proposed rules, as opposed to final actions, are identified as such.

Title 3	Page
Chapter II (Executive orders):	
8109 (see EO 10688).....	9007
10687.....	9007
10688.....	9007
Title 5	
Chapter I:	
Part 22.....	9009
Title 6	
Chapter IV:	
Part 482.....	9048
Title 7	
Chapter I:	
Part 52 (proposed).....	9066
Chapter III:	
Part 301.....	9052
Chapter VIII:	
Part 814 (2 documents).....	9052, 9053
Chapter IX:	
Part 904 (proposed).....	9069
Part 914.....	9053
Part 934 (proposed).....	9069
Part 953.....	9054
Part 996 (proposed).....	9069
Part 999 (proposed).....	9069
Title 10	
Chapter I:	
Part 60.....	9010
Title 14	
Chapter I:	
Part 8.....	9010
Part 22.....	9010

CODIFICATION GUIDE—Con.

Title 14—Continued	Page
Chapter I—Continued	
Part 24.....	9010
Part 25.....	9010
Part 26.....	9011
Part 27.....	9011
Part 35.....	9011
Part 51.....	9011
Chapter II:	
Part 609 (2 documents).....	9012, 9016
Title 16	
Chapter I:	
Part 13.....	9054
Title 19	
Chapter I:	
Part 6.....	9054
Title 26 (1954)	
Chapter I:	
Part 1.....	9055
Title 28	
Chapter I:	
Part 5 (proposed).....	9059
Title 29	
Chapter V:	
Part 779 (proposed).....	9070
Title 32	
Chapter VII:	
Part 855.....	9057
Title 39	
Chapter I:	
Part 16 (proposed).....	9064
Title 46	
Chapter I:	
Part 51.....	9019
Part 52.....	9020
Part 53.....	9020
Part 54.....	9021
Part 55.....	9022
Part 56.....	9022
Part 58.....	9022
Part 110.....	9022
Part 111.....	9023
Part 112.....	9029
Part 113.....	9020
Part 161.....	9032
Title 47	
Chapter I:	
Part 3.....	9058
Proposed rules.....	9070
Part 21.....	9059

The tract as described contains an area of 2.95 acres.

PARCEL II

Being the same property described as Tract No. 3 in Executive Order No. 8109 of May 3, 1939.

Beginning at concrete monument No. 1, marking the southwest corner of this tract, the coordinates of which, referred to United States Coast and Geodetic Survey triangulation station "Paheehewew," are 1,454.24 feet south and 6,879.59 feet west, thence from said point of beginning by azimuths (measured clockwise from true south) and distances as follows:

Northerly and westerly, along high water line to the boundary of Lot G, Land Court Application 1102 (amended), inshore traverse between the point of beginning and concrete monument No. 9 being described as follows:

225° 56' 40", 105.3 feet, to station No. 14, marked by a small cross on coral;

265° 04' 20", 112.87 feet, to station No. 13, marked by a small cross on coral;

185° 32' 40", 141.86 feet, to station No. 12, marked by a small cross on coral;

276° 06' 00", 117.55 feet, to station No. 11, marked by a small cross on coral;

193° 06' 20", 62.50 feet, to station No. 10, marked by U. S. Coast and Geodetic Survey plate;

183° 33' 40", 734.30 feet, to concrete monument No. 9. Thence From said high water line on the boundary of Lot G:

248° 53' 40", 82.0 feet, along said lot G, to said concrete monument No. 9;

248° 53' 40", 64.97 feet, along the same, to concrete monument No. 8;

338° 40' 20", 27.40 feet, along the same, to concrete monument No. 7;

On a curve to the right, along the former Oahu Railway and Land Company's 40-foot right-of-way, with a radius of 2,733.38 feet, 305.13 feet along the curve, the chord of which bears 355° 09' 15", 304.70 feet, to concrete monument No. 6;

On a curve to the right along the same, with a radius of 1,272.81 feet, 259.69 feet, along the curve, the chord of which bears 4° 11' 50", 259.24 feet, to concrete monument No. 5A;

7° 43' 00", 144.64 feet, along Depot Lot, to concrete monument No. 5;

35° 00' 20", 360.07 feet, along the same, to concrete monument No. 4;

342° 00' 20", 218.21 feet, along the same, to concrete monument No. 3;

74° 08' 40", 129.55 feet, along territorial land to concrete monument No. 2;

143° 49' 00", 297.56 feet, along Lot W, Land Court Application 1102 (amended), to the point of beginning.

The tract as described contains an area of 4.31 acres.

There is hereby reserved to the United States the right of ingress, egress, and regress over and upon the said tracts of land for armed-forces maneuver purposes.

DWIGHT D. EISENHOWER

THE WHITE HOUSE,
November 16, 1956.
[F. R. Doc. 56-9599; Filed, Nov. 19, 1956; 4:30 p. m.]

RULES AND REGULATIONS

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 22—APPEALS OF PREFERENCE ELIGIBLES UNDER THE VETERANS' PREFERENCE ACT OF 1944

EMPLOYEE APPEALS; DEATH OF APPELLANT

Section 22.306 is added to Subpart C as set out below.

§ 22.306 *Death of appellant.* A proper appeal filed prior to the death of an appellant shall be processed to completion and adjudicated. As necessary, a recommendation for corrective action in such an appeal may provide for cancellation of the adverse action, and for amendment of the agency's records to show retroactive restoration and continuance on the rolls to the date of death. (Secs. 11, 19, 58 Stat. 390, 391, as amended; 5 U. S. C. 860, 868)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 56-9561; Filed, Nov. 20, 1956; 8:52 a. m.]

TITLE 10—ATOMIC ENERGY

Chapter I—Atomic Energy Commission

[Circular 6]

PART 60—DOMESTIC URANIUM PROGRAM

BONUS FOR INITIAL PRODUCTION OF URANIUM ORE FROM NEW DOMESTIC MINES

Section 60.6 (c) of Title 10 is amended by extending the period for payment of bonus for initial production of uranium ore from new domestic mines from February 28, 1957, to March 31, 1960, so that § 60.6 (c) shall read as follows:

§ 60.6 *Bonus for initial production of uranium ores from new domestic mines.*

(c) *Term of this section.* This section will apply to deliveries made under its terms between March 1, 1951, and March 31, 1960, inclusive.

Dated at Washington, D. C., this 7th day of November 1956.

(60 Stat. 755-775; 42 U. S. C. 1801-1819)

By order of the Commission.

R. W. COOK,
Acting General Manager.

[F. R. Doc. 56-9506; Filed, Nov. 20, 1956; 8:45 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

Subchapter A—Civil Air Regulations

[Suppl. 4]

PART 8—AIRCRAFT AIRWORTHINESS; RESTRICTED CATEGORY

TYPE CERTIFICATION OF MILITARY AIRCRAFT MODELS

Section 8.10-2 (c) as published in 14 CFR Part 8 is revised to require that the application for a type certificate for military aircraft models be submitted on a Form ACA-312 rather than in letter form as now required. Further, the applicant for a type certificate is required to furnish CAA with satisfactory evidence that he maintains a file of the type design defined in Part 1 of this subchapter and that he has or has access to all pertinent military technical orders, such data to be made available to the CAA upon request.

Section 8.10-2 (c) is revised to read as follows:

§ 8.10-2 *Military type aircraft (CAA policies which apply to § 8.10 (a) (2)).*

(c) *Military aircraft models not previously type certificated in any category.* For military aircraft not covered by paragraphs (a) and (b) of this section, the certification procedure will be that specified in § 8.10-3 upon completing the following initial steps:

(1) The applicant should submit an Application for Type Certificate, Form ACA-312, to the Aircraft Engineering Division, CAA, Washington 25, D. C., identifying the military model and stating the proposed special purpose. Accompanying this application should be

information obtained from the appropriate military service covering the record of operation of the aircraft in military service and a copy of the military operating limitations for the model.

(2) The CAA will review the military record of the aircraft type. If the record discloses unsafe characteristics, the CAA will inform the applicant and the aircraft will not be eligible for certification unless the characteristics are corrected, or can be compensated for by operating restrictions specified by the CAA. Upon notice of acceptance of the military record, the applicant will be required to submit evidence that he has, or has access to, the following type design data and will make such data available to CAA upon request:

(i) Drawings and specifications as are necessary to disclose configuration of the aircraft with all design features;

(ii) Information on dimensions, materials, and processes necessary to define the structural strength;

(iii) Such other data necessary to permit by comparison the determination of the airworthiness of subsequent aircraft of the same type; and

(iv) All pertinent military technical orders.

(3) Upon receipt of such evidence, a type certificate will be issued and the certification procedure will then continue as specified in § 8.10-3.

This supplement shall become effective December 31, 1956.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interprets or applies secs. 601, 603, 52 Stat. 1007, as amended, 1009, as amended; 49 U. S. C. 551, 553)

[SEAL]

JAMES T. PYLE,
Administrator
of Civil Aeronautics.

[F. R. Doc. 56-9507; Filed, Nov. 20, 1956; 8:45 a. m.]

[Civil Air Regs., Amdt. 22-11]

PART 22—LIGHTER-THAN-AIR PILOT CERTIFICATES

AIRMAN IDENTIFICATION CARD

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 13th day of November 1956.

The identification card requirement contained in present Part 22 was intended to facilitate the identification of the holder in the event that future security restrictions might so require. However, after 5 years' experience with the issuance of identification cards, it is now evident that they have served no useful purpose in the past, and it appears unlikely that the carriage of such a card by airmen would have any future beneficial effect upon the exercise of security controls. In view of this experience and in view of the fact that the requirement has created a burden for the applicant as well as the Government, for which no safety or security justification exists, it is being deleted by this amendment.

Since this amendment is minor in nature and imposes no additional burden on any person, notice and public pro-

cedure hereon are unnecessary, and it may be made effective without prior notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 22 of the Civil Air Regulations (14 CFR Part 22, as amended) effective November 13, 1956:

By deleting § 22.32 (g).

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 603, 52 Stat. 1007, 1008; 49 U. S. C. 551, 553)

By the Civil Aeronautics Board.

[SEAL]

M. C. MULLIGAN,
Secretary.

[F. R. Doc. 56-9549; Filed, Nov. 20, 1956; 8:51 a. m.]

[Civil Air Regs., Amdt. 24-1]

PART 24—MECHANIC AND REPAIRMAN CERTIFICATES

AIRMAN IDENTIFICATION CARD

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 13th day of November 1956.

The identification card requirement contained in present Part 24 was intended to facilitate the identification of the holder in the event that future security restrictions might so require. However, after 5 years' experience with the issuance of identification cards, it is now evident that they have served no useful purpose in the past, and it appears unlikely that the carriage of such a card by airmen would have any future beneficial effect upon the exercise of security controls. In view of this experience and in view of the fact that the requirement has created a burden for the applicant as well as the Government, for which no safety or security justification exists, it is being deleted by this amendment.

Since this amendment is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective without prior notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 24 of the Civil Air Regulations (14 CFR Part 24, as amended) effective November 13, 1956:

By deleting § 24.104.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 602, 52 Stat. 1007, 1008; 49 U. S. C. 551, 552)

By the Civil Aeronautics Board.

[SEAL]

M. C. MULLIGAN,
Secretary.

[F. R. Doc. 56-9550; Filed, Nov. 20, 1956; 8:51 a. m.]

[Civil Air Regs., Amdt. 25-6]

PART 25—PARACHUTE RIGGER CERTIFICATES

AIRMAN IDENTIFICATION CARD

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 13th day of November 1956.

The identification card requirement contained in present Part 25 was intended to facilitate the identification of the holder in the event that future security restrictions might so require. However, after 5 years' experience with the issuance of identification cards, it is now evident that they have served no useful purpose in the past, and it appears unlikely that the carriage of such a card by airmen would have any future beneficial effect upon the exercise of security controls. In view of this experience and in view of the fact that the requirement has created a burden for the applicant as well as the Government, for which no safety or security justification exists, it is being deleted by this amendment.

Since this amendment is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective without prior notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 25 of the Civil Air Regulations (14 CFR Part 25, as amended) effective November 13, 1956:

By deleting § 25.86.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 602, 52 Stat. 1007, 1008; 49 U. S. C. 551, 552)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 56-9551; Filed, Nov. 20, 1956; 8:51 a. m.]

[Civil Air Regs., Amdt. 26-9]

PART 26—AIR-TRAFFIC CONTROL-TOWER OPERATOR CERTIFICATES

AIRMAN IDENTIFICATION CARD

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 13th day of November 1956.

The identification card requirement contained in present Part 26 was intended to facilitate the identification of the holder in the event that future security restrictions might so require. However, after 5 years' experience with the issuance of identification cards, it is now evident that they have served no useful purpose in the past, and it appears unlikely that the carriage of such a card by airmen would have any future beneficial effect upon the exercise of security controls. In view of this experience and in view of the fact that the requirement has created a burden for the applicant as well as the Government, for which no safety or security justification exists, it is being deleted by this amendment.

Since this amendment is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective without prior notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 26 of the Civil Air Regulations (14 CFR Part 26, as amended) effective November 13, 1956:

By deleting § 26.37.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 602, 52 Stat. 1007, 1008; 49 U. S. C. 551, 552)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 56-9552; Filed, Nov. 20, 1956; 8:51 a. m.]

[Civil Air Regs., Amdt. 27-8]

PART 27—AIRCRAFT DISPATCHER CERTIFICATES

AIRMAN IDENTIFICATION CARD

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 13th day of November 1956.

The identification card requirement contained in present Part 27 was intended to facilitate the identification of the holder in the event that future security restrictions might so require. However, after 5 years' experience with the issuance of identification cards, it is now evident that they have served no useful purpose in the past, and it appears unlikely that the carriage of such a card by airmen would have any future beneficial effect upon the exercise of security controls. In view of this experience and in view of the fact that the requirement has created a burden for the applicant as well as the Government, for which no safety or security justification exists, it is being deleted by this amendment.

Since this amendment is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective without prior notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 27 of the Civil Air Regulations (14 CFR Part 27, as amended) effective November 13, 1956:

By deleting § 27.23.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 602, 52 Stat. 1007, 1008; 49 U. S. C. 551, 552)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 56-9553; Filed, Nov. 20, 1956; 8:51 a. m.]

[Civil Air Regs., Amdt. 35-3]

PART 35—FLIGHT ENGINEER CERTIFICATES

AIRMAN IDENTIFICATION CARD

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 13th day of November 1956.

The identification card requirement contained in present Part 35 was intended to facilitate the identification of the holder in the event that future security restrictions might so require. However, after 5 years' experience with the issuance of identification cards, it is now evident that they have served no

useful purpose in the past, and it appears unlikely that the carriage of such a card by airmen would have any future beneficial effect upon the exercise of security controls. In view of this experience and in view of the fact that the requirement has created a burden for the applicant as well as the Government, for which no safety or security justification exists, it is being deleted by this amendment.

Since this amendment is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective without prior notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 35 of the Civil Air Regulations (14 CFR Part 35, as amended) effective November 13, 1956:

By deleting § 35.20.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 602, 52 Stat. 1007, 1008; 49 U. S. C. 551, 552)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 56-9554; Filed, Nov. 20, 1956; 8:51 a. m.]

[Civil Air Regs., Amdt. 51-1]

PART 51—GROUND INSTRUCTOR RATING

AIRMAN IDENTIFICATION CARD

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 13th day of November 1956.

The identification card requirement contained in present Part 51 was intended to facilitate the identification of the holder in the event that future security restrictions might so require. However, after 5 years' experience with the issuance of identification cards, it is now evident that they have served no useful purpose in the past, and it appears unlikely that the carriage of such a card by airmen would have any future beneficial effect upon the exercise of security controls. In view of this experience and in view of the fact that the requirement has created a burden for the applicant as well as the Government, for which no safety or security justification exists, it is being deleted by this amendment.

Since this amendment is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective without prior notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 51 of the Civil Air Regulations (14 CFR Part 51, as amended) effective November 13, 1956:

By deleting § 51.6.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 602, 52 Stat. 1007, 1008; 49 U. S. C. 551, 552)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 56-9555; Filed, Nov. 20, 1956; 8:51 a. m.]

Chapter II—Civil Aeronautics Administration, Department of Commerce

[Amdt. 221]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

PROCEDURE ALTERATIONS

The standard instrument approach alterations appearing hereinafter are adopted to become effective when indicated in order to promote safety. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Part 609 is amended as follows:

NOTE: Where the general classification (LFR, VAR, ADF, ILS, RADAR, or VOR), location, and procedure number (if any) of any procedure in the amendments which follow, are identical with an existing procedure, that procedure is to be substituted for the existing one, as of the effective date given, to the extent that it differs from the existing procedure; where a procedure is cancelled, the existing procedure is revoked; new procedures are to be placed in appropriate alphabetical sequence within the section amended.

1. The low frequency range procedures prescribed in § 609.6 are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

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

City and State, airport name, elevation, facility class and identification; procedure No., effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (-) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance, facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized minimums after passing facility within distance specified, or if landing not accomplished	
							Condition	2 engines or less	More than 2 engines		
1 NEW YORK, N. Y. International, 12. SMRA-IDL. Procedure No. 1. Amendment No. 7. Effective date: December 8, 1956. Supersedes Amendment 6, dated February 1, 1954. Major changes: Missed approach revised. Procedure turn distance limited to 10 miles.	2 Scotland	3 062-10.4	4 700	5 E side of SW course: 22° outbound, 042° inbound, 1,200' within 10 miles.	6 700	7 060-2.5	8 T-dn C-dn S-dn 4 A-dn	9 300-1 400-1 600-1 800-2	10 300-1 400-1 600-1 800-2	11 200-1½ 300-1½ 400-1 800-2	12 Within 2.5 miles, climb to at least 300' on NE course, make a climbing right turn to 190° intersecting SW course of the Mitchell LFR and proceed to the Long Beach Inter-section. Contact Elmont approach control for further instructions. Contact IDL approach control for further instructions. CAUTION: Climb and straight-in landing minimums do not provide standard obstruction clearance over airport control tower and stack 278 1.7 mile SSE of runway 1R.
NEW YORK, N. Y. International, 12. SMRA-IDL. Elmont FM. Procedure No. 2. Amendment No. 1. Effective date: December 8, 1956. Supersedes Amendment original dated February 1, 1954. Major changes: Missed approach revised.	2 Glen Cove Intersection to Elmont FM (final).	3 218-9	4 1,000	5 E side of NE course,* 068° outbound, 1,000' within 10 miles of Elmont FM.	6 Elmont FM 1,000	7 218-4.0	8 T-dn C-dn S-dn 22 A-dn	9 300-1 400-1 600-1 800-2	10 300-1 400-1 600-1 800-2	11 200-1½ 300-1½ 400-1 800-2	12 Within 4 miles after passing Elmont FM climb to 1,500' on SW course IDL LFR and proceed to Scotland Intersection. Contact Elmont approach control for further instructions. *Procedure turn conducted E 40 avoid Long Beach traffic. CAUTION: Climb and straight-in landing minimums do not provide standard obstruction clearance over airport control tower and stack 278 1.7 miles SSE of runway 1R.

TVOR STANDARD INSTRUMENT APPROACH PROCEDURES—Continued

1	2	3	4	5	6	7	8			11	12
							Initial approach to facility from—	Course and distance to facility	Minimum altitude (ft.)		
NEW YORK, N. Y. International, 1V. TVOR-IDL. TVOR-25L. Amendment No. 2. Effective date: December 5, 1956. Supersedes Amendment 1, dated May 21, 1955. Major changes: Missed approach revised.	1410-24 LFR..... LaGuardia LFR..... New Rochelle MHW..... Glen Cove MHW..... Mitchell LFR..... Paterson MHW..... Scotland MHW.....	047-2.7 176-11.8 189-15.5 223-14.2 269-11.9 139-25 645-13.1	1,500 1,500 1,500 1,500 1,500 2,300 1,500	E side of course—# 052° outbound, 232° inbound, 1,500' within 10 miles.	1,000 over Elevation FM 400 over TVOR	253-0.3	T-DN C-DN S-DN 25L A-DN	300-1 300-1 400-1 400-1 800-2 800-2	300-15 300-15 400-1 400-1 800-2	More than 2 engines	If visual contact not established at TVOR, or if landing not accomplished

3. The instrument landing system procedures prescribed in § 609.11 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURES

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

If an ILS instrument approach 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 Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes (M) shall correspond with those established for en route operation in the particular area or as set forth below:

1	Transition to ILS			6	7	8	9		10			14	
	From—	To—	Course and distance				Minimum altitude at glide slope intersection (ft.)	Altitude of glide slope at—	Condition	2 engines or less	More than 2 engines		More than 65 knots
NEW YORK, N. Y. International, 1V. ILS-IDL. OM continuations dashes (OM at IDL LFR side). Procedure No. 1. Amendment No. 36. Effective date: December 8, 1956. Supersedes Amendment 3, dated October 20, 1955. Major change: Missed approach revised.	Scotland Intersection (S. md). Cotts Neck VOR..... Radar terminal area transitions. All directions. E of NE/SW course of LaGuardia LFR.....	OM..... ILS SW course.	640-0.7 663-14.2 Within 25 miles. Within 15 miles.	1,000 1,400 2,500 1,300	1,000	170-2.4 230-0.5	T-DN C-DN S-DN 4 A-DN	300-1 400-1 200-15 600-2	300-15 300-15 200-15 600-2	More than 65 knots or less	More than 65 knots	More than 65 knots	If visual contact not established upon descent to authorized landing minimums or if landing not accomplished.— Climb to 500' on NE course ILS, make a climbing right turn to 130° intersecting SW course Mitchell LFR and proceed to the Long Beach Intersection. Contact follow-up approach control for further instructions.

ILS STANDARD INSTRUMENT APPROACH PROCEDURES—Continued

City and State; airport name, elevation; facility; class and identification; procedure No.; effective date	Transition to ILS		Course and distance	Minimum altitude (ft.)	Procedures (—) side of final approach course (intersecting and inbound); altitude limiting distances	Minimum altitude (ft.)	Altitude of glide slope and distance to approach end of runway at—		Ceiling and visibility minimums			If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—	
	From—	To—					Outer marker	Middle marker	Condition	2 engines or less	More than 2 engines (more than 65 knots)		
1 NEW YORK, N. Y. Intercontinental, 17. ILS-1D1L (Promised on use of lock and ILS and Elmout FM.) Procedure No. 2 Amendment No. 5 Effective date: Decem- ber 8, 1954 Supersedes Amend- ment 5, dated Febru- ary 25, 1955. Major change: Missed approach revised.	3 Chen Cove MH.....	3 Elmout FM.....	4 23-0	5 1,500 Final 1,000	6 E side of NE course. 645° inbound. 225° inbound. 1,500' within 10 miles.	7 1,000 over Elmout FM	8 No glide slope 4.0 miles from Elmout FM	9	10	11 300-1 400-1 400-1 800-2	12 300-1 400-1 400-1 800-2	13 300-1 1/2 400-1 1/2 400-1 800-2	14 Climb to 1,500' on SW course ILS and proceed to the Scot- land Intersection. Contact later with approach control for further instructions. * Procedure turn conducted E to avoid LaGuardia traffic. CAUTION: The minimums on this procedure do not provide stand- ard clearance over the following obstructions: 278' stack 1.7 miles SSE of runway 4E, 160' airport control tower, 207' tank 1/2 mile SE of Elmout FM.

4. The radar procedures prescribed in § 609.13 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURES

Headings, bearings, and courses are magnetic. Note: Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes (5) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or below descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 2 seconds during a precision approach, or for more than 30 seconds during a surveillance ap-
proach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

City and State; airport name; airport elevation; effective date	Radar terminal area; maneuvering altitudes by sectors and limiting distances	Ceiling and visibility minimums										
		Runway No.	Condition	Precision approach		Surveillance approach						
				2 engines or less	More than 2 engines	2 engines or less	More than 2 engines					
1 NEW YORK, N. Y. Intercontinental, 17. Procedure No. 1 Amendment No. 6 Effective date: December 8, 1954 Supersedes Amendment 5, dated Decem- ber 17, 1953. Major change: Missed approach revised.	2 All directions 2,800' within 20 miles. E of NE/SW courses of La- Guardia IFR 1,500' within 15 miles.	3	4 T-DS C-DS S-DS A-DS	5 200-1 300-1 300-1 1/2 600-2	6 200-1 300-1 300-1 1/2 600-2	7 200-1 1/2 300-1 1/2 300-1 1/2 600-2	8 200-1 1/2 300-1 1/2 300-1 1/2 600-2	9 200-1 300-1 300-1 1/2 600-2	10 200-1 300-1 300-1 1/2 600-2	11 200-1 300-1 300-1 1/2 600-2	Missed approach procedure	11 Climb to 600' on heading of 045° make a climb- ing right turn to 130° intersecting SW course Mitsch LFR and proceed to the Long Beach Intersection. Contact followed ap- proach control for further instructions. CAUTION: Minimums do not provide standard clearance over 278' stack 1.7 miles SSE of runway 4B and 160' airport control tower.

These procedures shall become effective on the dates indicated on the procedures.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 423. Interpret or apply sec. 601, 62 Stat. 1007, as amended; 49 U. S. C. 551)

[SEAL]

JAMES T. PYLLE,
Acting Administrator of Civil Aeronautics.

[P. R. Doc. 56-9075; Filed, Nov. 20, 1956; 8:45 a. m.]

[Amdt. 222]

PART 609—STANDARD INSTRUMENT
APPROACH PROCEDURES
ADDITIONAL CRITERIA

This amendment provides certain changes in the criteria portions of Part 609, regulations of the Administrator, to add a definite missed approach criteria, to redefine the procedure turn portions of the criteria, to redefine the final approach provisions of the criteria, and to rearrange other material to make a more orderly presentation. This amendment is adopted without delay in order to provide for safety in air commerce. Therefore, compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and is not required. Part 609 is amended as follows:

1. A new paragraph (n) is added to § 609.3 to read:

§ 609.3 *General.* * * *

(n) *Missed approach procedure.* A missed approach procedure will be established for each procedure. The missed approach will normally be established on a course which most nearly approximates a continuation of the final approach course, after due consideration of obstructions, terrain, and other factors influencing the safety of the operation, but need not necessarily be in a straight line.

A missed approach procedure commences (i) at the point where the aircraft has descended to authorized landing minimums at a specified distance from the facility if visual contact is not established, or (ii) if the landing has not been accomplished, or (iii) when so directed by Air Traffic Control. The "specified distance" established under (i) will not be more than the distance from the facility to the airport.

(1) *Missed approach area.* The missed approach area extends laterally 1.7 nautical miles on each side of the missed approach course commencing either at the approach end of the runway or landing area or at the point where the missed approach starts, and extends in length for a distance of 32,000 feet (approximately 5.3 nautical miles).

(i) *Obstruction clearance.* In addition to the missed approach area meeting the requirements of the Administrator's airport clearance criteria (TSO-N18), no obstructions will penetrate the missed approach surface established over the missed approach area. This surface is 200 feet higher than the elevation of the point over which the missed approach starts and extends upward uniformly on a 40:1 slope until reaching an altitude 1,000 feet higher than the elevation of the point over which the missed approach starts. (This occurs at about a 5.3 nautical mile distance.) From this point on, until reaching the missed approach altitude, a minimum obstruction clearance of 500 feet will be provided 4.34 nautical miles each side of the missed approach course.

(ii) *Altitudes.* The missed approach altitude specified on the procedure will provide at least 1,000 feet clearance above all obstructions 4.34 nautical miles on each side of the missed approach course normally within a distance of 20 nautical miles from the facility or to a specified fix normally within 20 nautical miles of the facility.

(2) *Alternate missed approach procedure.* Alternate missed approach procedures will be established whenever required for air traffic control purposes. Alternate missed approach procedures will be included in the space provided for a missed approach procedure.

2. Section 609.5 (d) is amended to read:

§ 609.5 *Low and medium frequency range, ADF, and VOR procedures.* * * *

(d) *Procedure turn.* Procedure turns will be established and specified in standard instrument approach procedures for use in return to the final approach course (inbound).

(1) *Standard procedure turn.* A standard procedure turn involves an initial left turn away from the outbound course, followed by a turn to the right toward and intercepting the final approach course inbound. The direction of the turn will be specified as north, south, east, or west side of the final approach course. A standard turn will be established whenever terrain, obstructions, traffic or operational conditions permit. The degree of turn and the point at which the turn will be made will not be specified and is therefore left to the discretion of the pilot. However, the maneuvering area and altitude are specified, requiring the maneuvering to be completed within the procedure turn maneuvering area at or above the altitude established for the procedure turn. The procedure turn maneuvering area will be limited to seven nautical miles on the maneuvering side of the outbound course and 4.34 nautical miles on the opposite side and within a distance of 10 nautical miles from the facility. Procedure turns beyond 10 nautical miles will be authorized only in those cases where a definite requirement exists for an extended maneuvering area. In all cases, a five nautical mile buffer zone will be provided beyond the maximum distance outbound authorized for the procedure turn. Where it is necessary, due to terrain, obstructions, traffic, etc., to emphasize the limitation of the procedure turn, a cautionary note "Not authorized beyond -- miles" will be shown. When it is necessary that a procedure turn be established at a distance other than 10 nautical miles from the facility, an explanatory note will be included. A procedure turn is not required when the final approach can be executed from an established holding pattern or from a final approach fix specified in the procedure.

(2) *Nonstandard procedure turn.* A nonstandard procedure turn may be established when a turn cannot be made on the left side of the outbound course due to unusually high obstructions, air traffic control considerations or other reasons. In such cases the turn will be established on the right side of the outbound course and an explanatory

note included in the procedure such as "All turns to be made on the east side of the course, high terrain to west."

(3) *Teardrop procedure turn.* A teardrop procedure turn may be established when a standard or nonstandard procedure turn is not operationally desirable or feasible. A teardrop procedure turn normally starts over the facility on an outbound course to the left of the reciprocal of the inbound course, followed by a turn to the right toward and intercepting the inbound course. The actual outbound course selected and the point at which the turn toward the inbound course is made need not be the ones indicated on the procedure and are therefore left to the discretion of the pilot. However, the maneuvering area and altitude are specified, requiring the maneuvering to be completed within the teardrop procedure turn maneuvering area at or above the altitude established for the teardrop procedure turn.

(i) *Teardrop procedure turn; conventional aircraft.* The outbound course selected for the procedure will normally be indicated 18° to the left of the reciprocal of the inbound course. The dimensions for the teardrop procedure turn for conventional aircraft will be the same as those specified for a standard procedure turn in subparagraph (1) of this paragraph.

(ii) *Teardrop procedure turn; high speed aircraft.* The outbound course specified on the procedure will normally be indicated 35° to the left of the reciprocal of the inbound course. The dimensions of the teardrop procedure turn maneuvering area and buffer zone will be limited to five nautical miles left and right of the extended outbound and inbound courses, respectively. The extremity of the maneuvering area is limited by a 9.75 nautical mile arc, the radius of which is drawn from a point 15.25 nautical miles from the facility on a line midway between the outbound and inbound courses; the extremity of the buffer zone is limited by a 14.75 nautical mile arc drawn from the same point.

(4) *Altitudes.* A minimum altitude will be established for the procedure turn, which normally will provide a minimum obstruction clearance of 1,000 feet within the maneuvering area and buffer zone. Minimum altitudes will be shown to the nearest 100 feet.

3. Section 609.5 (e) is amended to read:

§ 609.5 *Low and medium frequency range, ADF and VOR procedures.* * * *

(e) *Final approach.* (1) The final approach is established to begin at an authorized final approach fix, or at the point where the procedure turn is completed and the aircraft is headed inbound to the facility on the final approach course. The final approach ends at the point where the landing is completed or the missed approach commences. After considering terrain and course accuracy, the orientation of the entire final approach course will normally be aligned with that part of the final approach course from the facility to the airport. Specific courses, both

outbound and inbound, will be indicated on each procedure.

(i) Normally, there will be only one final approach course to the facility established for any one procedure. However, if other final approach courses to the facility from fixes which form courses within 30° of the basic final approach course are necessary operationally, such additional final approach courses may be specified in the procedure, and if so, the final approach obstruction clearance area will be correspondingly increased in size and the minimum altitude over the facility on all such final approach courses will be identical.

(ii) For each procedure there is normally one direction from which the initial approach may become the final approach with the resulting elimination of a procedure turn. This may be accomplished only if such an approach is from a fan marker or other reliable final approach fix either on or within 30° of the basic final approach course, and within 10 nautical miles of the facility. To be usable for a reliable final approach fix, an intersection may be formed by a combination of radio bearings, VOR radials, ILS courses or range courses. The facilities forming the fix must be located within 20 nautical miles of the fix, and the angle of intersection must be at least 45°, with the exception of VOR radials or ILS courses, in which case the angle must be at least 30°. VOR/DME may also be used to provide a fix.

(iii) At some locations, due to terrain or other features, it may be advantageous for that portion of the final approach course between the fix, or the point where the procedure turn is completed, and the facility, to differ from that portion of the final approach course between the facility and the airport. This difference will not normally exceed 30° and sufficient distance will be available to allow for proper bracketing. Example: When the final approach course is 350° from the facility to the airport, the final approach to the facility will normally be between 320° and 020°.

(2) *Final approach areas.* Obstruction clearance will be provided in accordance with the altitude specified in subparagraph (3) of this paragraph for the following final approach areas:

(i) *From completion of procedure turn to radio facility without a fix—(a) L/MFR, ADF.* The final approach area extends laterally 4.34 nautical miles on each side of the final approach course at a distance of 10 nautical miles from the facility, and decreases uniformly inbound to 1.7 nautical miles on each side of the course at the facility. Beyond 10 nautical miles, width remains constant 4.34 nautical miles each side of the final approach course.

(b) *VOR.* The final approach area extends laterally 4.34 nautical miles on each side of the final approach course at a distance of 10 nautical miles from the facility, and decreases uniformly inbound to 1.25 nautical miles on each side of the course at the facility. Beyond 10 nautical miles, width remains constant 4.34 nautical miles each side of the final approach course.

(ii) *From final approach fix to radio facility—(a) L/MFR, ADF.* The final

approach area extends 1.7 nautical miles each side of the final approach course from the fix to the facility not to exceed 10 nautical miles.

(b) *VOR.* The final approach area extends 1.7 nautical miles each side of the final approach course at 10 nautical miles from the facility, decreasing uniformly to 1.25 nautical miles at the facility.

(iii) *From radio facility to airport—(a) L/MFR, ADF.* The final approach area extends laterally 1.7 nautical miles each side of the final approach course.

(b) *VOR.* The final approach area extends laterally 1.25 nautical miles each side of the final approach course at the facility, increasing uniformly to 1.7 nautical miles at a distance of 10 nautical miles. Beyond 10 nautical miles from the VOR facility, width remains constant 1.7 nautical miles each side of the final approach course.

(iv) *From final approach fix to airport (back course approach)—(a) L/MFR, ADF.* The final approach area prescribed under subdivision (iii) (a) of this subparagraph, applies to back course approaches when the final approach fix is within 10 nautical miles of the facility. If the fix is more than 10 nautical miles from the facility, the final approach area increases uniformly from 1.7 nautical miles each side of the final approach course at a distance of 10 nautical miles from the facility to 4.34 nautical miles each side of the final approach course at a distance of 15 nautical miles. The area between the fix and the 15 nautical miles distance is area which should be considered as either procedure turn area or final approach area to the fix. Final approaches from fixes beyond 15 nautical miles from the facility will not be established.

(b) *VOR.* The final approach area prescribed under subdivision (iii) (b) of this subparagraph, applies to back course approaches when the final approach fix is within 10 nautical miles of the facility. If the fix is more than 10 nautical miles from the facility, the final approach area increases uniformly from 1.7 nautical miles each side of the final approach course at a distance of 10 nautical miles from the facility to 4.34 nautical miles each side of the final course at a distance of 20 nautical miles from the facility. The area between the fix and the 20 nautical miles distance is area which should be considered as either procedure turn area or final approach area to the fix. Final approaches from fixes beyond 20 nautical miles from the facility will not be established.

(3) *Altitudes.* Minimum altitudes for final approach areas will be shown to the nearest 100 feet. Minimum altitudes over the airport will be obtained by adding the required obstruction clearance to the highest obstruction in the final approach area and rounding off the result to the nearest 100 feet. (i. e., the minimum altitude over a 649-foot m. s. l. obstruction with 500 feet obstruction clearance will be shown as 1,100 feet m. s. l.)

(i) *From completion of procedure turn, without a fix.* The altitude specified for final approach will be based upon

the assumption that the final approach course will normally be intercepted inbound within 10 nautical miles of the facility. In order to provide for those cases in which the procedure turn is not completed within these limits, the final approach altitude will be established at the same altitude as that authorized for the procedure turn until within the final approach area. A minimum obstruction clearance of 500 feet will be provided within the final approach area to the facility.

(ii) *From final approach fix to facility (front course approach).* The final approach altitude will provide a minimum obstruction clearance of 1,000 feet up to the fix and 500 feet from the fix to the facility within the final approach area.

(iii) *From facility to airport (front course approach)—(a) Within 6 nautical miles.* From that portion of the final approach area lying between the facility and the airport, a minimum obstruction clearance of 300 feet will be provided when the facility is located within 6 nautical miles of the airport.

(b) *Over 6 nautical to 8 nautical miles.* When located from over 6 nautical to 8 nautical miles, a minimum obstruction clearance of 400 feet will be provided in the final approach area.

(c) *Over 8 nautical to 10 nautical miles.* When located from over 8 nautical to 10 nautical miles, a minimum obstruction clearance of 500 feet will be provided in the final approach area.

(d) *Over 10 nautical miles.* When located more than 10 nautical miles, the procedure will normally authorize operations to be conducted in accordance with visual flight rules from the facility to the airport; however, in specific instances, a procedure may authorize operations under IFR from the facility to a point not more than 6 nautical miles from the facility, with a minimum obstruction clearance of 500 feet being provided in the final approach area. From this point on, the procedure will authorize operations to be conducted in accordance with visual flight rules.

(iv) *From final approach fix to facility (back course approach).* The final approach altitude will provide a minimum obstruction clearance in the final approach area between the fix and the airport as described in subparagraph (2) (iv) of this section, as follows:

For distances from fix to airport of—

(a) 6 nautical miles or less: 300 feet.

(b) Over 6 nautical miles to 8 nautical miles: 400 feet.

(c) Over 8 nautical miles to 10 nautical miles: 500 feet.

(d) Over 10 nautical miles: When the distance from the fix to the airport is over 10 nautical miles, the procedure will normally authorize operations to be conducted in accordance with visual flight rules from the fix to the airport; however, in specific instances, a procedure may authorize operations under IFR from the fix to a point not more than 6 nautical miles from the fix, with a minimum obstruction clearance of 500 feet being provided in the final approach area. From this point on, the procedure will authorize operations to be con-

ducted in accordance with visual flight rules.

(4) *Magnetic course from facility to airport.* (i) In plotting the magnetic course from the facility to the airport, when the bearing from the facility to the end of the runway to be used does not diverge more than 30° from the direction of that runway, and a reasonable rate of descent is possible, a straight-in approach may be authorized and the magnetic course shown will correspond to that of the bearing from the facility to the approach end of the runway to be used. (See § 609.4 (a) (3).)

(ii) When this bearing is more than 30°, the magnetic course from the facility to the airport shall be determined by bisecting the angle formed by two straight lines extending from the facility to both sides of the useful landing area.

(5) *Distance from facility to airport.* The distance shall normally be measured from the facility to the approach end of the runway or to the intersection of the course with the first runway on the airport, as described in subparagraph (4) of this paragraph. At airports where no runways exist, the distance will be measured along the course as described in subparagraph (4) of this paragraph to the nearest boundary of the landing area.

4. Section 609.5 (f) is amended to read:

§ 609.5 *Low and medium frequency range, ADF and VOR procedures.* * * *

(f) *Missed approach procedure.* The missed approach procedure criteria contained in § 609.3 (n) will apply.

5. Section 609.5 (h) (4) is amended to read:

§ 609.5 *Low and medium frequency range, ADF and VOR procedures.* * * *

(h) *VOR/DME procedures determination.* * * *

(4) *Missed approach procedure.* The missed approach procedure criteria contained in § 609.3 (n) will apply.

6. Section 609.10 (c) is amended to read:

§ 609.10 *Instrument landing system procedure criteria.* * * *

(c) *Procedure turn.* The procedure turn criteria contained in § 609.5 (d) will apply.

(1) A specified procedure turn need not be made when bracketing of the localizer course (inbound) can be accomplished prior to intercepting and commencing descent on the glide slope to authorized minimums and provided that (i) the localized course (inbound) can be intercepted within 10 nautical miles of the outer marker or final approach fix on a final transition course specified in the ILS procedure from an established radio fix or holding point not more than 20 nautical miles from the localizer interception point and the interception angle does not exceed 15° for each nautical mile of the interception point distance from the outer marker, up to a maximum of 90°, or (ii) interception of the localizer course (inbound) can be accomplished from an established holding pattern on the localizer course.

(2) *Altitudes.* The altitudes prescribed in § 609.5 (d) (4) will apply. In addition, the altitude on procedure turn

will not be less than the altitude of the glide slope at the outer marker. In those cases where a 7 nautical mile distance on the maneuvering side of the ILS procedure turn maneuvering area results in an altitude appreciably higher than if a 4.34 nautical mile distance were used, the ILS procedure turn altitude may be limited to 4.34 nautical miles on the maneuvering side, and a note to that effect included on the ILS procedure form.

7. Section 609.10 (d), introductory text and subparagraphs (1) and (2), are amended to read:

§ 609.10 *Instrument landing system procedure criteria.* * * *

(d) *Final approach.* The term "final transition", as used in ILS procedures, is defined as a transition to an ILS localizer course, within the limitations set forth in paragraph (c) (1) of this section, from which a final approach may be made on the localizer course without the necessity of making a procedure turn.

The term "final approach on localizer course", as used in ILS procedures, is defined as an approach (inbound) on the localizer course after completion of procedure turn, or from an established holding pattern on the localizer course or after a "final transition", as described above.

The term "final approach on glide slope", as used in ILS procedures, is defined as that portion of the final approach (inbound) on the localizer course after the glide slope has been intercepted and descent on the glide slope is being made to authorized landing minimums.

(1) *Altitudes.* The altitude for final approach on the localizer course prior to reaching the outer marker will not be less than the altitude of the glide slope at the outer marker. The altitude for final approach on glide slope will provide for clearance of terrain and obstructions in the approach area as hereinafter specified in this paragraph.

(2) *Obstruction clearance for final approach—(i) Approach zone.* The approach zone to instrument runways includes the approach area, approach surface, and transitional surfaces.

(a) *Approach area.* The dimensions of the approach area to instrument runways are measured horizontally from a point 200 feet outward from the approach end of the runway.

(1) *Length.* The approach area has a length of 50,000 feet outward along the runway centerline extended.

(2) *Width.* The approach area is symmetrically located with respect to the extended runway centerline and has a total width of 1,000 feet at a point 200 feet outward from the approach end of the runway. The approach area flares uniformly to a total width of 4,000 feet at the end of the 10,000-foot section and to a total width of 16,000 feet at the end of the additional 40,000-foot section.

(b) *Approach surface.* The approach surface is an inclined surface located directly above the approach area.

(1) *Slope.* The slope of the approach surface along the runway centerline extended is fifty to one (50:1) for the inner 10,000-foot section and forty to

one (40:1) for the outer 40,000-foot section of the approach area.

(2) *Horizontal surface.* The horizontal surface is a circular plane, 150 feet above the established airport elevation, having a radius of approximately 12,000 feet, depending on airport category, from the reference point at the center of the airport and connecting with the transitional surfaces or approach surfaces.

(c) *Transitional surfaces.* (1) The transitional surfaces are inclined planes with a slope of seven to one (7:1) extending upward on either side of, and at right angles to, the runway centerline or the runway centerline extended.

(2) Transitional surfaces inward from the approach end of the runway extend upward to an intersection with the horizontal surface from lines which are level with, parallel to, and 500 feet from the runway centerline.

(3) The transitional surfaces for 200 feet outward from the approach end of the runway extend upward to an intersection with the horizontal surface from lines which are level with the runway centerline at the approach end of the runway, and are parallel to and 500 feet from the runway centerline extended.

(4) Transitional surfaces more than 200 feet outward from the approach end of the runway extend upward from the outer edges of the approach surface to an intersection with the horizontal surface where the approach surface is below the horizontal surface, and for a lateral distance of 5,000 feet where the approach surface is above the horizontal surface.

8. Section 609.10 (g) is amended to read:

§ 609.10 *Instrument landing system procedure criteria.* * * *

(g) *Missed approach procedure.* The missed approach procedure criteria contained in § 609.3 (n) will apply.

9. Section 609.12 is amended as follows:

a. The title is changed to read: "Radar procedure determination."

b. The letters "ASR" as they appear in this section are changed to "Surveillance Radar";

c. The letters "PAR" as they appear in this section are changed to "Precision Radar"; and

d. The letters "GCA" as they appear in this section are changed to "Radar".

10. Section 609.12 (j) is amended to read:

§ 609.12 *Radar procedure determination.* * * *

(j) *Missed approach procedure.* The missed approach procedure criteria contained in § 609.3 (n) will apply.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

This amendment shall become effective upon publication in the FEDERAL REGISTER.

[SEAL]

JAMES T. PYLE,
Acting Administrator
of Civil Aeronautics.

[F. R. Doc. 56-9385; Filed, Nov. 20, 1956; 8:45 a. m.]

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

[CGFR 56-39]

MISCELLANEOUS MARINE ENGINEERING AND ELECTRICAL ENGINEERING AMENDMENTS

Notices regarding proposed changes in the navigation and vessel inspection regulations were published in the **FEDERAL REGISTER** dated March 1, 1956 (21 F. R. 1350-1356), and March 28, 1956 (21 F. R. 1901, 1902), as Items I through XVIII of the Agenda to be considered by the Merchant Marine Council at a public hearing, which was to be held on April 24, 1956, at Washington, D. C. This document is the fourth of a series of documents covering the regulations considered at this public hearing. The first two documents contain dangerous cargo regulations and the third document contains miscellaneous amendments to 46 CFR Chapter 1.

All the comments, views, and data submitted in connection with the items considered by the Merchant Marine Council at this public hearing have been very helpful to the Coast Guard and are very much appreciated. On the basis of the information received certain proposed regulations were revised and others rejected. The following items considered at the public hearing held April 24, 1956, as revised, are adopted and included in this document:

- Item VII—Marine Engineering Regulations and Material Specifications.
- Item XI—Electrical Engineering Regulations; Miscellaneous Changes and Additions.
- Item XIV—Specifications for Fire Protective Systems.
- Item XV—Specifications for Emergency Loudspeaker Systems.
- Item XVIII—Receptacle Outlets and Attachment Plugs.

The proposal in Item XVIII of the Agenda was not changed. The necessary amendment to the regulations is in this document.

The proposals in Item VII of the Agenda regarding marine engineering are modified. With respect to nodular iron castings, a requirement regarding markings was added as 46 CFR 51.61-10. In connection with conditions of approval of boilers, the reference to 46 CFR Part 162 (Subchapter Q—Specifications) is limited to applicable requirements governing boilers. In order to have the Coast Guard and the American Society of Mechanical Engineers' requirements in agreement with respect to low pressure heating boilers, 46 CFR 53.03-75, regarding hydrostatic tests, inspection, and stamping, was revised. The major change requires that steel plate heating boilers operating at pressures exceeding 15 pounds per square inch will be subject to shop inspection by a Coast Guard marine inspector. The changes regarding unfired pressure vessels were revised to clarify requirements for air tanks used in offshore drilling operations in 46 CFR

54.01-1. The proposal regarding use of nodular cast-iron valves and fittings in 46 CFR 55.07-1 (e) (4) was revised to permit adjusted pressure ratings for temperatures not exceeding 650° F. to be authorized by the Commandant when construction does comply with 150-pound and 300-pound standards.

The proposals in Item VII dealing with pumping arrangements and piping systems are modified to agree with comments adopted. The amendment to 46 CFR 55.10-10 (b) (6) will require a sentinel valve to be fitted to an economizer when a valved bypass is installed. In view of the good ductility of Grade 60-45-15 nodular cast iron, the amendment to 46 CFR 55.10-70 (i) will permit this material to be used in sea chests and shell connections below the freeboard deck.

The proposals in Item XI of the Agenda with respect to electrical engineering are modified to reflect changes based on comments which were adopted. The proposals changed deal with emergency loudspeaker system, 46 CFR 111.05-10 (c) (4); switchboard bus bars and wiring, 46 CFR 111.35-5 (a); locations of electric propulsion control, 46 CFR 111.35-25 (g); means to start and stop motors, 46 CFR 111.45-1 (e) (2); portable electric cords, 46 CFR 111.50-15 (f) (2); enclosures in spaces where vehicles carrying gasoline are stored, 46 CFR 111.65-10 (b); and electric cooking equipment, 46 CFR 111.65-50 (b) (5) and (6). The proposal to amend 46 CFR 111.35-15 (c) (2) was not adopted. The proposals regarding emergency lighting systems for small passenger vessels in 46 CFR 112.05-15 were revised. The other proposals are adopted.

The proposals in Item XIV of the Agenda covering specifications for fire protective systems are adopted with minor changes in various details which are based on comments received. The requirements modified are in 46 CFR 161.002-6 (g) (1), 161.002-7 (b) (3) (iii) and (iv), (e) (1) and (g) (1), 161.002-8 (a), 161.002-10 (g) (8), 161.002-11 (k) (2) and (l) (6), 161.002-12 (a), 161.002-15 (e) (1) and (f) (7) (iii), and 161.002-16 (c) (4) (iii).

The proposals in Item XV of the Agenda covering specifications for emergency loudspeaker systems are adopted with minor changes in certain details which are based on comments received. The requirements modified are in 46 CFR 161.004-4 (b) (5), (f) (1) and (15), and (g) (16), 161.004-5 (a) (4), and 161.007 (b) (1).

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), Treasury Department Order 167-14, dated November 26, 1954 (19 F. R. 8026), and Treasury Department Order CGFR 56-28, dated July 24, 1956 (21 F. R. 5659), to promulgate regulations in accordance with the statutes cited with the regulations below: *It is ordered*, That:

(a) All the amendments to regulations containing specific dates shall become effective on the dates set forth in the regulations; and,

(b) All the other amendments to regulations (which are not covered by paragraph (a), above) are prescribed and shall become effective 90 days after the date of publication of this document in the **FEDERAL REGISTER**.

Subchapter F—Marine Engineering

PART 51—MATERIALS

SUBPART 51.61—IRON CASTINGS

The heading for Subpart 51.61 is amended to read as set forth above.

Subpart 51.61, consisting of §§ 51.61-1 and 51.61-5, is amended to read as follows:

- Sec.**
51.61-1 Scope.
51.61-5 Hydrostatic tests.
51.61-10 Markings.
- AUTHORITY:** §§ 51.61-1 to 51.61-10 issued under R. S. 4405, as amended, 4462, as amended; 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, 4400, 4417, 4417a, 4418, 4421, 4426-4431, 4433, 4434, 4453, 4481, as amended, sec. 14, 29 Stat. 690, 41 Stat. 305, 49 Stat. 1544, sec. 17, 54 Stat. 166, sec. 3, 54 Stat. 346, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391a, 392, 399, 401-409, 411, 412, 435, 489, 366, 363, 367, 526p, 1333, 463a, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917; 3 CFR, 1952 Supp.

§ 51.61-1 *Scope.* The material specifications covering nodular cast iron, malleable iron and gray iron castings of Class B, certified material, used for pipe fittings, valves, flanges and manifolds, shall comply with the following standard specifications issued by the American Society for Testing Materials, subject to the limitations noted in this subpart:

TABLE 51.61-1—MATERIAL SPECIFICATIONS

A. S. T. M. designation	A. S. T. M. grade	Coast Guard grade
Malleable iron:		
A 47-52.....	32510.....	A1.
A 47-52.....	35018.....	A2.
A 197-47.....	Cupola.....	B.
Cast iron:		
A 126-42.....	Class A (regular).....	C.
A 126-42.....	Class B (higher strength).....	D.
A 126-42.....	Class C (high test).....	E.
A 278-53.....	Class No. 20.....	No. 20.
A 278-53.....	Class No. 25.....	No. 25.
A 278-53.....	Class No. 30.....	No. 30.
A 278-53.....	Class No. 35.....	No. 35.
A 278-53.....	Class No. 40.....	No. 40.
A 278-53.....	Class No. 50.....	No. 50.
A 278-53.....	Class No. 60.....	No. 60.
A 396-55T.....	Nodular iron 60-45-15.....	60-45-15.

§ 51.61-5 *Hydrostatic tests.* Castings intended for use as valves and pipe fittings shall be tested after machining to a hydrostatic pressure as required by § 61.30-5 of this subchapter.

§ 51.61-10 *Markings.* Each nodular iron casting shall be legibly marked for material identification, either by casting or stamping, with the A. S. T. M. designation or grade.

PART 52—CONSTRUCTION

SUBPART 52.01—PROCEDURE AND GENERAL REQUIREMENTS

Section 52.01-15 is amended to read as follows:

§ 52.01-15 *Conditions for approval.* (a) Manufacturers of boilers and unfired pressure vessels to be installed on vessels subject to inspection by the Coast Guard shall make calculations of the pressure parts of such boilers and unfired pressure vessels using the formulas provided in this subchapter, and submit such calculations for approval together with the drawings required by § 52.01-5. In making calculations, the design stress shall not exceed the maximum allowable stresses for the material.

(b) When it is determined that the design of the boiler or unfired pressure vessel complies with the requirements of this subchapter and, in the case of boilers, with the requirements of Part 162 of Subchapter Q (Specifications) of this chapter, the drawings shall be approved for the maximum allowable pressure at which the boiler or unfired pressure vessels may be operated. If it is determined that the design does not comply with the specified requirements, the manufacturer will be notified by a written statement which will list the reasons for disapproval.

SUBPART 52.30—SURFACES REQUIRED TO BE STAYED OR REINFORCED

Section 52.30-10 (a) (5) is amended by revising coefficients "C=238" and "C=250" under "Plates exposed to products of combustion" and coefficients "C=274" and "C=290" under "Plates not exposed to products of combustion" to read as follows:

§ 52.30-10 *Computations.* (a) * * * (5) * * *

C=238 for plates under $\frac{1}{16}$ inch in thickness, fitted with screw stays with nuts or welded collars, or stays attached to plates by welding.

C=250 for plates $\frac{1}{16}$ inch and over in thickness, fitted with screw stays with nuts or welded collars, or stays attached to plates by welding.

C=274 for plates under $\frac{1}{16}$ inch in thickness, fitted with screw stays with nuts or welded collars, or stays attached to plates by welding.

C=290 for plates $\frac{1}{16}$ inch and over in thickness, fitted with screw stays with nuts or welded collars, or stays attached to plates by welding.

SUBPART 52.60—SUPERHEATERS, HEADERS, WATER WALLS, AND ECONOMIZERS

Section 52.60-15 (a) is amended to read as follows:

§ 52.60-15 *Computations.* (a) The maximum allowable pressure of cylindrical headers shall be determined by formula (1), (2) or (3) in § 52.05-10, except that the value $(1-y)$ may be substituted for 0.6 in the denominator where y has the following values:

Temperature, °F.

	900	950	1,000	1,050	1,100	1,150 and above
Ferritic.....	0.4	0.5	0.7	0.7	0.7	0.7
Austenitic.....	.4	.4	.4	.4	.5	.7

(R. S. 4405, as amended, 4462, as amended; 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, 4400, 4417, 4417a, 4418, 4421, 4426-4431, 4433, 4434, 4453, 4491, as amended, sec. 14, 29 Stat. 690, 41 Stat. 305, 49 Stat. 1544, sec. 17, 54 Stat. 166, sec. 3, 54 Stat. 346, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391, 391a, 392, 399, 404-409, 411, 412, 435, 489, 366, 363, 367, 526p, 1333, 463a, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917; 3 CFR, 1952 Supp.)

PART 53—LOW-PRESSURE HEATING BOILERS
SUBPART 53.01—GENERAL

Section 53.01-1 is amended to read as follows:

§ 53.01-1 *Scope.* (a) The regulations in this part apply to the design and construction of steel plate and cast iron steam and hot water boilers used for heating or hot water supply, the maximum allowable pressure of which shall not exceed the following:

(1) For steel plate boilers—30 pounds per square inch.

(2) For cast iron boilers—15 pounds per square inch for steam boilers and 30 pounds per square inch for hot water boilers.

(b) Except as otherwise provided for in this part, steel plate and cast iron steam and hot water heating boilers designed, fabricated and stamped in conformance with the requirements of the American Society of Mechanical Engineers Rules for Low-Pressure Heating Boilers (A. S. M. E. Boiler and Pressure Vessel Code Section IV) may be accepted for installation on vessels subject to inspection provided the maximum allowable pressure does not exceed 15 pounds per square inch for steam boilers and 30 pounds per square inch for hot water boilers.

(c) The maximum water temperature of hot water boilers shall not exceed 250° F.

(d) When operating conditions exceed those specified in paragraph (a) of this section, steel plate boilers shall be designed and fabricated in accordance with the requirements of Part 52 of this subchapter.

SUBPART 53.03—STEEL PLATE HEATING BOILERS

Section 53.03-1 is amended to read as follows:

§ 53.03-1 *Scope.* (a) The regulations in this subpart contain detail requirements for the design and construction of steel plate heating boilers.

(b) A. S. M. E. steel plate heating boilers accepted under the provisions of § 53.01-1 need not comply with the applicable requirements of this subpart except that safety valves, relief valves,

fittings and appliances shall meet the requirements prescribed therein.

(c) Steam heating boilers of steel plate construction, the maximum allowable pressure of which exceeds 15 pounds per square inch shall comply in all respects with the requirements of this subpart.

Section 53.03-5 is amended by adding a new paragraph (d) reading as follows:

§ 53.03-5 *Plan approval.* * * *

(d) A. S. M. E. steel plate heating boilers accepted under the provisions of § 53.01-1 are not subject to type approval by the Commandant and are exempt from the requirements of this section.

Section 53.03-75 is amended to read as follows:

§ 53.03-75 *Hydrostatic tests, inspection, and stamping.* (a) Each boiler shall be subjected to a hydrostatic test pressure of not less than 60 pounds per square inch by the manufacturer.

(b) Shop inspection of A. S. M. E. approved heating boilers by a Coast Guard inspector is not required.

(c) Except as provided for in paragraph (b) of this section, heating boilers of steel plate construction, the maximum allowable pressure of which exceeds 15 p. s. i., shall be examined in the manufacturer's shop by an inspector while the boiler is subjected to the required hydrostatic test pressure. The inspector shall ascertain that there are no defects in workmanship and materials and that no defects have occurred due to the hydrostatic test.

(d) Steel plate heating boilers of the automatically controlled package type shall be subjected to such operating tests as may be prescribed by the Commandant.

(e) Upon completion of the hydrostatic test and inspection of heating boilers subject to shop inspection, and after such boilers are found acceptable, they shall be stamped in a suitable location so as to be readily visible, with the following data:

(Name of fabricator and serial number)

(Month and year fabricated)

----- P. s. i.

(Maximum w. p.) (Steam)

----- Pounds per hour
(Safety valve capacity, minimum)

Coast Guard approval No. and symbol -----

Inspector's initials -----

(f) After installation, each heating boiler shall be hydrostatically tested to twice the pressure at which the safety or relief valve is set to open.

(R. S. 4405, as amended, 4462, as amended; 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, 4400, 4417, 4417a, 4418, 4421, 4426-4431, 4433, 4434, 4453, 4491, as amended, sec. 14, 29 Stat. 690, 41 Stat. 305, 49 Stat. 1544, sec. 17, 54 Stat. 166, sec. 3, 54 Stat. 346, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391, 391a, 392, 399, 404-409, 411, 412, 435, 489, 366, 363, 367, 526p, 1333, 463a, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917; 3 CFR, 1952 Supp.)

SUBPART 53.05—CAST-IRON HEATING BOILERS

Subpart 53.05, consisting of §§ 53.05-1 to 53.05-50, is amended to read as follows:

- Sec.
- 53.05-1 Scope.
- 53.05-5 Plan approval.
- 53.05-10 Installation.
- 53.05-15 Safety and relief valves.
- 53.05-20 Fittings and appliances.

AUTHORITY: §§ 53.05-1 to 53.05-20 issued under R. S. 4405, as amended, 4462, as amended; 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, 4400, 4417, 4417a, 4418, 4421, 4426-4431, 4433, 4434, 4453, 4491, as amended, sec. 14, 29 Stat. 690, 41 Stat. 305, 49 Stat. 1544, sec. 17, 54 Stat. 166, sec. 3, 54 Stat. 346, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391, 391a, 392, 398, 404-409, 411, 412, 435, 489, 366, 363, 387, 526p, 1333, 463a, 50 U. S. C. 198; E. O. 16402, 17 F. R. 9917; 3 CFR, 1952 Supp.

§ 53.05-1 Scope. (a) The regulations in this subpart contain requirements for the design and construction of cast iron heating boilers.

(b) A. S. M. E. cast iron heating boilers accepted under the provisions of § 53.01-1 shall comply with the applicable requirements for safety valves, relief valves, fittings and appliances prescribed in this part.

§ 53.05-5 Plan approval. A. S. M. E. cast iron heating boilers accepted under the provisions of § 53.01-1 are not subject to type approval by the Commandant and are exempt from the requirements of this section.

§ 53.05-10 Installation. The provisions of § 53.03-55 shall apply to cast iron boilers.

§ 53.05-15 Safety and relief valves. (a) The provisions of §§ 53.03-60, 53.03-62 and 53.03-63 shall apply to cast iron heating boilers except as specified in this section.

(b) Safety valves shall be set to discharge at a pressure not to exceed 15 pounds per square inch and relief valves shall be set to discharge at a pressure not to exceed 30 pounds per square inch.

(c) Safety and relief valves for cast iron heating boilers shall be such that with any fuel burning equipment installed, the pressure cannot rise above the maximum allowable pressure more than 5 pounds per square inch for a steam boiler and three pounds per square inch for a hot water boiler.

§ 53.05-20 Fittings and appliances. The provisions of § 53.03-70 shall apply to fittings and appliances for cast iron boilers, except that the pressure control regulator shall operate to prevent the

steam pressure from rising above 15 pounds per square inch.

PART 54—UNFIRED PRESSURE VESSELS

SUBPART 54.01—GENERAL REQUIREMENTS

Section 54.01-1 is amended by adding a new paragraph (f), reading as follows:

§ 54.01-1 Scope. * * *

(f) Unfired pressure vessels, other than those containing compressed air, which do not fully comply with the requirements of this subchapter may be accepted for installation on vessels subject to inspection, provided:

(1) They are used exclusively in the handling and storage of petroleum and associated products obtained in offshore drilling operations.

(2) The design, fabrication, and stamping comply with the requirements of the API-ASME or ASME Code for Unfired Pressure Vessels.

SUBPART 54.03—DESIGN AND CONSTRUCTION

Section 54.03-10 (c) is amended by revising Table 54.03-10 (c) to read as follows:

§ 54.03-10 Cylindrical shells and heads. * * *

(c) * * *

TABLE 54.03-10 (c)—MAXIMUM ALLOWABLE STRESSES¹ FOR NONFERROUS MATERIALS USED IN UNFIRED PRESSURE VESSELS

Specification subpart	A. S. T. M. designation	Grade		Minimum tensile strength p. s. l.	Minimum yield strength p. s. l.	Notes	For metal temperatures not exceeding * F.						
		A. S. T. M.	C. G.				Sub-zero to 150	250	300	350	400 ²	450	500
Aluminum-alloy plates													
51.79	B-178	990A (2S)	990A	11,000	3,500	(7)	2,350	2,100	1,850	1,600	1,300		
51.79	B-178	M1A (3S)	M1A	14,000	5,000	(7)	3,150	2,700	2,400	2,100	1,800		
51.79	B-178	GR20A (32S)	GR20A	25,000	9,500	(7)	6,250	6,000	5,400	4,650	3,900		
51.79	B-178	GS11A (61S)	GS11A	16,000	6,000	(7)	3,800	3,300	3,100	2,700	2,300		
51.79	B-178	GS11A (61S) (T4)	GS11A	30,000	16,000	(7)	7,100	6,200	5,850	5,600	4,300		
Copper and copper-alloy plates													
51.67	B-11	Copper	B 11	30,000	10,000	(7)	6,700	6,300	5,000	3,800	2,500		
51.67	B-171	Naval brass	B 171-A	80,000	20,000		12,500	11,200	10,500	7,500	2,000		
51.67	B-171	Copper-nickel 70-30	B 171-B	50,000	20,000		12,500	12,500	12,200	12,000	11,700	11,300	11,000
51.67	B-171	Aluminum bronze	B 171-C	90,000	36,000	(7)	22,500	19,500	18,000	16,500	15,000	13,500	
Seamless pipe or tubes													
51.79	B-13	Copper boiler tubes	B 13	30,000	9,000		6,000	5,800	5,000	3,800	2,500		
51.79	B-42	Copper pipe	B 42	30,000	9,000		6,000	5,800	5,000	3,800	2,500		
51.79	B-42	Copper pipe	B 42	30,000	30,000	(7)	9,000	8,300	8,000	5,000	2,500		
51.79	B-43	Red brass pipe	B 43	40,000	12,000	(7)	8,400	8,000	8,000	6,000	3,000		
51.79	B-75	Copper tubes	B 75	30,000	9,000		6,000	5,800	5,000	3,800	2,500		
51.79	B-75	Copper tubes	B 75	30,000	30,000	(7)	9,000	8,300	8,000	5,000	2,500		
51.79	B-88	Copper tubes	B 88	30,000	10,000	(7)	6,700	6,300	5,000	3,800	2,500		
51.79	B-88	Copper tubes	B 88	30,000	30,000	(7)	9,000	8,300	8,000	5,000	2,500		
51.79	B-111	Copper tubes	B 111A or B	30,000	10,000	(7)	6,700	6,300	5,000	3,800	2,500		
51.79	B-111	Copper tubes	B 111A or B	30,000	30,000	(7)	9,000	8,300	8,000	5,000	2,500		
51.79	B-111	Admiralty Metal	B 111-C	45,000	15,000		10,000	10,000	10,000	8,000	5,000		
51.79	B-111	Aluminum brass tubes	B 111-D	50,000	18,000		12,000	12,000	12,000	7,500	3,000	2,000	
51.79	B-111	Aluminum bronze tubes	B 111-E	50,000	19,000		12,400	11,500	11,600	10,000	6,000	4,000	
51.79	B-111	Red brass tubes	B 111-F	40,000	12,000	(7)	8,000	8,000	8,000	6,000	3,000		
51.79	B-111	Copper nickel tubes 70-30	B 111-G	52,000	18,000		11,600	11,000	10,800	10,000	10,300	10,100	9,900
51.79	B-111	Copper nickel tubes 80-20	B 111-H	45,000	16,000		10,600	10,400	10,300	10,100	9,900	9,600	9,300
51.79	B-111	Copper nickel tubes 90-10	B 111-I	40,000	15,000	(7)	10,000	9,500	9,300	9,000	8,700	8,300	8,000
Braced pipe													
51.76	B-61	Steam bronze	2 A	24,000		(7)	6,800	6,800	6,500	6,000	5,500	5,000	
51.76	B-62	Onion metal	4 A	30,000		(7)	6,000	5,500	5,000	4,500	3,500		
51.76	B-143	Tin bronze, 1A	1 A	40,000		(7)	8,000	8,000	7,000	6,000	5,000	5,000	
51.76	B-143	Tin bronze, 1B	1 B	40,000		(7)	8,000	8,000	7,000	6,000	5,500	5,000	

¹ All stresses refer to the annealed condition of the material, unless otherwise specified. For wrought material, the allowable S values are based upon one-fourth of the minimum tensile strength or two-thirds of the minimum yield strength for temperatures of 150° F. and below, whichever is lower; and upon creep stress or stress-rupture at the higher temperatures. For cast material, the allowable S values are based upon one-fifth of the minimum tensile strength for temperatures of 150° F. and below; and upon creep stress or stress-rupture at the higher temperatures.

² The same stress may be employed for a temperature of 400° F.

³ The minimum yield strength employed not included in the specification.

⁴ For temperatures of 100° F. and below, the following stress values may be used:
 M1A..... 3,350
 GS11A..... 4,000
 GS11A (T4)..... 7,500

⁵ The minimum tensile strength employed not included in the specification.

⁶ This material approved for tube sheets only.

⁷ These stresses refer to the light drawn condition.

⁸ The same stress may be employed for 320° F.

⁹ To these stresses a casting quality factor of 80 percent shall be used. This is not intended to apply to valves and fittings complying with A. S. A. standards.

¹⁰ This stress is not permitted for temperatures exceeding 366° F.

(R. S. 4405, as amended, 4462, as amended; 46 U. S. C. 375, 416. Interpret or apply R. S. 4400, 4417, 4417a, 4418, 4426-4434, 4453, 4491, as amended, sec. 14, 29 Stat. 690, 41 Stat. 305, secs. 1, 2, 49 Stat. 1544, Sec. 3, 54 Stat. 347, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 362, 363, 366, 367, 391, 391a, 392, 404-412, 435, 489, 1333, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917; 3 CFR, 1952 Supp.)

PART 55—PIPING SYSTEMS AND APPURTENANCES

SUBPART 55.01—GENERAL

Section 55.01-1 is amended by adding a new paragraph (c) reading as follows:

§ 55.01-1 Scope. * * *

(c) Piping systems which do not fully comply with the requirements of this subchapter may be accepted for installation on vessels subject to inspection provided:

(1) They are limited to handling petroleum and associated products for use in offshore drilling operations.

(2) The design, material and fabrication comply with the requirements of the American Petroleum Institute (API) for such piping.

SUBPART 55.04—PIPING CLASSIFICATION

Section 55.04-10 is amended to read as follows:

§ 55.04-10 *Class II piping.* Class II piping shall include piping system conveying mediums at or below the pressures or temperatures specified in Table 55.04-5, except that exhaust piping from internal combustion engines may comply with the requirements for Class II piping.

SUBPART 55.07—DETAIL REQUIREMENTS

Section 55.07-1 (e) is amended by adding a new subparagraph (4), reading as follows:

§ 55.07-1 Material. * * *

(e) * * *

(4) Nodular cast iron conforming to the requirements of Subpart 51.61 of this subchapter, Grade 60-45-15, may be used in the construction of valves and fittings complying with 150-pound and 300-pound standards, and for temperatures not exceeding 650° F. Adjusted pressure ratings for temperatures not exceeding 650° F. shall be as authorized by the Commandant.

SUBPART 55.10—PUMPING ARRANGEMENTS AND PIPING SYSTEMS

Section 55.10-10 is amended by revising paragraphs (a) (1), (b) (3), (b) (6), and (c) (1) to read as follows:

§ 55.10-10 *Boiler feed piping*—(a) *General requirements.* (1) Steam vessels, and motor vessels fitted with steam driven electrical generators, shall have at least two separate means of supplying feed water for the boilers. All feed pumps shall be fitted with the necessary connections for this purpose. The arrangement of feed pumps shall be in accordance with paragraph (d) or (e) of this section.

(b) Feed valves. * * *

(3) Feed stop or stop-check valves may be located near the operating platform on boilers fitted with economizers

provided the piping between the valves and the economizer, exclusive of the feed valves and the economizer inlet nozzles, is installed without intervening flanged connections and all butt-welded joints 4 inches and above in size are completely radiographed.

(6) A sentinel valve shall be fitted to an economizer when a valved bypass is installed.

(c) *Feed-water regulators, feed-water heaters and grease extractors.* (1) Feed-water regulators, tubular feed-water heaters, and grease extractors, where installed, shall be fitted with bypasses.

Section 55.10-70 (i) is amended to read as follows:

§ 55.10-70 *Overboard discharges and shell connections.* * * *

(i) On new installations or replacements in vessels of 150 gross tons and over, malleable iron and non-ductile cast irons are not permitted for any connection to the shell plating below the freeboard deck nor shall such valves be secured to sea chests. Nodular cast iron, Grade 60-45-15, conforming to the requirements of Subpart 51.61 of this subchapter, may be used for shell connections below the freeboard deck and valves secured to sea chests.

(R. S. 4405, as amended, 4462, as amended; 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, 4400, 4417, 4417a, 4418, 4421, 4426-4431, 4433, 4434, 4453, 4491, as amended, sec. 14, 29 Stat. 690, 41 Stat. 305, 49 Stat. 1544, sec. 17, 54 Stat. 166, sec. 3, 54 Stat. 346, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391, 391a, 392, 399, 404-409, 411, 412, 435, 489, 366, 363, 367, 526p, 1333, 463a, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917; 3 CFR, 1952 Supp.)

PART 56—ARC WELDING, GAS WELDING, AND BRAZING

SUBPART 56.01—ARC WELDING AND GAS WELDING

Section 56.01-20 is amended to read as follows:

§ 56.01-20 *Arc welding electrodes.* (a) Acceptable brand names of arc welding electrodes, as published in the Equipment Lists, CG-190, shall be used in the welded fabrication of machinery appurtenances and pressure-containing parts as given in § 56.01-1.

(b) Type E6012, E6013, or E6024 electrodes shall not be used in the fabrication of any item listed in paragraph (a) of this section.

Section 56.01-80 is amended by revising paragraph (h) and paragraph (k) (1) to read as follows:

§ 56.01-80 *Welded piping.* * * *

(h) All butt-welded joints in Class I piping exceeding 2½ inches in diameter, with the exception of high-pressure salt water piping systems used in tank cleaning operations and gas supply piping of carbon or carbon molybdenum steel used in gas turbines shall be stress-relieved as required by § 56.01-70.

(k) (1) All butt-welded joints in Class I piping exceeding 2½ inches in diam-

eter, with the exception of high-pressure salt water piping systems used in tank cleaning operations and gas supply piping of carbon or carbon molybdenum steel used in gas turbines shall be non-destructively tested as required by § 56.05-5.

(R. S. 4405, as amended, 4462, as amended; 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, 4400, 4417, 4417a, 4418, 4421, 4426-4431, 4433, 4434, 4453, 4491, as amended, sec. 14, 29 Stat. 690, 41 Stat. 305, 49 Stat. 1544, sec. 17, 54 Stat. 166, sec. 3, 54 Stat. 346, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391, 391a, 392, 399, 404-409, 411, 412, 435, 489, 366, 363, 367, 526p, 1333, 463a, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917; 3 CFR, 1952 Supp.)

PART 58—REPAIRS TO BOILERS, UNFIRED PRESSURE VESSELS AND APPURTENANCES

SUBPART 58.10—WELDING REPAIRS TO BOILERS AND UNFIRED PRESSURE VESSELS IN SERVICE

Section 58.10-5 (g) is amended by deleting the last sentence so that it will read as follows:

§ 58.10-5 *Cracks.* * * *

(g) All cracks permitted to be repaired under this subpart shall be excavated to sound metal by grinding, flame gouging or chipping out the defective metal to form a clean welding groove. The first two methods of excavation are preferable. Either a V groove or U groove wherein complete penetration of the weld metal is secured may be used. After excavation is completed and prior to welding, the excavated area shall be examined by magnetic particle testing to insure that the entire crack was excavated. When the reverse side of the weld is accessible the root of the weld shall be chipped or ground out to insure a clean surface of the originally deposited metal and the resultant groove welded to obtain a sound weld having complete penetration. During welding a preheat of 200 degrees plus or minus 50 degrees F. shall be maintained by controlled temperature. For thicknesses exceeding ¾ inch, suitable U grooves should be employed. A welding sequence shall be used so as to equalize welding stresses.

(R. S. 4405, as amended, 4462, as amended; 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, 4400, 4417, 4417a, 4418, 4421, 4426-4431, 4433, 4434, 4453, 4491, as amended, sec. 14, 29 Stat. 690, 41 Stat. 305, 49 Stat. 1544, sec. 17, 54 Stat. 166, sec. 3, 54 Stat. 346, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391, 391a, 392, 399, 404-409, 411, 412, 435, 489, 366, 363, 367, 526p, 1333, 463a, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917; 3 CFR, 1952 Supp.)

Subchapter J—Electrical Engineering

PART 110—GENERAL PROVISIONS

SUBPART 110.10—REFERENCE SPECIFICATIONS, STANDARDS, AND CODES

Section 110.10-1 is amended by revising paragraph (c) and adding a new paragraph (e) (17), reading as follows:

§ 110.10-1 *General.* * * *

(c) Standards of issue in effect on the date the vessel is contracted for, issued

by National Electrical Manufacturers Association, 155 East 44th Street, New York 17, N. Y., as listed in this paragraph.

(1) NEMA Standards Publication Molded Case Circuit Breakers.

(2) NEMA Standards for Large Air Circuit Breakers.

(e) * * *

(17) Standard for Commercial Electric Cooking Appliances.

SUBPART 110.15—DEFINITION OF TERMS USED IN THIS SUBCHAPTER

Section 110.15-15 (b) (2) is amended by revising Table 110.15-15 (b) (2) to read as follows:

§ 110.15-15 *Cable terms.* * * *

(b) *Cable designations.* * * *

(2) * * *

TABLE 110.15-15 (b) (2)—PORTABLE CORD AND FIXTURE WIRE SYMBOLS

Trade name of wire or cord	Designation
Asbestos-covered heat-resistant fixture wire	AF
Silicone rubber insulated fixture wire	SF-2
Silicone rubber insulated fixture wire, flexible stranding	SFF-2
Asbestos-covered heat-resistant cord	AFC, AFPD
Rubber-jacketed heat-resistant cord	AFS, AFSJ
Heat- and moisture-resistant cord	AVPD
Lamp cord	C
Cotton-covered heat-resistant fixture wire, stranded or flexible stranded	CF
Cotton-covered heat-resistant cord	CFC, CFPD
Elevator cable	E, EO, ET
Rubber-covered fixture wire, flexible stranding	FF-2
Heat-resistant rubber-covered fixture wire, flexible stranding	FFH-2
Heater cord	HC, HPCD
Jacketed heater cord	HS
Rubber-jacketed heater cord	HSJ
Heavy duty cord	K
Reinforced cord	P, P-2
Twisted portable cord	PD
Moisture-proof reinforced cord	PW, PW-2
Rubber-covered stranded fixture wire	RF-2
Heat-resistant rubber-covered stranded fixture wire	RFH-2
Hard service cord	S
Hard service cord, oil-resistant	SO
Hard service cord, thermoplastic covered	ST
Junior hard service cord	SJ
Junior hard service cord, oil-resistant	SJO
Junior hard service cord, thermoplastic covered	SJT
Thermoplastic-covered stranded fixture wire	TF
Thermoplastic-covered fixture wire, flexible stranding	TFP

Section 110.15-45 is amended to read as follows:

§ 110.15-45 *Corrosion-resistant or noncorrodible materials.* Silver, corrosion-resisting steel, copper, brass, bronze, copper-nickel, certain copper-nickel alloys, and certain aluminum alloys are considered satisfactory corrosion-resistant or noncorrodible materials.

Section 110.15-65 is amended by adding a new paragraph (g) reading as follows:

§ 110.15-65 *Equipment enclosure terms.* * * *

(g) *Totally enclosed equipment.* Totally enclosed means so enclosed as to prevent circulation of air between the inside and the outside of the case, but not necessarily sufficiently to be termed airtight. (ASA 95.90.220.)

(R. S. 4405, as amended, 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, as amended, 4400, as amended, 4417, as amended, 4417a, as amended, 4418, as amended, 4421, as amended, 4426, as amended,

4427, as amended, 4433, as amended, 4453, as amended, sec. 14, 29 Stat. 690, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, sec. 5, 49 Stat. 1384, as amended, sec. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, 54 Stat. 347, as amended, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391, 391a, 392, 399, 404, 405, 411, 435, 366, 395, 363, 369, 367, 1333, 463a, 50 U. S. C. 198, E. O. 10402, 17 F. R. 9917; 3 CFR, 1952 Supp.)

PART 111—ELECTRICAL SYSTEM; GENERAL REQUIREMENTS

SUBPART 111.01—APPLICATION

Section 111.01-1 is amended to read as follows:

§ 111.01-1 *General.* (a) The provisions of this part, with the exception of Subpart 111.90 of this part, shall, unless otherwise indicated, apply to all vessels contracted for on or after November 19, 1952. The provisions of Subpart 111.90 of this part shall apply to all vessels contracted for prior to November 19, 1952.

SUBPART 111.05—GENERAL REQUIREMENTS

Section 111.05-10 (c) is amended by revising subparagraphs (13) and (14) to read as follows:

§ 111.05-10 *Testing and inspection.* * * *

(c) *Initial inspection.* * * *

(13) *General alarm system.* The general alarm system should be checked with a sound level meter, the sound level of the bells being measured in each stateroom for passengers or crew with doors closed. Where the background noise level is questionable, the background noise level should be measured while the vessel is underway. For the required sound levels, see § 113.25-10 (c) of this subchapter.

(14) *Emergency loudspeaker system.* The emergency loudspeaker system should be checked with a sound level meter, the sound level being measured at several locations in the vicinity of each lifeboat handling station, each lifeboat embarkation station, each passenger assembly station, and throughout crew quarters. Where the background noise level is questionable, the background noise level should be measured while the vessel is underway. For the required sound levels, see Table 113.50-15 in § 113.50-15 of this subchapter. It should be demonstrated that voice reproduction is of good quality and intelligibility is of a high order. It should be demonstrated that grounding or opening either conductor or "shorting" both conductors to a typical lifeboat station loudspeaker or to a typical embarkation deck loudspeaker, each to be selected by an inspector, will not reduce the output of any one of the remaining loudspeakers by more than three decibels.

Section 111.05-15 (d) is amended to read as follows:

§ 111.05-15 *General considerations.* * * *

(d) *Watertight equipment.* (1) All electrical equipment exposed to the weather or located in spaces where they

would be exposed to seas, splashing, or other severe moisture condition, shall be of the watertight type or be protected by means of watertight enclosures which shall be such as to prevent the exposure of the equipment to temperatures in excess of those for which they have been designed.

Section 111.05-20 is amended to read as follows:

§ 111.05-20 *Temperature ratings.* (a) In the requirements of this subchapter, except as noted in paragraph (b) of this section, an ambient temperature of 40° C. has been assumed for all locations except boiler and engine rooms, while for these latter spaces 50° C. has been assumed as the ambient temperature. Where the ambient temperature is in excess of these values, the total temperature specified shall not be exceeded. Where equipment has been rated on ambient temperatures less than those contemplated, consideration will be given to the use of such equipment provided the total temperature for which the equipment is rated will not be exceeded.

(b) For the assumed ambient temperature for lighting fixtures, see § 111.60-35 (c) (2). For the assumed ambient temperature for thermal trip circuit breakers see § 111.55-15 (e) (6).

Section 111.05-25 (a) is amended by adding a new subparagraph (4), reading as follows:

§ 111.05-25 *Nature of electrical supply.* (a) * * *

(4) Four-wire, three-phase alternating current.

SUBPART 111.10—GENERATORS

Section 111.10-15 (j) is amended to read as follows:

§ 111.10-15 *Generator construction.* * * *

(j) *Lubrication.*—(1) *Ship's service generators.* In general, all generators should be located with their shafts in a fore and aft direction on the vessel, and they must lubricate and operate satisfactorily when permanently inclined to an angle of 15 degrees athwartship and 5 degrees fore and aft; the bearings are to be so arranged that they will not spill oil under a momentary roll of 22½ degrees. Where it is not practicable to mount the generators with armature shafts in the fore and aft direction their lubrication will require special consideration. Generators depending on forced lubrication, unless otherwise approved, should be provided with means to shut down their prime movers automatically on failure of the lubricating system. Provision is to be made to prevent oil or oil vapor from passing into the machine windings.

(2) *Emergency generators.* For lubrication of emergency diesel-driven generator sets also see Subpart 112.50 of this subchapter.

Section 111.10-30 (a) is amended by adding a footnote 1 to the heading of Table 111.10-30 (a2), reading as follows:

§ 111.10-30 *Temperature limitations.* (a) * * *

TABLE 111.10-30 (a2)—LIMITS OF TEMPERATURE RISES FOR A. C. GENERATORS BASED ON 50° C. AMBIENT TEMPERATURE¹

SUBPART 111.15—STORAGE BATTERIES

Section 111.15-1 (b) is amended to read as follows:

§ 111.15-1 *General requirements.* * * *

(b) *Emergency and general alarm storage batteries.* When batteries are used for emergency lighting and power loads or for general alarm system loads, the requirements of Part 112 of this subchapter are also applicable.

SUBPART 111.25—MOTORS

Section 111.25-10 *Temperature limitations* is amended by adding the subtitle "(Thermometer method)" to the title "Limits of temperature rises; degrees centigrade" over the second, third, fourth, and fifth columns in Tables 111.25-10 (a1) and 111.25-10 (a2).

Section 111.25-15 (a) is amended by revising Table 111.25-15 (a) to read as follows:

§ 111.25-15 *Duty cycle.* (a) * * *

TABLE 111.25-15 (a)

Application of motor	Minimum short time rating of motor in hour
Deck winch and direct acting capstan	¼
Deck winch with hydraulic transmission	Continuous at no load, followed by ½ hour at full load.
Direct acting windlass	¼
Windlass with hydraulic transmission	½ hour idle pump operation followed by ¼ hour full load operation.
Steering gear, direct acting	1
Steering gear, indirect drive	Continuous operation at 15 percent load followed by 1 hour at full load.
Watertight door operators	½
Lifboat winches	⅓

Section 111.25-30 (c) is amended to read as follows:

§ 111.25-30 *Enclosure and protection.* * * *

(c) *Motors for use on weather decks.* Motors for use on weather decks shall be of the watertight type or shall be enclosed in watertight housings, drained as described in § 110.15-175 (k) of this subchapter.

SUBPART 111.35—SWITCHBOARDS AND PROPULSION CONTROLS

Section 111.35-5 is amended by revising paragraphs (a) and (c) to read as follows:

§ 111.35-5 *Switchboard bus bars and wiring*—(a) *General.* Buses shall be designed on the basis of generator capacity and feeder loads. For a single generator, the generator bus shall have a capacity equal to the continuous rating of the generator plus any overload rating in

¹ For generators having 25 percent overload rating for 2 hours, the temperature at the end of the overload run when conducted immediately following the continuous run shall not exceed the figures in the table by more than 15° C. except for collector rings which shall be in accordance with the table.

excess of 30 minutes' duration. For more than one generator with all generating capacity feeding through one section of the bus, the capacity of the bus for the first generator shall be the same as for a single generator. For each subsequent generator the bus capacity shall be increased by 80 percent of the continuous rating of each added generator. The capacity of connection buses for each generator unit shall be equal to the continuous rating of the generator plus any overload rating in excess of 30 minutes' duration. All other bus bars and bus connections shall be designed for at least 75 percent of the combined full-load rated currents of all apparatus for supply, plus not less than 50 percent of the combined fuse or element ratings of the spare switches or circuit breakers connected to the bus, except that when feeders supply one unit or any group of units in continuous operation they shall be designed for full load, and except that the capacity of feeder buses shall not be greater than the generators buses that supply them.

(c) *Arrangement of bus bars and wiring.* The arrangement of bus bars and wiring on the back of switchboards shall be such that all lugs are readily accessible. Soldering lugs, where used, should have a solder contact length at least 1½ times the diameter of the conductor and all nuts and connections should be fitted with locking devices to prevent loosening due to vibration.

Section 111.35-10 (a) is amended to read as follows:

§ 111.35-10 *Switchboard mounted equipment*—(a) *General.* Air circuit breaker contacts shall be kept at least 12 inches from the ship's structure unless insulation barriers are installed. For live front switchboards the clearance between current-carrying parts and base channel shall not be less than 4 inches. Voltage regulator element shall be totally enclosed. Where rheostats or other devices that may operate at high temperatures are mounted on the switchboard, they shall be naturally ventilated and so isolated by barriers as to prevent excessive temperature of copper or adjacent devices. When this cannot be accomplished the rheostat or other device shall be mounted separate from the switchboard. In general, all fuses, except for instrument and control circuits, shall be mounted on or be accessible from the front of the switchboard. All wiring on the back of boards for voltmeter, pilot and ground lamps shall be protected by fuses.

Section 111.35-15 is amended by adding paragraphs (b) (8) and (c) (13), reading as follows:

§ 111.35-15 *Ship's service generator and distribution switchboards.* * * *

(b) *Equipment for direct-current switchboards.* * * *

(8) A circuit breaker or fused switch for each shore power feeder installed, with a pilot light connected to the shore side thereof.

(c) *Equipment for alternating-current switchboards.* * * *

(13) A circuit breaker or fused switch for each shore power feeder installed, with a pilot light connected to the shore side thereof.

Section 111.35-25 is amended by revising paragraphs (a), (g), (j), and (l) to read as follows:

§ 111.35-25 *Electric propulsion control*—(a) *General.* The arrangement of bus bars and wiring on the back of propulsion control assemblies should be such that all parts, including the connections, are accessible. Adequate clearance should be provided between parts of opposite polarity and between live parts and ground to prevent arcing. All nuts and connections should be fitted with locking devices to prevent loosening due to vibration.

(g) *Locations.* Either wheelhouse or engine room control may be used; however, when wheelhouse control is used an arrangement shall be provided whereby the propulsion equipment can also be controlled from the engine room, except when otherwise approved for small vessels for limited service. When the equipment is arranged for control from two or more stations, a selector switch shall be provided for connecting the control circuit to the delegated station controller. This selector switch shall be interlocked to prevent transfer of the control without removing power and to prevent re-starting from the incoming control station until the control is first returned to the "Off" position.

(j) *Ground detection and protection from electrical faults.* Ground detection together with means of protecting the propulsion generators and motors from electrical faults should be provided. For alternating-current systems, the grounding arrangement of the generator neutral should limit the current at full load voltage to not more than 20 amperes upon a fault to ground in the propulsion system. Phase unbalance and ground relays should be provided which will open the generator and motor field circuits upon the occurrence of a fault. For direct-current systems the ground detector may consist of a voltmeter or lights. Provision should be made for protection against severe overloads, excessive currents, and electrical faults likely to result in damage to the plant. Protective equipment should be capable of being so set as not to operate on the overloads or overcurrents experienced in a heavy seaway or when maneuvering.

(l) *Electric coupling control equipment.* Electric coupling control equipment should be combined with the prime mover speed and reversing control and should include a two-pole disconnect switch, short circuit protection only, ammeter for reading coupling current, discharge resistor and interlocking to prevent energizing the coupling when the prime mover control levers are in an appropriate position.

SUBPART 111.45—MOTOR CIRCUITS AND CONTROLLERS

Section 111.45-1 is amended by revising paragraphs (e) (2) and (j) to read as follows:

§ 111.45-1 *Motor controllers, general requirements.* * * *

(e) *Adjacent to motor and driven machinery.* * * *

(2) Means shall be provided at the motor to start and stop the motor. Where the starting of a motor would be hazardous when not coordinated with other activities, such as the starting of a fuel oil service pump, the requirements of this subparagraph pertaining to the starting means at the motor need not be complied with.

(j) *Hinged doors.* All controller hinged doors having either a height exceeding 45 inches or a width exceeding 24 inches shall be provided with door positioners and stops. Equipment mounted on a hinged door shall be constructed or shielded in such a manner that no live parts of the door mounted equipment will be exposed to accidental contact by a person with the door open and the circuit energized.

Section 111.45-10 (b) is amended to read as follows:

§ 111.45-10 *Remote-control, electrical interlock, and indicator circuits.* * * *

(b) *Overcurrent protection.* Conductors of control, electrical interlock, and indicator circuits of motor controllers shall be considered as being properly protected against overcurrent by the branch circuit overcurrent device where the conductors are wholly within the controller enclosure. Conductors of control, electrical interlock, and indicator circuits external to the controller enclosure shall be considered as being properly protected against overcurrent under any one of the conditions listed in this paragraph.

(1) If the rating or setting of the branch-circuit overcurrent device is not more than 500 percent of the current-carrying capacity of the control, electrical interlock, or indicator circuit conductors.

(2) By overcurrent devices, in both sides of the line, having a rating or setting of not more than 500 percent of the current-carrying capacity of the control, electrical interlock, or indicator circuit conductors, except that where under operating conditions there is no appreciable difference in potential between the external conductors, overcurrent protection need only be provided at the supply of that side of the line.

(3) If the opening of the control, electrical interlock, or indicator circuit would create a hazard, no overcurrent protection shall be provided.

(4) For overcurrent protection of steering gear control and indicator light circuits see § 111.45-5 (p).

Section 111.45-25 (b) is amended by adding a new subparagraph (4), reading as follows:

§ 111.45-25 *Motor feeder overcurrent protection.* * * *

(b) *Rating or setting, motor loads.* * * *

(4) Where larger capacity feeders are installed to provide for future additions or changes, the feeder overcurrent protection may be based on the rated current-carrying capacity of the feeder conductors.

Section 111.45-30 (m) is amended to read as follows:

§ 111.45-30 *Disconnecting means.* * * *

(m) *Panelboard or switchboard devices, as disconnecting means.* A branch circuit switch or circuit breaker may serve as the disconnecting means provided it conforms to all the requirements of this section. When provision for locking in the open circuit position is required by paragraph (n) of this section, accessibility for manual operation of any other switch or circuit breaker on the panelboard or switchboard shall not be interfered with.

Section 111.45-40 is amended by adding a new paragraph (f), reading as follows:

§ 111.45-40 *Group control panels.* * * *

(f) *Motor and motor branch circuit overcurrent protection.* In lieu of the requirements of §§ 111.45-5 (m) and 111.45-20 (b), a motor branch circuit of group control panels may be considered to be protected against overcurrent by an instantaneous trip circuit breaker set to trip at a value not exceeding 1500 percent of the motor full-load current, provided that all the conditions of this paragraph are fulfilled.

(1) The thermal cutout, thermal relay, or other device for motor-running protection shall be capable of operation without damage to itself from a current up to the setting of the branch circuit circuit breaker.

(2) The motor controller shall be capable of opening the circuit without damage to itself resulting from a current up to the setting of the branch circuit circuit breaker.

SUBPART 111.50—DISTRIBUTION AND CIRCUIT LOADS

Section 111.50-1 (c) is amended to read as follows:

§ 111.50-1 *Distribution, general requirements.* * * *

(c) *Polarity identification of conductors.* (1) On systems having a grounded conductor, the grounded conductor shall be identified throughout the vessel by means of a white or natural gray conductor outer covering, and any conductor so identified shall not be used as an ungrounded conductor of a circuit unless the conductor is rendered permanently unidentified by painting or other effective means at each outlet. On ungrounded systems, it is recommended that conductor identification be consistent throughout the vessel.

(2) An insulated conductor of a portable cable intended to be used as a grounding conductor shall have a continuous identifying marker readily distinguishing it from the other conductors. The identifying marker shall consist of either a braid finished to show a green color or a green colored insulation. The requirements of this subparagraph shall

be effective on vessels contracted for on or after November 19, 1956.

Section 111.50-5 (c) is amended to read as follows:

§ 111.50-5 *Ship's service power circuits.* * * *

(c) *Ventilation systems.* Cargo ventilation fans, machinery spaces ventilating fans, and accommodation ventilating fans shall, if practicable, be supplied by separate feeders. All electrical ventilation systems shall be provided with remote control means for stopping the motors in case of fire or other emergency. For the machinery space ventilation there shall be provided a control located in the passageway leading to, but outside of, the space. For all other ventilation systems, a control station shall be located in the fire control room or wheelhouse, if continuously manned both when underway and when at a dock, or in an accessible position in the passageway leading to, but outside of, the space ventilated. These emergency control push-button stations shall be protected by enclosures with glass paneled doors on the front of which shall be marked: "In Case of Fire Break Glass and Push Button to Stop Ventilation." Each push button shall be provided with a nameplate identifying the system with which it is associated. This remote control system shall be of the undervoltage protection type and so arranged that damage to the master switch or cable will automatically stop the fans. For automatic shut-down of mechanical ventilation in spaces protected by a carbon dioxide fire extinguishing system, see Part 34 of Subchapter D (Tank Vessels), Part 76 of Subchapter H (Passenger Vessels), and Part 95 of Subchapter I (Cargo and Miscellaneous Vessels) of this chapter.

(1) The requirements of this paragraph shall not be construed to include a closed ventilation system for a motor or generator, diffuser fans for refrigerated spaces, or room circulating fans.

Section 111.50-15 is amended by revising paragraphs (c) and (f) to read as follows:

§ 111.50-15 *Lighting branch circuits and lighting requirements.* * * *

(c) *Berth lights.* Berth lights shall be permanently mounted and wired without the use of portable cords. The berth light shall have a minimum horizontal projection so that it will be difficult completely to cover the light with bedding.

(f) *Receptacle outlets.* (1) A sufficient number of receptacle outlets shall be located throughout crews' accommodations to permit the use of electric razors, radios, and the like without using portable cords of excessive length.

(2) A sufficient number of receptacle outlets shall be located throughout the machinery spaces to permit lighting of any machine vital to the operation of the vessel with a portable light having a 75-foot portable cord. The requirements of this subparagraph shall be effective on vessels contracted for on or after November 19, 1956.

Section 111.50-20 (a) is amended by revising Table 111.50-20 (a) to read as follows:

§ 111.50-20 *Circuit loads and demand factors*—(a) *General*. * * *

TABLE 111.50-20 (a)—DEMAND LOADS

Type of circuit	Demand load
Generator cables.....	125 percent of continuous generator rating.
Switchboard bus-tie, except ship's service to emergency switchboard bus-tie.....	75 percent of generating capacity of the larger switchboard.
Emergency switchboard bus-tie.....	125 percent of continuous rating of emergency generator.
Feeder supplying two or more motors.....	125 percent of the rating of the largest motor plus 100 percent of the sum of the ratings of all other motors supplied and including 50 percent of the rating of the spare switches on the distribution panel. ¹
Feeder supplying two or more cargo winch motors arranged for the "Burtuning" method of cargo handling.....	125 percent of the rating of the largest motor plus 50 percent of the sum of ratings of all other motors supplied. ¹
Feeder supplying two or more cargo winch motors or cargo elevator motors.....	125 percent of the rating of the largest motor plus 75 percent of the sum of the ratings of all other motors supplied.
Galley equipment feeder.....	100 percent of either the first 50 KW or one-half the connected load, whichever is the larger, plus 65 percent of the remaining connected load, plus 50 percent of the rating of the spare switches on the distribution panel.
Lighting feeder.....	100 percent of the connected load plus the average active circuit load for the spare switches on the distribution panels.
Grounded neutral of a dual voltage feeder.....	100 percent of the capacity of the ungrounded conductors when grounded neutral is not protected by a circuit breaker overcurrent trip, or not less than 50 percent of the capacity of the ungrounded conductors when the grounded neutral is protected by a circuit breaker overcurrent trip.

¹ Where a large number of motors are supplied from one feeder and the character of the load is such that not all motors will be operated simultaneously, a smaller demand load may be approved.

SUBPART 111.55—OVERCURRENT PROTECTION

Section 111.55-1 is amended by revising paragraphs (b) (1), (6), (g) (1), (2), (h) (1) and (i) and by adding a new paragraph (j), reading as follows:

§ 111.55-1 *Installation of overcurrent protective devices*. * * *(b) *Overcurrent protection of conductors*. * * *

(1) *Fuses*. If the allowable current-carrying capacity of the conductor does not correspond to a standard size fuse, the next larger size or rating may be used but not exceeding 150 percent of the allowable current-carrying capacity of the conductor. Plug fuses and fuseholders (see § 111.55-15 (b)) shall not be used in circuits exceeding 125 volts between conductors. The screw shell of plug type fuseholders shall be connected to the load of the circuit.

(6) *Remote-control, electrical interlock, and indicator circuits*. The conductors of remote control, electrical interlock, and indicator circuits of motor controllers shall be considered as protected by the arrangements specified by § 111.45-10 (b).

(g) *Protection of ship's service generators*—(1) *General*. Each generator of 25 KW and over, and each generator regardless of size if arranged for parallel operation, shall be protected by an individual trip-free air circuit breaker having inverse time overcurrent and instantaneous trips. The time overcurrent device shall be set at a value not exceeding 15 percent either above the full-load rating for continuous rated machines or above the overload rating for special rated machines. The instantaneous trip shall be set at the lowest value of current which will coordinate with the trip settings of feeder or back-up circuit breakers supplied by the generator. Each generator of less than 25 KW not arranged for parallel operation may be protected by individual fuses in lieu of an individual circuit breaker.

(2) *Generator circuits for parallel operation*. Each direct-current generator

arranged for parallel operation shall be provided with a reverse current device. Generator ammeter shunts shall be so located that the ammeters indicate total generator current. Each alternating-current generator arranged for parallel operation shall be provided with a reverse power relay.

(h) *Three-wire direct-current generators*—(1) *Circuit-breaker poles*. Separate circuit-breaker poles should be provided for the positive, negative, neutral and also for the equalizer leads unless protection is provided by the main poles. When equalizer poles are provided for the three-wire generators, the overload trips should be of the "Algebraic" type. No overload trip should be provided for the neutral pole, but it should operate simultaneously with the main poles. A neutral overcurrent relay and alarm system should be provided and set to function at a current value equal to the neutral rating.

(i) *Three-wire single-phase and four-wire three-phase generators*—(1) *Circuit-breaker poles*. Circuit-breaker poles shall be provided for each generator lead, including the neutral, except that where the generator disconnect switch is operable from the front of the switchboard, no generator circuit-breaker pole need be provided for the generator neutral.

(2) *Neutral grounding, main switchboard*. The neutral of dual-voltage alternating-current systems shall be solidly grounded at the generator switchboard with an ammeter in the ground connection. The ground connection shall be made in such a manner that it will not prevent checking the insulation resistance of the generator to ground before the generator is connected to the bus. The neutral of dual-voltage alternating-current emergency lighting and power systems shall be grounded at all times when supplied from the emergency generator or storage battery.

(3) *Neutral grounding, emergency switchboard*. The neutral bus of the

emergency switchboard shall be grounded in the same manner as described for three-wire direct-current systems in paragraph (h) (4) of this section.

(j) *Propulsion circuits*. Overcurrent protection of propulsion motors, generators, and circuits will require special consideration in each case. For general requirements see § 111.35-25 (j).

Section 111.55-15 is amended by revising paragraphs (c) and (e) (6) to read as follows:

§ 111.55-15 *Construction and use of overcurrent devices*. * * *

(c) *Cartridge fuses and fuseholders*. National Electrical Code Standard cartridge fuses may be used for applications not exceeding 600 volts, 0 to 600 amperes. Special cartridge fuses may be used in instruments and the like when specifically approved.

(e) *Circuit breakers*. * * *

(6) *Construction and interrupting rating*. The construction and rating of feeder and branch circuit circuit breakers rated not more than 600 amperes and not more than 600 volts shall conform with the requirements of Underwriters' Laboratories, Inc., Standard for Branch Circuit and Service Circuit Breakers, except that thermal trip circuit breakers shall be calibrated for an ambient temperature of 50° C. and circuit breakers with interrupting ratings of over 10,000 amperes may be rated in accordance with the National Electrical Manufacturers Association Large Circuit Breaker Standard or National Electrical Manufacturers Association Molded Case Circuit Breaker Standard, as applicable.

SUBPART 111.60—WIRING METHODS AND MATERIALS

Section 111.60-1 (e) (1) is amended to read as follows:

§ 111.60-1 *Electric cable*. * * *

(e) *Current-carrying capacity*—(1) *General*. The maximum current-carrying capacities of electric lighting and power cables for continuous service are given in Tables 111.60-1 (e) (1) (i) and 111.60-1 (e) (1) (ii), and no cable shall be permitted to carry a current continuously in excess of those values. The maximum current-carrying capacity of interior communication cable is 7.5 amperes.

Section 111.60-5 is amended to read as follows:

§ 111.60-5 *Portable electric cord and fixture wire*—(a) *General*. The construction of portable electric cords and fixture wire shall be in accordance with Underwriters' Laboratories, Inc., Standard for Flexible Cord and Fixture Wire.

(b) *Application, portable cords*. Portable cords may be used only for the connection of portable lamps or appliances and for the connection of stationary lamps or small stationary equipment not suitable for fixed wiring. When used they shall be of the type indicated in Table 111.60-5 (b). Types of portable cords other than those listed in Table 111.60-5 (b) and the uses for the types

listed other than those uses permitted by this paragraph shall be subject to special investigation and shall not be employed before being approved.

(1) *Damp or wet locations or for hard service.* Portable cords for use in damp or wet locations or for hard service shall

be type S, SO, ST, SJ, SJO, SJT, HS, HSJ, AFS, or AFSJ, and portable cords for use where exposed to oil or oil vapor shall be type SO or SJO.

(2) *Dry locations.* Portable cords for use in dry locations and not for hard services shall be type C, P, P-2, PD, PW,

PW-2, K, HC, HPD, AVPD, or one of the types listed for damp or wet locations in subparagraph (1) of this paragraph.

(3) *Extra hard service.* Portable cords for use in damp or set locations and requiring a length in excess of five feet shall be type S, SO, or ST.

TABLE 111.60-5 (b)—Portable Cords

Trade name	Type letter (National Electrical Code)	Maximum voltage	Conductor insulation	Braid on each conductor	Cord outer covering	Maximum temperature °C.	Use
Lamp cord	C	300	Rubber	Cotton	None	60	Dry places... Not hard usage.
Twisted portable cord	PD	300	do	do	Cotton or rayon	60	do Do.
Reinforced cord	P-2	300	do	do	Cotton over rubber filler	60	do Do.
Moistureproof reinforced cord	PW-2	300	do	do	Cotton, moisture-resistant finish over rubber filler	60	do Do.
Braided heavy duty cord	K	300	do	do	Two cotton, moisture-resistant finish	60	do Do.
Junior hard service cord	SJ, SJO, SJT	300	Thermoplastic or rubber	None	Rubber, Oil-resistant compound, Thermoplastic	160	Damp places... Hard usage.
Hard service cord	S, SO, ST, HC, HPD	600	Rubber, Thermoplastic or rubber	do	Rubber, Oil-resistant compound, Thermoplastic	60	do... Extra hard usage.
Heater cord	HSJ, HS, AVPD	300	Rubber and asbestos	None	None, Cotton or rayon, Cotton and rubber	90	Dry places... Not hard usage.
Rubber-jacketed heater cord	HSJ	300	do	do	Cotton and rubber	90	Damp places... Hard usage.
Jacketed heater cord	HS	300	do	do	Cotton, and rubber or neoprene	90	do Do.
Heat- and moisture-resistant cord	AVPD	300	Asbestos and varnished cambric	do	Asbestos, flame-retardant, moisture resistant	110	Dry places... Not hard usage.
Rubber-jacketed heat-resistant cord	AFSJ, AFS	300	Impregnated asbestos	do	Rubber	150	Damp places... Hard usage.
Elevator cable	E, EO, ET	300	Rubber, Thermoplastic	Cotton, Rayon	Three cotton, outer one flame-retardant, moisture-resistant; ¹ One cotton and neoprene jacket; ¹ Three cotton, outer one flame-retardant, moisture-resistant; ²	60	Elevator lighting and control.

¹ The temperature limit for Type SJ, SJO, or SJT cord is 75° C instead of 60° C if both the conductor insulation and jacket employ compounds which are recognized as suitable for use at 75° C. Such cords are recognized specifically for use on electric refrigerators or in similar applications on appliances where cord replacement is not a problem. Such cords shall be marked by having a green thread (which indicates a temperature limit of 75° C) either immediately under the insulation or under the separator of one conductor.

² The temperature limit indicated applies only to the individual conductors where the cord is employed within an appliance. The temperature limit on the jacket of Type HSJ, AFSJ, or AFS heater cord is limited to 60° C and that on the jacket of HS heater cord is limited to 75° C.

³ Rubber-filled or varnished-cambric tapes may be substituted for the inner braids

(c) *Allowable current-carrying capacity.* The allowable current-carrying capacities of flexible cord and fixture wire are given in Table 111.60-5 (c).

TABLE 111.60-5 (c)—MAXIMUM CURRENT-CARRYING CAPACITIES IN AMPERES^{1, 2}

Size AWG	Portable cord			Fixture wire		
	Rubber types C, E, EO, K, F, P-2, PD, PW, PW-2	Rubber types S, SO, SJ, SJO	Types AFS, AFSJ, HC, HPD, HS, HSJ	Type AVPD	Rubber types RF-2, FF-2, RFH-2, YFH-2	Thermoplastic types TF, TFF
18	5	7	10	17	5	6
16	7	10	15	22	7	8
14	15	15	20	28	-----	17
12	20	20	30	36	-----	-----
10	25	25	35	47	-----	-----
8	35	-----	-----	-----	-----	-----
6	45	-----	-----	-----	-----	-----
4	60	-----	-----	-----	-----	-----
2	80	-----	-----	-----	-----	-----

¹ If the number of current-carrying conductors in a cord exceeds three, the allowable current-carrying capacity of each conductor shall be reduced to 80 percent of the values in the table.

² In no case shall conductors be associated together in such a way with respect to the kind of circuit, the wiring method employed, or the number of conductors, that the limiting temperature of the conductors will be exceeded.

(d) *Conductor size.* Portable cord or fixture wire shall not be smaller than No. 18 AWG.

(e) *Splices.* Portable cords shall be used only in continuous lengths without splices or taps.

(f) *Pull at joints and terminals.* Portable cords shall be so connected to de-

vices and to fittings that tension will not be transmitted to joints or terminal screws. This shall be accomplished by a knot in the cord, winding with tape, by a special fitting designed for that purpose, or by other equivalent means.

(g) *Fixture wire, application.* Fixture wire may be used in the interior of light-

ing fixtures, instruments, and the like. When used, fixture wire shall be one of the types covered in this paragraph.

(1) Either type AF, SF-2, or SFF-2 fixture wire shall be used for applications where the temperature will exceed 90° C and for the wiring of all mogul-base screw-shell lampholders.

(2) Either type AF, SF-2, or SFF-2 fixture wire shall be used for wiring lighting fixtures provided with other than mogul-base screw-shell lampholders, except that type CF fixture wire may be used where the temperature does not exceed 90° C, types RFH-2 and FFH-2 fixture wire may be used where the temperature does not exceed 75° C, and types TF, TFF, RF-2, and FF-2 fixture wire may be used where the temperature does not exceed 60° C.

(h) *Fixture wire, voltage limitation.* Fixture wire shall not be used for applications exceeding 300 volts.

(i) *Fixture wire, stranded.* Fixture wire shall be of the stranded type.

Section 111.60-10 is amended by revising paragraph (b) (2), (5), (6), and (10) to read as follows:

§ 111.60-10 *Wire and cable installation.* * * *

(b) *Ship's service cables.* * * *

(2) *Cable supports and radii of bends.* Where cables are run in groups they shall be supported in metal hangers arranged as far as practicable to permit painting of the surrounding structure without undue disturbance to the installation. Single cable runs may be supported by metal clips screwed directly to

deck or bulkhead except on watertight bulkheads. Cables grouped in a single hanger shall be limited to two banks. Supports shall be spaced no more than 18 inches apart where vertical and 14 inches where horizontal. Cables shall be strapped in position at every hanger on vertical runs and at not less than every fourth hanger on horizontal runs, except that at turns of horizontal runs the cable shall be strapped at each hanger. Cables running transversely to and supported by clips or straps on the under side of beams shall be run on backing plates, cable racks, or the equivalent. Metal supports shall be designed to secure cable without damage to insulation or armor and shall be so arranged that the cables will bear over a length of at least $\frac{1}{2}$ inch. Leaded and armored cables shall not be bent to a smaller radius than 8 cable diameters; other cables may be bent to a 6-cable-diameter radius.

(5) *Grounding of cable metallic covering.* Each lead covered cable and each armored cable is to have the metallic covering electrically and mechanically continuous and grounded to the metal hull at each end of the run, except that final sub-circuits may be grounded at the supply end only.

(6) *Mechanical protection.* All cables in bunks and where particularly liable to damage such as locations in way of cargo ports, hatches, tank tops, and where passing through decks, shall be protected by removable metal coverings, angle irons, pipe or other equivalent means. All such metallic coverings are to be electrically continuous and grounded to the metal hull. Horizontal pipes or the equivalent used for cable protection should be provided with drainage holes, and, where they are carried through decks or bulkheads, arrangements should be made to insure the integrity of the water-or-gas-tightness of the structure.

(10) *Cables behind sheathing.* Cables may be installed behind sheathing but they must not be installed behind nor imbedded in structural insulation; they should pass through such insulation at right angles and should be protected by continuous pipe with a stuffing tube at one end. For deck penetrations this stuffing tube should be at the upper end of the pipe and for bulkhead penetrations it should be on the uninsulated side of the bulkhead. For refrigerated space insulation the pipe should be of a phenolic or similar heat insulating material joined to the bulkhead stuffing tube or a section of such material should be inserted between the bulkhead stuffing tube and the metallic pipe.

Section 111.60-15 is revised by amending paragraphs (a) and (c) (3) to read as follows:

§ 111.60-15 *General requirements for wiring methods*—(a) *Feeder and branch continuity.* Each feeder and each branch circuit cable supplying a single energy consuming appliance, shall be continuous throughout their lengths, except that a cable of large size or exceptional length may be spliced in a suitable

junction box to effect greater ease of installation.

(c) *Cables entering boxes.* . . .

(3) In damp or wet locations, the cable entrance shall be made watertight by means of a terminal or stuffing tube, except that cables entering the bottom of drip-proof enclosures need not be made watertight.

Section 111.60-30 (c) is amended to read as follows:

§ 111.60-30 *Receptacle outlets and attachment plugs.* . . .

(c) Receptacle outlets of the type providing a grounding pole shall be of a distinctive design that will not permit the dead metal parts of portable apparatus to be connected to a live conductor.

SUBPART 111.65—SPECIAL REQUIREMENTS FOR CERTAIN LOCATIONS AND SYSTEMS

Section 111.65-10 (b) is amended to read as follows:

§ 111.65-10 *Special requirements for locations where gasoline or other highly volatile motor fuel is carried in vehicles.* . . .

(b) *General requirements.* Electrical equipment which tends to produce arcs or sparks, such as cutouts, switches, receptacles, lampholders, generators, motors, or other equipment having make-or-break or sliding contacts, when installed within 18 inches of the deck, shall be of a type approved for Class I, Group D locations, in accordance with § 111.60-40 (b). Electrical equipment installed at or over 18 inches above the deck shall be of the totally-enclosed type or drip-proof protected equipment provided with suitable guards or screens to prevent escape of sparks or hot metal particles.

(1) The reference to a level of 18 inches above the deck shall be construed to mean each deck at or above the weather deck on which vehicles are transported.

(2) Areas below the weather deck on which vehicles are transported shall be deemed to be a hazardous area to a height 18 inches above the weather deck. Where continuous pressure-positive ventilation of areas below the weather deck on which vehicles are transported is provided, the hazardous area may be deemed to extend only up to a height of 18 inches above the deck in each such area: *Provided*, That all the following conditions are complied with:

(i) The quantity of ventilating air shall be not less than 1 cubic foot per minute per square foot of deck area.

(ii) The ventilation system shall be such as to prevent air stratification as well as to prevent the accumulation of air pockets.

(iii) An alarm system shall be provided to indicate in the wheelhouse the loss of the required ventilation.

Section 111.65-45 (a) is amended to read as follows:

§ 111.65-45 *Special requirements for electric air heaters*—(a) *Application.*

(1) The provisions of this section, with the exception of paragraph (c) of this section, shall apply to all vessels contracted for on or after November 19, 1952.

The provisions of paragraph (c) of this section shall apply to all vessels contracted for prior to November 19, 1952.

(2) The provisions of this section are applicable to electrically energized units or panels to be employed in heating a room or compartment for the comfort of the occupants thereof. The provisions of this section are not applicable to electrically energized units employed to heat the air in enclosed apparatus, such as motors, controllers, or the like.

Part 111 is amended by adding a new § 111.65-50 to Subpart 111.65, reading as follows:

§ 111.65-50 *Special requirements for electric cooking equipment and motor-driven commissary equipment*—(a) *Application.* The provisions of this section, with the exception of paragraph (d) of this section, shall apply to all vessels contracted for on or after November 19, 1956. The provisions of paragraph (d) of this section shall apply to all vessels contracted for prior to November 19, 1956.

(b) *Electric cooking equipment requirements.* (1) All equipment, attachments and devices shall be of rugged construction and so designed as to permit complete cleaning, maintenance and repair with ease.

(2) Doors shall be provided with heavy duty hinges and locking devices to prevent accidental opening in a heavy sea.

(3) Where necessary for safety of personnel, grab rails shall be provided. Ranges shall be provided with sea rails with adjustable barriers to resist accidental cook pot movement.

(4) Means shall be provided to effect positive grease or fat collection and to prevent spillage thereof onto the deck.

(5) All equipment shall be mounted to prevent dislodgment by roll and/or pitch, whether arranged for fixed wiring or for portable wiring.

(6) Each equipment unit shall be provided with means for disconnecting it from all circuit conductors. The disconnecting means shall plainly indicate whether it is in the open or closed circuit position and shall be located in the same compartment with, and within sight of, its associated equipment. The disconnecting means may be an integral part of the equipment provided this device remains unaffected by the heat of the equipment of which it is a part.

(7) Unspecified construction and circuit details shall be in accordance with Underwriters' Laboratories, Inc., Standard for Commercial Electric Cooking Appliances.

(c) *Motor-driven commissary equipment requirements.* (1) All equipment shall be rigidly constructed and self-supporting, and shall be securely mounted whether arranged for fixed wiring or for portable wiring unless such mounting would defeat the utility of the equipment.

(2) The enclosures of motors and controls shall be either watertight or totally enclosed.

(d) *Electric cooking equipment and motor-driven commissary equipment on vessels contracted for prior to November 19, 1956.* (1) Existing arrangements,

materials, and equipment previously approved shall be considered satisfactory so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and minor alterations may be made to the same standard as the original installation.

(2) All new installations or major replacements shall meet the applicable requirements for vessels contracted for on or after November 19, 1956.

SUBPART 111.70—SPECIAL REQUIREMENTS FOR TANK VESSELS

Section 111.70-90 is amended by adding a new subparagraph (11) to paragraph (a) and a new subparagraph (4) to paragraph (e), reading as follows:

§ 111.70-90 *Special requirements for tank vessels constructed prior to November 19, 1955—TB/ALL—(a) General installation requirements for tank vessels the construction or conversion of which was started on or after November 10, 1936, but prior to November 19, 1955. * * **

(11) *Portable equipment.* When the vessel is not gas free, no portable electrical equipment shall be used in the cargo or fuel oil tanks, the cargo pump rooms, or any enclosed space immediately above or adjacent to the bulk cargo tanks, except that lighting in these spaces may be effected by the use of approved explosion-proof, self-contained, battery-fed lamps.

(e) *General installation requirements for tank vessels the construction or conversion of which was started prior to November 10, 1936. * * **

(4) *Portable equipment.* When the vessel is not gas free, no portable electrical equipment shall be used in the cargo or fuel oil tanks, the cargo pump rooms, or any enclosed space immediately above or adjacent to the bulk cargo tanks, except that lighting in these spaces may be effected by the use of approved explosion-proof, self-contained, battery-fed lamps.

(R. S. 4405, as amended, 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, as amended, 4400, as amended, 4417, as amended, 4417a, as amended, 4418, as amended, 4421, as amended, 4428, as amended, 4427, as amended, 4433, as amended, 4453, as amended, sec. 14, 29 Stat. 690, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, sec. 5, 49 Stat. 1384, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, 54 Stat. 347, as amended, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391, 391a, 392, 399, 404, 405, 411, 435, 366, 395, 363, 369, 367, 1333, 463a, 50 U. S. C. 198, E. O. 10402, 17 F. R. 9917; 3 CFR, 1952 Supp.)

SUBPART 111.90—ELECTRICAL EQUIPMENT AND INSTALLATIONS ON VESSELS CONTRACTED FOR PRIOR TO NOVEMBER 19, 1952

Sections 111.90-5 to 111.90-25, inclusive, are amended to read as follows:

- Sec.
111.90-5 Major alterations.
111.90-10 Vessels contracted for prior to July 2, 1937.
111.90-15 Vessels contracted for between July 2, 1937, and January 1, 1939.

- Sec.
111.90-20 Vessels contracted for between January 2, 1939, and June 1, 1941.
111.90-25 Vessels contracted for between June 2, 1941, and November 18, 1952.

AUTHORITY: §§ 111.90-5 to 111.90-25 issued under R. S. 4405, as amended, 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, as amended, 4400, as amended, 4417, as amended, 4417a, as amended, 4418, as amended, 4421, as amended, 4426, as amended, 4427, as amended, 4433, as amended, 4453, as amended, sec. 14, 29 Stat. 690, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, sec. 5, 49 Stat. 1384, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, 54 Stat. 347, as amended, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391, 391a, 392, 399, 404, 405, 411, 435, 366, 395, 363, 369, 367, 1333, 463a, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917; 3 CFR, 1952 Supp.

§ 111.90-5 *Major alterations.* (a) Major alterations and major extensions to electrical installations on existing vessels shall be made to the same standard as required for new vessels. Minor repairs and minor alterations may be made to the same standard as the original installation as described in §§ 111.70-90, 111.90-10, 111.90-15, 111.90-20, and 111.90-25: *Provided*, That, in no case, will a greater departure from the standards of this subchapter be permitted than presently exist.

§ 111.90-10 *Vessels contracted for prior to July 2, 1937.* (a) Except as otherwise provided for tank vessels in § 111.70-90, the installation on vessels contracted for between June 30, 1928, and July 1, 1937, inclusive, using electricity for any purpose, shall be in keeping with the best modern practice.

(b) Except as otherwise provided for tank vessels in § 111.70-90, the changes or alterations in the electrical installations on vessels contracted for prior to June 30, 1928, shall be in accordance with the requirements of this section.

§ 111.90-15 *Vessels contracted for between July 2, 1937 and January 1, 1939.* (a) Except as otherwise provided for tank vessels in § 111.70-90, the electrical installation on vessels contracted for between July 2, 1937, and January 1, 1939, inclusive, shall be in accordance with the "Recommended Practise for Electrical Installations on Shipboard," AIEE Standard No. 45, October 1930, as published by the American Institute of Electrical Engineers.

§ 111.90-20 *Vessels contracted for between January 2, 1939, and June 1, 1941.* (a) Except as otherwise provided for tank vessels in § 111.70-90, the electrical installation on vessels contracted for between January 2, 1939, and June 1, 1941, inclusive, shall be in accordance with the "Recommended Practice for Electrical Installations on Shipboard," AIEE Standard No. 45, December 1938, as published by the American Institute of Electrical Engineers.

§ 111.90-25 *Vessels contracted for between June 2, 1941, and November 18, 1952.* (a) Except as otherwise provided for tank vessels in § 111.70-90, the electrical installation on vessels contracted for between June 2, 1941, and November 18, 1952, inclusive, shall be in accordance with the "Recommended Practice for Electrical Installations on Shipboard," AIEE Standard No. 45, July 1940, as published by the American Institute of Electrical Engineers.

(b) Except as otherwise provided for tank vessels in § 111.70-90, the specification covering electrical installations titled "United States Coast Guard, Merchant Marine Inspection, Specification for Electrical Installations on Merchant Vessels," dated August 31, 1944, revised March 6, 1945, is, during the Unlimited National Emergency, applicable as alternative provisions to those contained in this section for vessels the contract for the construction of which was signed prior to September 2, 1945.

(c) Except as otherwise provided for tank vessels in § 111.70-90, those parts of the specification covering electrical installations titled "United States Coast Guard, Merchant Marine Inspection, Specification for Electrical Installations on Merchant Vessels," dated August 31, 1944, revised March 6, 1945, specified in paragraphs 1, 4 and 5, thereof relating to electric cable, are, during the Unlimited National Emergency, applicable as alternative provisions to those contained in this section for vessels the contract for the construction of which was signed on and after September 2, 1945.

PART 112—EMERGENCY LIGHTING AND POWER SYSTEM

SUBPART 112.05—GENERAL REQUIREMENTS

Section 112.05-1 (a) is amended by revising Table 112.05-1 (a) to read as follows:

§ 112.05-1 *Source of power.* (a) * * *

TABLE 112.05-1 (a)

Size of vessel and service	Type or types of emergency sources of power	Minimum period of operation on which to base minimum capacity of emergency source of power
<i>Passenger vessels</i>		
Ocean and Coastwise, 1,600 g. t. and over, and any passenger vessel, regardless of tonnage or service, where electric power-operated watertight doors are required.	Storage battery with automatic transfer gear for temporary source, and supplemented by diesel generator with automatic starting and transfer gear for final source.	½ hour. 36 hours.
Ocean and Coastwise, over 15 g. t. but less than 1,600 g. t. ¹	Storage battery with automatic transfer gear or diesel generator with automatic starting and transfer gear.	36 hours or twice the time of run, whichever is the smaller.
Other than Ocean and Coastwise, over 15 g. t. ¹	Storage battery with automatic transfer gear or diesel generator with automatic starting and transfer gear.	8 hours or twice the time of run, whichever is the smaller.

¹ Also see § 112.05-15.

TABLE 112.05-1 (a)—Continued

Size of vessel and service	Type or types of emergency source of power	Minimum period of operation on which to base minimum capacity of emergency source of power
<i>Cargo and miscellaneous self-propelled vessels and tank ships</i>		
All waters, 1,600 g. t. and over.....	Storage battery or diesel generator, automatic or manual operation.	12 hours.
All waters, 300 g. t. and over, but less than 1,600 g. t.	Storage battery or diesel generator, automatic or manual operation, or approved relay-controlled battery-operated lanterns.	12 hours or twice the time of run, whichever is the smaller. ²

² Minimum period of operation of relay-controlled, battery-operated lanterns may be less than 12 hours but not less than 6 hours.

Section 112.05-10 (a) is amended to read as follows:

§ 112.05-10² *Emergency lights.* (a) Emergency lights supplied by an automatic emergency lighting system shall form a part of the regular lighting system, and shall be continuously lighted at all times passengers or crew are aboard, except as provided by paragraph (b) of this section, and § 112.05-15 (c), and except when the emergency lights consist of relay-controlled battery-operated lanterns.

Section 112.05-15 is amended to read as follows:

§ 112.05-15 *Emergency lighting system for small passenger vessels.* (a) Small passenger vessels, certificated to operate only between sunrise and sunset, may be permitted to operate without an emergency lighting system.

(b) Small passenger vessels, certificated to operate not more than 15 miles offshore, may be permitted to operate without an emergency lighting system provided all of the conditions, where applicable, contained in this paragraph are complied with.

(1) The source of supply of the general lighting system must be independent of the propulsion plant.

(2) On vessels required to meet at least a one compartment standard of subdivision, the source of supply of the general lighting system must be located above the bulkhead deck.

(c) On small passenger vessels having no sleeping accommodations for passengers and requiring not more than 10 emergency lights, the automatic emergency lighting system need not form a part of the regular lighting system and need not be continuously lighted. Individual storage-battery-operated automatic emergency lighting units will be acceptable for such vessels in lieu of a single source emergency lighting system provided the units incorporate an automatic battery charger, are not readily portable, and have sufficient capacity for not less than 6 hours continuous operation.

SUBPART 112.15—EMERGENCY LOADS

Section 112.15-1 (b) is amended to read as follows:

§ 112.15-1 *Temporary emergency source loads.* * * *

(b) Navigation light indicator panel, if required by § 113.55-25 of this subchapter.

Section 112.15-5 is amended to read as follows:

§ 112.15-5 *Final emergency source loads.* (a) The emergency lighting and power loads listed in paragraphs (b) to (g), inclusive, of this section shall be arranged so that they can be energized from the final source. It is recommended that loads listed in paragraphs (h) to (o), inclusive, of this section be arranged so that they can be energized from the final source where the capacity and character of the emergency plant will permit.

(b) All loads listed in § 112.15-1, as indicated.

(c) Illumination for the safe operation of the lifeboat launching gear and the lifeboats in the process of, and immediately after, being launched.

(d) Charging panels of temporary emergency battery and of starting battery for diesel engine driving emergency generator.

(e) One of the bilge pumps, if dependent upon the emergency generator for its source of power to comply with Part 55 of Subchapter F (Marine Engineering) of this chapter.

(f) One of the fire pumps, if dependent upon the emergency generator for its source of power to comply with Part 34 of Subchapter D (Tank Vessels), Part 76 of Subchapter H (Passenger Vessels), or Part 95 of Subchapter I (Cargo and Miscellaneous Vessels) of this chapter.

(g) Sprinkler system pump or water spray extinguishing system pump, if dependent upon the emergency generator for its source of power to comply with Part 76 of Subchapter H (Passenger Vessels) of this chapter.

(h) Morse and daylight signaling lights, if installed.

(i) Electric whistle and siren control, if installed.

(j) Radio installation, if installed.

(k) Radio direction finder, if installed.

(l) Loran, if installed.

(m) Radar plan position indicator, if installed.

(n) Gyrocompass, if installed.

(o) Depth sounder, if installed.

SUBPART 112.50—EMERGENCY DIESEL-ENGINE-DRIVEN GENERATOR SETS

Section 112.50-1 (a) is amended to read as follows:

§ 112.50-1 *General requirements.* (a) The diesel engine of the generator set shall be complete with all accessories necessary for operation and protection of the engine, shall have a self-contained cooling system of size to assure continuous engine operation using 100° F air, and the fuel used shall have a flashpoint of not less than 110° F. The room in which the set is located shall be provided with suitable intake and exhaust ducts to supply adequate cooling air. The diesel engine shall be capable of carrying its full rated load within 20 seconds with cooling water and the air supply at a temperature of 32° F. The diesel engine shall be electric starting unless otherwise approved, and the starting battery shall be of sufficient capacity to provide six consecutive cycles of cranking, each cycle to consist of approximately one-half minute of cranking at a speed of not less than that specified by the engine manufacturer, followed by approximately 1 minute of battery rest, with a final voltage of not less than 50 percent of nominal voltage. The diesel-engine-driven generator set shall lubricate and operate satisfactorily when permanently inclined to an angle of 22½ degrees athwartship and 10 degrees fore and aft, and shall be arranged so that it will not spill oil under a vessel roll of 30 degrees each side of the vertical. Units depending on forced lubrication shall be provided with an audible alarm device to sound on loss of oil pressure while running.

(R. S. 4405, as amended, 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, as amended, 4400, as amended, 4417, as amended, 4417a, as amended, 4418, as amended, 4421, as amended, 4425, as amended, 4427, as amended, 4433, as amended, 4453, as amended, sec. 14, 29 Stat. 690, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 395, as amended, sec. 5, 49 Stat. 1384, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, 54 Stat. 347, as amended, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391, 391a, 392, 399, 404, 405, 411, 435, 366, 395, 363, 369, 367, 1333, 463a, 50 U. S. C. 198, E. O. 10462, 17 F. R. 9917; 3 CFR, 1952 Supp.)

PART 113—COMMUNICATION AND ALARM SYSTEMS AND EQUIPMENT

SUBPART 113.10—AUTOMATIC FIRE DETECTING AND ALARM SYSTEMS

Section 113.10-5 (a) is amended to read as follows:

§ 113.10-5 *General requirements.* (a) Fire alarm annunciators, power supply, fire detectors, test stations, and vibrating bells shall be of a type approved by the Commandant. Systems installed on vessels contracted for on or after November 19, 1958, shall meet the requirements of Subpart 161.002 of Subchapter Q (Specifications) of this chapter.

SUBPART 113.15—MANUAL FIRE ALARM SYSTEMS

Section 113.15-5 (a) is amended to read as follows:

§ 113.15-5 *General requirements.* (a) Manual fire alarm annunciators, power supply, manual stations, and vibrating bells shall be of a type approved by the Commandant. Systems installed on vessels contracted for on or after November 19, 1958, shall meet the requirements of Subpart 161.002 of Subchapter Q (Specifications) of this chapter.

SUBPART 113.25—GENERAL ALARM SYSTEMS

Section 113.25-10 *General requirements* is amended by deleting paragraph (b) (6).

Section 113.25-15 (d) (5) is amended to read as follows:

§ 113.25-15 *Detail requirements.* * * * (d) *Electric cable and distribution fittings.* * * *

(5) General alarm system fuse capacities shall be selected to obtain as wide a differential as possible between branch circuit fuses and feeder fuses. The capacity of a feeder fuse shall be approximately 200 percent of the load supplied, and the capacity of a branch circuit fuse shall not exceed 50 percent of the capacity of the feeder fuse.

SUBPART 113.30—SOUND POWERED TELEPHONE AND VOICE TUBE SYSTEMS

Section 113.30-5 (b) is amended to read as follows:

§ 113.30-5 *General requirements.* * * *

(b) Vessels equipped with a gyro-compass system shall be provided with an efficient means of communication between the master gyro-compass and the wheelhouse repeater compass. Whenever the master gyro-compass is located within any compartment adjoining or opening into the wheelhouse, the master gyro-compass shall be considered as being located in the wheelhouse and no communication therewith is required.

SUBPART 113.50—EMERGENCY LOUDSPEAKER SYSTEMS

Section 113.50-5 (d) is amended to read as follows:

§ 113.50-5 *General requirements.* * * *

(d) The emergency loudspeaker system shall be of a type approved by the Commandant. Systems installed on vessels contracted for on or after November 19, 1958, shall meet the requirements of Subpart 161.004 of Subchapter Q (Specifications) of this chapter.

Section 113.50-15 is amended by revising the title of the section, by adding a new paragraph (e), and by revising Table 113.50-15, so that they will read as follows:

§ 113.50-15 *Location of loudspeakers and amplifiers.* * * *

(e) *Amplifier.* (1) The emergency loudspeaker amplifier, if not located in the same enclosure with the control panel, shall be located in the wheelhouse or in a compartment adjoining or opening into the wheelhouse.

TABLE 113.50-15—MINIMUM SOUND LEVEL REQUIREMENTS FOR LOUDSPEAKER SYSTEMS

[All data given in decibel] ¹

Location	Ground noise level minimum	Signal level		Voice level	
		Above ground noise	Total	Above ground noise	Total
Lifeboat stations, Embarkation deck and exterior passenger assembly points.....	80	20	± 100	15	± 95
Interior passenger assembly points.....	80	20	± 100	15	± 95
Crew quarters.....	75	20	± 95	15	± 90
	60	18	± 78	12	± 72

¹ The zero decibel level shall be 0.0002 dyne per square centimeter.

² Measured at a distance of 10 feet from the loudspeaker and on the axis thereof.

³ Measured in rooms with the doors to the passageways closed.

SUBPART 113.55—NAVIGATION LIGHTS

Section 113.55-15 (c) is amended to read as follows:

§ 113.55-15 *Installation of navigation lights.* * * *

(c) Navigation lights shall be wired by means of a short length of heavy duty portable cable to a watertight receptacle outlet located adjacent thereto. Where the double lens, two-lamp type electric navigation light is installed, each lamp shall be connected to its branch circuit conductors by means of an individual portable cable and receptacle plug.

Section 113.55-25 (b) is amended by revising Figure 113.55-25 (b) to read as follows:

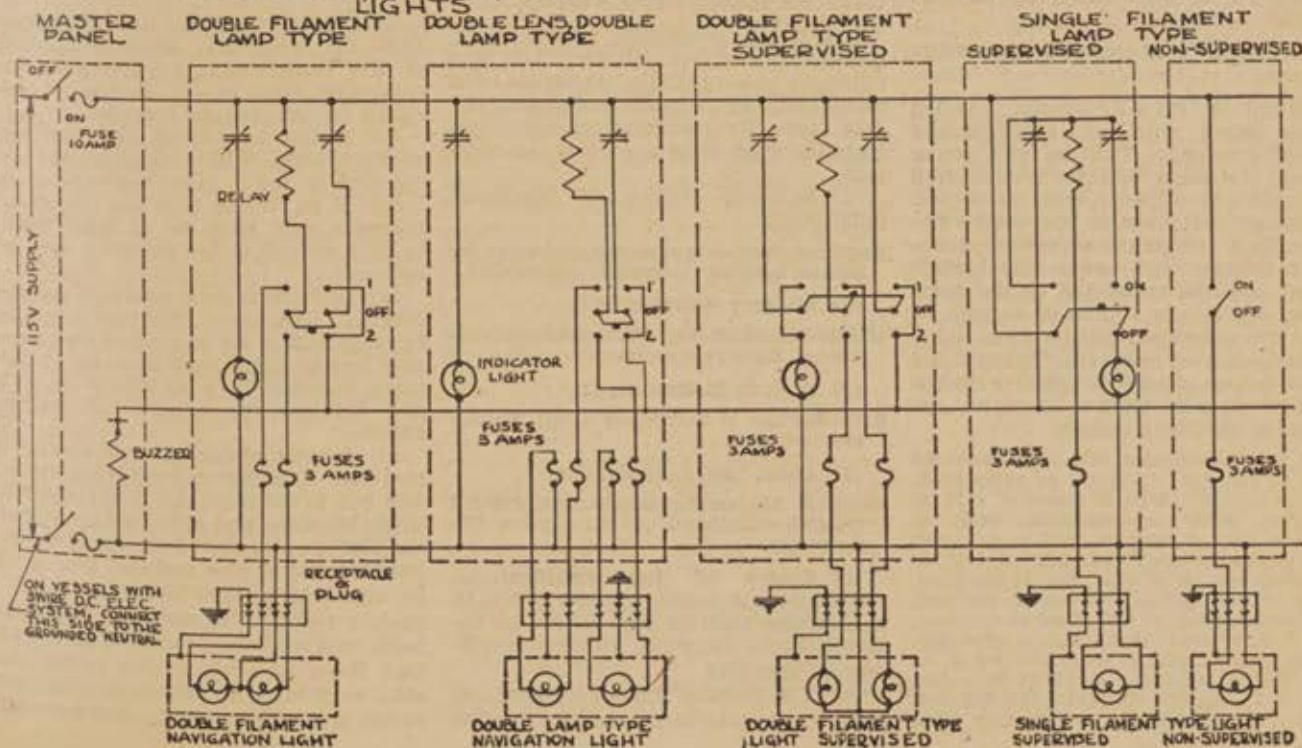
§ 113.55-25 *Navigation light indicator panel.* * * * (b) * * *

FIGURE 113.55-25 (b)

SEMI-AUTOMATIC NAVIGATION LIGHT PANEL CIRCUITS

LINE PANELS FOR PORT AND STARBOARD SIDE LIGHTS, MASTHEAD, RANGE, AND STERN LIGHTS

LINE PANELS FOR ANCHOR TOWING, AND NOT-UNDER-COMMAND LIGHTS



SUBPART 113.60—SIGNALING LIGHTS

Section 113.60-5 is amended to read as follows:

§ 113.60-5 *General requirements.* (a) Except as modified by § 33.50-1 of Subchapter D (Tank Vessels) of this chapter, all ocean and coastwise self-propelled vessels of over 150 gross tons shall be equipped with an efficient daylight signaling light of the type covered by this subpart.

Section 113.60-10 (g) is amended to read as follows:

§ 113.60-10 *Detail requirements.* * * *

(g) Fixed or semifixed signaling lights shall be energized from the emergency lighting and power system as required by § 112.15-5 (h) of this subchapter. Portable signaling units shall be energized from a self-contained storage battery capable of operating the unit 2 hours continuously without recharging.

SUBPART 113.65—WHISTLE OPERATORS

Section 113.65-5 (a) is amended to read as follows:

§ 113.65-5 *General requirements.* (a) The general requirements for whistles, sirens and fog horns are contained in Part 26 of Subchapter C (Uninspected Vessels), Part 32 of Subchapter D (Tank Vessels), Part 77 of Subchapter H (Passenger Vessels), and Part 96 of Subchapter I (Cargo and Miscellaneous Vessels), of this chapter.

SUBPART 113.70—SMOKE DETECTOR SYSTEMS

Section 113.70-5 (a) is amended to read as follows:

§ 113.70-5 *General requirements.* (a) The smoke detector control unit shall be of a type approved by the Commandant. Systems installed on vessels on or after November 19, 1958, shall meet the requirements of Subpart 161.002 of Subchapter Q (Specifications) of this chapter.

Section 113.70-10 is amended to read as follows:

§ 113.70-10 *Power supply.* (a) On vessels fitted with an automatically started emergency lighting and power system, the smoke detector system shall be supplied by a branch circuit from the emergency switchboard. On vessels fitted with a temporary source of emergency lighting and power, the branch circuit shall be connected to the temporary emergency source of supply.

(b) On vessels not fitted with an automatically started emergency lighting and power system, the smoke detector system shall be supplied from a source as approved by the Commandant.

(R. S. 4405, as amended, 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, as amended, 4400, as amended, 4417, as amended, 4417a, as amended, 4418, as amended, 4421, as amended, 4426, as amended, 4427, as amended, 4433, as amended, 4453, as amended, sec. 14, 29 Stat. 690, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, sec. 5, 49 Stat. 1384, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, 54 Stat. 347, as amended, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391, 391a, 392, 399, 404, 405, 411, 435, 366, 395, 363, 369, 367, 1333, 463a.

50 U. S. C. 198, E. O. 10402, 17 F. R. 9917; 3 CFR, 1952 Supp.)

Subchapter Q—Specifications

PART 161—ELECTRICAL EQUIPMENT

SUBPART 161.002—FIRE-PROTECTIVE SYSTEMS

Part 161 is amended by adding a new Subpart 161.002, consisting of §§ 161.002-1 through 161.002-17, reading as follows:

- Sec.
- 161.002-1 Applicable specifications, standards, and regulations.
- 161.002-2 Types of fire-protective systems.
- 161.002-3 Materials and workmanship.
- 161.002-4 General requirements.
- 161.002-5 General design requirements (mechanical).
- 161.002-6 General design requirements (electrical).
- 161.002-7 Electrical component parts.
- 161.002-8 Automatic fire detecting systems, general requirements.
- 161.002-9 Automatic fire detecting system, power supply.
- 161.002-10 Automatic fire detecting system control unit.
- 161.002-11 Fire detecting thermoat.
- 161.002-12 Manual fire alarm systems.
- 161.002-13 Manual fire alarm boxes.
- 161.002-14 Watchman's supervisory systems.
- 161.002-15 Smoke detecting systems.
- 161.002-16 Methods of sampling, inspection and testing.
- 161.002-17 Equivalents.

AUTHORITY: §§ 161.002-1 to 161.002-17 issued under R. S. 4405, as amended, 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, as amended, 4400, as amended, 4417, as amended, 4417a, as amended, 4418, as amended, 4421, as amended, 4426, as amended, 4427, as amended, 4433, as amended, 4453, as amended, sec. 14, 29 Stat. 690, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, sec. 5, 49 Stat. 1384, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, 54 Stat. 347, as amended, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391, 391a, 392, 399, 404, 405, 411, 435, 366, 395, 363, 369, 367, 1333, 463a, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917; 3 CFR, 1952 Supp.

§ 161.002-1 *Applicable specifications, standards, and regulations.* (a) The following specifications, standards, and regulations, of the issue in effect on the date the fire-protective systems are manufactured, form a part of this subpart:

(1) National Bureau of Standards publication:

Handbook H28—Screw-Thread Standards for Federal Services (including supplement).

(2) Military specifications:

MIL-W-16878A (Navy)—Wire, Electrical (Insulated, High Temperature).

(3) A. S. T. M. Standard:

B117—Method of Salt Spray (Fog) Testing (Tentative).

(4) Coast Guard regulations:

Electrical Engineering Regulations, CG-259 (46 CFR (Subchapter J) Parts 110 to 113, inclusive).

(b) Copies of the specifications, standards, and regulations referred to in this section shall be kept on file by the manufacturer, together with the certificate of approval.

(c) The National Bureau of Standards publications may be purchased from the

Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. The military specifications may be obtained from the Bureau of Supplies and Accounts, Department of the Navy, Washington 25, D. C. The Coast Guard publications may be obtained from the Commandant, U. S. Coast Guard Headquarters, Washington 25, D. C. The A. S. T. M. specifications may be purchased from the American Society for Testing Materials, 1916 Race Street, Philadelphia 3, Pa.

§ 161.002-2 *Types of fire-protective systems—(a) General.* Fire-protective systems covered by this subpart shall include, but not be limited to, automatic fire detecting systems, manual fire alarm systems, smoke detector systems, watchman's supervisory systems, and combinations of these systems.

(b) *Automatic fire detecting systems.* For the purpose of this subpart, automatic fire detecting systems will be considered to consist of a power supply, a fire detecting control unit, fire detectors, and vibrating bells.

(c) *Manual fire alarm systems.* For the purpose of this subpart, manual fire alarm systems will be considered to consist of a power supply, a fire alarm control unit, manual fire alarm boxes, and vibrating bells. Manual fire alarm systems are usually combined with automatic fire detecting systems.

(d) *Smoke detector systems.* For the purpose of this subpart, smoke detector systems will be considered to consist of a control unit, a blower box, and a piping system to conduct air samples from the protected spaces to the control unit.

(e) *Watchman's supervisory systems.* For the purpose of this subpart, a watchman's supervisory equipment will be considered to be apparatus, either electrical or mechanical, used to verify the presence of watchmen and the regular performance of their assigned duties.

§ 161.002-3 *Materials and workmanship—(a) Suitability.* All materials used in the construction of fire-protective equipment shall be of the quality best suited for the purpose intended.

(b) *Materials covered by reference specifications.* Where specifications are referred to for a given material, it is intended to require that the quality of material used shall be at least equal to that covered in the reference specifications.

(c) *Departures from reference specifications.* The use of materials not conforming with or not covered by the reference specifications shall be noted on the plans specified in § 161.002-16 (d) (1) and will be the subject of specific approval.

(d) *Protection against corrosion—(1) General.* In order to prevent deterioration due to corrosion, all fastenings, fittings, brackets, and other metallic parts shall be of an approved corrosion-resistant material or of a material treated in an approved manner to render it adequately resistant to corrosion. Screws, bolts, nuts, and other threaded parts, except those in contact with aluminum, shall be of brass, or other approved corrosion, resistant material. The material

of parts in contact with aluminum shall be compatible therewith and otherwise comply with the requirements of this subparagraph.

(2) **Corrosion-resistant materials.** Silver, copper, brass, bronze, phosphor-bronze, beryllium-copper alloys, copper-nickel alloys and nickel-copper alloys, certain aluminum alloys, and certain stainless steel alloys are considered satisfactory corrosion-resistant materials within the intent of this paragraph.

(3) **Corrosion-resisting treatment.** Sherardizing, anodic treatment of aluminum, zinc chromate base paint finish, and plating, when properly done and of sufficiently heavy coat, are considered satisfactory corrosion-resistant treatments. Other corrosion-resistant treatments shall be subject to specific approval.

(4) **Dissimilar metals.** In order to minimize the corrosive effect due to electrolytic action between dissimilar metals, contact between dissimilar metals shall be limited to those metals having small difference of electrolytic potential in the electrochemical series.

(5) **Iron and steel parts.** The surfaces of all iron and steel parts, except bearings, etc., where such protection is impracticable, shall be suitably protected against corrosion by a satisfactory corrosion-resistant treatment.

(e) **Workmanship.** The workmanship shall be first class in every respect.

§ 161.002-4 **General requirements—**(a) **Introduction.** The purpose of fire-protective systems is to give warning of the presence of fire in the protected spaces. To meet this end, the basic requirements of the fire-protective systems are reliability, sturdiness, simplicity of design, ease of servicing, and the ability to withstand shipboard shock and vibration and the adverse effects of sea humidity.

§ 161.002-5 **General design requirements (mechanical)—**(a) **Bulkhead mounting.** Enclosures designed for bulkhead mounting may be of either the surface or the flush type.

(b) **Ceiling mounting.** Enclosures designed for ceiling mounting may be of either the surface or the flush type.

(c) **Servicing.** All enclosures shall be designed to facilitate servicing the equipment contained therein.

(d) **Minimum metal thickness.** Units shall be so formed and assembled that they will have the strength and rigidity necessary to resist the abuse to which they are liable to be subjected without affecting adversely their performance. The wall thickness of metal enclosures shall be not less than the minimum values given in Tables 161.002-5 (d) (1) and 161.002-5 (d) (2).

TABLE 161.002-5 (d) (1)

Use, or dimensions, of area involved	Minimum thickness of cast metal in inch
Area of 24 square inches or less and having no dimensions greater than six inches, or area greater than 24 square inches, or having any dimension greater than six inches	3/16
At a threaded cable entrance opening	3/16

TABLE 161.002-5 (d) (2)

Maximum unsupported area of flat surface in square inches	Minimum thickness of metal	
	U. S. S. gage number of sheet steel	AWG number of non-ferrous metal
360	18	14
1,200	14	12
1,500	12	10
Over 1,500	10	8

(e) **Bolts, nuts, screws, and threads.** All bolts, nuts, screws and threaded parts shall comply with the following requirements:

(1) All threaded parts shall be of American National Form in accordance with the Screw Thread Standards for Federal Services, Handbook H-28, listed in § 161.002-1.

(2) All threaded parts used for adjustment purposes or for securing complete component items to the supporting structure of any unit shall, where possible, conform to the National Coarse or Fine thread series.

(3) All tapped holes in metal shall have not less than two full threads in the metal.

(f) **Locking devices.** Lockwashers, or other means, shall be provided for securing threaded connections, and shall be employed under screw heads or nuts used for securing electrical connections.

(g) **Marking.** (1) All units requiring manipulation or adjustment by the operator shall be provided with permanent name plates as necessary to assure proper operation and/or adjustment of the equipment in service. The purpose of each switch, pilot light, relay drop, reset device, rheostat, etc., shall be clearly indicated.

(2) Each complete item of equipment approved shall have affixed a permanent name plate giving the name of manufacturer, Coast Guard approval number assigned to the equipment, and the model or type designation or other identification.

§ 161.002-6 **General design requirements (electrical)—**(a) **Wiring—**(1) **Hook-up wire.** The individual conductors used in wiring of equipment covered by this specification shall be of stranded construction and shall be of one of the standard types listed in Table 161.002-6 (a) (1) unless otherwise approved. Conductors shall have adequate mechanical strength and current-carrying capacity for the service.

TABLE 161.002-6 (a) (1)

Type	Applicable specification
AF, SF-2, RFF-2, RF-2, FF-2, RFH-2, FFH-2, TF, and TFF.	Electrical Engineering Regulations (46 CFR, Parts 110 to 113, inclusive).
B, C, D, E, EE, and FF.	Military Specification MIL-W-16873A (Navy).

(2) **Lacing.** Wherever practicable, groups of two or more conductors shall be bundled and laced. Lacing shall not be tight enough to cause distortion of the conductor insulation.

(3) **Sleevings or tape.** All cable forms connecting between a fixed and a movable portion of an assembly shall be provided with sufficient slack and shall be covered with a protective sleeving or tape (of fire retardant, non-hygroscopic material) to eliminate the possibility of chafing or mechanical abrasion on the surface of individual conductors.

(4) **Cable clamps.** Cable clamps shall be provided at frequent intervals along the length of all cable forms to secure cable runs against vibration or undue movement. Such clamps shall be adequately cushioned to prevent damage to conductor insulation.

(5) **Bushings.** Suitable smoothly-rounded bushings shall be used in holes in sheet metal through which cable forms or conductors pass. Holes in other materials shall be smoothly-rounded if not bushed.

(6) **Wire terminals.** Wire ends connected to screws or threaded stud type terminals shall be terminated in suitable closed-end terminals of either the solderless or the solder type.

(b) **Terminal boards—**(1) **External connections.** Terminal boards shall be provided for all external connections to an item of equipment.

(2) **Ships' cables.** Terminal boards for receiving ships' cable shall be secured to a fixed portion of an item of equipment and not to hinged panels or other movable members, which would require flexing of ships' wiring during normal operation or maintenance.

(3) **Marking.** All terminal boards shall be marked in a clear and permanent manner to show the designation of each terminal in accordance with markings assigned by the equipment wiring diagram.

(c) **Soldering of terminal parts—**(1) **General.** All soldering shall be effected in a neat and workmanlike manner.

(2) **Strength of soldered joint.** In general, soldering alone shall not be depended upon for a satisfactory connection, but where wires and terminals are joined to be soldered, the wires shall be hooked, wrapped around or otherwise mechanically secured to the terminals prior to soldering.

(3) **Soldering flux.** Only pure resin or a mixture of alcohol and resin (or equivalent) shall be used as a flux.

(d) **Temperature rise.** The temperature rise of any part of the equipment shall not exceed the values given in Table 161.002-6 (d) (1) when operated in its intended manner at rated voltage in an ambient temperature of 25°C.

TABLE 161.002-6 (d) (1)

Material	Maximum temperature rise
Any point on a copper-oxide rectifier.	30° C.
On rubber or thermoplastic insulation.	35° C.
Any point on a selenium rectifier.	50° C.
On asbestos-varnished-cambrie or varnished-cambrie insulation.	55° C.
At any point on or within a terminal box or compartment.	55° C.
On fuses.	55° C.
On fiber employed as electrical insulation.	50° C.
On Class A insulation.	55° C.
On a transformer enclosure.	55° C.
On Class B insulation.	50° C.

TABLE 161.006-6 (d) (1)—Continued

Material	Maximum temperature rise
On phenolic composition employed as electrical insulation.	125° C.
Sealing compound ¹	15° C. less than softening point. ²
Capacitor, resistor, electronic tube, lamps.	10° C. less than the temperature limit of the device. ²

¹ Also see § 161.002-11 (h) (3).

² These are limiting temperatures, not temperature rises.

(e) *Coils.* All coils of electro-magnetic devices such as relays, bells and motors shall be insulated and impregnated to withstand combinations of heat, oil or moisture that may be encountered in service.

(f) *Spacings.* Units shall provide reliably maintained spacings between uninsulated live parts, and between uninsulated live parts and non-electrical metal parts. The spacings between any uninsulated live parts and (1) walls and cover of a metal enclosure, (2) fittings for cable entrance, and (3) metal pieces attached to a metal enclosure where deformation of the enclosure is liable to reduce spacings, shall be not less than those indicated in Table 161.002-6 (f) (1). The spacings between any uninsulated live parts and (1) an uninsulated live part of opposite polarity, (2) an uninsulated grounded part other than the enclosure, (3) an exposed metal part which is insulated, and (4) uninsulated live parts of the same polarity where a short-circuit would prevent normal signalling operation of the control unit without producing a trouble signal shall be not less than those indicated in Table 161.002-6 (f) (2). The spacings within snap switches, lamp-holders, and similar wiring devices shall comply with the requirements of the appropriate standards for such devices.

TABLE 161.002-6 (f) (1)

Application; 300 volts or less	Minimum spacing in inch: through air and over surface
Sheet-metal enclosures.....	1/8
Cast-metal enclosures.....	1/4

TABLE 161.002-6 (f) (2)

Application		Minimum spacing in inch	
		0-150 volts	151-300 volts
Installation wiring terminals.....	Through air.....	1/4	1/4
	Over surface.....	1/4	3/8
Other parts ¹	Through air.....	1/8	1/4
	Over surface.....	3/8	3/8

¹ At fixed parts of rigidly clamped special assemblies of live parts and insulating separators, such as contact springs on relays, cam switches, etc., which are wired at the factory, the spacings may be less than those indicated in the table for parts other than installation-wiring terminals, but not less than 1/16 inch for 150 volts or less, and not less than 1/32 inch for 151 to 300 volts, through air and over surface.

(g) *Dielectric and insulation resistance characteristics—(1) Dielectric strength.* All electrical circuits shall be

capable of withstanding continuously for one minute a dielectric test of 60-cycle alternating potential at a R. M. S. value of twice rated voltage plus 1,000 volts between electrical circuits and between circuits and ground, except that for circuits operating at less than 50 volts, the test potential may be 500 volts.

(i) During the performance of the test described above, motors rated at 1/2 horsepower or less and 250 volts or less shall be disconnected from other circuits of the control unit and shall be tested separately by the application for one minute of a 60-cycle alternating potential of 900 volts, between the frame and the winding or windings of the motor.

(ii) Compliance of a control unit with the requirements of this subparagraph is to be determined by means of a suitable testing transformer, the output voltage of which can be regulated. The test equipment is to have means for indicating breakdown of parts tested.

(2) *Insulation resistance.* The insulation resistance of electrical circuits following the dielectric strength test shall not be less than 10 megohms at 500 volts d. c. and at room temperature.

(h) *Serviceability.* Component enclosures shall be constructed with a view toward maximum accessibility for repair and replacement of assemblies and parts. Parts and assemblies shall be so mounted as to permit replacement of those likely to become defective, without extensive disassembly of other parts and assemblies in the enclosure.

(i) *Insulating material.* Material for the mounting of uninsulated live-metal parts shall be phenolic composition, cold-molded composition, or other material which is recognized as suitable for the particular application. Hard fiber may be used for insulating bushings, washers, separators, and barriers, but not as the sole support for uninsulated live-metal parts where shrinkage, current leakage, or warpage may introduce a hazard. Small molded parts shall be so constructed that they will have adequate mechanical strength and rigidity to withstand the stresses of actual service.

(j) *Current-carrying parts.* Current-carrying parts shall have adequate mechanical strength and current-carrying capacity for the service, and shall be of metal which is recognized as suitable for the particular application. The suitability of a metal other than silver, copper, or copper alloy for current-carrying parts shall be made the subject of a special investigation.

§ 161.002-7 *Electrical component parts—(a) General.* Relays, bells, buzzers, resistors, lamps, lampholders, lamp indicators, capacitors, terminal connectors, terminal boards, fuses and switches shall be in accordance with this section and with the reference specifications.

(b) *Relays and annunciator drops and other electro-magnetic devices—(1) General.* Units shall operate satisfactorily, shall make firm, low resistance contact, and shall retain their setting in any position of the equipment and under any service condition. The contacts shall be non-corrosive and, where practicable, of the self-wiping type. Relays

shall preferably be protected by removable dust covers or hermetically sealed.

(2) *Coils.* All coils shall be suitably insulated and impregnated with a water resistant insulating material.

(3) *Current-interrupting devices.* (i) A current-interrupting device supplied as part of the control unit shall be capable of performing acceptably when subject to an overload test consisting of fifty operations of making and breaking a circuit of rated frequency, and under the conditions indicated in this subparagraph, at a rate representing normal operation. There shall be no electrical or mechanical failure of the device, or undue burning, pitting, or welding of contacts.

(ii) A current-interrupting device intended to control devices which are connected to the load side of the control-unit supply terminals shall be tested with the overload resulting from operation at 115 percent of the rated voltage. Rated voltage for test purposes for a control unit designed to be energized from the ships' emergency lighting and power system is considered to be 118 volts if the marked rating of the control unit is within the range of from 110 to 125 volts or 236 volts if the marked rating of the control unit is within the range of from 220 to 250 volts.

(iii) For a control unit intended to be energized from a cycle-charged, lead-acid type storage battery supply circuit, the rated voltage for testing purposes is 2.0 volts per cell.

(iv) A current-interrupting device intended to control devices which are not connected to the load side of the control unit supply terminals shall be tested with a current of 150 percent of its rated current.

(v) A current-interrupting device which controls a motor shall be tested under the stalled-rotor condition of the motor.

(c) *Lamps and lampholders.* (1) Lamps shall be selected to give long life under service conditions. Where possible lamps shall be operated at less than rated voltage.

(2) Lampholders shall, where possible, be of a type in which the circuit to the lamp cannot be interrupted due to vibration or to alternate heating and cooling. Bayonet or telephone type lampholders are considered preferable for miniature type lamps.

(d) *Fuses.* All fuses shall be of the National Electrical Code non-renewable cartridge type.

(e) *Terminal boards and terminals.* (1) Terminal boards shall be of the screw type, preferably with suitable barriers between terminals. The design shall be such that terminals cannot rotate once they have been secured.

(2) Closed-end wire terminal lugs of either the solder or the solderless type shall be used for all connections to terminal boards.

(f) *Switches.* (1) The handles or keys of rotary type selector switches shall be provided with mechanical stops to prevent undue strain on the switch handle and shaft. The fixed portion of rotary switches shall be prevented from rotating by means other than friction.

(2) Switch knobs and handles shall be positively secured to their shafts and shall not rely on friction of a set screw for such means of securing. This shall be accomplished by using a non-circular shaft with a mating hole in the knob or handle. Set screws holding the knob or handle to the shaft shall thread directly into the shaft.

(g) *Indicator lamp lenses.* (1) Standard lens colors shall be used as follows:

(i) White—for "power on" indicators.

(ii) Red—for "fire" or "smoke" indicators.

(iii) Blue—for "trouble" or "power failure" indicators.

(2) Normally lighted lamps shall be shielded in such a way as not to interfere with navigating a vessel at night.

§ 161.002-8 *Automatic fire detecting systems, general requirements—(a) General.* An automatic fire detecting system shall consist of a power supply; a control unit on which are located visible and audible fire and trouble signalling devices; and fire detector circuits, as required, originating from the control unit.

Power failure alarm devices may be separately housed from the control unit and may be combined with other power failure alarm systems when specifically approved.

(b) *Types.* Automatic fire detecting systems shall be one of the following types, or a combination of two or several types:

(1) Electrical system using thermostats, thermostatic wire, or other type detector operated by heat.

(2) Electrical system using pneumatic tube or hydraulic tube detectors operated by heat.

(3) Other types as may be developed.

§ 161.002-9 *Automatic fire detecting system, power supply—(a) General.* The power supply for automatic fire detecting systems shall be one of the types as specified in this paragraph.

(1) *Storage battery type.* The power supply for automatic fire detecting system shall consist of duplicate storage batteries used for no other purpose arranged so that one battery will supply the system while the other storage battery is being charged.

(2) *Emergency lighting and power system type.* The power supply for automatic fire detecting systems shall consist of a separate branch circuit from an alternating-current temporary source of supply complying with the requirements of Subpart 112.40 of Part 112 of this chapter (Subchapter J—Electrical Engineering).

(b) *Storage battery requirements.* Storage batteries shall comply with the requirements of § 112.55-1 of this chapter (Subchapter J—Electrical Engineering).

(c) *Capacity of storage battery.* The capacity of each storage battery shall be sufficient to supply the automatic fire detecting system for a period of not less than one week without recharging, and in no case less than 100 ampere-hours at an eight-hour discharge rate. At the end of the one week discharge period, the battery potential for a lead-acid type storage battery shall be not less than 1.75 volts per cell.

(d) *Capacity of emergency lighting and power supply branch circuit.* The capacity of the branch circuit from the emergency lighting and power switchboard shall be not less than 20 amperes and not less than 300 percent of the maximum demand load of the automatic fire detecting system.

§ 161.002-10 *Automatic fire detecting system control unit—(a) General.* The fire detecting system control unit shall consist of a drip-proof enclosed panel containing visible and audible fire alarm signalling devices, visible and audible trouble alarm signalling devices, visible and audible power failure alarm devices, power supply battery transfer switch and charging facilities, when employed, and over-current protection for the power supply.

(b) *Fire alarm signals—(1) General.* The operation of any automatic fire detector (or manual fire alarm station in the case of a manual fire alarm system) shall automatically cause (1) the sounding of a vibrating type fire bell with a gong diameter not smaller than 6 inches nipped to or mounted on or within the control unit; (2) the sounding of a vibrating type fire bell with a gong diameter not smaller than 8 inches located in the engine room; and (3) an indication of the fire detecting zone from which the signal originated, visible at the control unit.

(2) *Maintaining signal.* The audible and visible signals resulting from the operation of a fire detector having self-restoring contacts shall be maintained automatically by the control unit until a resetting device is operated manually.

(3) *Silencing audible signal.* Manual means shall be provided at the control unit to silence the fire bells, but operation of the fire bell silencing device shall permit the visible fire signal to remain until manually reset as described in subparagraph (2) of this paragraph.

(4) *Non-interference.* The control unit shall be so arranged as to permit one or any number of fire alarm signals simultaneously, and an alarm on one circuit shall not interfere with the normal operation of any other circuit, except that the fire alarm bells, when silenced by the means provided by subparagraph (3) of this paragraph, need not sound upon receipt of succeeding fire alarm signals.

(5) *Source of Energy.* The source of energy for the signals referred to in this paragraph shall be the "normal source". On a system supplied by duplicate storage batteries, the "normal source" shall be construed to mean that part of the supply circuit on the load side of the battery transfer switch and fuses. On a system supplied by a branch circuit from an alternating-current temporary source of supply, the "normal source" shall be construed to mean the load side of any transformer or rectifier employed to modify the nature or magnitude of the supply potential.

(c) *Electrical supervision—(1) Circuits.* The circuits formed by conductors extending from the control unit to the fire detectors of each zone shall be electrically supervised.

(2) *Normal source.* The normal source of energy to the control unit shall be electrically supervised.

(3) *Fire bells.* The engine room fire bell shall be electrically supervised.

(d) *Power failure alarm signals—(1) Loss of potential.* The loss of potential from a supervised source of energy automatically shall be indicated at the control unit by the sounding of an audible power failure alarm bell. The source of energy for the power failure alarm bell for a system supplied by duplicate storage batteries shall be the storage battery being charged. The source of energy for the power failure alarm bell for a system supplied by a branch circuit from an alternating-current temporary source of supply shall be a branch circuit from the ship's battery-supplied interior communication switchboard or as directed by the Commandant.

(2) *Silencing audible signal.* Means shall be provided at the control unit to silence the power failure alarm bell by transferring the signal to a visible indicator which shall remain until the silencing means is restored to its normal position.

(e) *Trouble alarm signals—(1) Open Circuit.* An open circuit occurring in either supervised circuit covered by paragraph (c) (1) or (3) of this section shall automatically be indicated at the control unit by the sounding of an audible trouble alarm bell or buzzer and by a visual indicator showing the circuit or zone from which the signal originated, except that on systems employing closed-circuit series connected detectors, an open circuit in the zone wiring may cause a fire alarm signal.

(2) *Silencing audible signal.* Manual means shall be provided at the control unit to silence the audible signal, but operation of the audible trouble alarm silencing means shall permit the visible trouble signal to remain until the trouble has been corrected.

(3) *Non-interference.* The control unit shall be so arranged as to permit one or any number of trouble alarm signals simultaneously, and an alarm on one circuit shall not interfere with the normal operation of any other circuit, except that the audible trouble alarm signal, when silenced by the means provided by subparagraph (2) of this paragraph, need not sound on receipt of succeeding trouble signals.

(4) *Source of energy.* The source of energy for the trouble alarm signals required by this paragraph shall be the normal source as defined in paragraph (b) (5) of this section.

(f) *Circuit testing—(1) Fire alarm and trouble alarm test.* Means shall be provided at the control unit for individually testing each fire detecting zone circuit. The testing means shall be capable of simulating a fire alarm condition and a trouble condition.

(2) *Ground test.* Means shall be provided at the control unit for manual testing of each individual fire detecting zone circuit for the presence of grounds. Systems whose normal source of supply is derived from a circuit from the ship's alternating-current temporary emergency bus shall be provided with a two-winding transformer in the supply circuit

and located in the control unit to isolate electrically the fire detecting system from the ship's electrical system.

(g) *Automatic fire detecting system, battery charging and control*—(1) *General*. Automatic fire detecting systems employing duplicate storage batteries as the power supply shall be provided with battery charging and control facilities as specified by this paragraph.

(2) *Transfer switch*. A manual transfer switch with no "OFF" position to select the battery to supply the system and the battery to be charged shall be provided.

(3) *Voltmeter and voltmeter switch*. A voltmeter and a voltmeter switch shall be provided at the control unit and connected to read (i) voltage of battery supplying system and (ii) voltage of battery on charge.

(4) *Ammeter*. An ammeter shall be provided to indicate the charging current to the battery on charge.

(5) *Reverse current protection*. An undervoltage or reverse current relay shall be provided to disconnect the battery on charge from the charging source in the event of loss of potential from the charging source unless reverse current flow is effectively blocked by a rectifier.

(6) *Resistors*. Fixed and variable resistors shall be provided to regulate the charging rate, together with a two-position switch to select between a normal charging rate and a high charging rate.

(7) *Overcurrent protection*. The batteries shall be protected against overcurrent by fuses rated at not less than 150 percent and not more than 200 percent of the maximum normal battery load.

(8) *Location*. The equipment required by this paragraph shall be located in or adjacent to the control unit.

(h) *Endurance requirements*. The fire detecting system control unit shall be capable of being operated 10,000 cycles without failure of any component or undue wear or pitting of any contact. Endurance test shall be conducted in accordance with § 161.002-16 (c) (6).

(i) *Under and over voltage operation*. The fire detecting system control unit shall operate successfully at both 80 percent and 110 percent of rated supply voltage. This test shall be conducted as part of the endurance test of paragraph (h) of this section.

(j) *Operation while inclined*. The control unit shall operate successfully at rated voltage while undergoing the inclination test of § 161.002-16 (c) (4). This test shall be conducted as a part of the endurance test of paragraph (h) of this section.

(k) *Vibration test*. The control unit shall withstand the vibration test described in § 161.002-16 (c) (3) without damage to any part and without false operation. The test shall be conducted as a part of the endurance test of paragraph (h) of this section.

(l) *Humidity test*. The control unit shall withstand without damage the humidity test of § 161.002-16 (c) (5).

§ 161.002-11 *Fire detecting thermostat*—(a) *General*. The scope of this

section is limited to the class of fire detectors commonly referred to as spot type automatic fire detecting thermostats. Other types of fire detectors such as thermostatic wire detectors, pneumatic tubing detectors, electronic detectors, etc. will be the subject of special investigation, and will be considered equally acceptable as fire detecting thermostats when proven to be equally effective in detecting fires and equally serviceable.

(b) *Design classifications*. Thermostats are classified as follows:

(1) Fixed temperature type, designed to operate when the temperature at the device reaches a predetermined value.

(2) Rate of rise type, designed to operate when the rate of temperature rise at the device reaches a predetermined value.

(3) Those which, when, and as installed are capable of repeat operation.

(4) Those which, when, and as installed must be replaced when they have once operated.

(5) Combinations of two or more of these classifications.

(c) *Temperature classifications*. Thermostats of the fixed temperature type are classified as to temperature of operation as follows:

(1) Ordinary degree, for use where the normal temperature at the device does not exceed 100° F.

(2) Intermediate degree, for use where the normal temperature at the device exceeds 100 but not 150° F.

(3) Hard degree, for use where the normal temperature at the device exceeds 150 but not more than 225° F.

(d) *General construction requirements*—(1) *Material, form, and arrangement*. The material, the form, and the arrangement of parts shall be such that the thermostats will be practicable to manufacture, install, and maintain, and be reliable and consistent in operation. They shall be so designed as to be free from liability to ordinary mechanical injury when installed and from the effects of moisture and interference by clogging with dust, insects, and other foreign material. Thermostats having contacts exposed to the atmosphere will not be considered.

(2) *Uniform operation*. A thermostat must be constructed so that reasonably uniform operation from application of heat will result regardless of variations in position or exposure to air flow from varying directions. In devices where variations in operation are possible from different positions of the device with respect to the direction of air flow, the spacing classification of the device will be judged from data obtained in tests where the device is mounted in the least favorable position as regards reception of heated air currents.

(3) *Replacement*. Thermostats requiring replacement after operation shall indicate when operated.

(4) *Renewable element*. In thermostats where the thermally-sensitive element is renewable and must be replaced after operation, the renewable element shall bear the manufacturer's name or

other identification and the degree rating. Thermostats shall be capable of installation with ordinary tools.

(5) *Shipping*. Thermostats shall be so constructed that parts will not become displaced during shipment or after installation.

(e) *Mounting*. (1) Thermostats shall be designed for mounting on a standard outlet box unless a box of special design is furnished as a part of the assembly.

(2) When the junction box is not furnished with the thermostat, drawings shall clearly indicate the dimensions of the junction box to be used.

(f) *Adjustment*. (1) Thermostats shall not be capable of being adjusted after shipment from the factory.

(2) Adjustments made in the factory shall be securely sealed.

(3) Screws used in making adjustments shall be close fitting, of small pitch, and provided with reliable locking means.

(g) *Adaptability to fire detecting systems*. Thermostats shall be of such design that they are capable of connection on a supervised system of wiring.

(h) *Materials*. (1) Diaphragms and spring parts, if used, should preferably be of phosphor bronze or beryllium-copper (thermo-responsive springs excepted).

(2) Solder, if used as the operating member of a thermostat, shall be specially investigated for stability and other necessary properties.

(3) Where a sealing compound is used in thermostats, its melting point shall be at least 15° C. higher than the rated temperature of operation of the device.

(i) *Electrical*. (1) Contacts shall be so designed that it is practicable to make any adjustments necessary during factory assembly, and so that the contact action will be positive and reliable.

(2) Sliding or pivoted current-carrying parts, if used, shall be shunted by flexible copper conductors.

(3) Ample separation of contacts tips shall be provided.

(4) The contacting parts shall have tips of silver or an equivalent material, securely attached and in proper alignment.

(5) All current-carrying parts shall be insulated or otherwise protected.

(6) Separate terminal screws shall be provided for the incoming and outgoing circuit wires.

(7) Nuts and heads of screws used to secure current-carrying parts (other than those for the circuit wires) shall, wherever possible, be countersunk and covered with a sealing compound. The countersinking should be such as to provide a full 1/8 inch clearance from the mounting surface.

(j) *Marking*. Each thermostat shall be plainly marked with the name of the manufacturer or accepted abbreviation therefor, the approval number, and, if of the fixed temperature type, with the temperature rating.

(k) *Temperature of operation*. (1) Fixed temperature thermostats shall be designed for an operating temperature within the limits given in Table 161.002-11 (k) (1) (i).

TABLE 161.002-11 (K) (1) (I)

Rating	Limits of rated temperature of operation (° F.)	
	Maximum	Minimum
Ordinary.....	165	135
Intermediate.....	225	175
Hard.....	300	250

(2) The temperature of operation of fixed temperature thermostats shall be determined in a well-stirred bath in which the rate of temperature rise is not greater than 1° F. per minute as measured by a thermometer. The thermostats shall be immersed in the bath near the thermometer which is read at regular intervals.

(3) The temperature of operation of fixed temperature thermostats when tested as described in subparagraph (2) of this paragraph shall be within plus or minus 5° F. of their rated temperature of operation if of the ordinary rating or within plus or minus 10 to 15° F. if of the intermediate or hard rating. Not less than three thermostats shall be so tested.

(1) *Sensitivity.* (1) Not less than three thermostats shall be tested for sensitivity in an electric oven designed for conducting sensitivity tests. The oven employed shall be capable of close temperature and air current control. Tests are made under the time-temperature curves shown in Figure 161.002-11 (L) (1) while mounted in a manner normal for its installation in an air stream having a velocity of 200 to 220 feet per minute. A sketch of the test oven that will be employed is shown on Figure 161.002-11 (L).

(2) Thermostats when tested in accordance with subparagraph (1) of this paragraph shall operate in 2 minutes or less.

(3) Thermostats which operate in 2 minutes or less when subjected to the time-temperature conditions shown on Figure 161.002-11 (L) (1) will be rated as

to permissible spacing according to their performance. Spacings other than 10, 12½, and 15 feet will not ordinarily be considered.

(4) Thermostats for which a permissible spacing qualification in excess of 15 feet is desired may be subjected to fire tests to compare their performance at the increased spacing with the performance of several approved 15-foot spacing thermostats when subjected to several rate-of-rise conditions.

(5) The operation of thermostats in the sensitivity oven must be sufficiently uniform to indicate accurate assembly and reliability.

(6) Thermostats of the rate-of-rise type, in addition to other requirements of this paragraph, shall operate at a rate of temperature rise likely to result from fire but unlikely to occur from other causes. A thermostat which operates when the rate-of-rise of temperature is maintained between 15° and 20° F. per minute and which does not operate when the rate-of-rise of temperature is much below that value, generally satisfies this condition. Tests shall be conducted in an oven as described in subparagraph (1) of this paragraph.

(7) The results obtained in repeat tests on the same rate-of-rise thermostat shall closely correspond, as shall also the results of tests on different samples having the same adjustment and setting.

(m) *Premature operation test.* Clean, fixed-temperature thermostats must not operate prematurely when subjected to high normal room temperature as given in Table 161.002-11 (m) for a period of 30 days.

TABLE 161.002-11 (m)

Rating	Temperature, F.
Ordinary.....	125
Intermediate.....	165
Hard.....	240

(n) *Corrosion and loading tests.* (1) Thermostats, when spray painted with a lead-oil type paint along with the ceiling on which they are mounted a sufficient number of times to build up a hard dry coating of ½ inch in thickness on the exposed external parts, shall operate in 4 minutes or less if of the fixed temperature type, and, if of the rate-of-rise type, shall operate at rates of rise not more than 25 percent greater than the rate at which it operated when tested clean.

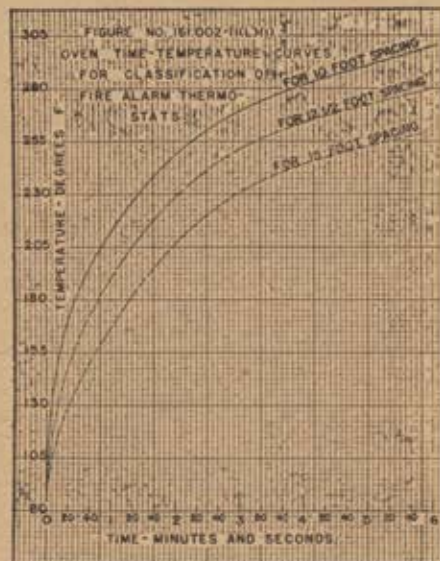
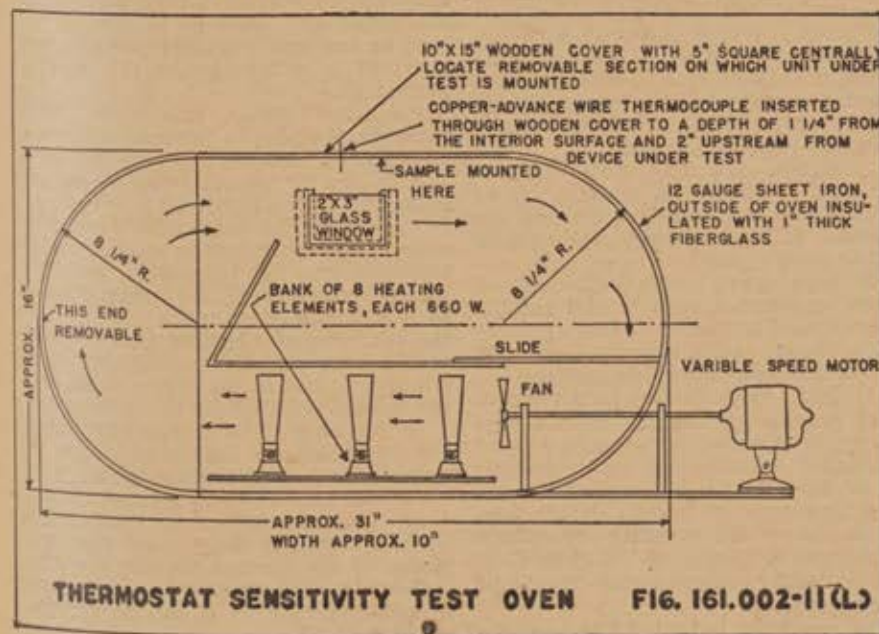
(2) Thermostats, after being subjected to a 200-hour salt spray test in accordance with A. S. T. M. Standard B117, shall operate in 4 minutes or less if of the fixed temperature type, and, if of the rate-of-rise type, shall operate at rates of rise not more than 25 percent greater than the rate at which it operated when tested clean.

(o) *Rough usage tests.* Thermostats shall be tested to determine whether they may be dropped or subjected to moderately rough usage with the tools ordinarily used in installation, such as screwdriver, pliers, or hammer, depending upon the type of thermostat, without affecting their operation.

(p) *Vibration tests.* The thermostat shall be subjected to the vibration test described in § 161.002-16 (c) (3). No false operation or breakage or injury to the thermostat shall result. Vibration test shall be performed in an ambient temperature approximately equal to the appropriate temperature indicated in Table 161.002-11 (m).

(q) *Dielectric strength test.* The thermostat shall be capable of withstanding without damage the dielectric strength test of § 161.002-6 (g) (1), after which test the insulation resistance shall be not less than that specified by § 161.002-6 (g) (2).

§ 161.002-12 *Manual fire alarm systems—(a) General.* A manual fire alarm system shall consist of a power supply, a control unit on which are located visible and audible fire and trouble signalling devices, and fire alarm circuits as required originating from the



control unit and terminating at manual fire alarm boxes. Power failure alarm devices may be separately housed from the control unit and may be combined with other power failure alarm systems when specifically approved.

(b) *Types.* Manual fire alarm systems shall be one of the following types, or a combination of several types:

(1) Manual fire alarm stations superimposed on and connected as an integral part of the fire detector circuit wiring of an automatic fire detection system.

(2) Electrical system using manually operated fire alarm boxes.

(3) Other types as may be developed.

(c) *Power supply.* The power supply shall be as specified for automatic fire detecting system by § 161.002-9.

(d) *Manual fire alarm system control unit.* The manual fire alarm system control unit shall be as specified for automatic fire detecting systems by § 161.002-10.

§ 161.002-13 Manual fire alarm boxes.

(a) A manual fire alarm box shall consist of a rugged cast metal junction box and cover on which is mounted a prominent operating lever to actuate the alarm. Pulling the operating lever shall shatter a window of glass or other suitable material, thereby automatically operating an alarm switch. Manual fire alarm boxes employing different methods of operation or different forms of construction or materials from that described in this paragraph will be considered provided the operation is equally positive, simple, quick and obvious.

(b) The operating instructions for the fire alarm box shall be clear, concise, conspicuous, and protected against obliteration.

(c) The fire alarm box shall be finished in typical bright red with the operating instructions finished in a contrasting color.

(d) The manual fire alarm box shall be operated manually in the intended manner not less than 100 times to assure reliable operation.

(e) The switch unit in the manual fire alarm box shall operate at least 10,000 cycles, making and breaking a direct-current load equal to the rated current of the switch at rated voltage without failure. The switch unit shall also be capable of operating 50 cycles with the current increased to 150 percent of rated current. Tests shall be conducted at not more than 10 cycles per minute.

(f) The manual fire alarm box shall withstand without damage the dielectric strength test of § 161.002-6 (g) (1) after which test the insulation resistance shall be not less than that specified by § 161.002-6 (g) (2).

§ 161.002-14 Watchman's supervisory systems—

(a) *General.* The watchman's supervisory system shall consist of apparatus to verify the presence of watchmen and the regular performance of their assigned duties.

(b) *Types.* The watchman's supervisory systems shall be one of the following types, or a combination of several types:

(1) A mechanical system consisting of portable spring-motor-driven recording

clocks in conjunction with key stations located along the prescribed routes of the watchmen to operate the clock recording mechanism.

(2) An electrical system employing a recorder located at a central station in conjunction with key stations along the prescribed route of the watchmen.

(3) Other types that may be developed.

(c) *Portable spring-motor-driven recording clocks.* (1) Each clock shall run for at least one week without rewinding and shall be substantially mounted and strongly encased. It shall be made so that the recordings cannot be seen without opening the case and so that the case cannot be opened without indicating, by a distinctive recording, the time of opening and closing.

(2) The records of the recording watch clock shall be legible and permanent.

(d) *Key stations for use with portable recording watch clocks.* (1) The key station shall be of substantial construction and provided with a hinged cover. The key shall be attached to the station by means of a strong link chain. The key station shall be finished in a typical bright red color. The key stations shall be mounted in such a manner that they cannot be removed without giving evidence of removal.

(2) Keys shall be made so that they are difficult to duplicate, and shall be of a pattern susceptible of variations tending to reduce the probability that a set of keys for one clock will operate other clocks.

§ 161.002-15 Smoke detecting systems—

(a) *General.* The smoke detecting system shall consist of a means for continuously exhausting an air sample from the protected spaces and testing the air for contamination with smoke of all colors or particle sizes, together with visual or visual and aural means for indicating the presence of smoke.

(1) The scope of this section is limited to systems in which the control unit is to be located in the wheelhouse or fire control room. Where different arrangements of the detecting units are contemplated, the system may be examined and tested according to the intent of this section, and, if found to be substantially equivalent, may be approved.

(b) *Types.* The smoke detecting system shall be one of the following types:

(1) Visual detection type wherein the presence of smoke is detected visually and by sense of smell.

(2) Aural type wherein the presence of smoke is detected visually and audibly and by sense of smell.

(3) Visual or aural type combined with carbon dioxide extinguishing system.

(4) Other types as may be developed.

(c) *Main power supply.* (1) On vessels fitted with an automatically started emergency lighting and power system, the smoke detecting system shall be supplied by a separate branch circuit from the emergency lighting and power system as required by Subpart 112.15 of Part 112 of this chapter (Subchapter J—Electrical Engineering).

(2) On vessels not fitted with an automatically started emergency lighting and

power system, the smoke detecting system shall be supplied from a source as directed by the Commandant.

(d) *Suction fans.* (1) Suction fans shall be provided in duplicate, with the system arranged for one fan to be operated at a time.

(2) The suction fans shall be of sufficient capacity to provide a suction at the control unit of at least 1 inch of water with each zone connected with 350 feet of ¾ inch standard pipe.

(e) *Smoke detecting system control unit—*(1) *General.* A smoke detecting system control unit shall consist of a drip-proof enclosed panel containing the smoke indicating devices, trouble alarm signalling devices, power failure alarm devices, and overcurrent protection for the system and for the exhaust fans. Power failure alarm devices may be separately housed from the control unit and may be combined with other power failure alarm systems when specifically approved.

(2) *Sampling characteristics.* The control unit shall be designed to extract air samples continuously from the smoke detecting zones. Visual detection of smoke in the air samples from all zones shall be continuous, except that the air samples may be diverted from the visual detector momentarily for aural detection purposes. Aural detection of smoke in the air samples from the several smoke detecting zones may be done in sequence in which case the unit shall cycle at a rate not to exceed 5 seconds per zone. Where aural detection of smoke in the air samples from all zones is accomplished simultaneously, the aural detector shall operate for at least 3 seconds in each minute.

(3) *Visual smoke indication.* The presence of smoke in the concentrations specified by paragraph (g) of this section in the air sample being exhausted from any of the protected spaces shall automatically be indicated visually to an observer directly in front of the control unit. The visual indication shall indicate the zone from which the smoke originated and shall be continuous so long as the smoke is present except as provided in subparagraph (2) of this paragraph.

(4) *Aural smoke indication.* The presence of smoke in the concentrations specified by paragraph (g) of this section in the air sample being exhausted from any of the protected spaces shall, in systems of the aural type, automatically be indicated by the sounding of a vibrating type fire bell with a gong diameter not smaller than 6 inches, nipped to or mounted on or in the control unit, the sounding of vibrating type fire bell with a gong diameter not smaller than 8 inches located in the engine room, and the lighting of a smoke indicator lamp.

(i) Means shall be provided to silence the audible signals, but the visible smoke indicator lamp shall remain lighted until the smoke alarm relay is manually reset.

(ii) Resetting the smoke alarm relay without restoring the fire bell silencing means to the normal position shall be indicated by trouble signals as described in subparagraph (7) of this paragraph.

(5) *Detection by smell.* A sufficient quantity of exhaust from the control unit

shall be discharged into the pilothouse or fire control station to permit detection of fire by odor. A valve shall be provided to direct the exhaust, if obnoxious, to the outside.

(6) *Supervision.* Electrical circuits, the failure of which would prevent the smoke detector from properly functioning, shall be electrically supervised. Circuits to be electrically supervised shall include, but not necessarily be limited to, the following circuits, when employed: Audible detector lamp, visible detector lamp, voltage regulator, exhaust fans, and fire bells.

(1) The flow of air from each of the protected spaces shall be supervised in such a way that an observer at the control unit can detect the absence of air flow.

(7) *Trouble alarms.* An open circuit condition existing in any supervised circuit shall be indicated at the control unit by the sounding of an audible trouble buzzer or bell and by the lighting of a trouble light indicating the circuit from which the signal originated. Means shall be provided to silence the trouble buzzer, but the trouble light shall remain lighted until the buzzer silencing device is restored to the normal position.

(8) *Power failure alarm.* Loss of potential on the load side of the control unit overcurrent protective device shall be indicated by a power failure buzzer located in the wheelhouse or fire control room. Provisions shall be made to silence the power failure alarm buzzer by transferring the signal to a visible indicator. Reestablishing potential to the system shall again cause the power failure buzzer to sound until the silencing means is restored to the normal position.

(1) The source of power for the power failure alarm signals shall be a storage battery. The storage battery may supply loads other than the smoke detector system power failure alarm load, but shall be independent of the smoke detector system main power supply.

(9) *Circuit arrangement and protection.* (1) A manual disconnect switch shall be provided to disconnect the con-

trol unit from the supply circuit. On the load side of the manual disconnect switch, overcurrent protection shall be provided for the system. The rating or setting of the overcurrent device shall be not less than 200 percent of the system load.

(ii) Suction fans shall be furnished in duplicate with a control switch and running overcurrent protection provided for each fan motor.

(10) *Adjustments.* Means shall be provided to adjust the sensitivity of an aural smoke detector to compensate for normal aging characteristics of the components and for the effects of dust collecting in the control unit unless such compensation is effected automatically or by other satisfactory means.

(11) *Circuit testing.* The control unit shall be provided with a means for being tested while in operation. The test shall cause operation of the alarm circuits by initiating the sequence of actions through a disturbance in the unit.

(f) *Sensitivity test equipment and smoke sources—*(1) *General.* The smoke meter that will be employed to measure the sensitivity of smoke detector system is shown on Figure 161.002-15 (f).

(2) *Photo cell.* The photo cell should be highly sensitive, capable of high output, and with a major portion of its characteristic very near linear. Mounted in the smoke meter described herein and with the lamp operating at 10.5 volts, the cell should have an output near 180 microamperes with clear air and with the heat-resistant glass partition removed.

(3) *Microammeters.* In order to maintain linearity, the resistance of the microammeters should be as low as possible. The 0 to 30 scale microammeter shown on Figure 161.002-15 (f) has a resistance of 150 ohms, while the 0 to 200 scale microammeter has a resistance of 55 ohms.

(4) *Constant voltage supply.* In order to maintain constant potential to the lamp, a constant voltage transformer is necessary. The constant voltage transformer should have a 95-125 volt primary and a 12 volt $\pm 1/2$ percent secondary.

(5) *Lamp and lens.* The smoke meter shown in Figure 161.002-15 (f) is designed to use a Westinghouse Lamp No. 1747-50 CP-S-11 bulb, 12-16 volts, single contact, bayonet base. The lamp is operated at 10.5 volts through a variable series resistor. The lamp should be operated for approximately 24 hours before calibrating the smoke meter. Each time the lamp is energized, it should be permitted to burn for approximately 1 hour to stabilize its output. The lens used with the smoke meter is a 38 mm diameter, 63.1 mm focal length, double convex, condensing lens.

(6) *Meter tube.* The inside diameter of the meter tube is $1\frac{1}{2}$ inches and its length, measured from the lens at the lamp end to the heat-resisting glass partition at the cell end, is 5 feet. The tube is made in three slip-joint sections for portability, and the interior walls of the tube are painted a dull black. The photoelectric cell is mounted in a suitable housing at the end of the tube. A glass partition of $1/8$ inch thick heat-resisting glass is provided in front of the active face of the photoelectric cell to absorb the heat of the light beam and to reduce the output of the cell from its normally high output of approximately 180 microamperes to approximately 125 microamperes. A slot is provided for inserting calibration screens between the cell and the glass partition.

(7) *Method of calibration.* The smoke meter is calibrated by inserting in the calibration slide openings transparent screens, such as thin glass slides or plastic sheets. The transmission of the calibration slides to the band of wave lengths emitted by the lamp must be accurately known. By observing the cell output with various calibrated slides inserted, a curve of cell output versus percent light obscuration may be obtained. The smoke meter is then calibrated in the following steps:

(i) *Focus.* The distance between the lamp and the lens is adjusted to secure a bright uniform illumination over the cell face.

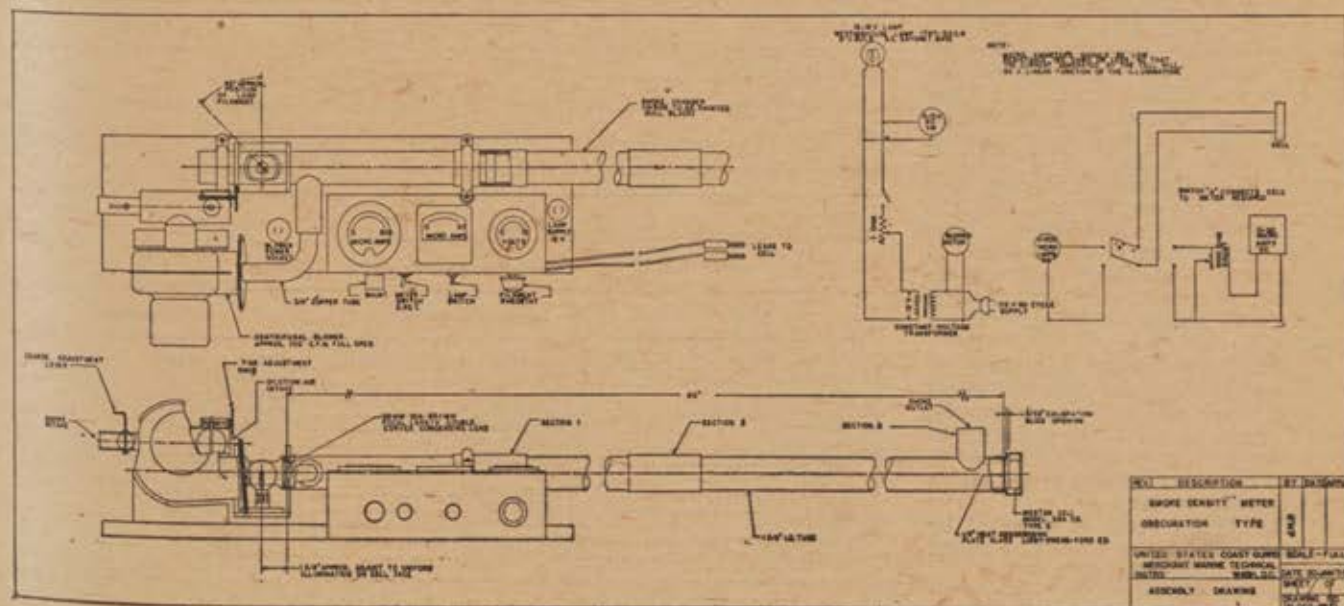


FIGURE 161.002-15 (f).

(ii) *Zeroing meter.* After the lamp has been burning at 10.5 volts for at least 1 hour or until the output of the photoelectric cell has become constant, the shunt across the 30-microammeter full scale meter shall be adjusted so that the microammeter reads full scale with clear air passing through the meter tube. This is the "zero" of the smoke meter and the shunt adjustment then shall be sealed or protected so that the adjustment remains fixed. Any further zero adjustment is made by means of the lamp rheostat.

(iii) *Calibration.* After the zero adjustment has been made, the calibration screens may be inserted in the slot in front of the cell and the meter readings recorded. Calculate the percent obscuration for each screen relative to maximum scale reading with clear air, or 30 microamperes, which is 100 percent transmission or zero obscuration. These values represent percent obscuration in 5 feet. From these values, calculate the percent obscuration in a one foot column by the formula (1).

$$K = 100[1 - (1 - R)^{1/5}] \quad (1)$$

Where:

K = percent obscuration in 1 foot.

R = fraction of light obscured in 5 feet.

Values of K plotted against the cell output represents the calibration graph of the smoke meter.

(8) *Smoke density meter reading.* The term "smoke density meter reading" as used herein will mean the value K , percent obscuration of the smoke on a one foot basis, determined in the manner described above.

(9) *Smoke sources.* (i) A Type I smoke shall be smoke obtained from smoldering oil-free cotton waste.

(ii) A Type II smoke shall be smoke obtained from freely burning kerosene-saturated cotton waste.

(g) *Sensitivity requirements.* (1) The control unit shall be mounted in its intended manner, and one smoke detecting zone shall be connected to the smoke density meter described in paragraph (f) of this section by means of $\frac{3}{4}$ -inch standard pipe. The connection shall be as short and as direct as practicable so that there will be no appreciable transit time of smoke from the smoke density meter to the control unit. All other zones shall be restricted in such a manner as to simulate a load on the suction fan equivalent to that of a 350-foot length of $\frac{3}{4}$ -inch standard pipe for each zone. Where the control unit is of the type in which the aural detector tests the combined discharge of all zones simultaneously, sensitivity tests will be conducted with a control unit having the maximum number of zones for which approval is desired.

(2) With the system operating at rated supply voltage and the control unit adjusted for optimum performance, Type I smoke in quantities sufficient to give a "smoke density meter reading" of 2 percent shall be admitted to the smoke detecting zone under test.

(i) The smoke shall be detected by an observer directly in front of a visual detection type control unit.

(ii) The audible smoke alarm of an aural type control unit shall sound within one sampling cycle of the control unit.

(3) With no change in the adjustment of the control unit and no change in the "smoke density meter reading" from those of the preceding test, the supply potential of the smoke detector system shall be decreased to 80 percent of rated voltage.

(i) The smoke shall be detected by an observer directly in front of a visual detection type control unit.

(ii) The audible smoke alarm of an aural type control unit shall sound within one sampling cycle of the control unit.

(4) With the supply potential reduced to 80 percent of rated voltage and with no change in the adjustment of the control unit from the previous test, Type II smoke in quantities sufficient to give a "smoke density meter reading" of 5 percent shall be admitted to the smoke detector zone under test.

(i) The smoke shall be detected by an observer directly in front of a visual detection type control unit.

(ii) The audible smoke alarm of an aural type control unit shall sound within one sampling cycle of the control unit.

(h) *Endurance requirements.* The control unit shall be capable of being operated for 10,000 cycles at rated voltage without failure of any component or undue wear or pitting of any contact. Endurance test shall be conducted in accordance with § 161.002-16 (c) (7).

(i) *Inclination test.* The control unit shall operate successfully while undergoing the inclination test of § 161.002-16 (c) (4).

(j) *Resistance to vibration.* The control unit shall withstand without damage and without false operation the vibration test described in § 161.002-16 (c) (3). The tests shall be performed with circuits in the normal supervisory position.

(k) *Humidity test.* The system shall withstand without damage the humidity test of § 161.002-16 (c) (5).

§ 161.002-16 *Methods of sampling, inspection and testing*—(a) *Sampling and inspection.* Fire detecting equipment covered by this specification is not normally inspected at regularly scheduled factory inspections of production lots, but the Commander of the Coast Guard District may detail a marine inspector at any time to visit any place where such fire detecting equipment is manufactured to check materials and construction methods, and to conduct such tests and examinations as may be required to satisfy himself that the equipment is being manufactured in compliance with the requirements of this specification and with the manufacturer's plans and specifications approved by the Commandant.

(b) *Type approval tests*—(1) *General.* Type approval tests shall have as their purpose to demonstrate that a manufacturer is capable of producing equipment suitable for shipboard use in accordance with the specification requirements of this subpart. Type approval tests may be conducted on individual components of equipment or on a complete system.

(2) *Where tested.* All tests shall be conducted at the National Bureau of Standards, Washington, D. C., or at another laboratory designated by the Coast Guard.

(3) *Costs.* All costs of the tests required by this subpart shall be defrayed by the manufacturer and the material to be tested shall be furnished without cost to the U. S. Government.

(4) *Order of tests.* Tests shall be conducted in the order listed in this subparagraph. Listed opposite each test is the corresponding reference paragraph which gives the specified performance requirements and the associated test description. Except where otherwise indicated, all tests shall be conducted on the same sample equipment.

(i) *Fire detecting system control unit tests.*

TABLE 161.002-16 (b) (4) (i)

Test	Performance requirement	Test description
(a) General inspection.....	161.002-1, -2, -3, -4, -5, -6, -7, -8, -9, -10, and -12.	161.002-16 (c) (2).
(b) Humidity test.....	161.002-6 (e), 161.002-10 (1), 161.002-16 (c) (5).	161.002-6 (e), 161.002-16 (c) (5).
(c) Endurance test.....	161.002-7 (b) (3), 161.002-10 (b).....	161.002-7 (b) (3), 161.002-16 (c) (3).
(d) Special additional tests.....	161.002-16 (c) (9).....	161.002-16 (c) (4), 161.002-16 (c) (6), 161.002-16 (c) (9).

(ii) *Fire detecting thermostat tests.*

TABLE 161.002-16 (b) (4) (ii)

Test	Performance requirement	Test description
(a) General inspection.....	161.002-1, -2, -3, -4, -5, -6, -7, and 11.....	161.002-16 (c) (2).
(b) Temperature of operation.....	161.002-11 (k) (3).....	161.002-11 (k) (3).
(c) Sensitivity.....	161.002-11 (l).....	161.002-11 (l).
(d) Premature operation.....	161.002-11 (m).....	161.002-11 (m).
(e) Salt spray.....	161.002-11 (n) (2).....	161.002-11 (n) (2).
(f) Sensitivity.....	161.002-11 (n) (2).....	161.002-11 (n).
(g) Loading.....	161.002-11 (o) (1).....	161.002-11 (o) (1).
(h) Sensitivity.....	161.002-11 (m) (1).....	161.002-11 (m) (1).
(i) Rough usage.....	161.002-11 (o) (1).....	161.002-11 (o) (1).
(j) Vibration.....	161.002-11 (p).....	161.002-11 (o) (1), 161.002-16 (c) (3).
(k) Dielectric.....	161.002-11 (q) (2).....	161.002-16 (c) (3).
(l) Insulation resistance.....	161.002-11 (q) (2).....	161.002-16 (c) (3).
(m) Special additional tests.....	161.002-16 (c) (9).....	161.002-16 (c) (2), 161.002-16 (c) (9).

(iii) Manual fire alarm box tests.

TABLE 161.002-16 (b) (4) (iii)

Test	Performance requirement	Test description
(a) General inspection.....	161.002-1, -2, -3, -4, -5, -6, -7, and -13.	161.002-16 (c) (2).
(b) Manual operation.....	161.002-13 (d).....	161.002-13 (d).
(c) Endurance.....	161.002-13 (e).....	161.002-13 (e).
(d) Dielectric.....	161.002-13 (f).....	161.002-6 (g) (1).
(e) Insulation resistance.....	161.002-13 (f).....	161.002-6 (g) (2).
(f) Special additional tests.....	161.002-16 (c) (9).....	161.002-16 (c) (9).

(iv) Watchman's supervisory system equipment tests.

TABLE 161.002-16 (b) (4) (iv)

Test	Performance requirement	Test description
(a) General inspection.....	161.002-1, -2, -3, -4, -5, -6, -7, and -14.	161.002-16 (c) (2).
(b) Special additional tests.....	161.002-16 (c) (9).....	161.002-16 (c) (9).

(v) Smoke detecting system control unit tests.

TABLE 161.002-16 (b) (4) (v)

Test	Performance requirement	Test description
(a) General inspection.....	161.002-1, -2, -3, -4, -5, -6, -7, and -15.	161.002-16 (c) (2).
(b) Sensitivity.....	161.002-15 (g).....	161.002-15 (f), -15 (g).
(c) Humidity test.....	161.002-6 (g), 161.002-15 (k).....	161.002-6 (g), 161.002-16 (c) (5).
(d) Endurance test.....	161.002-15 (h), 161.002-15 (l), 161.002-15 (i).....	161.002-16 (c) (3), 161.002-16 (c) (4), 161.002-16 (c) (7).

(c) Description of tests—(1) Method of mounting. For all tests not otherwise specified, the equipment shall be secured to the mounting brackets of the test machine in the same position and manner that it will be mounted on shipboard.

(2) General inspection. The equipment shall be given a thorough visual inspection to determine if the equipment conforms to this specification with respect to material, finish, workmanship, fit, construction, clearances, nameplates, and instructions. This general inspection shall include a check of all operating controls, circuit functions, test facilities and adjustments.

(3) Vibration test. (i) The equipment shall be secured to a vibration table and vibrated along each of the three principal axes at frequencies from 5 to 25 cycles per second at a table amplitude of between 0.003 inch and 0.008 inch (total excursion of between 0.006 and 0.016 inch). The change from one frequency to the next shall be made slowly and uniformly. At each integral frequency, vibration shall be maintained for 2 minutes. Upon completion of the test described above, the equipment shall be vibrated along each of the principal axes at the one frequency which observations made during the test above show to be the most likely frequency to cause failure of the equipment. The amplitude of vibration during this latter test shall be 0.03 ± 0.005 inch (total excursion 0.06 ± 0.012 inch) and the test shall be run for 2 hours on each axis.

(ii) This test shall be conducted with the equipment energized and operating in its normal manner. The test shall not interrupt normal functioning or damage the equipment.

(iii) Where the size of the unit prohibits its being vibration tested as a whole, the components judged to be liable to damage or faulty operation due to vibration may be individually tested in

accordance with the intent of this subparagraph.

(4) Inclination test. (i) The equipment shall be inclined at the rate of 5 to 7 cycles per minute in one plane to an angle of 30 degrees on either side of the vertical for a period of 30 minutes.

(ii) The test specified by § 161.002-17 (c) (4) (i) shall be repeated with the equipment reoriented 90 degrees on a vertical axis to the plane in which it was originally tested.

(iii) At the conclusion of the cyclic tests described in this subparagraph, the cyclic motion shall be stopped, and with the inclination adjusted to $22\frac{1}{2}$ degrees, the equipment shall remain in this position for a period of 30 minutes.

(iv) The tests required by this subparagraph shall be conducted with the equipment operating in its normal manner. The tests shall not interrupt normal functioning or damage the equipment.

(5) Humidity test—(i) General. The equipment shall be subjected to the following conditioning and tests. The equipment shall not be energized during the test.

(ii) Conditioning. In order to establish a reference condition for the measurement of operating parameters and a valid basis for comparison of the effects of the conditioning to follow, the complete equipment shall be dried at a temperature of not less than 40° C. nor more than 50° C. for at least 2 hours.

(iii) Reference measurements. Following the conditioning specified in subdivision (ii) of this subparagraph, the equipment shall be subjected to the dielectric strength test of § 161.002-6 (g) (1), after which the insulation resistance shall be not less than that specified by § 161.002-6 (g) (2).

(iv) The equipment shall then be placed in a chamber and subjected to a relative humidity of 95 ± 5 percent and a temperature of $40^\circ \text{C.} \pm 2^\circ \text{C.}$ for a period of 100 hours. At the conclusion of the

100-hour humidity test, the dielectric strength test of § 161.002-6 (g) shall be repeated, except that the dielectric strength test potential shall be one-half the value specified by § 161.002-6 (g) (1).

(v) The insulation resistance of electrical circuits following the dielectric strength test shall not be less than 1 megohm at 500 volts direct current.

(6) Endurance test, fire detecting system control unit. The control unit, including fire bells and audible trouble and power failure alarm devices, shall be operated for 10,000 cycles. A cycle of operation shall consist of (i) simulated fire alarm condition on all zones for a period of approximately 1.0 second, (ii) circuits restored to normal condition for a period of approximately 1.5 seconds, (iii) simulated trouble alarm condition on all zones and supervised bell circuits for a period of approximately 1.0 second, (iv) circuits restored to normal condition for a period of approximately 1.5 seconds, (v) simulated power failure condition for a period of approximately 1.0 second, and (vi) circuits restored to normal condition for a period of approximately 1.5 seconds. Where this sequence of operation is not easily effected due to the type of reset mechanism or to other factors, the cycle of operation may be varied in accordance with the intent of the above cycling test. The first 50 cycles of operation shall be conducted with a supply potential of 80 percent of rated supply voltage. The following 1,000 cycles of operation shall be conducted with the supply potential increased to 110 percent of rated supply voltage. The following 8,900 cycles of operation shall be conducted with the supply potential at rated supply voltage. The final 50 cycles of operation shall be conducted with the supply potential increased to 115 percent of rated supply voltage. The rated voltage endurance test shall be interrupted as necessary to perform the vibration and inclination tests.

(7) Endurance test, aural smoke detecting system control—(i) Control unit. The control unit, including fire bells and audible trouble and power failure alarm devices, shall be operated for 10,000 cycles at rated voltage. A cycle of operation shall consist of (1) simulated smoke alarm condition for a period of approximately 1.0 second, (2) circuits restored to normal condition for a period of approximately 1.5 seconds, (3) simulated trouble alarm condition on all supervised circuits for a period of approximately 1.0 second, (4) circuits restored to normal condition for a period of approximately 1.5 seconds, (5) simulated power failure condition for a period of approximately 1.0 second, and (6) circuits restored to normal condition for a period of approximately 1.5 seconds. Where this sequence of operation is not easily effected due to the type of reset mechanism or to other factors, the cycle of operation may be varied in accordance with the intent of the above cycling test. The first 50 cycles of operation shall be conducted with a supply potential of 80 percent of rated supply voltage. The following 1,000 cycles of operation shall be conducted with the supply potential increased to 110 percent of rated supply

voltage. The following 8,900 cycles of operation shall be conducted with the supply potential at rated supply voltage. The final 50 cycles of operation shall be conducted with the supply potential increased to 115 percent of rated supply voltage. The rated voltage endurance test shall be interrupted as necessary to perform the vibration and inclination test.

(ii) *Suction fans and other components.* The suction fans and other components that operate continuously, such as motor-driven timers, shall be continuously operated at rated voltage for a period of 60 days without failure and without undue deterioration.

(8) *Endurance test, visual smoke detecting system.* The entire system shall be operated in the normal operating condition and at rated voltage continuously for a period of 60 days, after which the trouble alarm and power failure alarm devices shall be operated for 10,000 cycles. A cycle of operation shall be (i) a trouble alarm condition for a period of approximately 1.0 second, (ii) circuits restored to normal condition for a period of approximately 1.5 seconds, (iii) power failure alarm condition for approximately 1.0 second, and (iv) circuits restored to normal condition for approximately 1.5 seconds. The endurance test shall be conducted in the same manner as described in subparagraph (7) of this paragraph for the aural type smoke detector control unit.

(9) *Special additional tests.* In cases where a study of the design of a unit discloses additional features likely to effect reliability of operation or other undesirable characteristics, suitable additional tests shall be made as necessary.

(d) *Procedure for approval.* (1) Before approval action is taken on any equipment or systems covered by this specification, detail plans in triplicate covering fully the arrangement, construction, and materials of the equipment shall be submitted to the Commandant. If the equipment has previously been tested by Underwriters' Laboratories, Inc., or by some other recognized testing organization, a copy of the test report shall also be submitted.

(2) After the plans have been reviewed and any necessary corrections or additions submitted, the plans will be forwarded to the testing laboratory to determine the cost of the tests and the material to be submitted for testing.

(3) The manufacturer will then be given shipping instructions for the required test samples and an estimate of the cost of the tests.

(4) Upon receipt of a check from the manufacturer for the estimated costs of the tests made payable to the United States Coast Guard, and of the required test samples, the equipment will be tested.

(5) A copy of the laboratory test report will be forwarded to the manufacturer and he will be advised if his material is approved under this subpart. If approved, any stipulations of the approval will be specified. This information will be published in the FEDERAL REGISTER, and an approval certificate will be issued to the manufacturer.

§ 161.002-17 *Equivalents.* (a) Where in this subpart it is provided that a particular fitting, appliance, apparatus, or equipment, or type thereof, or test shall be provided or conducted, or that any particular arrangement shall be adopted, the Commandant may accept in substitution therefor any other fitting, apparatus, or equipment, or type thereof, or any other arrangement: *Provided*, That he shall have been satisfied by suitable trials that the fitting, appliance, apparatus, or equipment, or type thereof, or the arrangement is at least as effective as that specified in this subpart.

SUBPART 161.004—EMERGENCY LOUD-SPEAKER SYSTEM

Part 161 is amended by adding a new Subpart 161.004, consisting of §§ 161.004-1 through 161.004-7, reading as follows:

Sec.

- 161.004-1 Applicable specifications and other publications.
161.004-2 Type.
161.004-3 Materials and workmanship.
161.004-4 Requirements.
161.004-5 Tests.
161.004-6 Marking.
161.004-7 Procedure for approval.

AUTHORITY: §§ 161.004-1 to 161.004-7 issued under R. S. 4405, as amended, 4462, as amended, 46 U. S. C. 375, 416. Interpret or apply R. S. 4399, as amended, 4400, as amended, 4417, as amended, 4417a, as amended, 4418, as amended, 4421, as amended, 4426, as amended, 4427, as amended, 4433, as amended, 4453, as amended, sec. 14, 29 Stat. 690, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, sec. 5, 49 Stat. 1384, as amended, sec. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, 54 Stat. 347, as amended, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U. S. C. 361, 362, 391, 391a, 392, 399, 404, 405, 411, 435, 366, 395, 363, 369, 367, 1333, 463a, 50 U. S. C. 198; E. O. 10402, 17 F. R. 9917; 3 CFR, 1952 Supp.

§ 161.004-1 *Applicable specifications and other publications.* (a) The following specifications and other publications, of the issue in effect on the date emergency loudspeaker systems are manufactured, form a part of this subpart:

(1) National Bureau of Standards publication:

Handbook H28—Screw-Thread Standards for Federal Services (including supplement).

(2) Military specifications:

MIL-W-16878A (Navy)—Wire, Electrical (Insulated, High Temperature).

(3) A. S. T. M. Standard:

B117—Method of Salt Spray (Fog) Testing (Tentative).

(4) Underwriters' Laboratories, Inc., specification:

Standard for Fuses.

(5) Coast Guard regulations:

Electrical Engineering Regulations, CG-259 (46 CFR (Subchapter J) Parts 110 to 113, inclusive).

(b) Where the requirements in the specifications and other publications listed in this section conflict with the requirements in this subpart, the requirements in this subpart shall govern in all cases.

(c) Copies of the specifications and other publications referred to in this section shall be kept on file by the manufacturer, together with the certificate of approval.

(d) The National Bureau of Standards publication may be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. The military specifications may be obtained from the Bureau of Supplies and Accounts, Department of the Navy, Washington 25, D. C. The Coast Guard publications may be obtained from the Commandant, U. S. Coast Guard Headquarters, Washington 25, D. C. The A. S. T. M. specifications may be purchased from the American Society for Testing Materials, 1916 Race St., Philadelphia 3, Pa. The Underwriters' specifications may be purchased from the Underwriters' Laboratories, Inc., 207 East Ohio St., Chicago 11, Ill.

§ 161.004-2 *Type.* The emergency loudspeaker system covered by this subpart is a reliable marine type audio system composed of microphone(s), duplicate amplifiers, speakers and a wheelhouse control cabinet. Power supplied from the ship's distribution system and shipboard interconnecting cable are excluded for the purpose of this specification. Alternate arrangements which conform to the performance requirements of this specification will be specifically considered for approval.

§ 161.004-3 *Materials and workmanship—(a) Suitability.* All materials used shall be of the quality best suited for the purpose intended.

(b) *Materials covered by reference specifications.* Where specifications are referred to for a given material, it is intended to require that the quality of material used shall be at least equal to that covered in the reference specifications.

(c) *Departures from reference specifications.* The use of materials not conforming with or not covered by the reference specifications shall be noted on the drawings specified in § 161.004-7 and will be the subject of specific approval.

(d) *Protection against corrosion—(1) General.* In order to prevent deterioration due to corrosion, all fastenings, fittings, brackets, and other metallic parts shall be of an approved corrosion-resistant material or of a material treated in an approved manner to render it adequately resistant to corrosion.

(2) *Corrosion-resistant materials.* Silver, copper, brass, bronze, copper-nickel, certain copper-nickel alloys, certain aluminum alloys, and certain stainless steel alloys are considered satisfactory corrosion-resistant materials.

(3) *Corrosion-resisting treatments.* Sherardizing, galvanizing, zinc chromate base with enamel finish, and electroplating of cadmium, chromium, nickel, silver, or zinc when properly done and of sufficiently heavy coat, are considered satisfactory corrosion-resistant treatments. Other corrosion-resistant treatments shall be subject to specific approval.

(4) *Dissimilar metals.* In order to minimize the corrosive effect due to elec-

trolytic action between dissimilar metals, contact between dissimilar metals shall be limited to those metals having small difference of electrolytic potential in the electro-chemical series.

(e) *Insulating material.* Material for the mounting of uninsulated live-metal parts shall be phenolic composition, cold-molded composition, or other material which is recognized as suitable for the particular application. Hard fiber may be used for insulating bushings, washers, separators, and barriers, but not as the sole support for uninsulated live-metal parts where shrinkage, current leakage, or warpage may introduce a hazard. Small molded parts shall be so constructed that they will have adequate mechanical strength and rigidity to withstand the stresses of actual service.

(f) *Workmanship.* The workmanship shall be first class in every respect.

(1) *Soldering*—(i) *General.* All soldering shall be effected in a neat and workmanlike manner.

(ii) *Strength of soldered joint.* In general, soldering alone shall not be depended upon for a satisfactory connection, but where wires and terminals are joined to be soldered, the wires shall be hooked, wrapped around or otherwise mechanically secured to the terminals prior to soldering.

(iii) *Soldering flux.* Only pure resin or a mixture of alcohol and resin (or equivalent) shall be used as a flux.

§ 161.004-4 *Requirements*—(a) *General.* The principal purpose of the emergency loudspeaker system aboard passenger vessels is the transmission and reproduction of intelligible speech above the high noise levels encountered under emergency conditions aboard the vessel, particularly during the operation of abandoning ship. To meet this end, the emergency loudspeaker system shall have a flat sound output response within ± 6 decibels for frequencies from 500 to 5,000 cycles per second with less than 10 percent overall distortion and provide a minimum sound level as specified in Table 161.004-4 (a) (1) over all loudspeakers of the system when the microphone is spoken into at normal voice level. The system response curve for frequencies above 5,000 and below 500 shall drop uniformly. The system shall be a fire and damage resistant system located above the margin line except for certain below deck loudspeakers and designed to withstand the corrosive, humid, and vibratory ambient aboard ship. The system shall be capable of producing an attention signal with a distinctive note of about 1,500 cycles per second on each loudspeaker at sound levels specified in Table 161.004-4 (a) (1). The system shall be operable approximately 30 seconds after turning on power. Duplicate amplifiers shall be provided and arranged for quick shift over at the wheelhouse master control station. The system shall enable an officer on the bridge to broadcast separately or collectively to the following stations: (1) Lifeboat stations, port; (2) lifeboat stations, starboard; (3) lifeboat embarkation stations, port;

(4) lifeboat embarkation stations, starboard; (5) public spaces used for passenger assembly stations; and (6) crew quarters. The system shall be controlled from a single location on the navigating bridge and shall permit two-way conversation with the navigating bridge from designated loudspeakers at lifeboat and embarkation stations.

TABLE 161.004-4 (a) (1)—MINIMUM SOUND LEVEL REQUIREMENTS FOR LOUDSPEAKER SYSTEMS

[All values in decibels ¹]

Location	Ground noise level minimum	Signal level		Voice level	
		Above ground noise	Total	Above ground noise	Total
Lifeboat stations..	80	20	100	15	95
Embarkation deck and exterior passenger assembly points.	80	20	100	15	95
Interior passenger assembly points.....	75	20	95	15	90
Crew quarters.....	60	18	78	12	72

¹ The zero decibel level is defined as 0.0002 dynes per square centimeter.
² Measured at a distance of 10 feet from the loudspeaker and on the axis thereof.
³ Measured in rooms with the doors to the passageways closed.

(2) The design of the system shall permit cable runs (not included in this specification) to the different loudspeaker groups to be widely separated. In addition, the distribution shall be such that a casualty to the port or starboard supply cabling to loudspeakers on boat and embarkation decks will render not more than half of the loudspeakers in the group inoperative.

(3) A variation in supply voltage of 10 percent concurrently with a supply frequency variation of 5 percent shall not reduce the output of any one speaker by more than 3 decibels.

(4) All components of the system shall operate successfully when tilted to an angle of 30 degrees in any direction from the normal position.

(5) "Grounding one or both sides" or "opening" or "shorting" of a lifeboat station or embarkation deck loudspeaker supply cable shall not reduce the output of any other loudspeaker by more than 3 decibels.

(b) *General design requirements (mechanical)*—(1) *Bulkhead mounting.* Enclosures designed for bulkhead mounting may be of either the surface or the flush type.

(2) *Ceiling mounting.* Enclosures designed for ceiling mounting may be of either the surface or the flush type.

(3) *Servicing.* All enclosures shall be designed to facilitate servicing the equipment contained therein.

(4) *Minimum metal thickness.* Units shall be so formed and assembled that they will have the strength and rigidity necessary to resist the abuse to which they are liable to be subjected without affecting adversely their performance. The wall thickness of metal enclosures shall be not less than the minimum values given in Tables 161.004-4 (b) (4) (i) and 161.004-4 (b) (4) (ii).

TABLE 161.004-4 (b) (4) (i)

Use, or dimensions, of area involved	Minimum thickness of cast metal in inches
Area of 24 square inches or less and having no dimensions greater than 6 inches.....	3/4
Area greater than 24 square inches or having any dimensions greater than 6 inches.	5/4
At a threaded cable entrance opening.....	1 1/4

TABLE 161.004-4 (b) (4) (ii)

Maximum unsupported area of flat surface in square inches	Minimum thickness of metal	
	U. S. S. gage number of sheet steel	AWG number of non-ferrous metal
360.....	16	14
1,200.....	14	12
1,500.....	12	10
Over 1,500.....	10	8

(5) *Bolts, nuts, screws, and threads.* All bolts, nuts, screws and threaded parts shall comply with the following requirements:

(i) All threaded parts shall be of American National form in accordance with the Screw Thread Standards for Federal Services, National Bureau of Standards Handbook H28.

(ii) All threaded parts used for securing complete component items to the supporting structure of any unit shall conform to the National Coarse or Fine thread series.

(iii) All threaded parts for adjustment purposes shall, where possible, conform to either the National Coarse or Fine thread series.

(iv) All tapped holes in metal shall have not less than two full threads in the metal.

(v) Holes in the walls of watertight enclosures for the purpose of providing means for attachment of parts, or for securing the cover and the like, shall not penetrate the total thickness of the enclosure wall. Suitable bosses shall be provided for this purpose in cast enclosures. Blind tapped welded buttons shall be used in sheet metal enclosures.

(6) *Locking devices.* All nuts and bolts used on moving parts or subject to vibration during operation, shall be securely locked in place by lockwashers on the nut end or by other approved means.

(7) *Serviceability.* Units shall be constructed with a view toward maximum accessibility for repair and replacement of components. All component parts shall be accessible and readily removable without disconnecting ship's cabling from the equipment.

(8) *Mounting of component parts.* All small component parts, such as resistors and capacitors which are mounted by their leads shall be mounted on terminal or connection boards. Slack shall be provided in the mounting leads to permit thermal expansion without stressing the components. Large and medium-large components shall be securely fastened by clamps. Long resistors shall be fastened at both ends. Ceramic or composition

resistors which are secured by screws shall have pliable washers inserted under the screws to prevent undue stress on the resistors.

(9) *Clamps.* All electron tubes, ferrule type resistors, fuses and other plug-in items shall be secured with positive holding clamps and shall be capable of being easily released for replacement.

(c) *General design requirements (electrical)*—(1) *Wiring*—(i) *Hook-up wire.* Hook-up wire used in wiring of equipment covered by this specification shall be of stranded construction, and shall comply with Military Specification MIL-W-16878A (Navy) unless otherwise approved. Hook-up wire shall have adequate temperature rating, voltage rating, mechanical strength and current-carrying capacity for the service.

(ii) *Lacing.* Wherever practicable, groups of two or more conductors shall be bundled and laced. Lacing shall not be so tight as to cause distortion of the conductor insulation. Within the structure harness laced cable packs of 20 conductors or more shall be suitably supported at each end and at least every 8 inches between ends.

(iii) *Sleeving or tape.* All cable forms connected between a fixed and a movable portion of an assembly shall be provided with sufficient slack and shall be covered with a protective sleeving or tape (of fire retardant, non-hygroscopic material) to eliminate the possibility of chafing or mechanical abrasion on the surface of individual conductors.

(iv) *Cable clamps.* Cable clamps shall be provided at frequent intervals along the length of all cable forms to secure cable runs against vibration or undue movement. Such clamps shall be adequately cushioned or of a design to prevent damage to conductor insulation.

(v) *Bushings.* Suitable smoothly rounded bushings shall be used in holes in sheet metal through which cable forms or conductors pass. Holes in other materials shall be smoothly rounded if not bushed.

(vi) *Wire terminals.* Wire ends connected to screw or threaded stud type terminals shall be terminated in suitable closed-end terminals of either the solderless or the solder type. Only one wire per wire terminal or connector shall be installed.

(vii) *Segregation of low level circuits.* Care should be taken to separate physically amplifier input circuits from power and output circuits. Terminal boards for ships cables shall be located so as to provide maximum separation between cables carrying low level circuits and all other cables.

(viii) *Color identification.* To facilitate servicing, hook-up wiring should be colored (or otherwise clearly marked) for ease of identification and these colors should be indicated on the appropriate wiring diagrams furnished with the equipment.

(ix) *Grounds.* The circuit wiring shall not cause a ground to be placed on the ship's distribution system.

(2) *Terminal boards and terminals.* (i) Terminal boards shall be provided for all external connections to an item of equipment.

(ii) Terminal boards for receiving ship's cables shall be secured to a fixed portion of an item of equipment and not to hinged panels or other movable members, which would require flexing of ship's wiring during normal operation or maintenance.

(iii) Terminal boards shall be of the screw type with suitable barriers between terminals. The design shall be such that terminals cannot rotate once they have been secured. Terminal boards to which two or more connections per terminal will be required shall be fitted with studs in lieu of tapped holes.

(iv) Closed end wire terminal lugs of either the solder or the solderless shall be used for all connections to terminal boards.

(3) *Shielding.* (i) The equipment design, construction and shielding (particularly of wiring and contacts) shall be such as to shield amplifier input circuits and low level contacts from the effects of stray electromagnetic and/or electrostatic fields and to reduce radio-frequency radiation or conduction from any part of the equipment. The noise level in the system should be a minimum of 50 decibels below rated output.

(ii) A grounded electrostatic shield between primary and secondary windings shall be provided for all power transformers used in the equipment.

(4) *Temperature rise.* Under normal operating conditions the temperature rise of any part of the equipment shall not exceed the values given in Table 161.004-4 (c) (4) in an ambient temperature of 40° C.

TABLE 161.004-4 (c) (4)

Material	Maximum temperature rise (° C.)
At any point on the exterior surface of an overall enclosure of non-combustible material.	40°.
Any point on a copper-oxide rectifier.	15°.
On rubber or thermoplastic insulation.	20°.
Any point on a selenium rectifier.	35°.
On varnished cambric insulation.	40°.
At any point on or within a terminal box or compartment.	40°.
On fuses.	40°.
On fiber employed as electrical insulation.	40°.
On Class A insulation.	40°.
On a transformer enclosure.	40°.
On Class B insulation.	60°.
On phenolic composition employed as electrical insulation.	110°.
Sealing compound.	15° less than melting point.
Capacitor, resistor, electronic tube, lamps.	10° less than the temperature limit of the device.

¹ These are limiting temperatures, not temperature rises.

(5) *Bonding and grounding.* Exposed dead metal parts of enclosures for the equipment shall be metallically bonded and when installed shall be grounded to the ship's hull. Hinges in themselves are not considered satisfactory conducting means for bonding purposes.

(6) *Spacings.* Units shall provide reliably maintained spacings between un-insulated live parts, and between un-insulated live parts and non-electrical metal parts. The spacings between any un-insulated live part and (i) walls and cover of a metal enclosure, (ii) fittings

for cable entrance, and (iii) metal pieces attached to a metal enclosure where deformation of the enclosure is liable to reduce spacings, shall be not less than those indicated in Table 161.004-4 (c) (6) (i). The spacings between any un-insulated live part and (i) an un-insulated live part of opposite polarity, (ii) an un-insulated grounded part other than the enclosure, (iii) an exposed metal part which is insulated, and (iv) un-insulated live parts of the same polarity where a short-circuit would prevent normal operation shall be not less than those indicated in Table 161.004-4 (c) (6) (ii). The spacings within snap switches, lampholders, and similar wiring devices shall comply with the requirements of the appropriate standards for such devices.

TABLE 161.004-4 (c) (6) (i)

Application	Minimum spacing in inches, through air and over surface		
	0-300 volts	301-600 volts	601-1,000 volts
Sheet-metal enclosures.....	1/4	3/4	1 1/4
Cast-metal enclosures.....	3/4	1 1/2	1

TABLE 161.004-4 (c) (6) (ii)

Application	Minimum spacing in inches			
	0-150 volts	151-300 volts	301-600 volts	601-1,000 volts
Installation wiring terminals:				
Through air.....	1/4	3/4	1 1/4	3/4
Over surface.....	3/4	3/4	1 1/2	1
Other parts: ¹				
Through air.....	1/4	3/4	1 1/4	3/4
Over surface.....	3/4	3/4	1 1/2	1

¹ At fixed parts of rigidly clamped special assemblies of live parts and insulating separators, such as contact springs on relays, cam switches, etc., which are wired at the factory, the spacings may be less than those indicated in the table for parts other than installation-wiring terminals, but not less than 1/2 inch for 150 volts or less, not less than 3/4 inch for 151 to 300 volts, not less than 1 1/4 inch for 301 to 600 volts, and not less than 3/4 inch for 601 to 1,000 volts, through air and over surface.

(7) *Dielectric and insulation resistance characteristics*—(1) *Dielectric strength.* All electrical circuits except microphone and loudspeaker voice coil circuits, shall be capable of withstanding continuously for one minute a dielectric test of a closely sinusoidal 60-cycle alternating current at an R. M. S. value of twice rated voltage plus 1,000 volts applied between electrical circuits and between circuits and ground, except that for circuits operating at less than 50 volts, the test potential may be 500 volts. Loudspeakers shall be capable of withstanding a 150-volt D. C. voltage between voice coil and magnet structure while a signal voltage of value specified below is applied to the voice coil and warbled from 50 to 5,000 cycles per second in not less than 15 seconds. The leakage current shall not exceed 4 milliamperes (0.004 ampere). (Leakage current will be limited to a maximum value of 5 milliamperes (0.005 ampere) to prevent destruction of the voice coil.)

(ii) *Insulation resistance.* The insulation resistance of electrical circuits fol-

lowing the dielectric strength test shall not be less than 10 megohms at 500 volts D. C. and at room temperature.

(8) *Overload protection.* Protective devices shall be provided within the equipment for primary circuits and such other circuits as required for protection of the equipment from damage due to overload, excessive heating, etc.

(i) *Design.* All parts which are likely to carry an overload, due to mal-function of circuits, or other deleterious effects, shall be designed to care for such a load; where this is impracticable, circuit breakers, relays, fuses, or other suitable devices shall be included to protect them. The use of secondary protective devices shall be held to a minimum consistent with good marine practice. Each power input line shall be protected at a physically centralized point, and protective devices shall be located in each side of the input lines.

(9) *Switch and relay circuits.* Disconnect, transfer and relay switching of all power, input and output circuits shall be accomplished by opening both sides or all phases of the circuits. Single line switching will be acceptable for control circuits only.

(d) *Electrical component parts—(1) General.* Relays, buzzers, indicating lamps, resistors, potentiometers, capacitors, transformers, electron tubes, terminal boards, fuses, switches, etc. shall be suitable for the purpose intended and in accordance with this subpart and applicable specifications.

(2) *Relays and other electro-magnetic devices—(1) General.* Units shall operate satisfactorily and shall retain their setting in any position of the equipment under any service condition. Contacts shall make firm low resistance contact and shall be non-corrosive and, where practicable, of the self-wiping type. Relays shall be readily accessible for inspection, cleaning, and adjustment unless of the sealed type.

(ii) *Coils.* All coils shall be insulated and vacuum impregnated with a water-resistant insulating material to withstand conditions of heat, oil or moisture that may be encountered in service.

(iii) *Under and over voltage.* All electromagnet devices shall operate satisfactorily at both 80 percent and 110 percent of normal voltage.

(iv) *Number of operations.* All relays whose contacts control power of less than 25 watts shall be capable of 50,000 operations at the rate of 120 operations per minute without requiring any repair or servicing. All relays whose contacts control power of 25 watts or more, and other electromagnet devices shall be capable of 10,000 operations at the highest rate and under normal load conditions at which they are likely to be operated in service use, but in no case less than two operations per minute, without repairing or servicing.

(3) *Indicating lamps.* (i) Lamps shall be selected to give long life under service conditions. Where possible lamps shall be operated at less than rated voltage.

(ii) Lampholders shall, where possible, be of a type in which the circuit to the lamp cannot be interrupted due to vibration or to alternate heating and

cooling. Bayonet or telephone type lampholders are considered preferable for miniature type lamps. Lampholders shall be of a type to permit changing lamps without the aid of tools.

(4) *Resistors and potentiometers.* All resistors shall be capable of continuously dissipating, without damage, 50 percent more power than the maximum they will dissipate in normal use of the equipment in an ambient of 40° C. Potentiometers or continuously variable resistors employed shall be of a wire-wound construction.

(5) *Capacitors.* (i) Capacitors shall be rated at 25 to 33 percent higher than the peak voltages encountered in the circuit.

(ii) Capacitors shall be hermetically sealed in such a manner as to remain moisture-proof over a temperature range of 0° C. to the maximum operating temperature.

(iii) The use of electrolytic capacitors is prohibited.

(6) *Transformers.* Transformers shall be rigidly mounted and enclosed in sealed metal cases and protected against failure due to prolonged exposure to humid salt atmosphere by impregnation under vacuum.

(7) *Electron tubes and sockets.* (i) Electron tubes shall be selected to give long life under service conditions.

(ii) All electron tubes shall be of commercially available types. Tubes shall be considered commercially available when manufactured by more than two tube manufacturers.

(iii) Series arrangement of cathode heating elements is not permissible.

(iv) Artificially cooled electron tubes shall not be used.

(v) Electron tube and capacitor sockets shall be of the single unit type of a material resistant to moisture absorption. Contact springs shall have positive contact and positive action. Socket contacts shall be silver plated phosphor bronze or beryllium copper. Sockets shall securely retain tubes under all service conditions, or shall be provided with suitable tube clamps.

(8) *Fuses.* All fuses shall be constructed in accordance with Underwriters' Laboratories, Inc., Standard for Fuses, and shall be marked with the approval label of Underwriters' Laboratories, Inc.

(9) *Switches.* (i) The handles or keys of limited arc rotary type selector switches shall be provided with mechanical stops to prevent undue strain on the switch handle and shaft. The fixed portion of rotary switches shall be prevented from rotating by means other than friction.

(ii) Switch knobs and handles shall be positively secured to their shafts and shall not rely on friction of a set screw for such means of securing. This shall be accomplished by using a non-circular shaft with a mating hole in the knob or handle. Set screws holding the knob or handle to the shaft shall thread directly into the shaft.

(iii) Switches shall be capable of 40,000 cycles of operation at the highest rate at which they are likely to be operated in service use without repairing or servicing.

(10) *Batteries.* The use of batteries is prohibited.

(11) *Spare parts and test equipment.* Spare parts shall be adequate for the purpose and as a minimum shall include:

- 1—Each type cone or diaphragm assembly for loudspeakers or 1 each driver assembly.
- 1—Microphone unit.
- 1—Each type relay, switch.
- 2—Each type resistor and condenser.
- 100 percent—Electron tubes, fuses, and indicating lamps.
- 1—A test voltohmmeter having necessary ranges to measure the voltages occurring in the equipment.

(e) *Wheelhouse control station and bridge wing microphones.* The control station located in the wheelhouse shall contain all the necessary equipment to cause the system to be placed in operation, sound the attention signal, permit a person to talk to all or any of the stations listed in paragraph (a) of this section, change from one amplifier to another, and to shut down the loudspeaker system.

(1) *Microphones.* The microphone at the control station shall be of the fixed type rather than portable. Additional portable microphones equipped with a press to talk switch may be furnished for bridge wing locations provided these microphones may be switched out of the system at the control station when the master microphone is in use. Microphones shall be watertight and of the magnetic type.

(2) *Cabinet.* The cabinet shall be of drip-proof metal construction or better.

(3) *Talk-back circuit.* When a particular talk-back station "calls in" a buzzer and an indicating light at the control station shall so indicate. The buzzer shall indicate only momentarily; however, the indicating light shall remain lighted until the call is answered. A switch to silence the buzzer may be employed, in any case the buzzer shall be silenced when the talk-back selector switch is closed. Selection between "talk" and "listen" at the wheelhouse control panel shall be provided by a two-position switch with maintaining contact in the "listen" position and momentary contact in the "talk" position.

(4) *Other equipment.* The wheelhouse master control station shall also contain the following items of equipment in a convenient arrangement for operation:

- (i) Speaker group switch(es);
- (ii) Attention signal switch;
- (iii) Talk-listen switch;
- (iv) Power "on-and-off" switch;
- (v) White lensed power "on" indicating lamp;
- (vi) Amplifier selector switch;
- (vii) A meter to indicate signal or voice output level; and,
- (viii) Volume control for the wheelhouse speaker.

(f) *Amplifier equipment and signal generator—(1) General.* Duplicate amplifiers shall be provided. Amplifier equipment shall include the components necessary to cause, when energized, the signal received from the microphone to be brought to the proper level for transmission to the speakers. Each amplifier

shall contain its own tube plate and filament power supply.

(2) *General construction.* All components of the amplifier and signal generator shall be housed in metal enclosures of drip-proof construction or better. All openings shall be constructed so as not to permit the passage of a rod larger than $\frac{1}{2}$ inch in diameter through the opening.

(3) *Personnel protection.* Provision shall be made wherever possible to prevent personnel from accidentally coming in contact with electrically energized parts. Except for circuits of 24 volts or less, a manually operated switch shall be provided to de-energize all circuits within an enclosure during servicing.

(4) *Mounting of controls.* All switches, operating controls, test controls, and meters shall be mounted on the front of the enclosure(s) and shall be visible and accessible without requiring the opening of covers or doors.

(5) *Accessibility.* Terminals of all components and all electrical connections within the enclosure shall be accessible for test purposes or servicing without requiring the use of tools, removal of equipment or disconnecting of cables.

(6) *Ventilation.* The enclosures shall afford only natural ventilation.

(7) *Standby operation.* The circuit arrangement shall be such that with either amplifier in operation the other amplifier shall be in a standby condition, i. e., ready for operation within 2 seconds after being switched in.

(8) *Amplifier phasing.* To insure proper operation in the event that amplifiers are operated in parallel, each amplifier shall be so wired that like-marked input and output terminals will be in corresponding electrical phase relationship whenever a signal is being transmitted through the amplifier.

(9) *Grounds.* All grounds within an enclosure shall be made to a common bus. In no case shall a ground connection be made directly to the chassis.

(10) *Stability.* The amplifier shall show no evidences of instability or oscillation when operated at full gain with amplifier input either short or open-circuited and with amplifier output either short or open-circuited or when feeding pure capacitive loads of any capacity up to 1 microfarad.

(11) *Volume compressor.* A volume compressor shall be incorporated as an integral part of the amplifier. A suitable switch shall be provided to permit switching the compressor in or out of the amplifier circuit. The compressor shall act to provide at least 12 decibels more output than when operated without compression at a signal input level 40 decibels below that required to produce rated output. At the input level required to produce rated output, the amplifier output shall not vary in excess of plus or minus 1 decibel with the compressor in or out.

(12) *Overload limiter.* An overload limiter shall be incorporated as an integral part of the amplifier. The limiter shall act to prevent amplifier output in excess of 2 decibels for an increase of 12 decibels over the input signal required to produce rated output and under these

conditions the overall loudspeaker system harmonic distortion shall not exceed 15 percent.

(13) *Overload capacity.* With the signal generator input signal of the value 6 decibel lower than required to produce rated output, the amplifier shall be capable of operating continuously for a period of 30 minutes into a short circuit load across its output terminals without lowering amplifier gain, affecting ability to produce rated output power, or producing other deleterious effects.

(14) *Signal generator.* The signal generator shall be designed to operate in conjunction with the amplifier so that the connected speakers are caused to emit a signal raucous in nature for the purpose of arresting attention. The fundamental frequency of this signal should be approximately 1,500 cycles per second.

(15) *Test facilities.* Test jacks shall be provided on each amplifier chassis to obtain an indication of cathode current for each amplifier stage by means of a test voltohmmeter supplied with the spare parts and tools required by § 161.004-7 (a) (4). By means of a switch on the amplifier cabinet it shall be possible to determine performance of the standby amplifier by connecting the signal generator to the input and a dummy load to the output, and to obtain output indications on the test jacks with the voltohmmeter.

(g) *Loudspeaker equipment—(1) General design.* Loudspeakers shall be designed for sound level, mounting and enclosure requirements consistent with their location on the vessel. Sound level requirements for various speaker locations are found in Table 161.004-4 (a) (1). Speech intelligibility is of primary importance in the design of loudspeakers.

(2) *Enclosures.* Loudspeaker equipment in locations exposed to the weather shall be housed in watertight corrosion-resistant enclosures. The construction of all loudspeakers shall ensure drainage for all throats, chambers and recesses to prevent the retention of any trapped moisture or condensation which may enter the enclosure of the loudspeaker mounted with the sound axis in any position between zero degrees and minus 45 degrees elevation relative to the horizontal position.

(3) *Magnet structure.* (i) All loudspeaker fields shall be of the permanent magnet type.

(ii) The magnet structure shall be treated to provide resistance to corrosion, and to prevent the formation of corrosion products in the air gap.

(iii) Minimum air gap clearance on either side of the voice coil assembly shall be 0.007 inch.

(iv) Removal of the magnet structure as a unit together with the voice coil and diaphragm assembly shall not expose the magnetic gap, nor require removal of such parts as a transformer or a terminal board.

(4) *Voice coil and diaphragm assembly.* (i) All voice coil and diaphragm (or cone) assemblies shall be replaceable readily without necessitating cementing or soldering and without disconnecting the ship's wiring or dismantling the enclosure.

(ii) Diaphragms and cones of all loudspeakers shall be of molded phenolic.

(iii) Materials used for gaskets, cone supports shall be impregnated as necessary to render them impervious to moisture and to provide resistance to corrosion.

(iv) The use of dissimilar metals for the voice coil winding and the voice coil lead-in wires shall be avoided.

(v) No portion of a cone shall contain exposed rubber or other material which will tend to change its characteristics when placed in an atmosphere containing salt, moisture or oil.

(5) *Sound level adjustment.* Each loudspeaker shall incorporate an adjustment device by means of which the output level can be varied over a minimum range of 15 decibels in a minimum of three approximately equal steps.

(6) *Switch or pushbutton for talk-back loudspeakers.* Switches or pushbuttons employed in the talk-back "call-in" circuit shall be either integral with or nipped to the talk-back loudspeaker housing or located adjacent to the loudspeaker, and shall be of the momentary contact spring-return-to-off type.

§ 161.004-5 *Tests—(a) System tests.* With the system setup in the testing laboratory to simulate as nearly as practicable a shipboard installation the following system tests shall be conducted:

(1) *General inspection.* The equipment shall be given a thorough inspection to determine that the equipment conforms to the requirements of this specification. Each unit of the equipment, each sub-assembly and each part shall be examined as necessary to determine conformance with the requirements of this specification with respect to material, finish, workmanship, fit, construction, clearances, dimensions, identification markings, nameplates and instructions. This general inspection shall include a check of all operating controls, circuit functions, test facilities and adjustments, as applicable.

(2) *Electrical operating test.* The system shall be energized and subjected to an operating test to determine qualitatively the proper functioning of the components including all operating controls. The system shall be maintained at rated output using the signal generator input a continuous period of 100 hours in an ambient temperature of 40° C. Rated system output is defined as a sound level of 100 decibels, 95 decibels, and 78 decibels at a distance of 10 feet on the axis of exterior, interior passenger assembly, and crew-quarter loudspeakers respectively obtained with signal generator input and with one amplifier and all speaker circuits in operation.

(3) *Temperature rise.* The equipment shall be energized at rated voltage and frequency. All power consuming components such as amplifiers, signal generators, relays and lights shall be energized as necessary to simulate actual operating conditions corresponding to maximum heat generation. For this purpose, operating amplifier equipment shall be driven at rated output employing the signal generator input. The test shall be conducted at an ambient tem-

perature of 40° C. Temperature readings of "hot-spots" and component parts shall be taken after thermal equilibrium has been reached. (See § 161.004-4 (c) (4) for temperature limits.)

(4) *Overall frequency response.* An overall frequency response curve for the microphone, amplifier and one of each type loudspeaker shall be determined with rated supply voltage and frequency, with the amplifier gain control and with the loudspeaker sound level adjustment set for rated system output. A variable frequency pure tone signal of 100 dynes per square centimeter $\frac{3}{4}$ inch from the microphone ring shall be varied from 50 to 10,000 cycles per second while the response in decibels 10 feet away from and on the axis of each speaker is measured to determine compliance with § 161.004-4 (a). Overall system harmonic distortion shall be determined at several points during this frequency run. These response curves shall be determined with the microphone and loudspeaker isolated in anechoic chambers (or equivalent). If the anechoic chamber is of such design as to prohibit measurements at 10 feet as specified above, measurements may be made at a minimum distance of 5 feet and scaled to 10 feet by using the inverse square law.

(5) *Variable voltage and frequency.* The supply line voltage and frequency shall be simultaneously varied 10 percent and 5 percent respectively up and/or down to determine that the output of any one loudspeaker is not lowered by more than 3 decibels.

(6) *Humidity test.* The amplifier (including the wheelhouse control station) shall be subject to the following humidity test. With the equipment adjusted for rated output, but not operating, the amplifier shall be subjected to a relative humidity of 95 ± 5 percent and a temperature of 40 ± 2 ° C. continuously for 2 hours. At the end of the 2-hour period, and under the humidity conditions specified above, without adjustment the amplifier shall be capable of rated output within ± 1 decibel. The equipment shall be energized only for the period of time necessary to reach temperature equilibrium at which time it shall be deenergized and subjected to an additional 4-hour humidity test at the conditions specified above. Immediately upon completion of this test and without adjustment the amplifier shall be capable of rated output within ± 1 decibel for a period of one hour. The amplifier shall be carefully examined in detail to detect evidence of physical degradation, such as corrosion of metal parts, distortion of plastic parts, insufficient lubrication on moving parts, or deleterious effects on performance.

(7) *Vibration test.* (1) Vibration tests shall be made on any device capable of performing the tests specified in this subparagraph. Where the size of the unit prohibits its being vibration tested as a whole, the components judged to be most likely to fail may be tested. Means shall be provided for measuring and controlling the direction of vibration and adjusting the frequencies to keep them within the specified limits. The test described in this subparagraph shall be

made along each of the three principal axes separately with the amplitude specified. Amplitude is defined as one half of the total excursion.

(ii) The vibration frequency shall be varied from 5 cycles per second (or the resonant frequency of the equipment if this is below 5 cycles) to 23 cycles per second in discrete frequency intervals of one cycle per second. At each integral frequency, the vibration shall be maintained for 3 minutes. The change from one frequency to the next shall be made slowly and uniformly. Tests shall be made at a table amplitude of 0.030 inch ± 0.006 inch. The amplification of vibration of the equipment at any frequency required herein shall not be such that observation operation or adjustment of the equipment under test will be impossible or difficult during the test. When this test is completed the equipment shall be vibrated for a period of 2 hours at any frequency between 5 (or the resonant frequency of the equipment if this is below 5 cycles) and 23 c. p. s., on the axis selected by the test engineer, which observation and measurement made during the previous test showed may be the condition most likely to cause failure. At the completion of this test the equipment shall be examined to determine that no looseness in the mechanism nor damage to any part has resulted from the vibration and also that the performance of the equipment has not materially changed.

(8) *Ground, open, and short test.* With the equipment in its normal operating condition, it shall be demonstrated that "grounding one or both sides" or "opening" or "shorting" of a lifeboat station or embarkation deck loudspeaker supply cable will not reduce the output of any other loudspeaker by more than 3 decibels.

(9) *Special additional tests.* In cases where a study of the design of a system discloses additional features likely to effect reliability of operation or other desirable characteristics, suitable additional tests shall be made as necessary.

(b) *Salt-spray test.* One of each type of emergency loudspeaker system equipment, such as loudspeakers, pushbuttons, etc., designed for locations exposed to the weather shall be subjected to the following salt-spray test: The equipment shall be mounted in the normal operating position and subjected to a 20 percent salt-spray test for 200 hours under conditions specified in A. S. T. M. specification B117, Method of Salt-Spray (Fog) Testing (Tentative). Tested equipment shall have no deleterious results affecting performance. At the end of the test period the equipment shall be disassembled, washed in fresh water, dried, examined and reassembled.

(c) *Watertightness test.* One of each type of watertight equipment shall be subjected to a stream of water from a hose (not less than one inch in internal diameter) under a head of about 35 feet, and from a distance of about 10 feet and for a period of about 5 minutes. The hose nozzle should be adjusted to give a solid stream at the enclosure. After the test the exterior should be dried and the enclosure opened and examined for leaks.

(d) *Amplifier overload.* The amplifier shall be subjected to a 30 minute short circuit test as prescribed in § 161.004-4 (f) (13).

(e) *Microphone tumbling test.* One of each type microphone shall be subjected to a tumbling test of 500 revolutions in a standard rotary tester with a 16-inch drop. The floors of the rotary tester shall be of 3/16-inch thick masonite sheet (Brinell hardness 11 to 13), backed by wood. The performance of the microphone shall not be affected by this test.

§ 161.004-6 *Marking*—(a) *General.* All equipment shall be provided with permanent nameplates as necessary to assure proper operation and/or adjustment of the equipment in service.

(b) *Coast Guard approval number on enclosures.* The enclosure for each major component of an approved system, i.e., master wheelhouse control station, amplifier, and speakers, shall have affixed a permanent nameplate giving the name of manufacture, Coast Guard approval number assigned, and the drawing and alteration numbers. Additional identification, such as model or type designation, may also be given.

(c) *Operating instruction plate.* A permanent instruction plate containing basic operating instructions in letters not less than one-eighth inch high shall be provided on the front of the wheelhouse master control station. The instruction plate shall be in sufficient detail to enable a person unfamiliar with the equipment to start, operate and secure the equipment.

(d) *Terminal boards.* All terminal boards shall be marked in a clear and permanent manner to show the designation of each terminal in accordance with markings assigned to the equipment wiring diagram.

(e) *Marking of parts.* Nameplates or other suitable markings shall be provided to identify each control handle and position, indicating light, pushbutton, meter, etc., located on the enclosures for the system. Parts, such as transformers, capacitors, resistors and relays, shall be identified by markings both on the part (if practicable) and adjacent to the part on the chassis or structure on which the part is mounted. The marking shall be that designation assigned on the associated wiring diagram, and shall be clearly and indelibly made. Electron tube and socket identification shall be marked adjacent to each tube socket on the tube side of the chassis or supporting structure.

(f) *Instructions.* A bound instruction book should be provided with each system. This book should contain a list of equipment, table of salient features of the system, installation and operating instructions, and procedure for adjustment, tests and maintenance. Overall schematic and equipment connection diagrams should be included as well as resistance and voltage tables and a spare parts list.

§ 161.004-7 *Procedure for approval.* A party, whether or not this party is the manufacturer of all the components of the system, desiring U. S. Coast Guard approval of a complete Emergency Loud-

speaker System should follow the steps listed below unless directed otherwise by the U. S. Coast Guard:

(a) *Submission of materials, letter, drawings, etc.* A letter, accompanied by complete drawings (in triplicate) of the system, requesting approval should be submitted. The letter should be addressed to—Commandant (MMT), U. S. Coast Guard, 1300 E Street NW., Washington 25, D. C. The drawings should include a complete schematic diagram, a complete connection wiring diagram and detail assembly drawings with material lists of the equipment.

(1) *Complete schematic diagram.* A complete electrical schematic diagram of the system shall be submitted representing clearly the operation of each component and the proper inter-connections between components.

(i) A thin broken line shall be used to represent the boundaries of each separate piece of equipment; all terminals to which external connections are made shall be shown within these boundaries, with their appropriate numbers and markings.

(ii) Each component part, such as resistor, capacitor, relay, etc., shall be given an unique designation.

(iii) A list giving electrical rating and manufacturer's name and model number for each designated component shall be included with the schematic for checking purposes.

(iv) Major assemblies, such as amplifiers and signal generators, for which a separate schematic diagram is supplied, may be represented by a block with terminals shown and appropriately marked.

(v) The schematic wiring of a component which appears several times in the system need be shown only once; blocks with terminals shown and marked will suffice for the remaining identical components.

(vi) A system of differentiating between audio and control circuits, such as one employing heavier weight lines for audio circuits, shall be employed.

(2) *Connection wiring diagrams.* Separate wiring diagrams shall be submitted for each major component, such as wheelhouse master control station, amplifier, etc. Wiring diagrams for components such as loudspeakers and microphones may be included in their respective assembly drawings.

(i) Wiring diagrams shall show all component parts in their correct relative physical location, with terminals clearly shown and marked, and shall show all wiring between component parts.

(ii) The color code of all wires shall be indicated. Appropriate notes shall designate wire size and type.

(iii) Designations of component parts shall correspond to those assigned on the schematic diagrams.

(3) *Equipment assembly drawings.* Assembly drawings shall be submitted for each major component of equipment.

(i) Assembly drawings shall contain sufficient views in plan, elevation and cross section drawn to scale to show clearly the details of design, construction and assembly of the equipment.

(ii) All parts shall be identified as to material and finish (if any). Standard purchase items such as electron tubes, resistors, etc., may be identified by manufacturer's name and drawing and/or catalog number. The reference designations assigned to the schematic diagram shall be included as additional identification of each part.

(4) *List of spare parts and tools.* A list of spare parts and tools to be furnished with the system shall be submitted.

(b) *Testing of equipment.* After the material submitted as required in paragraph (a) of this section is complete to the satisfaction of the U. S. Coast Guard, the tests indicated in this specification shall be conducted on the equipment at the National Bureau of Standards or at a testing laboratory designated by, but at no expense to, the U. S. Government. Receipt of a deposit check made payable to the U. S. Coast Guard in the amount estimated by the National Bureau of Standards, is required before tests may be conducted at the National Bureau of Standards. If the deposit exceeds the final cost of the tests, the difference will be returned to the manufacturer; and if the deposit is insufficient to cover the final cost of the tests, the manufacturer will be billed for the additional cost.

(1) Equipment to be submitted for tests need not include the total number of speakers for which the system is designed provided representative dummy loads are furnished for the speakers in such number to permit operation of the system under all shipboard installation (simulated) requirements as specified in § 161.004-4 and testing as specified under § 161.004-5. At least one of each type of microphone, wheelhouse control station, signal generator, amplifier and loudspeaker should be furnished in addition to the other equipment, such as spares, interconnecting cable, dummy loads, etc., that may be deemed necessary by the Coast Guard, the testing laboratory, or by the party submitting the equipment for approval. The amplifier equipment submitted for certification tests shall be of such a power rating as to provide the necessary sound coverage specified under Table 161.004-4 (a) (1) when supplying the equivalent of a minimum of 25 loudspeakers, at least 10 of which shall meet the requirements for lifeboat station and embarkation deck locations.

(c) *Approval by the U. S. Coast Guard.* When the emergency loudspeaker system is approved by the Commandant of the U. S. Coast Guard, after consideration of the results of investigations and tests covered in paragraph (a) of this section this approval will be published in the FEDERAL REGISTER and an approval certificate issued.

Dated: November 15, 1956.

[SEAL] J. A. HIRSHFIELD,
Rear Admiral, U. S. Coast Guard,
Acting Commandant.

[F. R. Doc. 56-9529; Filed, Nov. 20, 1956;
8:49 a. m.]

TITLE 6—AGRICULTURAL CREDIT

Chapter IV—Commodity Stabilization Service and Commodity Credit Corporation, Department of Agriculture

Subchapter C—Export Programs

[Announcement CN-EX-3, (Revision I)]

PART 482—COTTON

PRODUCTS EXPORT PROGRAM

The Cotton Products Export Program dated July 24, 1956, (21 F. R. 5683) is hereby amended to read as follows:

Sec.	
482.1	General statement.
482.2	Definitions.
482.3	Registration of sales.
482.4	Exporter's agreement with the CCC.
482.5	Cancellation of sale or failure to export.
482.6	Determination of base equalization payment rate.
482.7	Classes of cotton products and related equalization payment rates.
482.8	Equalization payment rates and amounts due exporters.
482.9	Export conditions.
482.10	Inspection.
482.11	Satisfactory evidence of exportation.
482.12	Application for payment.
482.13	Cotton products returned to the United States.
482.14	Records and reports.
482.15	Amendment or termination.
482.16	Good faith.
482.17	Persons not eligible.

AUTHORITY: §§ 482.1 to 482.17 issued under sec. 4, 62 Stat. 1070, as amended; 15 U. S. C. 714b. Interpret or apply sec. 5, 62 Stat. 1072; 15 U. S. C. 714c.

§ 482.1 *General statement.* Commodity Credit Corporation (referred to in this part as "CCC") will, upon the terms and conditions stated in this announcement, carry out a Cotton Products Export Program (referred to in this part as "the program") under which equalization payments will be made to exporters in connection with the exportation of cotton products made from upland cotton grown and wholly processed in the United States and which have not been previously exported and returned to the United States. This revised announcement shall be effective as to all export sales of cotton products which are entered into after the date this announcement is published in the Federal Register. The program is administered through the CSS Cotton Products Export Office, 290 Broadway, New York 7, New York (referred to in this part as the "New York office"), which is a branch of the New Orleans CSS Commodity Office. Additional information pertaining to the operation of the program may be obtained from the New York office.

§ 482.2 *Definitions.*—(a) *Cotton products.* "Cotton products," as used herein, means any cotton textiles or spinnable cotton waste as defined in paragraphs (b) and (c) of this section. No payment will be made hereunder on cotton products purchased by U. S. Government agencies with appropriated funds. (b) *Cotton textiles.* "Cotton textiles," as used herein, means any new product or article which contains not less than

50 percent by weight of American upland cotton (not including cotton linters) and is processed or manufactured from lint cotton, card strips, or comber noil, including slivers, laps, rovings, yarns, fabrics, and manufactured articles processed or manufactured from any processed form thereof. Fabrics must be at least one yard in length. The term "Cotton textiles", as used herein, includes such products only when exported as the principal product and does not include such products when used as containers, wrappers, packing, or protective coverings, or for similar purposes.

(c) *Spinnable cotton waste.* "Spinnable cotton waste," as used herein, means only card strips, comber noil, spinners laps, and roving waste processed from American upland cotton. (Since reworked waste is made from cotton waste rather than American upland cotton, any cotton waste containing reworked waste or other similarly reprocessed waste is not eligible hereunder.)

(d) *Exporter.* Exporter shall mean the individual, partnership, corporation or other legal entity whose sale caused the export to be made even though he does not make arrangements for shipment of the cotton products. Exporters must be U. S. firms or have U. S. charters or other legal status in the United States.

§ 482.3 *Registration of sales.* All export sales of cotton products, to be eligible for payments hereunder, shall be registered by the exporter with the New York office by submitting in triplicate, a properly executed Notice of Export Sale, CCC Cotton Form 32 (hereinafter referred to as "Form 32"). Form 32 must be submitted not later than ten business days after the date of export sale. (Forms 32 postmarked within such ten day period will be accepted.) An extension of the period for registration may be granted by the Chief of the New York office if he determines that additional time in which to submit the Form 32 is required by the exporter. Upon receipt of an acceptable Form 32, a Registration Number will be assigned by the New York office, and a copy showing such number will be returned to the exporter. All correspondence relating to a sale previously registered with CCC for which a Registration Number has been assigned shall refer to the Registration Number.

§ 482.4 *Exporter's agreement with the CCC.* The submission of a Form 32 by the exporter and the assignment of a Registration Number by CCC shall constitute an agreement by the exporter to export to eligible destinations the quantity of cotton products shown on such Form 32 and to submit satisfactory evidence of such exportation in accordance with this part in consideration of the undertaking by CCC to make an equalization payment hereunder.

§ 482.5 *Cancellation of sale or failure to export.* (a) The exporter shall notify the New York office promptly in every case where, after filing Form 32 as required in § 482.3, a sale is canceled by the exporter or by the importer, stating fully the reason for such cancellation. The

exporter shall also notify the New York office promptly when, for any reason, it becomes apparent to him that he will not be able to fulfill his obligation under this part by making shipment within the prescribed period.

(b) If CCC determines that the exporter is prevented from exporting cotton products because of Acts of God, Acts of Governments, unavailability of exchange, or other reasons beyond his control, the sales registration may be canceled in whole or in part.

(c) If an exporter files Form 32 and fails to file satisfactory evidence of exportation to eligible destinations, in accordance with this part, of the quantity of cotton products specified in such Form 32 (except to the extent that the sales contract, or trade rules under which the sale was made, provides for tolerances, or as otherwise approved by CCC), and if the sales registration is not canceled by CCC, as provided in paragraph (b) of this section, such exporter and its subsidiaries and affiliates may be denied the right to continue participating in this or any subsequent program for such period as CCC may determine or until the exporter has complied with such terms as the Chief of the New York office may prescribe. Such terms, among other things, may:

(1) Require the refund of payments previously made to the exporter in an amount equivalent to forty (40) percent of the payment applicable to the quantity of cotton products with respect to which the exporter has failed to fulfill his obligation; or

(2) Require the making of future shipments not in excess of such quantity at a payment rate which is reduced by an amount equal to the difference between the rate in effect at the time the sale was registered and the highest rate thereafter prior to the date the exporter gives notice of cancellation of the sale or the final date for export, whichever is earlier; or

(3) Require a combination of subparagraph (1) and (2) of this paragraph.

§ 482.6 *Determination of base equalization payment rate.* The base equalization payment rate in connection with sales for export made during each calendar month will be determined and announced by CCC prior to the beginning of such month and will be based on the difference, as determined by CCC, between the average price for Middling 1-inch cotton in the 14 designated spot markets, converted to average location basis, and the average price at which CCC sells its cotton, basis Middling 1-inch at average location, under the Cotton Export Program for that part of the month preceding the announcement of such rate: *Provided, however,* That if the change in the equalization payment rate determined in this manner is 0.10 cent or less, the rate shall be the same as the preceding month.

§ 482.7 *Classes of cotton products and related equalization payment rates.* The classes of cotton products eligible for payment under this part and the percentage of the base equalization payment rate applicable to each such class are

shown below. This percentage will be used in calculating the rate of payment for each class.

Class	Principal item of export	Percent of base equalization payment
A	Card strips, comber noil, spinners laps, and roving waste.....	90.0
B	Picker laps and cotton batting ¹	100.0
C	Sliver, sliver laps, ribbon laps, roving, and drawing sliver.....	112.0
D	Gray or unfinished yarn, thread, twine, cordage, and rope ²	114.0
E	Gray fabrics, absorbent cotton, and dyed, bleached, mercerized, or similar full finished yarn and thread ^{1,2}	117.0
F	Knitted articles ¹	119.0
G	Finished fabrics (printed, dyed, bleached, mercerized, or similar full finish, including fabric woven from colored yarn) ¹	123.0
H	Articles (excluding bags) manufactured from finished fabrics ¹	140.0
I	Coated, rubberized, and impregnated yarns and coated, rubberized, and impregnated fabrics, absorbent cotton, twine, cordage, and rope, and fabrics, consisting of a mixture of fibers (including synthetics, metallics, etc.) and containing not less than 50 percent by weight of cotton ²	70.0
J	Coated, rubberized, and impregnated articles, articles manufactured from fabrics, knitted articles, and mops, consisting of a mixture of fibers (including synthetics, metallics, etc.) or otherwise containing non-cotton material and containing not less than 50 percent by weight of cotton.....	83.0
K	Gray or finished fabrics 1 yard or more but less than 10 yards in length ¹	90.0
L	Coated, rubberized, and impregnated fabrics and fabrics consisting of a mixture of fibers (including synthetics, metallics, etc.), containing not less than 50 percent by weight of cotton, 1 yard or more but less than 10 yards in length.....	53.0
M	Articles manufactured from gray fabrics; bags; and mops ¹	125.0

¹ Can contain up to 5 percent noncotton content; i. e., manmade fibers, cotton linters, buttons, fasteners, etc., as well as the normal amount of sizing, as determined by CCC, but not to exceed 8 percent.

² No payment will be made on any fabric less than ten yards in length, except as provided in Classes K and L.

If an article contains two or more cotton products, it shall be considered as being within the class of the cotton product constituting the largest portion by weight of such article. No payments will be made in connection with any product containing less than 50 percent by weight of American upland cotton, and except as otherwise provided, all cotton products must be composed entirely of American upland cotton.

§ 482.8 *Equalization payment rates and amounts due exporters.* The equalization payment rates in cents per pound for each class of cotton products will be announced by CCC, and lists containing such rates will be available from the New York office. The amount due the exporter will be determined by multiplying the rate of payment for the applicable class of cotton product in effect on the date of the export sales contract by the net weight of the cotton textiles or by gross weight of the spinnable cotton waste exported under the sales contract. Payment will not be made for any quantity of cotton products exported in excess of the number of units sold as shown on the Form 32 except to the extent that the sales contract, or the trade rules under which the sale was made, provides for tolerances, or as otherwise

approved by CCC. No payments will be made on cotton products exported by mail. If more than one class of cotton products are exported in one package or container, the equalization payment will be made on the basis of the class having the lowest rate of payment. No payment will be made if packages contain a combination of cotton products and other than cotton products.

§ 482.9 *Export conditions*—(a) *Eligible destinations*. Payments will be made in connection with cotton products exported to a destination outside the continental United States other than Alaska, Hawaii, or Puerto Rico and other than a country specified in paragraph (d) of this section. It is the policy of CCC not to make equalization payments on the export of cotton products to countries or areas for which general or specific export licenses will not be issued by the Bureau of Foreign Commerce. Accordingly, in making application for an export payment under this announcement the exporter makes the warranty contained in paragraph (d) of this section. No payments will be made in connection with cotton products exported for reentry into the United States, Hawaii, Alaska, or Puerto Rico.

(b) *Time for export*. To be eligible for payment hereunder, cotton products must be exported within six months after the date of the export sale or by August 15, 1957, whichever is earlier. An extension of the period for export may be granted by the Chief of the New York office, before or after the expiration of such period for export, if he determines the exporter has been or will be delayed in exporting the cotton products by a cause beyond the exporter's control. Cotton products shall be deemed to have been "exported" when loaded on board an ocean vessel or, if shipment to destination country is by other than ocean carrier, when the shipment clears United States Customs.

(c) *Evidence of exportation*. The exporter must submit to the New York office satisfactory evidence (as provided in § 482.11) of the exportation of cotton products in accordance with this part.

(d) *Warranty*. In making application for an equalization payment the exporter represents and warrants that the cotton products exported pursuant to this announcement have not and will not be exported by anyone or transshipped by the exporter or caused to be transshipped by the exporter:

(1) to any country or area listed in Sub-Group A of Group R of the Comprehensive Export Schedule issued by the Bureau of Foreign Commerce, U. S. Department of Commerce, unless a license for such exportation or transshipment thereto has been obtained from such Bureau;

(2) to Macao unless specific license for such exportation or transshipment thereto has been obtained from the Bureau of Foreign Commerce, U. S. Department of Commerce; or

(3) to Hong Kong if a specific license for such exportation or transshipment is required by regulations of the U. S. Department of Commerce under the Export Control Act of 1949, unless such specific

license for such exportation or transshipment thereto has been obtained from the Bureau of Foreign Commerce, U. S. Department of Commerce.¹

§ 482.10 *Inspection*. CCC reserves the right to examine at any time the contents of each package of cotton products delivered for export under the program. The New York office must receive, at least 24 hours prior to delivery of any such cotton products to carrier, a properly executed Notice of Intended Delivery to Carrier (CCC Cotton Form 33) so that the necessary arrangements for inspection may be made. Notice of intended delivery may be given by telegram provided it is immediately confirmed by submitting an executed Form 33. Such telegram must be received at least 24 hours prior to delivery of cotton products to carrier. The exporter shall affix to each package of cotton products exported, except for spinnable cotton waste, a notice in form and size acceptable to CCC and containing substantially the following words:

Notice: The contents of this package are being exported under the Cotton Products Export Program (CN-EX-3) and may be inspected by any officer of the United States Customs Service or any authorized agent of CCC. Registration No. _____, Class _____ (CCC Cotton Form 34 may be used for this purpose.)

If the exporter fails to submit a Notice of Intended Delivery to Carrier to CCC within the prescribed period or to affix the above notice to each package of cotton products exported as required, except for a cause beyond the exporter's control as determined by the Chief of the New York office, CCC shall have the right to refuse to make payments to the exporter under the program with respect to such cotton products.

§ 482.11 *Satisfactory evidence of exportation*. Evidence of exportation of the cotton products, to be satisfactory hereunder, must meet the following requirements unless otherwise approved by the Chief of the New York office:

(a) Separate documents must be submitted to the New York office for each export shipment, and all documents covering any one shipment must be submitted at the same time. Each document must be identified with the Registration Number assigned by the New York office. Where exportation or transshipment has been made to one or more of the countries or areas described in § 482.9 under license issued by the U. S. Department of Commerce, Bureau of Foreign Commerce, evidence of exportation shall identify, in addition to the name and address of the consignee, the license issued by that Bureau. In the case of an exportation or transshipment to Hong Kong not requiring a specific license, the documents

¹Information to exporters: The Department of Commerce regulations prohibit exportation or re-exportation by anyone, including a foreign exporter, of the cotton products exported pursuant to the terms of this announcement, to Soviet Bloc countries and other prohibited areas. The attention of the exporter is invited to the "Notice to Exporters" which accompanies this announcement.

evidencing exportation shall contain a statement by the purchaser that a specific license was not required.

(b) The exporter shall furnish a certified copy of the documents which constitute the sales for export contract. This may be a formal contract, exchange of cables, letters, or such other documents used in making the offer and acceptance, and must show a date prior to the dates on documents submitted as evidence of exportation. (If more than one shipment is made under a sale, the documents constituting the contract need be submitted only on the first shipment.)

(c) The exporter shall furnish one copy of the Shipper's Export Declaration authenticated by the appropriate U. S. Customs official.

(d) For shipments by ocean carrier, there shall be submitted one non-negotiable copy of either the on-board ocean bill of lading or port or custody bill of lading with on-board endorsement, properly identifying the lot of cotton products being exported, and showing destination of shipment, names of consignor and consignee, name of vessel, and other pertinent data.

(e) For shipments by other than ocean carrier, there shall be submitted:

- (1) One certified copy of the railroad, truck, or air bill of lading properly identifying the cotton products being exported, and showing destination of shipment, names of consignor and consignee, and other pertinent data; and
- (2) A landing certificate or similar document issued by an official of the Government of the country to which the cotton products are exported identifying the cotton products and showing the destination of shipment, the names of the consignor and consignee, and date and place of entry.

(f) The exporter shall also furnish promptly any additional evidence of exportation which may be requested by the Chief of the New York office.

(g) If cotton products are loaded on board a vessel for shipment to a destination, other than Alaska, Hawaii, or Puerto Rico, outside the continental United States except for countries designated in § 482.9 (d) and are destroyed or damaged while on board such vessel, and if the cotton products or salvage therefrom does not reenter the United States or does not enter Alaska, Hawaii, or Puerto Rico, or countries designated in § 482.9 (d), for the purpose of fulfilling the export requirements of this announcement, the cotton products shall be regarded as having been exported.

(h) Failure of the exporter to furnish satisfactory evidence of exportation within 30 days after the final date for exportation, determined in accordance with § 482.9, shall constitute prima facie evidence of failure to export.

§ 482.12 *Application for payment*—

(a) *Application*. An Application for Equalization payment, CCC Cotton Form 35, must be executed by the exporter and must be submitted to the New York office in triplicate together with evidence of exportation as prescribed in § 482.11. The application contains a certification under which the exporter certifies that the cotton products exported were eligi-

ble under the program for the payment claimed.

(b) *Determination of payee.* Payments will be made to the person or firm registering the sale, and no assignment of amounts due exporters will be permitted. If the shipper or consignor named in the bill of lading or the Shipper's Export Declaration covering cotton products exported is other than the exporter named in the Form 32, waiver by such shipper or consignor of any interest in the claim in favor of such exporter is required. Such waiver must clearly identify the bill of lading or Shipper's Export Declaration submitted to evidence exportation. If the shipper or consignor is neither the exporter named in the Form 32 nor the consignee identified with the sales contract, the exporter must submit, in addition to the waiver, a certification by such shipper or consignor that he acted only as a freight forwarder, agent of exporter, or agent of consignee, and not as a seller or purchaser of the cotton products shown on the documents submitted to evidence exportation.

(c) *Minimum claim.* No payments will be made in connection with any one shipment of cotton products under an export sale unless the exporter is entitled to at least \$30 on such shipment.

(d) *Ineligible shipments.* No payment will be made on shipments supported by documents in contravention of the warranty in § 482.9 (d) and any amounts paid to the exporter pursuant to this announcement on cotton products which it is determined later move in contravention of such warranty must be repaid to CCC.

§ 482.13 *Cotton products returned to the United States.* (a) The exporter shall not be entitled to an equalization payment on any cotton products which have been returned in the same or different form to the United States or Puerto Rico, as a principal item of import.

(b) In all cases in which cotton products on which an equalization payment has been made hereunder reenter the United States, or enter Alaska, Hawaii, or Puerto Rico, as a principal item of import, the exporter shall immediately notify the New York office that the cotton products have been returned to the United States or have entered Alaska, Hawaii, or Puerto Rico giving full details of the reasons for the reentry or entry and shall promptly refund to CCC any amounts paid in connection with the export of such cotton products, unless the exporter ships within the period specified in § 482.9, and without benefit of an equalization payment, as replacement for such cotton products, an amount of cotton products which would have entitled him to an equalization payment at least equal to the amount of equalization payment made on the cotton products returned to the United States. Full information and documentation as prescribed by CCC shall be furnished the New York office for any cotton products

shipped as replacement for cotton products returned to the United States.

(c) If any cotton products on which the exporter has claimed an equalization payment have been returned to the United States or have entered Alaska, Hawaii, or Puerto Rico, as the principal item of import with the exporter's knowledge or consent, and the exporter has not notified the New York office promptly of such reentry, the exporter shall thereafter not be entitled to any payments under this program until he has presented evidence satisfactory to the Chief of the New York office that such reentry was not made with the intent to defraud CCC or the United States Government and has complied with any requirements established by the Chief of the New York office for reinstatement of eligibility under the program.

§ 482.14 *Records and reports.* The exporter shall make available to CCC from time to time, upon CCC's request, such information and reports, and such of the exporter's and such of his affiliates' and subsidiaries' books, records, and accounts, and other documents and papers, as CCC may deem pertinent to any transaction hereunder. Such records shall be maintained for a period of at least three years after date of last payment under any sales registration. Specific reporting requirements subsequently prescribed shall be subject to approval of the Bureau of the Budget pursuant to the Federal Reports Act of 1942.

§ 482.15 *Amendment or termination.* CCC reserves the right to amend or terminate any and all of the provisions of this announcement at any time by giving public notice thereof: *Provided, however,* That such amendment or termination shall not apply to export sales of cotton products made before the effective date of such amendment or termination.

§ 482.16 *Good faith.* If CCC, after affording the exporter an opportunity to present evidence, determines that such exporter has not acted in good faith in connection with any transaction under the program, such exporter may be denied the right to continue participating in the program or the right to receive payments in connection with sales previously registered, or both. Such exporter may also be required to refund any payment received by him in connection with the transaction in which he is determined not to have acted in good faith. Any such action shall not affect any other right of CCC by way of the premises.

§ 482.17 *Persons not eligible.* No Member or Delegate to Congress, or Resident Commissioner, shall be admitted to any benefit that may arise from the program, but this provision shall not be construed to extend to a payment made to a corporation for its general benefit.

Issued this 15th day of November 1956.

[SEAL] WALTER C. BERGER,
Acting Executive Vice President,
Commodity Credit Corporation.

NOTICE TO EXPORTERS

The Department of Commerce, Bureau of Foreign Commerce (BFC), pursuant to regulations under the Export Control Act of 1949, prohibits the exportation or re-exportation by anyone of any commodities to Macao, Hong Kong, the Soviet Bloc, or Communist-controlled areas of the Far East including Communist China, North Korea and Communist-controlled areas of Vietnam and Laos, except under license issued by the U. S. Department of Commerce, Bureau of Foreign Commerce. Those regulations further require that persons exporting, in the form acquired or in a processed form, under general license to friendly countries, commodities which are obtained directly or indirectly from the Commodity Credit Corporation (CCC) or commodities which are in substitution for commodities so obtained from CCC or commodities which are subsidized for export by CCC either through cash payment or payments in kind file with the Collector of Customs (in addition to any copies required for other purposes) one copy of the Shipper's Export Declaration for forwarding to BFC and send to BFC, Washington 25, D. C., one copy of the On-Board Ocean Bill of Lading (for exportations by rail, one copy of the Railroad Bill of Lading), for each shipment, regardless of value, involving sales of cotton textiles, other than cotton waste, or \$10,000 or more and involving sales of all other commodities, including cotton waste, of \$10,000 or more and involving that copies of the Shipper's Export Declaration and the Bill of Lading for BFC are not required to be submitted covering any shipments to Group O countries of cotton textiles other than cotton waste.

In the case of commodities purchased from CCC, or commodities being exported as "substitute" for such commodities, the \$100,000 figure applies to the sales contract between the CCC and the U. S. purchaser. For commodities being exported under CCC export subsidy programs, the \$10,000 figure for cotton textiles (other than cotton waste) and the \$100,000 figure for all other commodities (including cotton waste) apply to the sales contract between the U. S. seller and the foreign purchaser. Each of the documents for BFC must bear the notation "FC-2610" in the upper right-hand corner. The Bill of Lading for BFC must also bear the number of the corresponding Shipper's Export Declaration and the CCC identification number (CCC sales contract number or CCC subsidy registration number).

For all exportations of commodities covered by the program announcement, instrument or document which this Notice accompanies, the following statement is required to be placed on all copies of the Shipper's Export Declaration, all copies of the Bill of Lading and all copies of the commercial invoice to the foreign purchaser:

"U. S. law prohibits disposition of these commodities to the Soviet Bloc, Communist China, North Korea, Communist-controlled areas of Vietnam and Laos, Macao, or Hong Kong, except as authorized by the U. S."

The U. S. Commerce Department export control regulations also require that exporters, in or in connection with their contracts with foreign purchasers, where the contract involves \$10,000 or more and exportation is to be made to a Group R country, obtain from the foreign purchaser a written acknowledgment of his understanding of (1) U. S. Commerce Department prohibitions (Comprehensive Export Schedule, §§ 371.4 and 371.8 (15 CFR 371.4 and 371.8)) against sale or resale for re-export of said commodities, or any part thereof, without express Commerce Department authorization, to Macao, Hong Kong, the Soviet Bloc, a Communist-controlled area in the Far East including Communist China, North Korea and Communist-

RULES AND REGULATIONS

controlled areas of Vietnam and Laos, and (2) the sanction of denial of future U. S. export privileges that may be imposed against any foreign purchaser for violation of the Commerce Department regulations. Exporters who have a continuing and regular relationship with a foreign purchaser may obtain a blanket acknowledgment from such purchaser covering all transactions involving surplus agricultural commodities and manufactures thereof purchased from CCC or subsidized for export by that agency.

Where commodities are to be exported by a party other than the original purchaser of the commodities from the CCC the original purchaser should inform the exporter in writing of the requirement for (1) obtaining the signed acknowledgement from the foreign purchaser, and (2) for submitting the additional copy of the Shipper's Export Declaration and the Bill of Lading.

[F. R. Doc. 56-9546; Filed, Nov. 20, 1956; 8:51 a. m.]

TITLE 7—AGRICULTURE

Chapter III—Agricultural Research Service, Department of Agriculture

[P. P. C. 616, 3d Revision]

PART 301—DOMESTIC QUARANTINE NOTICES

SUBPART—MEDITERRANEAN FRUIT FLY

REVISED ADMINISTRATIVE INSTRUCTIONS EXEMPTING CERTAIN ARTICLES FROM SPECIFIC REQUIREMENTS; INTERPRETATION REGARDING CERTAIN PRODUCTS

Pursuant to the authority conferred on him by the fourth sentence of the Mediterranean fruit fly quarantine (Notice of Quarantine No. 78, 7 CFR 301.78, 21 F. R. 3213), under sections 8 and 9 of the Plant Quarantine Act of 1912, as amended (7 U. S. C. 161, 162), and pursuant to other delegations of authority (19 F. R. 515, as amended) the Chief of the Plant Pest Control Branch hereby issues revised administrative instructions exempting certain regulated articles from the requirements of §§ 301.78-3 (b), 301.78-4 and 301.78-5 of the regulations supplemental to the said notice of quarantine (7 CFR 301.78-3 (b), 301.78-4, 301.78-5; 21 F. R. 3214, 3215), and an interpretation regarding certain other products, to appear as § 301.78a in Title 7, Code of Federal Regulations, as follows:

§ 301.78a *Administrative instructions exempting certain articles from specified requirements; interpretation regarding nursery stock, cut flowers, bulbs, etc.* It has been found that facts exist as to the pest risk involved in the movement of the following regulated articles under the regulations in this subpart which make it safe to make less stringent the requirements of the regulations with respect to the movement of such articles from the regulated area, as hereinafter provided. The following articles are hereby exempted from the requirements of §§ 301.78-3 (b), 301.78-4 and 301.78-5:

- (a) *Fruits.* (1) Coconuts.
- (2) Lemons, when picked green and commercially packed.
- (3) Sour limes, when picked green and commercially packed.
- (4) Strawberries, blackberries, and dewberries.

(b) *Vegetables produced under approved conditions.* The following vegetables when grown in any part of the regulated area under approved conditions that include spray schedules where required, and when handled under sanitary conditions satisfactory to an inspector:

- (1) Bell peppers.
- (2) Cantaloupes.
- (3) Eggplant.
- (4) Tomatoes, pink and red ripe.

(c) *Other vegetables.* All other vegetables produced in any part of the regulated area, including other kinds of peppers and tomatoes, not listed in paragraph (b) of this section.

(d) *Interpretation.* Nursery stock, without fruit or berries and free of soil; bulbs, corms, tubers, and rhizomes, other than vegetables, when free of soil; and cut flowers; are not considered as being regulated articles within the meaning of the regulations in this subpart.

This revision shall be effective November 21, 1956, and on that date shall supersede revised administrative instructions effective August 24, 1956, as amended October 6, 1956 (7 CFR 301.78a, 21 F. R. 6365, 7665).

This revision exempts specified vegetables from the requirements of the Mediterranean fruit fly quarantine and regulations when grown in any part of the regulated area under approved conditions and handled in a manner to safeguard them from infestation. Exemption for these vegetables was previously limited to certain counties in the regulated area. The revision also broadly exempts from such requirements all other vegetables, including cucumbers produced in any part of the regulated area. Cucumbers were one of five important vegetables which heretofore were exempted only when grown in certain counties of the regulated area under approved conditions and handled in an approved manner. The exemptions are now applicable to all parts of the regulated area, including Pinellas County. The revision thus relieves restrictions heretofore applied.

These exemptions are based on further progress of control work and consequent reduction of Mediterranean fruit fly population in the regulated area. It has been determined that movement of vegetables as provided in the revision will not result in the spread of the Mediterranean fruit fly and that the restrictions provided by the quarantine and regulations upon such movement are unnecessary. In order to be of maximum benefit to affected shippers, the revised instructions relieving such restrictions should be made effective as soon as possible. Therefore, under section 4 of the Administrative Procedure Act (5 U. S. C. 1003) it is found upon good cause that notice and other public rule making procedure with respect to the revised instructions are impracticable and unnecessary.

Since the instructions relieve restrictions, they are within the exception in section 4 (c) of the Administrative Procedure Act and may properly be made effective less than 30 days after their publication in the FEDERAL REGISTER.

(Sec. 9, 37 Stat. 318; 7 U. S. C. 162. Interprets or applies sec. 8, 37 Stat. 318, as amended; 7 U. S. C. 161)

Done at Washington, D. C., this 16th day of November 1956.

[SEAL]

E. D. BURGESS,

Chief,

Plant Pest Control Branch.

[F. R. Doc. 56-9545; Filed, Nov. 20, 1956; 8:51 a. m.]

Chapter VIII—Commodity Stabilization Service (Sugar), Department of Agriculture

Subchapter B—Sugar Requirements and Quotas

[Sugar Reg. 814.23, Amdt. 3]

PART 814—ALLOTMENT OF SUGAR QUOTAS

MAINLAND CANE SUGAR AREA, 1956

Basis and purpose. This amendment is issued under section 205 (a) of the Sugar Act of 1948, as amended (hereinafter called the "act"), for the purpose of further amending Sugar Regulation 814.23 (20 F. R. 9851; 21 F. R. 5343, 6081) which established allotments of the 1956 sugar quota for the Mainland Cane Sugar Area totaling 580,025 short tons, raw value. This amendment is necessary to allot the increase in quota for the area established by Sugar Regulation 811, Amendments 6 and 7 (21 F. R. 8180, 8310) which increased continental sugar requirements from 8,675,000 to 8,775,000 short tons, raw value, and which declared and prorated a deficit in the 1956 quota for the Virgin Islands totaling 3,148 short tons, raw value. The increases in requirements increased the area quota by 5,729 tons, and of the deficit prorated, 396 tons were prorated to the mainland cane sugar area. Such increases in the area quota results in a total quota of 586,150 tons to be allocated by this order.

It was found after notice and public hearing that this order shall be revised, without further notice or hearing, for the purpose of adjusting allotments to take account of any change in the quota for the area resulting from (1) any change in sugar requirements for the continental United States and (2) the prorating of a deficit in the quota for another supply area.

The allotments set forth herein have been established in accordance with findings heretofore made by the Secretary in the course of this proceeding (21 F. R. 5343, 6081).

Because of the limited time remaining in the quota year to which the allotments apply, it is imperative that this amendment become effective at the earliest possible date in order to permit the continued orderly marketing of sugar. Accordingly, it is hereby found that compliance with the 30-day effective date requirement of the Administrative Procedure Act (60 Stat. 237) is impracticable and contrary to the public interest and consequently this amendment shall be effective when filed with the FEDERAL REGISTER.

Order. Pursuant to the authority vested in the Secretary of Agriculture by section 205 (a) of the act: *It is hereby*

ordered, That § 814.23, as amended, be further amended to read as follows:

§ 814.23 *Allotment of the 1956 sugar quota for the Mainland Cane Sugar Area*—(a) *Allotments*. The 1956 sugar quota for the Mainland Cane Sugar Area of 586,150 short tons, raw value, is hereby allotted to the following processors in the quantities which appear opposite their respective names:

Processors:	Allotments (short tons, raw value)
Albania Sugar Co.....	8,570
Alice C. Ref. & Pmtg., Inc.....	7,718
Alma Plantation, Ltd.....	7,425
J. Aron & Co., Inc.....	13,110
Billeand Sugar Factory.....	7,824
Breaux Bridge Sugar Coop., Inc.....	7,173
J. M. Burguières Co., Ltd., The.....	6,171
Burton-Sutton Oil Co., Inc.....	6,599
Caire & Graugnard.....	3,253
Caldwell Sugar Coop., Inc.....	11,973
Catherine Sugar Co., Inc.....	6,857
Columbia Sugar Co.....	5,251
Cora-Texas Mfg. Co., Inc.....	2,385
Dugas & LeBlanc, Ltd.....	11,041
Duhé & Bourgeois Sugar Co., Inc.....	8,451
Erath Sugar Co., Ltd.....	4,782
Evan Hall Sugar Coop., Inc.....	21,051
Evangeline Pepper & Food Products, Inc.....	4,899
Fellsmere Sugar Producers Association.....	8,351
Frisco Cane Co., Inc.....	891
Glenwood Coop., Inc.....	13,913
Godchaux Sugars, Inc.....	34,319
Helvetia Sugar Coop., Inc.....	6,804
Iberia Sugar Coop., Inc.....	12,952
LaFourche Sugar Co.....	14,786
Harry L. Laws & Co., Inc.....	9,641
Levert-St. John, Inc.....	8,574
Lotsel Sugar Co., Inc.....	5,327
Louisiana State Penitentiary.....	3,669
Lula Factory, Inc.....	11,352
Meeker Sugar Coop., Inc.....	3,399
Miliken & Farwell, Inc.....	12,213
Okeelanta Sugar Refinery, Inc.....	11,826
M. A. Patout & Son, Ltd.....	7,875
Popular Grove Pittg. & Ref. Co.....	6,236
St. James Sugar Coop., Inc.....	12,219
St. Mary Sugar Coop., Inc.....	12,694
Slack Bros., Inc.....	3,165
Smedes Bros., Inc.....	4,530
South Coast Corp.....	42,934
Southdown Sugars, Inc.....	39,482
Sterling Sugars, Inc.....	11,686
J. Supple's Sons Pittg. Co.....	4,354
United States Sugar Corp.....	106,813
Valentine Sugars, Inc.....	12,090
Vermilion Sugar Co., Inc.....	2,262
Vida Sugars, Inc.....	4,425
A. Wilbert's Sons Lbr. & Sh. Co.....	8,715
Young's Industries, Inc.....	6,019
Louisiana State University.....	100
All other persons.....	000
Total.....	586,150

(Sec. 403, 61 Stat. 932; 7 U. S. C. 1153. Interprets or applies secs. 205, 209; 61 Stat. 926, 928; 7 U. S. C. 1115, 1120)

Done at Washington, D. C., this 16th day of November 1956.

[SEAL] TRUE D. MORSE,
Acting Secretary.

[P. R. Doc. 56-9519; Filed, Nov. 20, 1956; 8:47 a. m.]

[Sugar Reg. 814.32, Amdt. 3]

PART 814—ALLOTMENT OF SUGAR QUOTAS DOMESTIC BEET SUGAR AREA, 1956

Basis and purpose. This amendment is issued under section 205 (a) of the

Sugar Act of 1948, as amended (hereinafter called the "act"), for the purpose of further amending Sugar Regulation 814.32 (20 F. R. 9853; 21 F. R. 2589, 6083) which established allotments of the 1956 sugar quota for the Domestic Beet Sugar Area totaling 1,884,975 short tons, raw value. This amendment is necessary to allot the quota for the area established by Sugar Regulation 811, Amendment 7 (21 F. R. 8310). Such quota, based on sugar requirements of 8,775,000 short tons, raw value, and a deficit in the 1956 sugar quota for the Virgin Islands of 3,148 short tons, raw value, totals 1,904,878 short tons, raw value. Thus, the quantity to be allotted in this amendment is 19,903 short tons, raw value, greater than the quota previously allotted.

This amendment is also necessary to prorate a deficit of 9,936 short tons, raw value, in the allotments of six allottees under this order. On the basis of advice from each allottee, the Secretary of Agriculture has determined that six allottees are unable to fully utilize their respective allotment of the Domestic Beet Sugar Area quota and that there is a deficit in the allotments of such allottees amounting to 9,936 short tons, raw value, and one allottee is unable to utilize additional allotment resulting from the proration of the above deficit. Thus, a deficit of 9,936 short tons, raw value, is declared and prorated to other allottees who have indicated they can effectively use additional allotments.

The revised allotments set forth herein are established in accordance with findings heretofore made by the Secretary in the course of this proceeding (21 F. R. 2589, 6083), which provide that this order shall be revised, without further notice or hearing, for the purpose of (1) adjusting allotments to take account of any change in the quota for the area resulting from (a) any change in sugar requirements for continental United States, and (b) the proration of a deficit in the quota from another supply area, and (2) allotting any deficit in the allotment for any allottee.

Because of the limited time remaining in the quota year to which the allotments apply, it is imperative that this amendment become effective at the earliest possible date in order to permit the continued orderly marketing of sugar. Accordingly, it is hereby found that compliance with the notice, hearing and 30-day effective date requirements of the Administrative Procedure Act (60 Stat. 237) is impracticable and contrary to the public interest and consequently this amendment shall be effective when filed with the FEDERAL REGISTER.

Order. Pursuant to the authority vested in the Secretary of Agriculture by section 205 (a) of the act; *It is hereby ordered*, That § 814.32, as amended, be further amended to read as follows:

§ 814.32 *Allotment of the 1956 sugar quota for the Domestic Beet Sugar Area*—(a) *Allotments*. The 1956 sugar quota for the Domestic Beet Sugar Area of 1,904,878 short tons, raw value, is hereby allotted to the following processors in short tons, raw value, equivalent to the quantities expressed in hundred-

weight refined beet sugar, which appear opposite their respective names:

Processor:	Allotments (hundredweight, refined sugar)
Amalgamated Sugar Co., The.....	4,514,612
American Crystal Sugar Co.....	5,332,896
Buckeye Sugars, Inc.....	170,109
Franklin County Sugar Co.....	171,000
Garden City Co., The.....	200,185
Great Western Sugar Co., The.....	7,531,942
Holly Sugar Corp.....	5,935,711
Layton Sugar Co.....	174,109
Menominee Sugar Co.....	119,030
Michigan Sugar Co.....	1,410,000
Monitor Sugar Division of Robt. Gage Coal Co.....	617,042
National Sugar Manufacturing Co., The.....	62,105
Northern Ohio Sugar Co.....	456,906
Spreckels Sugar Co.....	3,860,099
Superior Sugar Refining Co.....	89,794
Union Sugar Division of Consolidated Foods Corp.....	1,500,000
Utah-Idaho Sugar Co.....	3,459,656
Any other person.....	000
Total.....	35,605,196

(Sec. 403, 61 Stat. 932; 7 U. S. C. 1153. Interprets or applies sec. 205, 209; 61 Stat. 926, 928; 7 U. S. C. 1115, 1120)

Done at Washington, D. C., this 16th day of November 1956.

[SEAL] TRUE D. MORSE,
Acting Secretary.

[P. R. Doc. 56-9518; Filed, Nov. 20, 1956; 8:47 a. m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Navel Orange Reg. 91, Amdt. 1]

PART 914—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

LIMITATION OF HANDLING

Findings. 1. Pursuant to the marketing agreement, as amended, an Order No. 14, as amended (7 CFR Part 914; 21 F. R. 4707), regulating the handling of navel oranges grown in Arizona and designated part of California, effective September 22, 1953, under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.; 68 Stat. 906, 1047), and upon the basis of the recommendation and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such navel oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

2. It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this amendment is based became available

and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restrictions on the handling of navel oranges grown in Arizona and designated part of California.

Order, as amended. The provisions in paragraph (b) (1) (i) of § 914.391 (Navel Orange Regulation 91, 21 F. R. 8752) are hereby amended to read as follows:

(i) District 1: 515,348 cartons.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 606c)

Dated: November 16, 1956.

[SEAL] S. R. SMITH,
Director, Fruit and Vegetable
Division, Agricultural Mar-
keting Service.

[F. R. Doc. 56-9543; Filed, Nov. 20, 1956;
8:51 a. m.]

[Lemon Reg. 667, Amdt. 1]

PART 953—LEMONS GROWN IN CALIFORNIA
AND ARIZONA

LIMITATION OF SHIPMENTS

Findings. 1. Pursuant to the marketing agreement, as amended, and Order No. 53, as amended (7 CFR Part 953; 21 F. R. 4393), regulating the handling of lemons grown in the State of California or in the State of Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.; 68 Stat. 906, 1047), and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of the quantity of such lemons which may be handled, as hereinafter provided, will tend to effectuate the declared policy of the act.

2. It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice and engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the Agricultural Marketing Agreement Act of 1937, as amended, is insufficient, and this amendment relieves restriction on the handling of lemons grown in the State of California or in the State of Arizona.

Order, as amended. The provisions in paragraph (b) (1) (i) and (ii) of § 953.774 (Lemon Regulation 667, 21 F. R. 8754) are hereby amended to read as follows:

- (i) District 2: 176,700 cartons;
(ii) District 3: 26,040 cartons.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 606c)

Dated: November 16, 1956.

[SEAL] S. R. SMITH,
Director, Fruit and Vegetable
Division, Agricultural Mar-
keting Service.

[F. R. Doc. 56-9517; Filed, Nov. 20, 1956;
8:47 a. m.]

TITLE 16—COMMERCIAL
PRACTICES

Chapter I—Federal Trade Commission

[Docket 6578]

PART 13—DIGEST OF CEASE AND DESIST
ORDERS

SUTSON, INC., ET AL.

Subpart—*Advertising falsely or misleadingly*: § 13.260 Terms and conditions. Subpart—*Offering unfair, improper and deceptive inducements to purchase or deal*: § 13.2080 Terms and conditions. Subpart—*Shipping, for payment demand, goods in excess of or without order*: § 13.2195 Shipping, for payment demand, goods in excess of or without order.

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, Sutson, Incorporated, et al., New York, N. Y., Docket 6578, November 2, 1956]

In the Matter of Sutson, Incorporated, a Corporation, and Lester Leventhal, Milo Sutliff and John Stevenson, Individually and as Officers of Said Corporation

This proceeding was heard by a hearing examiner on the complaint of the Commission, charging a corporation and its officers, engaged in New York City in operating a record-of-the-month club, with representing falsely that those who became associate members by purchasing a record for 10¢ might cancel their membership at any time, and with mailing additional records to such persons after receiving the required notification of cancellation, billing them for payment and placing such accounts with attorneys and collection agencies for collection. Following entry of consent agreement between the parties, the hearing examiner made his initial decision, including order to cease and desist, which, by order of October 31, became on November 2 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered. That respondent Sutson, Incorporated, a corporation, and its officers, and respondents Milo Sutliff and John Stevenson, individually and as officers of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale and distribution of phonograph records or any other merchandise in commerce, as "commerce" is defined in the Federal Trade

Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication, that persons may cancel membership in any organization set up by respondents if, in fact, cancellation is not always permitted.

2. Shipping merchandise and attempting to collect the price thereof, when the right of cancellation of membership has been granted, after the required notification of cancellation has been given to respondents.

It is further ordered. That the complaint be and it hereby is dismissed as to respondent Lester Leventhal.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered. That Sutson, Incorporated, a corporation, and Milo Sutliff and John Stevenson, individually and as officers of said corporation, shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: October 31, 1956.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 56-9511; Filed, Nov. 20, 1956;
8:47 a. m.]

TITLE 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs,
Department of the Treasury

[T. D. 54244]

PART 6—AIR COMMERCE REGULATIONS

AIRCRAFT LANDING REQUIREMENTS; ADVANCE
NOTICE OF ARRIVAL

Section 6.2 (b) of the Customs Regulations requires that, except as otherwise provided for in the regulations, timely advance notice of arrival of an aircraft coming into the United States from any place outside thereof shall be furnished to the customs authorities by or at the request of the aircraft commander. This section of the regulations provides further that if dependable facilities for giving such notice are not available before departure of the aircraft any radio equipment the plane possesses shall be utilized to give notice during its approach so far as feasible and, except where the uncertainty of communication facilities is already known to the Government officers in charge, any aircraft commander for whose aircraft timely notice has not been given shall furnish a statement of the reasons for his failure to do so.

Also, § 6.11 of the Customs Regulations provides certain penalties for violation of customs laws or regulations applicable to aircraft.

Experience has proved that § 6.2 (b), supra, has, in some instances, failed of its intended chief purpose, i. e., to indicate clearly that the giving of timely advance notice of arrival is an important responsibility of the aircraft commander, and that if he wishes to avoid the assessment of penalties for failure to do so, he must show that he has made a serious effort to comply with this requirement.

If the aircraft departs from some remote place not having the necessary communications facilities, and the plane does not carry radio equipment which can be used for this purpose, it is expected that before arrival in the United States, the aircraft commander will land at some point from which he can give timely notice or arrange to have the notice given from such a point.

Therefore, in order to strengthen the provisions of § 6.2 (b), supra, for purposes of security and to assure compliance with the law, that section is amended to read as follows:

§ 6.2 Landing requirements. * * *

(b) Advance notice of arrival. Before an aircraft comes into any area from any place outside the United States, for security reasons, and in order to avoid the penalties provided for in § 6.11, a timely notice of intended flight must be furnished, either by or at the request of the commander of the aircraft, to the collector or other customs officer in charge at or nearest the intended place of first landing in such area. That officer shall notify the officers in charge of the other Government services. When, by reason such as departure from a remote place, dependable facilities for giving notice are not available, a landing shall be made at a place where the necessary facilities do exist before coming into any area from any place outside the United States. However, radio equipment of the plane may be used if this will result in the giving of adequate and timely notice. Advance notice shall not be required in the case of aircraft of a scheduled airline arriving in accordance with a regular schedule filed with the collector of customs for the district in which the place of first landing is situated. If, upon landing in any area, the aircraft commander finds that the Government officers have not arrived, the aircraft commander must hold the aircraft and any merchandise, including baggage, thereon intact, and keep the passengers and crew members in a segregated place until the inspection officers are available.

(Secs. 624, 644, 46 Stat. 759, 761, secs. 7, 9, 11, 44 Stat. 572, as amended, 573, as amended, 574, as amended, 19 U. S. C. 1624, 1644, 49 U. S. C. 177, 179, 181)

[SEAL] RALPH KELLY,
Commissioner of Customs.

Approved: November 8, 1956.

DAVID W. KENDALL,
Acting Secretary of the Treasury.

[P. R. Doc. 56-9530; Filed, Nov. 20, 1956;
8:49 a. m.]

No. 226—7

TITLE 26—INTERNAL REVENUE, 1954

Chapter I—Internal Revenue Service, Department of the Treasury

Subchapter A—Income Tax

[T. D. 6213]

PART 1—INCOME TAX; TAXABLE YEARS BEGINNING AFTER DECEMBER 31, 1953

NEW PROCEDURE FOR RETURN AND PAYMENT OF TAX WITHHELD UNDER CHAPTER 3 OF INTERNAL REVENUE CODE OF 1954 AND FOR EXCHANGE OF INFORMATION UNDER IN- COME TAX CONVENTIONS

On August 16, 1956, notice of proposed rule making regarding the amendment of the Income Tax Regulations to provide a new procedure for the return and payment of tax withheld under chapter 3 of the Internal Revenue Code of 1954 and for the exchange of information under the income tax conventions was published in the FEDERAL REGISTER (21 F. R. 6131). No objection to the rules proposed having been received during the 30-day period prescribed in the notice, the following amendments are hereby adopted:

PARAGRAPH 1. Section 1.1461-1 is amended as follows:

(A) By inserting at the end of paragraph (d) thereof the following new sentences: "In the case of ownership certificates filed with the withholding agent on and after January 1, 1957, the certificate shall also show the amount of tax if any withheld; or, if the certificate has been used under a tax treaty regulation to claim a release of tax withheld, then it shall show both the amount of tax withheld and also the amount of tax released. On and after January 1, 1957, this paragraph shall apply to all special variations of Form 1001 referred to in paragraph (i) of this section."

(B) By striking out the period at the end of paragraph (f) (3) thereof and inserting in lieu thereof the following: "; except that on and after January 1, 1957, such statement shall be forwarded to the Director of International Operations, Internal Revenue Service, Washington 25, D. C., with the annual return on Form 1042."

(C) By inserting at the end of paragraph (h) thereof the following new sentence: "Duplicate copies of Form 1000 are not required."

(D) By striking out the period at the end of paragraph (i) thereof and inserting in lieu thereof the following: "and paragraph (d) of this section. In the case of payments of interest made before January 1, 1957, duplicate copies of Form 1001 are not required; on and after that date Form 1001 shall be filed in duplicate whenever the form is required by this section. The special variations of Form 1001 shall be filed in duplicate, as required by the applicable tax treaty regulation."

(E) By inserting at the end thereof the following new paragraph (k):

(k) *Inconsistent regulations.* All regulations inconsistent with the provisions

of this section shall be deemed to have been modified accordingly.

PAR. 2. The regulations under section 1431 are amended by inserting immediately after § 1.1461-1 the following new section:

§ 1.1461-2 Return and payment of tax withheld on and after January 1, 1957—

(a) *Effective date.* This section shall apply only with respect to payments of income made on and after January 1, 1957. For provisions relating to payments made before that date, see § 1.1461-3.

(b) *Form 1042—(1) Filing requirement.* Every withholding agent shall make on or before March 15 an annual return on Form 1042 of the tax withheld under chapter 3 upon all the items of income to which that chapter applies. Form 1042 shall be filed with the Director of International Operations, Internal Revenue Service, Washington 25, D. C. The return shall be prepared in duplicate and shall show in summary form the tax required to be withheld under chapter 3 during the previous calendar year and to be shown on Forms 1000, 1001, 1042S, and on all special variations of Form 1001 referred to in paragraph (i) of § 1.1461-1. The duplicate copy of Form 1042 shall be retained by the withholding agent.

(2) *Summary of accompanying forms.* Form 1042 shall be accompanied by the original copies of all Forms 1000 and by the original and duplicate copies of all Forms 1001, 1042S, and all special variations of Form 1001 referred to in paragraph (i) of § 1.1461-1, which were filed with, or prepared by, the withholding agent during the previous calendar year, including such forms upon which income exempt from withholding of tax is reported. The various forms so forwarded with Form 1042 are not required to be listed thereon; but they shall be summarized on Form 1042 by showing in the manner prescribed thereon and in the instructions applicable thereto, the total number of each form submitted and, with respect to that particular form, the gross amount of income paid and the rates of tax applicable thereto, the total amount of income paid which was exempt from withholding of tax, the amount of tax withheld at the various applicable rates, and the amount of tax withheld but released or refunded by the withholding agent. The information so given with respect to Form 1042S shall be arranged on a per-country basis as to payees with addresses in the various foreign countries which have entered into an income tax convention with the United States and on a combined basis as to payees with addresses in all other countries. This per-country arrangement is not required in the case of the other forms forwarded with Form 1042. The exemption and reduced rate certificates, such as Form 1001A-D or Form 1001A-J, referred to in paragraph (g) (2) of § 1.1461-1 are not required to accompany, or to be summarized on, Form 1042.

(3) *Manner of preparing ownership certificates.* To facilitate compliance with subparagraph (2) of this paragraph the ownership certificates (Form 1000,

Form 1001, and all special variations of Form 1001 referred to in paragraph (i) of § 1.1461-1 prepared by any withholding agent for forwarding with Form 1042 shall be prepared and arranged in accordance with the instructions applicable thereto and consistently with the manner prescribed by paragraph (c) (3) (i) of this section with respect to Form 1042S.

(4) *Modification of Form 1042.* If Form 1000 is modified in accordance with paragraph (h) of § 1.1461-1 to show the name and address of a fiscal or paying agent in the United States, Form 1042 shall be likewise modified.

(c) *Form 1042S—(1) Filing requirement.* Every withholding agent shall make on or before March 15 an annual information return on Form 1042S of all items of income specified in § 1.1441-2 (to the extent that such items constitute gross income from sources within the United States) paid during the previous calendar year to nonresident alien individuals, nonresident partnerships composed in whole or in part of nonresident alien individuals, and nonresident foreign corporations, including such items of income upon which, under the authority of any Treasury regulation or ruling of the Commissioner of Internal Revenue, no withholding of tax is required under chapter 3 or in respect of which the tax, though required to be withheld under such chapter, has, pursuant to such authority, been released or refunded to the payee. Income paid to such persons and required to be shown on Form W-2, Form 1001, or on any special variation of Form 1001 referred to in paragraph (i) of § 1.1461-1, or the substitute thereof, is not, however, required to be shown on Form 1042S. The original and duplicate copies of Form 1042S shall accompany Form 1042 and shall be filed with the Director of International Operations, Internal Revenue Service, Washington 25, D. C.

(2) *Information to be furnished.* (i) Form 1042S shall show the name and address of the payee of the income, of the withholding agent, of the agent for the withholding agent, and of the payer of the income if the payer is not the same as the withholding agent. It shall also show the nature of the item of income paid, the gross amount of the item, and, if withholding upon that item is required under chapter 3, the rate of tax applicable thereto and the amount of tax withheld. If any part of the tax required to be withheld has been released or refunded to the payee, Form 1042S shall show the amount of tax so released or refunded.

(ii) If a Form 1042S is prepared in respect of an item of income upon which tax has not been withheld under chapter 3, a brief statement as to the authority for such failure to withhold shall be made upon the form itself. If necessary, however, a separate statement as to such authority may be attached to the original copy of the Form 1042S.

(iii) If a Form 1042S is prepared in respect of compensation from which the personal exemption is deducted in accordance with paragraph (e) of § 1.1441-3, the amount of the compensation allocable to labor or personal

services performed within the United States, together with the amount of the deduction for the prorated personal exemption, shall be shown on a separate statement attached to the original copy of that form.

(3) *Manner of preparing Form 1042S.*

(i) Form 1042S shall be prepared in quadruplicate with respect to each separate payment of any item of income made during the calendar year, except that, at the option of the withholding agent, one form may be used to show the total amount of any item paid during the calendar year to the same payee. Items different in kind may not be combined on one Form 1042S. Thus, if three dividends on the same stock are paid to the same payee during the calendar year, the three payments may be entered on three separate Forms 1042S or in total amount on one Form 1042S. On the other hand, a payment of interest, dividends, and rents may not be shown on the same Form 1042S. Payment of an item of income to a nominee or representative for the benefit of other persons in respect of whom Forms 1042S are required may not be shown on a single Form 1042S but must be identified with the ultimate recipients of the income if such information is known to the payer of the income.

(ii) The Forms 1042S prepared by any withholding agent for forwarding with Form 1042 shall be segregated as to payees with addresses in foreign countries which have entered into an income tax convention with the United States and as to payees with addresses in all other countries. The first such group shall be arranged alphabetically both as to the name of the payee and the name of the foreign country in which the payee has an address; the second such group shall be arranged alphabetically as to the name of the payee only. Separate adding machine tapes shall then be prepared for each such foreign country which has entered into an income tax convention with the United States, showing as to that country the number of such forms submitted, the total amount of income paid which was exempt from withholding of tax, and, as to each separate applicable rate of tax, the gross amount of income paid and the amount of tax withheld. Another adding machine tape showing the same information shall then be prepared with respect to the combined number of all other countries. These adding machine tapes shall be properly identified with the respective groups of forms to which they apply, and the totals thereon used as a basis for making the summary on Form 1042 prescribed by paragraph (b) (2) of this section. If circumstances warrant, the withholding agent may use any other appropriate method, in lieu of adding machine tapes, for presenting the information required by this subdivision.

(iii) The triplicate copy of Form 1042S shall be furnished to the payee indicated thereon, and the quadruplicate shall be retained by the withholding agent.

(4) *Alternative methods.* To the extent that the withholding agent's system of record keeping makes impractical the

use of Form 1042S in the manner prescribed by subparagraph (3) of this paragraph, he may devise and submit for the prior approval of the Commissioner a variation of Form 1042S which will include the information required by subparagraph (2) of this paragraph and which will substantially comply with the requirements of subparagraph (3) of this paragraph. Request for such approval shall be accompanied by an explanation as to why such variation is necessary.

(d) *Information to be furnished by Commissioner.* If a foreign country has entered into an income tax convention with the United States which provides for the mutual exchange of information, the Commissioner of Internal Revenue shall, as soon as practicable after the close of a calendar year during which the convention is in effect, transmit to the appropriate authority designated in the convention with that country the following forms which have been filed pursuant to this section for that year, namely, all duplicate copies of Forms 1001 and 1042S showing a payee with an address in that country and all duplicate copies of the special variation of Form 1001 referred to in paragraph (i) of § 1.1461-1 which is applicable to that country. These forms are not to be furnished to any such foreign country, however, if the Commissioner of Internal Revenue ascertains through appropriate channels that the forms are not required by that country.

(e) *Date of payment; penalties.* The tax required to be returned on Form 1042 shall be paid to the Director of International Operations, Internal Revenue Service, Washington 25, D. C., on or before March 15 of the following year. For penalties and additions to the tax attaching upon failure to make returns or such payments, see sections 6651, 6653, 7202, and 7203.

(f) *Special items.* The tax withheld in accordance with paragraphs (b) (1), (c) (3), and (d) (1) of § 1.1441-3 shall be returned and paid in accordance with this section even though the items involved may not constitute gross income in whole or in part. For such purpose, a reference in this section to an item or amount of income shall, where appropriate, be deemed to refer also to the items specified in such paragraphs or the amount thereof.

(g) *Inconsistent regulations.* All regulations inconsistent with the provisions of this section shall be deemed to have been modified accordingly.

PAR. 3. Section 1.1461-2 is amended as follows:

(A) By striking out the period at the end of paragraph (a) (1) thereof and inserting in lieu thereof the following: "except that on and after January 1, 1957, such return shall be filed with the Director of International Operations, Internal Revenue Service, Washington 25, D. C."

(B) By inserting immediately after the first sentence of paragraph (a) (2) thereof the following new sentence: "On and after January 1, 1957, however, the quarterly return on Form 1012 shall be made and filed with the Director of

International Operations, Internal Revenue Service, Washington 25, D. C."

(C) By striking out the period at the end of the second sentence of paragraph (b) (1) thereof and inserting in lieu thereof the following: "except that on and after January 1, 1957, such return shall be filed with the Director of International Operations, Internal Revenue Service, Washington 25, D. C."

(D) By striking out the period at the end of the first sentence of paragraph (c) thereof and inserting in lieu thereof the following: "except that on and after January 1, 1957, such tax shall be paid to the Director of International Operations, Internal Revenue Service, Washington 25, D. C."

(E) By striking out so much thereof as precedes paragraph (a) (1) thereof and inserting in lieu thereof the following:

§ 1.1461-3 *Return and payment of tax withheld before January 1, 1957*—
(a) *Effective date.* This section shall apply only with respect to payments of income made before January 1, 1957. For provisions relating to payments made on and after that date, see § 1.1461-2.

(b) *Interest on certain bonds*—

(F) By redesignating paragraphs (b), (c), and (d) thereof as paragraphs (c), (d), and (e), respectively.

(G) By inserting at the end thereof the following new paragraph:

(f) *Special items.* The tax withheld in accordance with paragraphs (b) (1), (c) (3), and (d) (1) of § 1.1441-3 shall be returned and paid in accordance with this section even though the items involved may not constitute gross income in whole or in part. For such purpose, a reference in this section to an item or amount of income shall, where appropriate, be deemed to refer also to the items specified in such paragraphs or the amount thereof.

(88A Stat. 917; 26 U. S. C. 7805)

[SEAL] RUSSELL C. HARRINGTON,
Commissioner of Internal Revenue.

Approved: November 15, 1956.

W. RANDOLPH BURGESS,
Acting Secretary of the Treasury.

[F. R. Doc. 56-9532; Filed, Nov. 20, 1956;
8:49 a. m.]

TITLE 32—NATIONAL DEFENSE

Chapter VII—Department of the Air Force

Subchapter E—Post Services

PART 855—MOTION PICTURE SERVICE

SALE OR RELEASE OF MOTION PICTURE AND SOUND TRACK STOCKFOOTAGE

In Part 855, new §§ 855.1 to 855.7 are added as follows:

- Sec. 855.1 General.
- 855.2 Categories of stockfootage.
- 855.3 Procedure.
- 855.4 Established fees.
- 855.5 Requests exempt from fees.

- Sec. 855.6 Reviewing schedule of fees.
- 855.7 Collection of fees.

AUTHORITY: §§ 855.1 to 855.7 issued under R. S. 161; sec. 202, 61 Stat. 500, as amended; 5 U. S. C. 22, 171a.

DERIVATION: AFR 95-12, September 6, 1956.

§ 855.1 *General*—(a) *Purpose.* Sections 855.1 to 855.7 govern the sale, use, and release of Air Force motion picture stockfootage to any person or group of persons, including associations, organizations, partnerships, corporations, businesses, municipalities, countries, states, territorial governments, Federal government, and other Department of Defense agencies. Sections 855.1 to 855.7 do not apply to the sale of prints made from completed Air Force motion pictures.

(b) *Definitions*—(1) *Stockfootage.* Refers to both picture and sound track. It is defined as specific scenes from unedited film footage, intended to be used in completing a motion picture production. Stockfootage is accumulated from the efforts of the Air Force motion picture historical documentation units, the production of films, and by pictorial recording of research and development activities. It is stored at Wright-Patterson Air Force Base, Ohio, under the supervision of the Commander, 1350th Motion Picture Squadron, a unit of the Air Photographic and Charting Service.

(2) *Service.* Refers to search of film files, screening of stockfootage, selection of scenes, actual reproduction of scenes required, and shipping.

(c) *Policy.* (1) Release or sale of reproductions from Air Force stockfootage is authorized within the provisions of §§ 855.1 to 855.7 and in keeping with appropriate security regulations. Sale or release of original negative is prohibited.

(2) Recipients will not use Air Force stockfootage to show by implication or otherwise that the Air Force indorses a product.

(3) Sale of stockfootage known to be available from commercial motion picture sources is prohibited.

(4) Waiver of proprietary and privacy rights will not pass with the sale or release of stockfootage unless these rights and the right of transfer are owned by the Air Force.

(5) Exclusive rights to Air Force stockfootage may not be claimed by any other agency or person.

(6) Agreements currently in existence or those subsequently formalized between the Air Force and certain other government agencies providing for photographic and related services will continue in effect until terminated. If such agreements are not in accordance with §§ 855.1 to 855.7, the provisions of the formal agreements will apply.

§ 855.2 *Categories of stockfootage.* Requests for stockfootage will be handled according to the following categories:

(a) *Category A; public exhibition films.* Unclassified stockfootage requested by commercial concerns and government film producing agencies for use in a film designed for public exhibition, including theatrical, television, and public service.

(b) *Category B; internal exhibition films.* Classified or unclassified stockfootage, requested by government film producing agencies for use in film designed exclusively for internal purposes.

(c) *Category C; miscellaneous use.* Classified or unclassified stockfootage requested by Department of Defense and other agencies, as outlined in § 855.5, when use is for engineering analysis, intelligence, training, or other miscellaneous purposes—other than in a completed film production.

§ 855.3 *Procedure.* Prior to submitting requests for stockfootage, preliminary information on available stockfootage in general subject areas may be obtained from the Commander, Air Photographic and Charting Service, Orlando Air Force Base, Florida. Such request, however, does not constitute a formal request for stockfootage. Formal requests must be submitted as outlined in paragraphs (a) and (b) of this section.

(a) *When requesting stockfootage in category A.* (1) Indicate preference for work print and fine grain master or work print and duplicate negative.

(2) Submit a film sequence outline or script. Clearly mark those stock scenes desired.

(3) Forward request to the Director of Information Services, Office of Secretary of the Air Force, Washington 25, D. C.

(4) When notified by Headquarters USAF that a request is favorably considered, communicate direct with Commander, 1350th Motion Picture Squadron, Wright-Patterson Air Force Base, to establish a date for selecting stockfootage.

(b) *When requesting stockfootage in categories B and C.* (1) Include statement of intended use and statement that requested scenes are not for use in public exhibition. Include also, for category C requests, a statement that scenes will not be used in a completed motion picture.

(2) Forward requests to Commander, Air Photographic and Charting Service, Orlando Air Force Base, Florida.

(3) When notified by the Air Photographic and Charting Service that a request is favorably considered, communicate direct with the Commander, 1350th Motion Picture Squadron, Wright-Patterson Air Force Base, Ohio, to establish a date for selecting stockfootage.

When the Commander, Air Photographic and Charting Service considers the quantity of stockfootage requested is small and stockfootage can be precisely identified, he may waive actual selection by the requester. If this is done, the requester assumes the complete risk and financial obligation for all stockfootage selected and shipped.

§ 855.4 *Established fees.* The following fees are charged for stockfootage and service:

16 mm and 35 mm black and white stockfootage and sound track, per screen foot.....	\$0.10
16 mm color, per screen foot.....	0.15

35 mm color (low contrast master), per screen foot.....	\$0.16
35 mm color (dupe negative), per screen foot.....	0.38
35 mm color (separation positive, 3), per screen foot.....	0.75
35 mm color (internegative), per screen foot.....	0.55
Searching (including overhead) up to 2½ hours.....	5.00
Each additional hour.....	2.00

§ 855.5 *Requests exempt from fees.* To the extent that funds are available, requests received from sources and for purposes specified in paragraphs (a) through (h) of this section may be exempt from prescribed fees, provided that furnishing such service does not hamper the mission of the furnishing agency, is consistent with §§ 855.1 to 855.7, and is accomplished during normal work schedules at no additional expense to the Air Force.

(a) Department of Defense agencies and Federal executive departments for use in furtherance of approved Department of Defense and other Federal departmental activities.

(b) Members of Congress for use in furtherance of official governmental activities.

(c) Federal, state, territorial, county, or municipal government or an agency thereof which is carrying on a function related to, or in furtherance of, an Air Force or other Department of Defense objective.

(d) Nonprofit organizations carrying on a function related to, or in the interest of, public health and welfare.

(e) Members of the armed forces in a casualty status, or their next of kin or authorized representative, when requested stockfootage relates to source of casualty.

(f) Services which are occasional and incidental (including any request from a resident of a foreign country), not of a type that is requested often, if it is administratively determined that a fee would be inappropriate in such case.

(g) Services determined by the Director of Information Services, Office of the Secretary of the Air Force, to be in the best interest of the Air Force.

(h) Services which are furnished free in accordance with statutes or Executive Orders.

§ 855.6 *Reviewing schedule of fees.* The Schedule of Fees will be reviewed when costs change significantly, and at least once every two years, to determine whether the Air Force should:

(a) Collect a fee for any other service rendered the public; or

(b) Change or discontinue any of the existing fees.

§ 855.7 *Collection of fees.* (a) Payments will be accepted in cash, United States money orders, certified checks, or their equivalent. Negotiable instruments will be drawn payable to the Treasurer of the United States. Fees, when appropriate, will be collected before release of stockfootage. Searching fees will be collected whether or not stockfootage is ordered as a result of such search.

(b) Refunds will not be made because a regulation, directive, or fee schedule

is changed after the service is performed or for overpayments of one dollar or less.

[SEAL] E. E. TORO,
Colonel, U. S. Air Force,
Air Adjutant General.

[F. R. Doc. 56-9505; Filed, Nov. 20, 1956;
8:45 a. m.]

TITLE 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 11796; FCC 56-1113]

[Rules Amdt. 3-40]

PART 3—RADIO BROADCAST SERVICES

TABLE OF ASSIGNMENTS; TELEVISION BROADCAST STATIONS; FORT WAYNE-ANGOLA, IND.

1. The Commission has before it for consideration its notice of proposed rule making issued in this proceeding on July 23, 1956 (FCC 56-744), and published in the FEDERAL REGISTER on July 27, 1956 (21 F. R. 5654), proposing to shift Channel 15 from Angola, Indiana to Fort Wayne, Indiana, in response to a petition by Tri-State Television, Inc.,¹ as follows:

City	Channel No.	
	Present	Proposed
Fort Wayne, Ind.....	21+, *27+, 33-, 99	15+, 21+, *27+, 33-, 66.
Angola, Ind.....	15+	77

2. Comments were filed by Tri-State Television, Inc., Anthony Wayne Broadcasting, Northeastern Indiana Broadcasting Company, Inc., and Sarkes Tarzian, Inc. Tri-State filed a Motion To Strike the Tarzian comments to which Tarzian filed a reply.²

3. In support of its petition, Tri-State states that it is the permittee of Television Station WINT operating with studios at Waterloo, Indiana on Channel 15, assigned to Angola; that its transmitter is about 17 miles north of Fort Wayne; and that it renders a city-grade service to that city.

4. Tri-State submits that it has always intended, and does in fact, serve the needs of Waterloo, Angola, and Fort Wayne, but that due to the greater size and importance of Fort Wayne it has devoted a large part of its public service programs to Allen County, in which Fort Wayne is located. It urges that main studios are needed in Fort Wayne in order for it properly to serve that city, which has a population of 133,607 and is the cultural, recreational, news, and

¹ On June 13, 1956, the Commission authorized the transfer of Station WINT on Channel 15 in Waterloo, Indiana, to Universal Broadcasting Company, Inc., owners of 100 percent of the stock of Radio Fort Wayne, Inc., Universal stated in its application that it will surrender its permit for Station WANE-TV on Channel 69 in Fort Wayne. The transfer became effective 45 days from June 13th.

² On October 26, 1956, Tarzian filed a letter withdrawing its opposition.

economic center of its entire service area. It urges that it derives 89.5 percent of its total local revenues from Fort Wayne as against 0.7 percent from Waterloo, and nothing from Angola. Finally, Tri-State urges that the proposed amendments conform to the Commission's Rules and that, in accordance with § 3.611 as recently amended, Channel 15 may be assigned to Fort Wayne based upon a transmitter site which meets the spacing requirements such as that of WINT.

5. Northeastern and Anthony Wayne oppose the request to assign Channel 15 to Fort Wayne. These parties recite the history of Station WINT's alleged attempts to become a Fort Wayne station and urge that petitioner's request constitutes an abandonment of its pretense of serving the local needs of the area originally sought to be served and that it represents an attempt to subvert the principles of the allocation table.

6. In reply to these oppositions Tri-State urges that Angola, with a population of only 5000 persons, cannot support a successful television station designed to serve the needs of that community; that its attempts to become a Fort Wayne station have been made with the full knowledge of the Commission and in conformance with the rules; and that the Table of Assignments is not fixed and is subject to change from time to time.

7. Upon a careful review of the record in this proceeding, we believe that the assignment of Channel 15 to Fort Wayne would serve the public interest. Fort Wayne is the largest and most important city in the area, whereas Angola and Waterloo are very small communities and apparently not yet able to support television stations designed primarily to serve their local needs. Due to the limitations on site selection, a Fort Wayne station operating on Channel 15 would provide service to the Waterloo and Angola areas and at the same time would not be at a competitive disadvantage with other stations serving the same general area. Accordingly, we are of the view that shifting Channel 15 to Fort Wayne will represent a more effective use of available television facilities and will improve the opportunities for effective competition among a greater number of stations in the area.

8. Authority for the adoption of the amendments herein is contained in sections 4 (i), 301, 303 (c), (d), (f), and (r), and 307 (b) of the Communications Act of 1934, as amended.

10. In view of the foregoing: *It is ordered.* That effective December 20, 1956, § 3.606, rules governing Television Broadcast Stations is amended, insofar as the cities named are concerned, as follows:

City	Channel No.
Fort Wayne, Ind.....	15+, 21+, *27+, 33-, 66.
Angola, Ind.....	77

11. In its petition requesting the amendment of § 3.606 of the rules as herein adopted Tri-State Television, Inc., at that time the permittee of Station

WINT on Channel 15 in Waterloo, Indiana, also requested that the Commission, pursuant to Section 316 of the Communications Act, require petitioner to show cause why its authorization for the operation of Station WINT should not be modified to specify Fort Wayne, rather than Waterloo, as the location of the station. Inasmuch as the amendment to § 3.606 was effectuated as a result of the permittee's petition, it appears that the use of the modification procedure set forth in section 316 of the act would be inappropriate and, therefore, petitioner's request will not be granted. It is to be noted that the amendment adopted herein does not affect the current authorization for Station WINT and, if it so desires, Universal Broadcasting Company, Inc. (successor to petitioner) may immediately file any necessary application for authority to operate WINT as a Fort Wayne station. See § 3.607 (a) of the Commission's rules as recently amended.

(Sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154. Interprets or applies secs. 301, 303, 307, 48 Stat. 1081, 1082, 1083; 47 U. S. C. 301, 303, 307)

Adopted: November 14, 1956.

Released: November 16, 1956.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-9533; Filed, Nov. 20, 1956;
8:50 a. m.]

[FCC 56-1118]

[Rules Amdt. 21-4]

Part 21—DOMESTIC PUBLIC RADIO SERVICES (OTHER THAN MARITIME MOBILE)

MISCELLANEOUS AMENDMENTS

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 14th day of November 1956;

The Commission having under consideration the petition of The Radio-Electronic-Television Manufacturers Association, filed October 25, 1956, wherein it requests the Commission to stay, until July 1, 1957, the initial effective date of §§ 21.118 (g) and 21.120 of Part 21 of the rules; and

It appearing that § 21.118 (g) of the rules requires that stations operating on frequencies above 500 Mc without a licensed operator on duty and in charge of its operation during the normal rendition of service, must be provided with certain automatic alarms which announce various conditions to an attended alarm center; and

It further appearing that the necessary equipment to perform such alarm functions is not generally available, in consequence whereof licensees and applicants in these radio services have not and will not be able to comply with the rule requirements in accordance with the effective date September 4, 1956, specified therein; and

It further appearing that the petitioner desires a stay of the initial effective date of § 21.118 (g), until July 1, 1957, in order to give further study to determine practicable means of achieving the intended objectives of this section and with a view of making recommendations relative thereto to the Commission at an early date; and

It further appearing that insufficient time was provided after the promulgation of § 21.120, on June 20, 1956, for industry to develop uniform and suitable methods for accomplishing the measurements necessary for type acceptance of microwave radio transmitters in order to meet the deadline of January 1, 1957, by which time all new microwave radio transmitters authorized must be of a type accepted model; and

It further appearing that industry requires that the initial effective date of § 21.120 be postponed until July 1, 1957, in order to achieve type acceptance of microwave transmitters without disrupting the orderly expansion of common carrier microwave radio service; and

It further appearing that, the rule changes specified herein are all in the nature of recognizing exemptions or relieving restrictions and that the immediate effectiveness of the postponement of such rules will serve the public interest;

It is ordered, That, the changes in Part 21 of the Commission's rules set forth below are adopted, effective November 14, 1956.

The action taken herein is pursuant to the authority contained in sections 4 (1) and 303 of the Communications Act of 1934, as amended, and sections 4 (a) and (c) of the Administrative Procedure Act.

(Sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154. Interpret or apply sec. 303, 48 Stat. 1082, as amended; 47 U. S. C. 303)

Released: November 16, 1956.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

1. Delete § 21.118 (g) in its entirety and, in lieu thereof, add new § 21.118 (g) as follows:

§ 21.118 Transmitter construction and installation. * * *

(g) Each station operating on frequencies above 500 Mc which is authorized to operate during the normal rendition of service without a licensed radio operator or permit holder on duty and in charge of its operation (See also § 21.205 (1)), after June 30, 1957, shall be provided with automatic alarm facilities that announce and identify the following conditions to a specified attended alarm center responsible for immediately dispatching qualified service personnel to the station for correction of any unsatisfactory conditions:

(1) Instantaneous deviation (due to modulation plus carrier frequency instability) of transmitter frequency outside of the stations normal limits.

(2) Outage of the station.

(3) Automatic transfer of communications to standby facilities whenever such facilities are provided.

(4) Failure of any antenna obstruction marking light.

2. Delete § 21.120 (a) in its entirety and, in lieu thereof, add a new § 21.120 (a) as follows:

§ 21.120 Type acceptance of transmitters. (a) Except for transmitters used at developmental stations, each transmitter authorized after January 1, 1957, shall be of a type which has been type accepted by the Commission for use under the applicable rules of this part: *Provided*, That this requirement shall not become applicable to transmitters operating on frequencies above 500 Mc until July 1, 1957; *And provided further*, That this requirement shall become applicable January 1, 1960, to all transmitters authorized to the same licensee prior to the aforementioned dates.

[F. R. Doc. 56-9534; Filed, Nov. 20, 1956;
8:50 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF JUSTICE

Office of the Attorney General

[28 CFR Part 5]

ADMINISTRATION OF FOREIGN AGENTS REGISTRATION ACT OF 1938, AS AMENDED

NOTICE OF PROPOSED RULE MAKING

Pursuant to section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U. S. C. 1003), notice is hereby given of the proposed issuance of the following rules governing the administration of the Foreign Agents Registration Act of 1938, as amended. In accordance with subsection (b) of the said section 4, interested persons may submit to the Registration Section, Internal Security Division, Department of Justice, Washington 25, D. C., written data, views, or arguments (in duplicate) relative to these proposed

rules. Such representations may not be presented orally in any manner. All relevant material received within twenty days following the day of publication of this notice will be considered.

Sec.	
5.1	Administration of act assigned to Registration Section.
5.2	Inquiries concerning application of act.
5.3	Act and rules and regulations to be considered together.
5.4	Computation of time.
5.5	Effect of compliance with act; other laws.
5.6	Persons outside the United States.
5.100	Definitions.
5.200	Filing of registration statement.
5.201	Time within which registration statement must be filed.
5.202	Separate registration by each person required to register; short-form registration.

- Sec.
 5.203 Original registration forms.
 5.204 Exhibits.
 5.205 Information relating to collection of funds.
 5.206 Information relating to transmission of funds.
 5.207 Six-month supplements under section 2 (b) of act.
 5.208 Language and wording of registration statements.
 5.209 Execution under oath; form of document.
 5.210 Incorporation by reference; inserts.
 5.250 Amendments.
 5.260 Termination of registration.
 5.261 Activities which become exempt subsequent to registration.
 5.300 Burden of establishing availability of exemptions.
 5.301 Exemption under section 3 (a) of the act.
 5.302 Exemptions under sections 3 (b) and (c) of the act.
 5.303 Exemptions under sections 3 (d) and (e) of the act.
 5.400 Filing of political propaganda.
 5.401 Dissemination report.
 5.402 Labeling political propaganda.
 5.403 Political propaganda transmitted by person other than agent of a foreign principal.
 5.500 Maintenance of books and records.
 5.501 Inspection of books and records.
 5.600 Public examination of records.
 5.601 Sale of copies of records.

§ 5.1 *Administration of act assigned to Registration Section.* The administration of the act is assigned to the Registration Section of the Internal Security Division, Department of Justice, Washington 25, D. C. Copies of the act, the rules and regulations, and forms may be obtained upon request, without charge. [Rule 1]

§ 5.2 *Inquiries concerning application of act.* Inquiries concerning the application of the act shall be accompanied by a detailed statement of all facts necessary for a determination of the question submitted, including the identity of the agent, the nature of his activities on behalf of each foreign principal, any activities on his own behalf, and on behalf of any other person, by reason of which registration may be required, the identity of each foreign principal, and an outline of any agreement or agreements under which the agent is acting. [Rule 2]

§ 5.3 *Act and rules and regulations to be considered together.* In determining any question concerning the application of the act to any person, the rules and regulations in this part shall be considered together with the provisions of the act. The rules and regulations in this part shall not be construed to limit the act or to define its full scope or application. [Rule 3]

§ 5.4 *Computation of time.* Sundays and holidays shall be counted in computing any period of time provided for in the act or in the rules and regulations in this part. [Rule 4]

§ 5.5 *Effect of compliance with act; other laws.* (a) Compliance with the requirements of the act shall not remove the necessity of complying with any other Federal or State law.

(b) Compliance with any other law shall not remove the necessity of fulfilling the requirements of this act. [Rule 5]

§ 5.6 *Persons outside the United States.* Any person not within the United States who uses the United States mails, or any means or instrumentality of interstate or foreign commerce, within the United States to circulate or disseminate political propaganda to addresses who have not ordered, subscribed to, or otherwise solicited such material shall be regarded as acting within the United States and as subject to sections 2 and 4 of the act. [Rule 6]

§ 5.100 *Definitions.* (a) As used in this part, unless the context otherwise requires:

(1) The term "act" means the Foreign Agents Registration Act of 1938, as amended (22 U. S. C. 611-621).

(2) The term "Attorney General" means the Attorney General of the United States.

(3) The term "Secretary of State" means the Secretary of State of the United States.

(4) The term "Registration Section" means the Registration Section of the Internal Security Division, Department of Justice, Washington, D. C.

(5) The term "rules and regulations" refers to all rules, regulations, registration forms, and instructions on forms made and prescribed by the Attorney General pursuant to the act.

(6) The term "registrant" means the person by whom a registration statement is filed pursuant to the provisions of the act.

(7) The term "original registration statement" means the statement required to be filed with the Attorney General under section 2 (a) of the act.

(8) The term "supplemental statement" means the statement required to be filed with the Attorney General under section 2 (b) of the act at intervals of six months following the date of filing of the original registration statement.

(9) The term "final statement" means the statement required to be filed with the Attorney General following the termination of the registrant's obligation to register.

(10) The term "political propaganda" includes only political propaganda as defined in section 1 (j) of the act, which is in the form of prints, speeches, broadcasts, telecasts, or in any other form reasonably adapted to being, and which there is reason to believe will be, or is intended to be, circulated or disseminated among two or more persons.

(11) The term "political activity" includes, but shall not be limited to, any of the following:

(i) Circulating or disseminating any political propaganda within the meaning of paragraph (b) of this section.

(ii) Furnishing information or advice to, or in any way representing, a foreign principal with respect to any matter pertaining to political or public interests, policies, or relations of any foreign government or foreign political party, or the political interests of such foreign principal, or engaging in other activities in furtherance of such political or public interests, policies, or relations.

(iii) Directly or indirectly, furnishing, publishing, or disseminating, whether or not pursuant to contractual relationship or authorization, any matter described

in section 1 (h) or 1 (i) of the act, which is reasonably adapted to being, and which the person so furnishing, publishing, or disseminating, has reason to believe will be, or intends to be, used in furtherance of the interests of any government of a foreign country, or any foreign political party, or as a basis for, or in the dissemination or circulation of, political propaganda.

(iv) Engaging on behalf of, or in the interests of, a foreign government or foreign political party, in activities or duties as, or performing the functions of, a security or an intelligence officer of a foreign government or foreign political party.

(v) Engaging in any military activity on behalf of, or in the interests of, any foreign government or foreign political party.

(vi) Engaging in any activity to influence the enactment or repeal of any legislation affecting the political or public interests, policies, or relations of a foreign government, a foreign political party, or a foreign principal, or affecting the foreign policies or relations of the United States.

(vii) Engaging in any activity devoted, in whole or in part, to the establishment, administration, control, or acquisition of administration or control, of a government of a foreign country or a subdivision thereof, or the furtherance or influencing of the political or public interests, policies, or relations of a government of a foreign country or a subdivision thereof.

(viii) Directly or indirectly, reporting or transmitting to any foreign principal any information the publication, dissemination, or transmission of which is forbidden or restricted in the interests of the national defense by the regulations or codes of practice which may be in effect from time to time by an agency of the Government of the United States.

(b) As used in sections 1 (b) (2), 2 (a) (2), and 2 (a) (3) of the act, the terms "control" and "controlled" include the possession or the exercise of the power, directly or indirectly, to determine the policies or the conduct of a person, whether through the ownership of voting securities or by contract or otherwise.

(c) A person shall be considered an officer or member of the active or reserve military, naval, or other armed forces of a foreign government or foreign political party within the meaning of section 1 (c) (4) of the act if:

(1) He has received a commission as such from any foreign government or foreign political party, and has not in good faith resigned such commission and in good faith renounced his allegiance to such foreign country or foreign political party;

(2) He has received military training in, or rendered service to, any such military, naval, or other armed forces and by reason thereof, or for any other reason, is considered by law or regulations governing such forces to be an officer or member, and has not in good faith renounced his allegiance to such foreign country or foreign political party. No person shall be regarded as having in good faith resigned any such commission, or in good faith renounced such

allegiance, if since having last so resigned or renounced he has, directly or indirectly, affiliated himself with such armed forces, or has, directly or indirectly, recognized an obligation to serve in such armed forces, or has engaged in any political activity as defined in paragraph (a) (11) of this section on behalf of, or in the interest of, any foreign government or political party.

(d) A person shall be considered an officer or employee of a foreign government or foreign political party within the meaning of section 1 (c) (4) of the act, whether or not he receives any form of remuneration or reimbursement, if he holds any office or employment in such a government or political party, and has not in good faith resigned such position, or in good faith terminated the performance of such duties. No person shall be regarded as having in good faith resigned such position, or in good faith terminated such duties, if since last having purportedly resigned such position, or purportedly terminated such duties, he has, directly or indirectly, performed any of the functions of, or acted as, an officer or employee of such foreign government or foreign political party. [Rule 100]

§ 5.200 *Filing of registration statement.* Registration statements shall be filed in duplicate with the Registration Section, Department of Justice, Washington 25, D. C. Filing may be made in person or by mail, and shall be deemed to have taken place upon the receipt thereof by the Registration Section. [Rule 200]

§ 5.201 *Time within which registration statement must be filed.* (a) Except as hereinafter provided, every person who becomes subject to the registration provisions of the act shall file an original registration statement within ten days after the day on which the obligation to register arises.

(b) Upon the filing of an application in writing setting forth that a registration statement cannot be filed within the times set out in paragraph (a) of this section, or that the requirements of that paragraph would impose undue hardship, the Chief, Registration Section, may extend the time within which a registration statement shall be filed for such period as will reasonably permit compliance with the registration requirements of the act and this part. Applications filed pursuant to this paragraph shall set forth the reasons why the filing of a registration statement within the time specified cannot be complied with or why it would create an undue hardship. [Rule 201]

§ 5.202 *Separate registration by each person required to register; short-form registration.* (a) Except as hereinafter provided, the filing of a registration statement by a corporation, partnership, association or other combination of individuals, shall not remove the necessity of filing a registration statement by individual members, employees, associates, and affiliates of such registrant who are required to register under the act.

(b) Unless otherwise determined by the Chief, Registration Section, officers, directors, partners, associates, and em-

ployees of a corporation, partnership, association, or other combination of individuals, which has filed a registration statement under the act, may discharge their obligation to file a separate registration statement by filing a short-form registration statement on the form prescribed therefor.

(c) Unless otherwise determined by the Chief, Registration Section, all persons who render any services or assistance to the registrant in other than a clerical or secretarial capacity, with or without compensation, for or in the interests of the registrant's foreign principal shall file a short-form registration statement.

(d) Any change affecting the information furnished in a short-form registration statement pursuant to clauses (3), (4), (6), and (9) of section 2 (a) of the act shall be reported to the Chief, Registration Section, within ten days after the occurrence of such change.

(e) Whenever notice of a change in the information furnished in a short-form registration statement is given pursuant to paragraph (d) of this section, the Chief, Registration Section, may require the filing of a new short-form registration statement to reflect such change. [Rule 202]

§ 5.203 *Original registration forms.* Every person required to register shall file a registration statement in duplicate on Form FA-1, or on Form FA-2, or on the short-form registration statement designated as Form FA-SF. Form FA-1 shall be used by agents who are individuals. Form FA-2 shall be used by corporations, partnerships, organizations, associations, or other combinations of individuals. Form FA-SF shall be used by individuals who file a short-form registration statement in support of a statement filed either on Form FA-1 or FA-2. [Rule 203]

§ 5.204 *Exhibits.* Original registration statements filed on Form FA-1 or FA-2 require the filing of certain exhibits, in duplicate, among which are the following:

(a) Exhibit B, which consists of a copy of the agreement, arrangement, or authorization (or, if not in writing, a written description thereof) pursuant to which the registrant is acting for or receiving funds from each of his foreign principals. No printed form is provided for this exhibit.

(b) Exhibit C, which requires the disclosure of information with respect to foreign principals. A printed form is provided for Exhibit C and copies will be furnished upon request. If an agent represents more than one foreign principal, or performs any political activity as defined in § 5.100 (a) (11) on behalf of persons other than foreign principals, an Exhibit C shall be filed for each such foreign principal or other person for whom registration is required.

(c) Exhibit D, which consists of a copy of the charter, constitution, bylaws, or other instruments of organization in the event the registrant is a non-business organization.

(d) Exhibit E, which consists of a copy of all publications which come within the

meaning of the term "political propaganda" as defined in section 1 (j) of the act, and which were prepared or distributed by the registrant or by others for the registrant.

(e) Exhibit F, which consists of a copy of the agreement or arrangement (or, if not in writing, a written description) between the registrant and each business firm or other organization responsible for the preparation of publications distributed by the registrant or by others for the registrant. [Rule 204]

§ 5.205 *Information relating to collection of funds.* (a) Every registrant who receives or collects within the United States contributions, income, money, or thing of value, for or in the interest of his foreign principal shall file a statement showing the names and addresses of persons so contributing, and the amount of funds or value of the thing contributed by each.

(b) Every registrant receiving contributions, income, money, or thing of value from his foreign principal shall report full details with respect to the form and time of each such payment, and fully identify such foreign principal from whom this payment was received. [Rule 205]

§ 5.206 *Information relating to transmission of funds.* Every registrant who transmits to his foreign principal contributions, income, money, or thing of value received in the interest of the foreign principal shall report the amount of funds or the value of the thing transmitted and the manner and time of transmission. [Rule 206]

§ 5.207 *Six month supplements under section 2 (b) of act.* (a) Every registrant other than those who file a short-form registration statement shall file in duplicate a six month supplemental statement to his original registration pursuant to section 2 (b) of the act. Supplements to Form FA-1 shall be filed on Form FA-1-6M. Supplements to Form FA-2 shall be filed on Form FA-2-6M.

(b) A supplemental statement shall be filed notwithstanding the fact that the registrant did not engage in any activity in the interest of his foreign principal during the period covered by the statement, so long as the agency relationship continues during said period. [Rule 207]

§ 5.208 *Language and wording of registration statements.* (a) All forms, statements, notices, supplements, amendments, and other documents, shall be filed in English whenever possible. If filed in a foreign language, they shall be accompanied by an English translation certified under oath by the translator before a notary public, or other person authorized by law to administer oaths for general purposes, as a true and accurate translation.

(b) All answers to items on the forms shall be so worded as to be complete and intelligible, without the necessity of referring to the instructions accompanying the particular form, or to the rules and regulations in this part.

(c) Except as specifically provided otherwise, if any item on any form is inapplicable or the answer is "None," an

express statement to such effect shall be made. [Rule 208]

§ 5.209 *Execution under oath; form of document.* (a) Every form, statement, notice, supplement, and amendment, and every duplicate thereof, shall be executed under oath in the manner set forth in section 2 (c) of the act.

(b) Every form, statement, notice, supplement, and amendment shall be typewritten whenever practicable, but will be regarded as complying with the act and the rules and regulations in this part if written legibly in ink.

(c) Duplicates of any of the documents designated in paragraphs (a) and (b) of this section shall be of the same size as the original, shall be clear and easily read, and may be made by any of the duplicating processes. [Rule 209]

§ 5.210 *Incorporation by reference; inserts.* (a) Matter contained in any part of a registration statement may be incorporated by reference as an answer, or partial answer, to any item in the registration statement. In each case of incorporation by reference the matter incorporated shall be clearly identified in the reference. An express statement shall be made to the effect that the specified matter is incorporated in the registration statement at the particular place where the information is required. However, the Chief, Registration Section, may refuse to permit such incorporation in any case in which, in his judgment, such incorporation would render the registration statement incomplete or ambiguous. Each supplemental statement shall be complete in and of itself and answers to items in a supplemental statement may not be made by reference to answers given in a previous statement or supplement.

(b) Inserts or riders shall not be used. If the space provided on any form for the answer to any item is insufficient, reference shall be made in such space to a full insert page or pages on which the item number and the wording of the item shall be restated and the complete answer given. [Rule 210]

§ 5.250 *Amendments.* (a) An amended statement may be required by the Chief, Registration Section, of any person subject to the registration provisions of the act whose original registration, supplemental, or final statement filed pursuant thereto is deemed to be incomplete, inaccurate, false, or misleading.

(b) Amendments shall conform in all respects to the regulations in this part governing the execution and filing of registration statements.

(c) Amendments shall in every case make appropriate reference by number or otherwise to the items in statements to which they relate.

(d) Amendments shall be deemed to be filed upon their receipt by the Registration Section.

(e) Failure of the Chief, Registration Section, to request any person who has filed an original registration, supplemental, or final statement to file an amended statement shall not preclude prosecution of such person for a wilfully false statement of a material fact, the

wilful omission of a material fact, or the wilful omission of a material fact necessary to make statements therein not misleading, in such original registration, supplemental, or final statement.

(f) Notices pursuant to section 2 (b) of the act of changes in information furnished in an original registration or supplemental statement in accordance with clauses (3), (4), (6), and (9) of section 2 (a) of the act shall be by amendment, and shall be filed with the Registration Section within ten days after such changes occur. [Rule 250]

§ 5.260 *Termination of registration.* (a) Every registrant shall, within thirty days after the termination of the obligation to register, file a final statement with the Registration Section for the final period of the agency relationship not covered by any previous statement.

(b) Registration under the act shall be terminated only upon receipt by the Registration Section of a final statement which is deemed acceptable by the Chief, Registration Section. [Rule 260]

§ 5.261 *Activities which become exempt subsequent to registration.* A registrant whose activities on behalf of a foreign principal, subsequent to the filing of a registration statement, become confined to those for which an exemption under section 3 of the act is available, may file a final statement, notwithstanding the continuance of the agency relationship with a foreign principal. [Rule 261]

§ 5.300 *Burden of establishing availability of exemptions.* In all matters pertaining to exemptions, the burden of establishing the availability of the exemption shall rest upon the person for whose benefit the exemption is claimed. [Rule 300]

§ 5.301 *Exemption under section 3 (a) of the act.* The exemption provided by section 3 (a) of the act shall apply to diplomatic officers duly accredited to the Government of the United States and to consular officers who, after appointment by their governments, have received formal recognition as such from the Secretary of State, whether such recognition is provisional or by exequatur. The exemption is available, however, only while such diplomatic or consular officers are engaged exclusively in activities which are recognized by the Department of State as being within the scope of the functions of such officers. [Rule 301]

§ 5.302 *Exemptions under sections 3 (b) and (c) of the act.* (a) The exemption provided by section 3 (b) of the act shall apply only to officials of foreign governments which are recognized by the United States who have filed a fully executed Notification of Status with a Foreign Government.

(b) The exemption provided by section 3 (c) of the act shall apply only to members of the staff of, and persons employed by, duly accredited diplomatic or consular officers of foreign governments who are so recognized by the Department of State and who have filed a fully executed Notification of Status with a Foreign Government.

(c) The exemption provided by sections 3 (b) and (c) of the act shall not be regarded as available to any person described in paragraphs (a) and (b) of this section if:

(1) He engages in any activities which are not recognized by the Department of State as being within the scope of his functions;

(2) He, directly or indirectly, circulates or disseminates any political propaganda within the United States, or to any other American republic;

(3) He acts, or has agreed to act, as a security or an intelligence officer, or acts, or has agreed to act, in a related or similar capacity;

(4) He is employed, directly or indirectly, in furnishing information or advice pertaining to political or public interests, policies, or relations (including information or data with respect to the political, industrial, employment, economic, social, cultural, or other benefits, advantages, facts, or conditions of any foreign country, the government of any foreign country or any foreign political party) to any person other than officials of his government, the Government of the United States, or any other government which shall not be at war with the United States, and which is not aiding, or dominated by, any government at war with the United States or any of her Allies; or

(5) He, directly or indirectly, reports or transmits to any foreign principal any information the publication, dissemination, or transmission of which is forbidden or restricted in the interest of the national defense by laws, regulations or codes of practice which may be in effect from time to time by an agency of the Government of the United States.

(d) In no event shall the exemption provided by section 3 (b) of the act be available to any citizen of the United States. [Rule 302]

§ 5.303 *Exemptions under sections 3 (d) and (e) of the act.* (a) Except as provided in paragraph (b) of this section, no person shall be regarded as being engaged, or as having agreed to engage, only

(1) In private, nonpolitical, financial, mercantile, or other activities in furtherance of the bona fide trade or commerce of a foreign principal (as provided in section 3 (d) of the act), or

(2) In the soliciting or collecting of funds and contributions within the United States to be used only for medical aid and assistance, or for food and clothing to relieve human suffering, if such solicitation or collection of funds and contributions is in accordance with and subject to the provisions of the act of November 4, 1939, as amended (54 Stat. 8), and such rules and regulations as may be prescribed thereunder (as provided in section 3 (d) of the act), or

(3) In activities in furtherance of bona fide religious, scholastic, academic, or scientific pursuits or of the fine arts (as provided in section 3 (e) of the act), if he engages in any political activity as defined in § 5.100 (a) (11) on behalf of a foreign principal, on his own behalf, or on behalf of any other person, or engages in any other nonexempt activity.

(b) Any person who is an agent of a news service, radio news service, photo news service, or press service or organization, organized under the laws of or having its principal place of business in a foreign country, or who is an agent of a newspaper, magazine, periodical or other publication published by a foreign principal, shall be regarded as exempt under the provisions of section 3 (d) of the act with respect to his activities as such agent if, and so long as, his political activity, as defined in § 5.100 (a) (11), is confined to:

(1) Gathering and reporting information which is reasonably adapted to being, and which he intends to be, used by his principal solely for news purposes, and not for the purpose of disseminating political propaganda;

(2) Broadcasting or writing for publication within the United States, concerning which the Registration Section has previously been notified in writing, or the making of extemporaneous oral communications, which broadcasts, writings, or communications are not intended for the purpose of disseminating political propaganda;

However, such agent shall not be regarded as exempt under the provisions of section 3 (d) of the act if:

(i) Any of the activities of the agent are performed for, or directed by, any foreign government or foreign political party;

(ii) The foreign principal is owned or subsidized, in whole or in part, by, or any of its activities are directed by, any foreign government or foreign political party;

(iii) The foreign principal is any such service or association organized under the laws of, or having its principal place of business in, or any such publication printed in, any foreign country with which the United States is at war, or any foreign country allied with, or occupied by, any such country; or

(iv) The agent engages in any activity set out in § 5.100 (a) (ii) (iv) or (viii).

(c) This section shall not be construed as fully defining the several activities which, if engaged in, make the exemption under section 3 (d) of the act unavailable.

(d) As used in this section, the term "trade or commerce" shall include the exchange, transfer, purchase, or sale of commodities, services, or property of any kind. [Rule 303]

§ 5.400 Filing of political propaganda.

(a) A single copy of each item of political propaganda required to be filed with the Attorney General under section 4 (a) of the act shall be filed with the Registration Section.

(b) Filing may be made in person or by mail, and shall be deemed to have taken place upon receipt of such copy by the Registration Section.

(c) Where an item of political propaganda has been filed pursuant to section 4 (a) of the act, it shall not be necessary, in the event of further dissemination of the same material, to forward additional copies thereof either to the Registration Section or the Library of Congress. [Rule 400]

§ 5.401 Dissemination report. (a) There shall be attached to each item of political propaganda required to be filed with the Registration Section a dissemination report setting forth the following:

(1) A concise account of the nature of the propaganda material filed.

(2) The medium by which such material has been transmitted.

(3) All addresses from which such material has been transmitted.

(4) The date or dates on which such material has been transmitted.

(5) The approximate number of copies transmitted.

(6) The states, territories, and other places subject to the jurisdiction of the United States and any other American republics to which such material has been transmitted.

(7) The approximate number of persons to each of whom less than one hundred and more than ten copies were transmitted.

(8) The approximate number of persons to each of whom more than one hundred copies were transmitted.

(9) The approximate number of libraries, educational institutions, press services or associations, newspapers or other publications, and public officials to which such material was transmitted.

(10) The nationality groups to which such material was transmitted.

(11) The names and addresses of all persons who are engaged in publishing printed matter in a language other than English, and to whom such material was transmitted.

(12) If such material is radio or television script, any part of which has been written or edited by, or at the direction of, the agent of a foreign principal, the names of the radio or television stations which made use of this script, the name of the broadcasting or televising system used, if any, and the date or dates when such script was used.

(13) Such additional information with respect to the places, times, and extent of such transmittal, as the Chief, Registration Section, having due regard for the national security and public interest, may require.

(b) Information may not be incorporated in a dissemination report by reference to information submitted in a report previously filed.

(c) Filing of a dissemination report may be made in person or by mail, and shall be deemed to have taken place upon the receipt of the report by the Registration Section.

(d) In the event of subsequent dissemination or circulation of the same item of political propaganda, a dissemination report furnishing information in the detail outlined in paragraph (a) of this section shall be filed with the Registration Section concerning such additional circulation or dissemination. Whenever additional dissemination or circulation is to be made over a period of time, a dissemination report may be rendered monthly for as long as such dissemination or circulation continues. [Rule 401]

§ 5.402 Labeling political propaganda. (a) Except as hereinafter provided, every item of political propa-

ganda required to be filed under section 4 (a) of the act, shall be marked or stamped conspicuously at the beginning of such item with a statement in the language or languages used therein, setting forth the following:

(1) The name and address of the agent of a foreign principal transmitting or causing the material to be transmitted.

(2) That such agent has filed with the Registration Section, Department of Justice, Washington, D. C., a registration statement which is available for public inspection.

(3) That the distribution being made is on behalf of, or in the interest of, a specified foreign principal or principals.

(4) That a copy of the material being distributed has been, or is being, filed with the Registration Section.

(5) That the filing of a registration statement with the Registration Section is not to be regarded as an indication that the United States Government has approved the material being transmitted.

(b) All political propaganda which is televised, radio broadcast, or otherwise orally transmitted by an agent of a foreign principal through an instrumentality of interstate or foreign commerce shall be introduced by a statement which is reasonably adapted to convey to the viewers or listeners thereof the information outlined in paragraph (a) (1) through (5) of this section.

(c) Every still or motion picture film which carries political propaganda required to be labeled under section 4 (b) of the act shall contain at the beginning of such film a statement which is reasonably adapted to convey to the viewers thereof the information outlined in paragraph (a) (1) through (5) of this section. [Rule 402]

§ 5.403 Political propaganda transmitted by person other than agent of a foreign principal. (a) An agent of a foreign principal who is required to register under the provisions of the act shall be deemed to cause political propaganda to be transmitted in the United States

mails or by a means or instrumentality of interstate or foreign commerce, within the meaning of section 4 of the act, if such propaganda is disseminated or caused to be disseminated by such agent, knowing, intending or having reason to believe that it will be, and thereafter it actually is, so transmitted in whole or in part either in the same or in a different form by any person.

(b) Whenever political propaganda is transmitted in the manner described in paragraph (a) of this section by a person who is not directly or indirectly affiliated or associated with, or supervised, directed, controlled, financed, or subsidized in whole or in part by, the agent or any foreign principal of the agent, and the transmission of the propaganda is not subject to the direct or indirect supervision, direction, or control of, and no compensation or remuneration therefor is paid directly or indirectly by, the agent or any foreign principal of the agent, the agent shall be deemed to have complied with section 4 of the act if, at the time it

is disseminated or caused to be disseminated by the agent:

(1) The political propaganda is marked or stamped to comply with section 4 of the act; and

(2) Copies of the political propaganda have been filed by the agent in accordance with section 4 of the act. [Rule 403]

§ 5.500 *Maintenance of books and records.* (a) Every person who is required to file a registration statement pursuant to section 2 (a) of the act shall keep and preserve in his possession all books and records which relate to any activities requiring his registration.

(b) Every registrant shall keep and preserve pursuant to section 5 of the act the following-described books and records:

(1) All correspondence, memoranda, cables, telegrams, teletype messages and other written communications to and from all foreign principals and all other persons, relating to the registrant's activities on behalf of, or in the interest of, foreign principals.

(2) All correspondence, memoranda, cables, telegrams, teletype messages and other written communications to and from all persons, other than foreign principals, relating to the registrant's political activity as defined in § 5.100 (a) (11), or relating to such activity on the part of any of the registrant's principals.

(3) Cryptographic paraphernalia, codebooks, cipher descriptions, and key books, or other things, used in the preparation of coded or enciphered messages or the translation thereof.

(4) Records containing the names and addresses of persons designated to receive any political propaganda as defined in § 5.100 (a) (10).

(5) All bookkeeping and other financial records relating to the registrant's activities on behalf of all foreign principals, including canceled checks, bank statements, and records of income and disbursements, showing names and addresses of all persons who have paid monies to the registrant or who have received monies from the registrant, the specific amounts so paid or received, and the date on which each item was paid or received.

(6) If the registrant is a corporation, partnership, association, or other combination of individuals, all minute books.

(7) Such books or records as will disclose the names and addresses of all employees and agents of the registrant, including persons no longer acting as employees.

(8) Such other books, records, and documents as are necessary properly to reflect the activities for which registration is required.

(c) Every registrant shall keep and preserve, pursuant to section 5 of the act, the books and records listed in paragraph (b) of this section for a period of three years following the termination of his registration under § 5.260.

(d) Upon good and sufficient cause shown in writing to the Chief, Registration Section, a registrant may be permitted to destroy books and records in support of the information furnished in the registration statement which was

filed five or more years prior to the date of the application to destroy. [Rule 500]

§ 5.501 *Inspection of books and records.* Officials of the Registration Section and of the Federal Bureau of Investigation are authorized to inspect books and records pursuant to section 5 of the act. [Rule 501]

§ 5.600 *Public examination of records.* Registration statements and dissemination reports filed in accordance with section 4 (a) of the act are available for public examination at the Registration Section, Department of Justice, Washington 25, D. C., from 10:00 a. m. to 4:00 p. m. on each official business day. [Rule 600]

§ 5.601 *Sale of copies of records.* (a) Photocopies of registration statements and dissemination reports filed in accordance with section 4 of the act will be sold to the public at the rate of fifty cents a photocopy of each page whether several copies of a single original page or one or more copies of several original pages are ordered.

(b) Estimates as to prices for copies and the time required for their preparation will be furnished upon request addressed to the Registration Section.

(c) Payment shall accompany the order and shall be made in cash, or by United States postal money order or certified bank check payable to the Treasurer of the United States. Postage stamps will not be accepted. [Rule 601]

Dated: November 13, 1956.

HERBERT BROWNELL, Jr.,
Attorney General.

[F. R. Doc. 56-9539; Filed, Nov. 20, 1956;
8:50 a. m.]

POST OFFICE DEPARTMENT

[39 CFR Part 16]

BULK MAILINGS OF SECOND AND THIRD CLASS MATTER

The following are amendments proposed to be made by the Department to the regulations in Part 16 of Title 39, Code of Federal Regulations, governing bulk mailings of second and third class matter.

The regulations relate to a proprietary function of the Government, and therefore are exempted from the rule making requirements of section 1003 of Title 5, United States Code. However, it is the desire of the Postmaster General to voluntarily observe the rule making requirements of the Administrative Procedure Act in matters of this kind, and to afford patrons of the Postal Service an opportunity to present written views concerning the proposed amendments. Such written views may be submitted to N. R. Abrams, Assistant Postmaster General, Bureau of Post Office Operations, Post Office Department, Washington 25, D. C., at any time prior to December 15, 1956.

PART 16—BULK MAILINGS

a. In § 16.1 *Second-class publications*, make the following changes:

1. Rescind present paragraph (c); and redesignate paragraph (d) as paragraph (c).

2. Amend paragraph (c) (4), as redesignated, to read as follows:

(4) *Copies for same post office or state*—(i) *Direct packages.* When there are more than five individually addressed copies of a publication for subscribers at the same post office, they must be securely wrapped in packages or tied in bundles and labeled for the post office. The twine and paper used must be strong enough for the weight and size of the package or bundle.

(ii) *State packages.* After all post office directs have been made if there are more than five copies remaining for any one State, they must be wrapped in packages or tied in bundles and labeled for the State.

(iii) *Direct sacks.* When there are sufficient packages and bundles for one post office to fill a sack approximately one-third full, they must be placed in a direct sack, or sacks, for that post office. Direct sacks should be labeled in the following form:

Philadelphia, Pa.
From Progress, Boston, Mass.

(iv) *State sacks.* When the quantity is insufficient for direct sacks and there are enough bundles or packages for one State to fill a sack approximately one-third full, they must be placed in a State sack and labeled to the proper distribution point for that State. See § 16.2 (d). State sacks should be labeled in the following form:

Cincinnati, Ohio, Terminal
Virginia
From The Sketch, St. Louis, Mo.

(v) *Mixed sacks.* Publications for which there are insufficient copies to justify direct city and State sacks should be made up in sacks labeled in the following form:

Mixed States
From Fair, Chicago, Ill.

(vi) *Maximum weight in a sack.* The total weight of publications placed in one sack must not exceed 100 pounds.

(vii) *Labels furnished by postmaster.* Where sack labels are furnished by the postmaster, the mailer will mark his name on the back of the label.

3. Amend paragraph (c) (5) as redesignated to read as follows:

(5) *Copies for military post offices overseas*—(i) *Direct packages.* When more than one copy is addressed to one unit, APO, or Navy or Marine Corps address (see § 13.8 of this subchapter), the copies must be securely wrapped in packages or tied in bundles labeled for the military address.

(ii) *Mixed packages.* After all direct packages have been made, if there are more than five copies remaining for dispatch through any postal concentration center, they must be wrapped in packages or tied in bundles and labeled for the center.

(iii) *Direct sacks.* When there are a sufficient number of packages and bundles for one unit, APO, or Navy or Marine Corps address to fill approximately one-

half of a sack, a direct sack must be made. Direct sacks will not be opened at postal concentration centers. The sack should be labeled in the following form:

(Show appropriate postal concentration center)
 PCC San Francisco, Calif.
 (Show military address)
 APO 165
 From The Recorder, New York, N. Y.

(iv) *Mixed sacks.* When the quantity is insufficient for a direct sack and there are enough bundles or packages for dispatch through one postal concentration center to fill approximately one-half of a sack, make up a sack for that center and label in the following form:

(Show appropriate postal concentration center)
 PCC New York, N. Y.
 (Show FPO when applicable)
 APO MAIL
 From The Recorder, New York, N. Y.

4. Add new subparagraph (6) to redesignated paragraph (c) to read as follows:

(6) *Exceptional dispatch.*—(1) *Applications.* Postmasters will approve or disapprove applications filed under § 22.3 (c) (4) of this chapter for exceptional dispatch on the basis of whether such dispatch will improve service. They will notify other post offices concerned and the appropriate regional transportation manager of approved arrangements and include a list showing how the sacks or outside bundles are to be labeled and the approximate number of copies.

(ii) *Delivery by PTS Clerks.* Postal Transportation Service clerks, when authorized by the regional transportation manager, may receive packages of second-class publications directly from publishers or news agents and deliver them as directed, provided the packages are presented and called for at the mail car and are not received from or intended for delivery in any post office.

(iii) *Delivery by baggageman.* Baggage men when authorized by an appropriate regional transportation manager may receive packages of second-class publications directly from publishers and news agents on trains to which no postal transportation clerk is assigned. The baggageman will deliver the packages of outside matter at the place shown on the address. When in his custody, the packages will be considered as mail.

(iv) *Delivery to agents.* Packages marked to be delivered outside the mail will be so delivered only when addressed to news agents or agents of publishers.

(v) *Preparation.* Bundles or packages intended for delivery outside the mail must be adequately wrapped with heavy paper and tied with twine heavy enough to stand up under the regular handling and dispatch of these packages. The wrapper of the bundles must be conspicuously marked "U. S. Mail for Outside Delivery at Publisher's Risk."

5. New paragraph (d) is added, to read as follows:

(d) *Newspaper treatment.*—(1) *Definition.* Newspapers must be published once each week or more frequently and feature

principally news of interest to the general public to be given expeditious distribution, dispatch, transit handling, and delivery, usually referred to as newspaper treatment. If the postmaster at the office of entry is in doubt as to whether any particular publication is a newspaper, he will submit all the facts to the Bureau of Post Office Operations, Mail Classification Division.

(2) *Preparation for mailing.* Newspapers must be made up in sacks plainly labeled "Newspapers". Direct city and State sacks will be made in accordance with paragraph (c) (4) of this section. Label in the following manner:

(i) *Direct sacks:*
 Cincinnati, Ohio—Newspapers
 Via Pitts. & St. Lou. Train 79
 From The Register, Columbus, Ohio

(ii) *State sacks:*
 Wheel. & Cin. Tr. 238
 Ohio—Newspapers
 From The Register, Columbus, Ohio

(3) *Dispatching.* Newspapers will be dispatched in pouches with first-class mail when the quantity is not sufficient to make up separate sacks. Newspapers for dispatch to a railway post office, a highway post office, a terminal, or a first-class office will not be mixed in sacks with any class of mail other than first class. Sacks labeled "Newspapers" will be dispatched with first-class mail.

(4) *Handling at delivery office.* Sacks containing newspapers will be promptly segregated and the contents distributed for the earliest possible delivery.

(5) *Notification to publishers of delays.* Publishers will be notified whenever their mailings of newspapers are

not delivered to the post office or train in sufficient time to connect with the intended dispatch.

6. Redesignate paragraph (g) as paragraph (h); and insert new paragraph (g) to read as follows:

(g) *Key rate.*—(1) *Authority to use.* Postmasters will use the key rate method of computing pound-rate postage on publications subject to the advertising zone rates when large mailings justify its use.

(2) *Statement showing mailings to each zone.* The publisher must submit once each calendar year, at 12-month intervals, a statement on POD Form 3542 showing the number of copies of an issue mailed to each zone. During these 12-month intervals, the publisher does not need to complete the lines for zones 1 to 8 on POD Form 3542. He enters only total zone mailings on "Total to all zones" line.

(3) *New zone statement.* Postmasters will require a new report on POD Form 3542 showing mailings to each zone at any time during the 12-month intervals when the volume of mailings show variations to the zones or an increase in the total number of copies.

(4) *Computation.* (i) Compute the key rate on Form 3541 once each calendar year at 12-month intervals. If a new report on POD Form 3542 is filed at any time showing mailings to each zone, a new key rate must be computed and used.

(ii) Enter on the corresponding lines in column B of Form 3541 the number of copies for each zone shown on POD Form 3542. Apply the pound rates to the number of copies for each zone and enter the postage for each zone in column

Illustration A

COMPUTATION OF POSTAGE ON SECOND-CLASS MATTER

This form to be attached to Form 3542 from which computation is made

Post Office and State	Mayville, Maryland		Key rate (if used)	.021184
Name of Publication or News Agent	Mayville Press--Daily ex. Sunday			
Date of mailing	April 1 to 30, 1954 inclusive			
Date of issue printed in copies	April 1 to 30, 1954 inclusive--26 Issues			

1. Copies outside county of publication when advertising portion is subject to zone rates.	A		B		C		D		E		F		G
	Zone	Copies	Rate per copy	Postage	Total pounds (over 1 pound or less for each zone in zone 1)	Advertising portion, pounds	Zone	Rate per pound	Amount of postage				
65 percent advertising all issues	1st	2621		39.315			1 1/2						
	2	1971		39.42			2						
	3	1052		31.56			3						
	4	170		6.80			4						
	5	124		6.20			5						
	6	38		2.28			6						
	7	21		1.47			7						
2. Total of zone 1		5997		127.045	1530		995	.021184				21.08	
3. Reading portion (column D minus column E, from 2)				127.045	5997	.021184	535					8.03	
4. Copies outside county when total weight in any zone is 1 pound or less						X X X X	1						
5. Copies outside county having 2 percent or less advertising						X X X X	1 1/2						
6. Postage at rates applicable prior to April 1, 1954 (last items 2, 3, 4 and 5)												29.11	
7. 20 percent increase on item 6 provided by Section 1103, Act of October 3, 1950. Do not apply this increase to domestic publications reported under item 3.												8.74	
8. Total of items 6 and 7												37.85	
9. Copies outside county exempt from zone rates						X X X X	1 1/2						
10. Copies within county at rate of 1 cent per pound				300	300	X X X X	1					3.00	
11. Total pounds (items 1, 4, 5, 6, and 10) and 300 cent postal (item 5, 9, and 10)					1830	X X X X	1					40.85	
12. Compute postage on total number of copies shown on Form 3542 at one eighth cent per copy. Charge this amount if it exceeds total pound rate postage entered in column G, item 11 (after 24.40¢ is applicable to 24.40¢ per lb. & 2¢)													
13. Weight of copies free of postage in subscriptions in county of publication				293									
14. Backmatter (Form 3542), controlled circulation publications (1 cent per piece minimum)						X X X X	10						
15. Second class application fee required by Section 1103, Act of October 3, 1950. Enter amount of fee collected.													
16. Copies at local or headquarters rates of 1 or 2 cents each. Number of copies												Amount of postage	

Computed by

Illustration B

COMPUTATION OF POSTAGE ON SECOND-CLASS MATTER

This form to be attached to Form 3542 from which computation is made

Post Office and State: Mayville, Maryland Key rate (if used): .021184
 Name of Publication or News Agent: Mayville Press--Daily ex, Sunday
 Dates of mailing: May 1 to 31, 1954 inclusive
 Dates of issue printed in copies: May 1 to 31 inclusive--26 Issues

1. Copies outside county of publication when advertising portion is subject to zone rates.	A	B	C	D	E	F	G
	ZONE	Single copies, pounds	Subscribing copies, pounds	Total pounds (Sum of 2 and 3, for use in item 6)	Advertising portion, pounds	Postage rate per pound	Amount of postage
72 percent advertising all issues	1st					1 1/2c	
	2d					3c	
	3d					3c	
	4c					6c	
	5c					6c	
	6c					7c	
	7c					7c	
5. Total all zones				1527	1100	.021184	23.31
6. Reading portion (Column C minus column E, item 5)					427	1 1/2c	6.41
7. Copies outside county when total weight for any zone is 1 pound or less					X X X X	1c	
8. Copies outside county having 2 percent or less advertising					X X X X	1 1/2c	
9. Postage at rates applicable prior to April 1, 1953 (old items 2, 3, 4 and 5)							29.72
10. 20 percent increase on item 9 provided by Sec. 205, 60 Stat. 1090, as amended, et seq.; 7 U. S. C. 1624							8.92
11. Total of items 9 and 10							38.64
12. Copies outside county except from non-regular subscribers (old item 10)					X X X X	1 1/2c	
13. Copies within county at rate of 1 cent per pound		279		279	X X X X	1c	2.79
14. Total pounds (Items 2, 4, 5, 6, and 13) and postage (Items 9, 10, and 13)				1806	X X X X	X X	41.43
15. Compute postage on total number of copies shown on Form 3542 at one-eighth cent per copy. Change this amount if it exceeds total pound rate postage entered in column G, item 11 (see 24 Stat. 431 and 34 Stat. 413 (a) (2) to 3, R. A. 1906)							
16. Weight of copies free of postage to subscribers in county of publication		277					
17. Section 34, M. P. S. & R., uncontrolled circulation publications (1 cent per place minimum)					X X X X	10c	
18. Second-class application fee required by sec. 34, M. P. S. & R. Enter amount of fee collected							
19. Copies at local or territorial rates of 1 or 2 cents each. Number of copies							

Computed by

C of Form 3541. Divide the total postage in column C by the total number of copies in column B to obtain the key rate, which should be carried to six decimal places. Apply the key rate only to the total weight of the advertising portion of the issue and the regular reading portion rate only to the total weight of the reading portion. Enter the amount of postage in column G. Two employees must verify the computation. See illustration A, Form 3541.

(iii) Prepare Form 3541 for subsequent mailings as shown in illustration B until a new report on POD Form 3542 showing mailings to each zone is filed.

b. In § 16.2 Third-class mailings, make the following changes:

1. Redesignate paragraph (c) as paragraph (e).
2. Insert new paragraph (c) and (d) to read as follows:

(c) Preparation for dispatch—(1) Direct sacks. When there are sufficient direct packages for the same post office to fill a sack at least one-third full, they must be placed in a sack or sacks which should be labeled in the following manner:

Philadelphia, Pa.
Circa.

From Jay Mailing Co., Cincinnati, Ohio

(2) State sacks—(i) Direct packages. After all possible city direct sacks have been made, if there are enough direct packages remaining for post offices within the same State to fill approximately one-third of a sack, they should be placed in a State sack and labeled to the proper distribution point. See para-

graph (d) of this section. State sacks should be labeled in the following manner:

Ogden, Utah Terminal
Calif. Directs Circa.
From D. C. Mailers, Washington, D. C.

(ii) State packages. When State packages of circulars for one State will fill approximately one-third of a sack, they should be placed in a State sack and labeled to the proper distribution point. (See paragraph (d) of this section.) Label in the following form:

Ogden, Utah Terminal
Calif. Circa.
From D. C. Mailers, Washington, D. C.

(3) Mixed sacks. (i) Mixed State packages of circulars may be included in sacks labeled "Mixed States—Circulars." (ii) Any direct package for which there is insufficient quantity to make city or State direct sacks should be included in sacks labeled "Mixed Directs—Circulars."

(4) Labels furnished by postmaster. Where sack labels are furnished by the postmaster, the mailer will mark his name on the back of the label.

(d) Distribution points. A list of the proper distribution points for papers, mixed circulars, and direct circulars from each postal region is prepared by the regional transportation manager of the region. Copies of this list, along with any special instructions relating to specific locations, may be obtained through your local postmaster or district transportation manager.

(R. S. 161, 396, as amended; secs. 5, 6, 18 Stat. 232, 233, as amended, sec. 203, 62 Stat. 1262,

sec. 3, 65 Stat. 673; 5 U. S. C. 22, 369, 39 U. S. C. 283, 285, 290a-1)

[SEAL] ABE MCGREGOR GOFF,
General Counsel.

[F. R. Doc. 56-9449; Filed, Nov. 20, 1956; 8:45 a. m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 52]

UNITED STATES STANDARDS FOR GRADES OF CANNED OKRA¹

NOTICE OF PROPOSED RULE MAKING

Notice is hereby given that the United States Department of Agriculture is considering the revision of United States Standards for Grades of Canned Okra pursuant to the authority contained in the Agricultural Marketing Act of 1946 (60 Stat. 1087, as amended, et seq.; 7 U. S. C. 1621 et seq.). These standards, if made effective, will be the second issue of United States Standards for Grades of Canned Okra.

All persons who desire to submit written data, views, or arguments for consideration in connection with the following proposed standards should file the same with the Chief, Processed Products Standardization and Inspection Branch, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, South Building, Washington 25, D. C., not later than 60 days after publication hereof in the FEDERAL REGISTER.

The proposed revision is as follows:

Sec.	PRODUCT DESCRIPTION, TYPES, STYLES, AND GRADES
52.3331	Product description.
52.3332	Types of canned okra.
52.3333	Styles of canned okra.
52.3334	Grade of canned okra.
FILL OF CONTAINER AND DRAINED WEIGHTS	
52.3335	Recommended fill of container.
52.3336	DraINED weights.
FACTORS OF QUALITY	
52.3337	Ascertaining the grade.
52.3338	Ascertaining the rating for the factors which are scored.
52.3339	Color.
52.3340	Size.
52.3341	Defects.
52.3342	Character.
METHODS OF ANALYSIS	
52.3343	Percent, by weight, of fibrous material.
LOT CERTIFICATION TOLERANCES	
52.3344	Tolerances for certification of officially drawn samples.
SCORE SHEET	
52.3345	Score sheet.

AUTHORITY: §§ 52.3331 to 52.3345 issued under sec. 205, 60 Stat. 1090, as amended; 7 U. S. C. 1624.

PRODUCT DESCRIPTION, TYPES, STYLES, AND GRADES

§ 52.3331 Product description. Canned okra is the product prepared

¹ Compliance with the provisions of these standards shall not excuse failure to comply with the provisions of the Federal Food, Drug, and Cosmetic Act.

from clean, sound, succulent, immature pods of either the green or white varieties of the okra plant, which are properly trimmed and sorted; which may or may not have undergone partial fermentation; and is washed, packed, and processed in accordance with good commercial practice which includes such product as defined in the standard of identity for canned okra (§ 51.990, 20 P. R. 9621-9622) issued pursuant to the Federal Food, Drug, and Cosmetic Act.

§ 52.3332 *Types of canned okra*—(a) *Type I canned okra.* Canned okra of this type has been partially fermented in a salt brine before processing.

(b) *Type II canned okra.* Canned okra of this type has not been fermented before processing.

§ 52.3333 *Styles of canned okra.* (a) "Whole" means canned okra consisting of whole pods with stems removed and with or without the caps removed.

(b) "Whole salad" means canned okra consisting of whole pods with stems attached which are at least one-half inch but not exceeding one inch in length.

(c) "Cut" means canned okra consisting of pods with the caps and stems removed, which have been cut transversely into pieces.

§ 52.3334 *Grades of canned okra.* (a) "U. S. Grade A" or "U. S. Fancy" is the quality of canned okra that possesses similar varietal characteristics; that possesses a normal flavor; that possesses a good color; that is practically uniform in size; that is practically free from defects; that possesses a good character; and that for those factors which are rated in accordance with the scoring system outlined in this subpart the total score is not less than 85 points.

(b) "U. S. Grade C" or "U. S. Standard" is the quality of canned okra that possesses similar varietal characteristics; that possesses a normal flavor; that possesses a fairly good color; that is fairly uniform in size; that is fairly free from defects; that possesses a fairly good character; and that for those factors which are rated in accordance with the scoring system outlined in this subpart the total score is not less than 70 points: *Provided*, That the canned okra may be variable in size if the total score is not less than 70 points.

(c) "Substandard" is the quality of canned okra that fails to meet the requirements of U. S. Grade C or U. S. Standard.

FILL OF CONTAINER AND DRAINED WEIGHTS

§ 52.3335 *Recommended fill of container.* The recommended fill of container is not incorporated in the grades of the finished product since fill of container, as such, is not a factor of quality for the purpose of these grades. It is recommended that each container of canned okra be filled with okra as full as practicable without impairment of quality and that the product and packing medium occupy not less than 90 percent of the volume of the container.

§ 52.3336 *DraINED WEIGHTS*—(a) *General.* The minimum drained weight recommendations for canned okra in Table

No. I of this section are not incorporated in the grades of the finished product since drained weight, as such, is not a factor of quality for the purpose of these grades.

(b) *Method for ascertaining drained weight.* The drained weight is determined by emptying the contents of the container upon a United States Standard No. 8 sieve of proper diameter so as to distribute the product evenly, inclining the sieve to facilitate drainage, and allow the product to drain for two minutes. The drained weight is the weight of the sieve and the drained product less the weight of the dry sieve. A sieve 8 inches in diameter is used for the No. 3 size can (404 × 414) and smaller sizes; and a sieve 12 inches in diameter is used for containers larger than the equivalent of the No. 3 size can.

(c) *Compliance with recommended drained weights.* Compliance with the recommended drained weights is determined by averaging the drained weight from all the containers which are representative of a specific lot and such lot is considered as meeting the recommendations if the following criteria are met:

(1) The average of the drained weights from all of the containers meets the recommended drained weight;

(2) One-half or more of the containers meets the recommended drained weight; and

(3) The drained weights from the containers which do not meet the recommended drained weight are within the range of variability for good commercial practice.

TABLE NO. 1—RECOMMENDED MINIMUM DRAINED WEIGHT, IN OUNCES, OF OKRA

Container size or designation	Container dimensions		Styles of canned okra	
	Width	Height	Whole or salad	Cut
	Inches	Inches		
8 oz. Tall.....	2 1/4	3 1/4	4 1/2	8
No. 1 Picnic.....	2 1/4	4	6 1/2	6 1/2
No. 1 Tall.....	3 1/4	4 1/2	9 1/2	10 1/2
No. 303.....	3 1/4	4 1/2	10	10 1/2
No. 2.....	3 1/4	4 1/2	12	12 1/2
No. 2 1/2.....	4 1/4	4 1/2	17 1/2	18 1/2
No. 10.....	6 1/4	7	60	60

FACTORS OF QUALITY

§ 52.3337 *Ascertaining the grade*—(a) *General.* In addition to considering other requirements outlined in the standards, the following quality factors are evaluated in ascertaining the grade of the product:

- (1) *Factors not rated by score points.*
 - (i) Varietal characteristics.
 - (ii) Flavor.

(2) *Factors rated by score points.* The relative importance of each factor which is scored is expressed numerically on the scale of 100. The maximum number of points that may be given such factors is:

Factors:	Points
Color.....	20
Size.....	10
Defects.....	35
Character.....	35
Total score.....	100

(b) "Normal flavor" means that the product has a normal characteristic flavor and odor for the type and is free from objectionable flavors and objectionable odors of any kind.

§ 52.3338 *Ascertaining the rating for the factors which are scored.* The essential variations within each factor which is scored are so described that the value may be ascertained for such factors and expressed numerically. The numerical range within each factor which is scored is inclusive (for example, "17 to 20 points" means 17, 18, 19, or 20 points).

§ 52.3339 *Color*—(a) (A) *classification.* Canned okra that possesses a good color may be given a score of 17 to 20 points. "Good color" means that the outer surfaces of the okra pods possess a practically uniform color typical for the type of young, tender, properly prepared, and properly processed canned okra.

(b) (C) *classification.* Canned okra that possesses a fairly good color may be given a score of 14 to 16 points. Canned okra that falls into this classification shall not be graded above U. S. Grade C or U. S. Standard, regardless of the total score for the product (this is a limiting rule). "Fairly good color" means that the outer surfaces of the okra pods possess a fairly uniform color typical for the type of fairly tender, properly prepared, and properly processed canned okra.

(c) (SStd.) *classification.* Canned okra that fails to meet the requirements of paragraph (b) of this section may be given a score of 0 to 13 points and shall not be graded above Substandard, regardless of the total score for the product (this is a limiting rate).

§ 52.3340 *Size*—(a) (A) *classification.* Canned okra that is practically uniform in size may be given a score of 8 to 10 points. "Practically uniform in size" has the following meanings with respect to the following styles of canned okra:

(1) *Whole and whole salad.* (i) In 90 percent, by count, of the most uniform pods of okra, the length of the longest unit is not more than twice the length of the shortest unit, and that

(ii) The overall length of the unit does not exceed 3 1/2 inches.

(2) *Cut.* The appearance of the product is not materially affected by the variation in the size of the units.

(b) (C) *classification.* Canned okra that is fairly uniform in size may be given a score of 7 points. Canned okra that falls into this classification shall not be graded above U. S. Grade C or U. S. Standard, regardless of the total score for the product (this is a limiting rule). "Fairly uniform in size" has the following meanings for the following styles:

(1) *Whole and whole salad.* In 90 percent, by count, of the most uniform pods of okra, the length of the longest unit is not more than three times the length of the shortest unit.

(2) *Cut.* The appearance of the product is not seriously affected by the variation in the size of the units.

(c) (SStd.) *classification.* Canned okra that fails to meet the requirements of paragraph (b) of this section may be

given a score of 0 to 6 points and shall not be graded above U. S. Grade C or U. S. Standard, regardless of the total score for the product (this is a partial limiting rule).

§ 52.3341 *Defects*—(a) *General*. The factor of defects refers to the degree of freedom from extraneous vegetable matter, small pieces, poorly trimmed units, misshapen pods, and from damaged or seriously damaged units.

(1) "Extraneous vegetable matter" means any vegetable substance (including but not limited to a leaf, unattached stem, or portions thereof) that is harmless.

(2) "Small pieces" means pieces of canned okra less than $\frac{3}{8}$ inch in length.

(3) "Poorly trimmed": (i) "With respect to whole style" means a unit that has an attached stem more than $\frac{1}{4}$ inch in length measured from the blossom scar.

(ii) "With respect to whole salad style" means a unit that has an attached stem less than $\frac{1}{2}$ inch or more than 1 inch in length measured from the blossom scar.

(iii) "With respect to cut style" means a unit that is partially cut or possesses ragged edges or attached caps or portions thereof.

(4) "Misshapen units" means any unit in whole or whole salad styles that is malformed or crooked to the extent that the appearance or eating quality of the unit is seriously affected.

(5) "Damaged unit" means any pod or piece of pod affected by insect injury, pathological injury, discoloration, or damaged by other means to the extent that the appearance or eating quality is materially affected.

(6) "Seriously damaged unit" means damaged to such an extent that the appearance or eating quality is seriously affected.

(b) (A) *classification*. Canned okra that is practically free from defects may be given a score of 30 to 35 points. "Practically free from defects" means that extraneous vegetable matter, small pieces of canned okra, poorly trimmed units, misshapen units, and damaged and seriously damaged units may be present for the applicable styles that do not materially affect the appearance and eating quality of the product.

(c) (C) *classification*. Canned okra that is fairly free from defects may be given a score of 25 to 29 points. Canned okra that falls into this classification shall not be graded above U. S. Grade C or U. S. Standard, regardless of the total score for the product (this is a limiting rule). "Fairly free from defects" means that extraneous vegetable matter, small pieces of canned okra, poorly trimmed units, misshapen units, and damaged or seriously damaged units may be present for the applicable styles that do not seriously affect the appearance and eating quality of the product.

(d) (SStd.) *classification*. Canned okra that fails to meet the requirements of paragraph (c) of this section may be given a score of 0 to 24 points and shall not be graded above Substandard, regardless of the total score for the product (this is a limiting rule).

§ 52.3342 *Character*—(a) *General*. The factor of character refers to the degree of development of the pod, the freedom from fibrous material, and the tenderness and texture of the pod and the seed. "Fibrous material" means the properly prepared, dried cellulose material obtained from the pods.

(b) (A) *classification*. Canned okra that possesses a good character may be given a score of 30 to 35 points. "Good character" means that the units are tender and practically free from fibrous material, that the seeds are in the early stages of development, and that with respect to Type I canned okra the appearance of the product is not more than slightly affected by the presence of broken, crushed, or mashed units and with respect to Type II canned okra the appearance is not materially affected by the presence of crushed, broken, and mashed units.

(c) (C) *classification*. Canned okra that possesses a fairly good character may be given a score of 24 to 29 points. Canned okra that falls into this classification shall not be graded above U. S. Grade C or U. S. Standard, regardless of the total score for the product (this is a limiting rule). "Fairly good character" means that the units may be fairly tender, that the seeds may have passed the early stages of development, and that the pod material contains not more than 0.20 percent, by weight, of fibrous material.

(d) (SStd.) *classification*. Canned okra that fails to meet the requirements of paragraph (c) of this section may be given a score of 0 to 23 points and shall not be graded above Substandard, regardless of the total score for the product (this is a limiting rule).

METHODS OF ANALYSIS

§ 52.3343 *Percent, by weight, of fibrous material*. (a) Canned okra shall be tested by the following method to determine the percent, by weight, of fibrous material:

(1) Distribute the contents of the container over the meshes of a circular sieve which has been previously weighed. The diameter of the sieve is 8 inches if the quantity of the contents of the container is less than 3 pounds, and 12 inches if such quantity is 3 pounds or more. The bottom of the sieve is woven wire cloth which complies with the specifications for such cloth set forth under "2390 Micron (No. 8)" in Table I of "Standard Specifications for Sieves," published March 1, 1940, in L. C. 584 of the United States Department of Commerce, National Bureau of Standards. Without shifting the material on the sieve, so incline the sieve as to facilitate drainage. Two minutes from the time drainage begins, weigh the sieve and the drained material. Record, in ounces, the weight so found less the weight of the sieve as the drained weight.

(2) Remove from the sieve one or more representative samples of $3\frac{1}{2}$ to 4 ounces, covering each sample as taken to prevent evaporation. Transfer to the metal cup of a malted milk stirrer and mash with a pestle. Wash material adhering to the pestle back into cup with 200 cc. of boiling water. Bring mixture nearly to a boil, add 25 cc. of 50 percent (by weight)

sodium hydroxide solution and bring to a boil. (If foaming is excessive, 1 cc. of capryl alcohol may be added.) Boil for 5 minutes then stir for 5 minutes with a malted milk stirrer capable of a no-load speed of at least 7,200 r. p. m. Use a rotor with two scalloped buttons shaped as shown in the diagram in Exhibit 1.

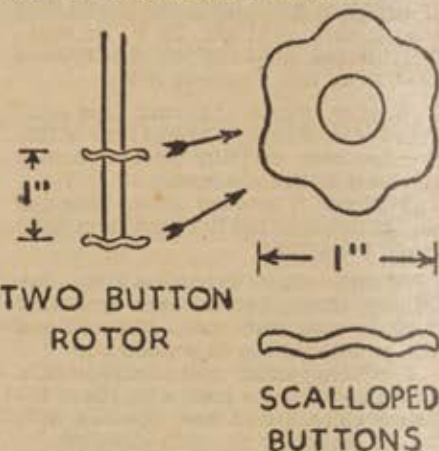


EXHIBIT 1.

Transfer the material from the cup to a previously weighed 30-mesh monel metal screen having a diameter of about $3\frac{1}{2}$ to 4 inches and side walls about 1 inch high, and wash fiber on the screen with a stream of water using a pressure not exceeding a head (vertical distance between upper level of water and outlet of glass tube) of 60 inches, delivered through a glass tube 3 inches long and $\frac{1}{8}$ inch inside diameter inserted into a rubber tube of $\frac{1}{4}$ -inch inside diameter. Wash the pulpy portion of the material through the screen and continue washing until the remaining fibrous material, moistened with phenolphthalein solution, does not show any red color after standing 5 minutes. Again wash to remove phenolphthalein. Dry the screen containing the fibrous material for 2 hours at 100° C., cool, weigh, and deduct weight of screen. Divide the weight of fibrous material by the drained weight and multiply by 100 to obtain the percentage of fibrous material.

LOT CERTIFICATION TOLERANCES

§ 52.3344 *Tolerances for certification of officially drawn samples*. (a) When certifying samples that have been officially drawn and which represent a specific lot of canned okra, the grade for such lot will be determined by averaging the total scores of the containers comprising the sample, if (1) such containers meet all of the applicable grade requirements of the factors of quality that are not rated by score points, (2) all containers comprising the sample meet all applicable standards of quality promulgated under the Federal Food, Drug, and Cosmetic Act and in effect at the time of the aforesaid certification, and (3) with respect to those factors which are rated by score points:

(i) Not more than one-sixth of the containers fails to meet the grade indicated by the average of such total scores;

(ii) None of the containers fails more than 4 points below the minimum score

for the grade indicated by the average of such total scores;

(iii) None of the containers falls more than one grade below the grade indicated by the average of such total scores; and

(iv) The average score of all containers for any factor subject to a limiting rule is within the score range of that factor for the grade indicated by the average of the total scores of the containers comprising the sample.

SCORE SHEET

§ 52.3345 Score sheet.

Container size.....	.....
Container code or marking.....	.....
Label.....	.....
Net weight (ounces).....	.....
Vacuum readings (inches).....	.....
Drained weight (ounces).....	.....
Type.....	.....
Style.....	.....
Count.....	.....

Factors	Score points
Color.....	20 (A) 17-20 (C) 14-16 (SS) 10-13 (A) 8-10
Flavor.....	10 (C) 7 (SS) 7-8 (A) 3-5
Defects.....	35 (C) 25-29 (SS) 20-24 (A) 30-35
Character.....	35 (C) 24-29 (SS) 20-23
Total score.....	100

Flavor.....	.....
Grade.....	.....

¹ Indicates limiting rule.
² Indicates partial limiting rule.

Dated: November 14, 1956.

[SEAL] ROY W. LENNARTSON,
Deputy Administrator,
Marketing Services.

[F. R. Doc. 56-9474; Filed, Nov. 19, 1956;
8:48 a. m.]

17 CFR Parts 904, 934, 996, 999

[Docket Nos. AO-14-A25; AO-83-A21;
AO-203-A7; AO-204-A7]

MILK IN GREATER BOSTON, MERRIMACK VALLEY, SPRINGFIELD, AND WORCESTER, MASSACHUSETTS, MARKETING AREAS

NOTICE OF HEARING ON PROPOSED AMENDMENTS TO TENTATIVELY APPROVED MARKETING AGREEMENTS AND TO ORDERS, NOW IN EFFECT, REGULATING HANDLING

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of the opening of a public hearing to be held in The House of Representatives' Chambers, State House, Montpelier, Vermont, beginning at 9:30 a. m., e. s. t., on December 3, 1956 and in Court Room No. 4, 12th Floor, Federal Building, Post Office Square, Boston, Massachusetts, beginning at 9:30 a. m., e. s. t., on December 4, 1956, for the purpose of receiving evidence with respect to pro-

posed amendments hereinafter set forth, or appropriate modifications thereof, to the tentative marketing agreement heretofore approved by the Secretary of Agriculture, and to the orders, now in effect, regulating the handling of milk in the Greater Boston, Merrimack Valley, Springfield, and Worcester, Massachusetts, marketing areas. These proposed amendments have not received the approval of the Secretary of Agriculture.

Boston, Merrimack Valley, Springfield and Worcester:

Proposed by Northern Farms Cooperative, Inc., and Maine Dairyman's Association, Inc.:

1. Amend or suspend appropriate provisions to prevent the supply-demand adjustment from reducing the basic level of the Class I price by 44 cents or more from January 1, to May 1, 1957. (Subsequent periods will not be considered.)

Proposed by New England Milk Producers' Association and by Cooperative Dairy Economics Service on Behalf of Eleven Operating Cooperatives:

2. Consider an upward adjustment in the Class II price in any month when the Class II price is based on the U. S. manufacturing price.

3. Consider related changes that may be needed in the butter and cheese adjustment and the butterfat differential.

Proposed by Eastern Milk Producers Cooperative Association, Inc.:

4. Amend the order by placing a floor under the Class II price. Such floor shall be the midwest condensary price for the months of February through September and the midwest condensary price plus 15 cents for the months of October through January.

Proposed by H. P. Hood & Sons, Inc.:

5. Amend the orders so as to base the Class II price entirely on the average price for milk for manufacturing purposes, f. o. b. plants United States.

6. Revise the Class II price differentials in section 42 of the orders in line with any revision of the Class I price and revision of the Class I and blended price differentials resulting from rezoning of plants.

7. Re-examine and revise the provisions relating to receipts from handlers' own farm production as follows:

(a) Provide equivalent treatment under the order for receipts from own farm production of pool handlers and of producer-handlers.

(b) Amend the definition of "producer-handler" so that it will not apply to handlers whose distribution of milk in packaged form to consumers amounts to a daily average of more than 500 quarts after eliminating receipts from other handlers.

Proposed by the Market Administrator:

8. Clarify the definition of the term "plant" as it applies to dairy farmers who distribute milk at or from their farm premises.

Proposed by H. P. Hood & Sons, Inc.:

9. Amend the "exempt milk" provisions so they will no longer apply to processing and packaging operations for a dairy farmer if the quantity processed and packaged for him exceeds a daily average of 500 quarts in the month.

Proposed by New England Milk Producers' Association:

10. Provide that the exempt milk provision shall not apply to milk received in bulk from unregulated plants, except in emergencies.

11. Provide that fluid milk products, other than cream, moved in packaged form from a regulated plant under one of these orders to a regulated plant under another of these orders, or sold directly to consumers in another marketing area regulated under one of these orders, shall be assigned to Class I milk and credited as such to the market from which it originates.

Proposed by H. P. Hood & Sons, Inc.:

12. Revise the classification and assignment provisions of the Boston, Merrimack Valley, Springfield, and Worcester orders to provide the maximum freedom of movement of milk among regulated plants in the four markets, so as to encourage plant efficiency but to provide Class I sales credit to the pool for the market in which the milk is distributed.

13. Review provisions in Orders Nos. 34, 96, and 99 respecting "Payments on Class I Receipts from Other Federal Order Plants" and amend Order No. 4 to incorporate a similar provision.

Merrimack Valley, Springfield and Worcester:

Proposed by the Market Administrator:

14. Amend these orders so that each will specify more clearly under which order a plant shall have pool plant status if it meets the pooling requirements of more than one order in a given month. Furthermore, provide that its nonpool plant status under one of these orders in October through February shall not bar a plant from being a pool plant under that order in the following months of March through September, if the only reason for the plant's nonpool status during such months of October through February was that it was a pool plant under another of these orders.

Boston:

Proposed by H. P. Hood & Sons, Inc.:

15. Delete § 904.3 (g) and substitute the following:

(g) "Distributing plant" means any plant from which more than two percent of its total receipts of fluid milk products other than cream is disposed of as Class I milk, in the form of milk, to consumers in the marketing area without intermediate movement to another plant.

Proposed by Donwell's Dairy, Inc.:

16. Amend § 904.4 (g) (3) to read as follows:

(3) All Class I milk, after subtracting receipts of Class I milk from regulated plants, which is disposed of to consumers in the marketing area from an unregulated plant, except a regulated plant under the Merrimack Valley, Springfield or Worcester order, without its intermediate movement to another plant.

Proposed by Needham Dairy, Inc.:

17. Extend the application of the exempt milk provision so as to permit the offset of shipments of flavored milk, and flavored milk drinks in packaged form against receipts of milk in bulk form.

PROPOSED RULE MAKING

DEPARTMENT OF LABOR

Wage and Hour Division

[29 CFR Part 779]

RETAIL OR SERVICE ESTABLISHMENT AND RELATED EXEMPTIONS

APPLICATION OF EXEMPTION TO COAL DEALERS

The Administrator has conducted an investigation of the sales practices of the coal industry with a view to determining which types of sales are recognized as retail and which types of sales are not recognized as retail within the meaning of section 13 (a) (2) of the Fair Labor Standards Act. The investigation indicates that the following classification of sales of coal reflects the recognition in the industry on this question.

Accordingly, pursuant to authority under the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended; 29 U. S. C. 201 et seq.), notice is hereby given that the Administrator of the Wage and Hour Division of the United States Department of Labor, proposes to amend Part 779 (29 CFR Part 779) by the addition of § 779.35 to read as follows:

§ 779.35 *Application of the 13 (a) (2) exemption to coal dealers.* (a) It is the purpose of this section to show generally how the principles governing the application of the 13 (a) (2) exemption apply to coal dealers' establishments.

(b) In applying the tests of the 13 (a) (2) exemption, all sales of coal to the consumer from a dealer's yard storage, where bulk is broken, are recognized as retail except sales which fall within any category listed in paragraph (c) of this section.

(c) The following sales are not recognized as retail, whether or not made from dealer's yard storage:

(1) Sales where the delivery is made by railroad car or cargo vessel.

(2) Sales in a carload quantity or more for continuous delivery by truck from a dock, mine or public railroad facility.

(3) Sales of coal at a wholesale price. A wholesale price is a price comparable to or lower than the establishment's price in sales described in subparagraphs (1) and (2) of this paragraph or in sales to dealers (but not peddlers) for resale. If the establishment makes no such sales, the wholesale price is the price comparable to or lower than the price prevailing in the immediate area in sales described in subparagraphs (1) and (2) of this paragraph or in sales to dealers (but not peddlers) for resale.

(4) Sales of coal for use in the production of a specific product to be sold in which coal is an essential ingredient or the principal raw material, such as sales of coal for the production of coke, coal gas, coal tar, or electricity.

(d) If 50 percent or more of the establishment's annual dollar volume of sales of goods and services is made within the State in which the establishment is located and if 75 percent or more of the annual dollar volume of sales of the establishment consists of sales which are not for resale and are recognized as retail, the exemption under section 13 (a)

(2) will apply to all employees employed by the establishment. Sales for resale include sales of coal to other dealers, to peddlers and sales of coal for use in the production of a specific product to be sold, in which coal is an essential ingredient or the principal raw material, such as sales of coal for the production of coke, coal gas, coal tar or electricity, as distinguished from sales of coal for use in the general manufacturing or industrial process such as the use in laundries, bakeries, nurseries, canneries, etc., or for space heating.

Prior to final adoption of any amendment along the lines set forth above, consideration will be given to any views, arguments or data pertaining thereto which are submitted in writing to the Administrator, Wage and Hour Division, United States Department of Labor, Washington 25, D. C., within 30 days from the date of publication of this notice in the FEDERAL REGISTER.

Signed at Washington, D. C., this 14th day of November 1956.

NEWELL BROWN,
Administrator.

[F. R. Doc. 56-9509; Filed, Nov. 20, 1956; 8:46 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 3]

[Docket No. 11754; FCC 56-1008]

TELEVISION BROADCAST STATIONS

TABLE OF ASSIGNMENTS; MADISON AND FOND DU LAC, WIS., ROCKFORD, ILL.

1. The Commission has before it for consideration the petition of Winnebago Television Corporation, Rockford, Illinois, filed August 27, 1956, requesting amendment of the notice of proposed rule making (FCC 56-595) issued on June 26, 1956, in this proceeding, so as to invite comments on its proposal for the deletion of Channel 3 from Madison, Wisconsin, and its assignment to Rockford, Illinois, by shifting the assignment at Fond du Lac, Wisconsin, from 54 to 68, as an alternative to the Commission's proposal to shift the educational reservation at Madison from Channel 21 to Channel 3. Winnebago Television also requests the Commission to order it to show cause why its outstanding authorization for television station WTVO at Rockford should not be modified to specify operation on Channel 3 in lieu of Channel 39.

2. On June 25, 1956, the Commission adopted a Report and Order in the general television allocation proceeding in Docket No. 11532 outlining a long-range program designed to improve the television allocation structure and at the same time specifying the bases on which consideration would be given in the interim to channel changes to improve the immediate situation in individual communities. As a part of this interim program of channel reassignments and in accordance with the general principles outlined in the above Report and Order, the Commission on the same date adopted a notice of proposed rule making

Proposed by Garelick Bros., Farms, Inc.:

18. Change the exempt milk definition under § 904.4 (1) to include fluid milk products normally sold as Class I.

Proposed by the Dairy Division:

19. In view of the extension of the Boston marketing area as of November 1, 1956, clarify the status in April through June 1957, of plants which become pool plants on November 1, 1956, and of dairy farmers delivering to such plants.

Merrimack Valley:

Proposed by Manchester Dairy System, Inc.:

20. Amend § 934.22 (a) to read as follows:

(a) Each country receiving plant, located within 40 miles of the marketing area, and processing and packaging fluid milk products for distribution direct to consumers and/or through other handlers in the marketing area shall be a pool plant in any month in which the quantity of fluid milk products, other than cream, disposed of in the marketing area as Class I milk, is at least 10 percent of its total receipts of fluid milk products, other than cream.

Proposed by the Market Administrator:

21. Amend § 934.72 to make the application of the administration assessment relative to exempt milk similar to that under the Boston, Springfield and Worcester orders.

Springfield:

Proposed by Donwell's Dairy, Inc.:

22. Amend § 996.4 (g) (3) to read as follows:

(3) All Class I milk, after subtracting receipts of Class I milk from regulated plants, which is disposed of to consumers in the marketing area from an unregulated plant, except a regulated plant under the Boston or Worcester order, without its intermediate movement to another plant.

Boston, Merrimack Valley, Springfield and Worcester:

Proposed by the Dairy Division:

23. Make such other changes as may be required to make the marketing agreements and orders in their entirety conform with any amendments thereto that may result from this hearing.

Copies of this notice of hearing and of the orders as now in effect, may be procured from the market administrator in the respective markets as follows: Room 403, 230 Congress Street, Boston 10, Massachusetts; 25 Argyle Street, Shawsheen Village, Andover, Massachusetts; Room 403, 107 Front Street Worcester 8, Massachusetts; and Room 408, 145 State Street, Springfield 3, Massachusetts; or from the Hearing Clerk, Room 112, Administration Building, United States Department of Agriculture, Washington 25, D. C., or may be there inspected.

Issued at Washington, D. C., this 16th day of November 1956.

[SEAL] ROY W. LENNARTSON,
Deputy Administrator.

[F. R. Doc. 56-9544; Filed, Nov. 20, 1956; 8:51 a. m.]

in Docket No. 11754 proposing the following channel changes in Madison:

City	Channel No.	
	Present	Proposed
Madison, Wis.....	3, *21-, 27-, 33+	*3, 21-, 27-, 33+

3. The counterproposal of petitioner would change the proposed channel assignments in Madison and make the following channel changes at Rockford and Fond du Lac, as follows:

City	Channel No.	
	Present	Proposed
Madison, Wis.....	3, *21-, 27-, 33+	*21-, 27-, 33+, 39+
Rockford, Ill.....	13+, 39+, 45+	3, 13+, *45+
Fond du Lac, Wis.....	54+	68

4. The instant request for the shift of Channel 3 from Madison to Rockford

should be considered in conjunction with the Commission's Rule Making proposal in the above-entitled proceeding, which would retain Channel 3 in Madison for noncommercial educational use. We do not believe there is any necessity for amending the Notice of Rule Making or for instituting further rule making in this proceeding. Petitioner may fully prosecute its proposal to shift Channel 3 from Madison to Rockford as a counterproposal in this proceeding, and its petition will be so construed.

5. In view of the foregoing: *It is ordered*, That the petition of Winnebago Television Corporation, insofar as it requests amendment of the notice of proposed rule making issued on June 26, 1956, in this proceeding, is denied.

Adopted: October 17, 1956.

Released: October 24, 1956.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-9535; File, Nov. 20, 1956; 8:50 a. m.]

the Land Office, Salt Lake City, Utah, effective at 10:00 a. m. December 19, 1956.

SALT LAKE MERIDIAN

T. 21 S., R. 12 E.,
Sections 1, 2, 3, 16, 17, 32, 33, and 36.

Area surveyed: 5,343.04 acres.
Plat of survey accepted June 27, 1956.

The land formation is principally broken benches and scattered mesas. The San Rafael River flows in an easterly direction through a deep, narrow rocky canyon.

The township is covered by a scattered growth of scrub juniper and pinion timber. The undergrowth is composed of mountain rush, yellow top, shadscale and sagebrush, with a fair growth of grass on the flats along the southern border.

The soil is principally a shallow sandy clay or shale lying on sandstone bedrock. There are no settlers within this township.

T. 22 S., R. 12 E.,
Sections 1, 2, 3, 16, 17, 32 and 36.

Area surveyed: 4,033.48 acres.
Plat of survey accepted June 27, 1956.

The township is principally rolling to broken bench land with a few scattered mesas and open flats. The land drains in a northeasterly direction towards the San Rafael River.

There is a scattered stand of scrub juniper and pinion throughout the township, with short desert undergrowth of shadscale, sagebrush, mountain rush, yellow top, cactus and grass.

The soil is a shallow sandy clay, lying on sandstone bedrock. There is no water except what is stored in several small reservoirs constructed to catch rain or snow runoff.

There are no habitations or other improvements in this area.

T. 23 S., R. 12 E.,
Sections 2, 3, 16, 17, 32 and 36.

Area surveyed: 3,393.48 acres.
Plat of survey accepted June 27, 1956.

The land embraced within this township is principally rough and broken mesas and benches situated on the San Rafael Swell and Sinbad Country. The general drainage is to the southeast.

The soil is mainly a shallow sandy clay, shale and rocky, lying on sandstone and limestone bedrock.

The greater portion of the township is covered with scattered growth of scrub juniper and pinion and short, sparse, undergrowth of mountain rush, yellow top, sagebrush and shadscale.

No water was found in the township.

T. 25 S., R. 8 E.,
Sections 2, 16, 31, 32 and 36.

Area surveyed: 3,198.92 acres.
Plat of survey accepted June 27, 1956.

The land in the township varies from the rolling to broken shale land of the Slaughter Slopes in the east portion, draining westerly to the high and broken ledges of the west breaks of the Muddy River.

The township is covered by a scattered growth of pinion and Juniper, with very scattered undergrowth and poor growth of grass.

NOTICES

DEPARTMENT OF THE TREASURY

Foreign Assets Control

IMPORTATION OF NEPHRITE (JADE) ARTICLES DIRECTLY FROM TAIWAN (FORMOSA)

AVAILABLE CERTIFICATIONS BY THE REPUBLIC OF CHINA

Notice is hereby given that certificates of origin issued by the Ministry of Economic Affairs of the Republic of China under procedures agreed upon between that government and the Foreign Assets Control are available, as of November 20, 1956, with respect to the importation into the United States directly, or on a through bill of lading, from Taiwan (Formosa) of the following additional commodities:

Nephrite (jade) articles.

[SEAL] ELTING ARNOLD,
Acting Director,
Foreign Assets Control.

[F. R. Doc. 56-9481; Filed, Nov. 20, 1956; 8:45 a. m.]

United States Secret Service

[Delegation Order 1, Revision 1]

DELEGATION OF AUTHORITY TO OFFICERS OF THE U. S. SECRET SERVICE

By virtue of the authority vested in me by Treasury Department Order No. 129 (Revision No. 2) dated April 22, 1955, it is hereby ordered as follows:

a. The following officers of the United States Secret Service, in the order of succession enumerated, shall act as Chief, U. S. Secret Service, during the absence or disability of the Chief, or when there is a vacancy in such office:

1. Assistant Chief (Investigations).

2. Assistant Chief (Security).
3. Assistant Chief (Administration).
4. Inspector, Region No. 1.
5. Inspector, Region No. 2.
6. Inspector, Region No. 3.
7. Inspector, Region No. 4.
8. Special Agent in Charge, Richmond, Virginia.

9. Special Agent in Charge, Jacksonville, Florida.

10. Special Agent in Charge, Miami, Florida.

b. In the event of an enemy attack on the continental United States, all Special Agents in Charge of Secret Service field offices, including the Special Agent in Charge of the White House Detail, are authorized in their respective districts to perform any function of the Chief, U. S. Secret Service, or the Secretary of the Treasury, whether or not otherwise delegated, which is essential to the carrying out of responsibilities otherwise assigned to them. The respective officers will be notified when they are to cease exercising the authority delegated in this paragraph.

[SEAL] U. E. BAUGHMAN,
Chief,
U. S. Secret Service.

[F. R. Doc. 56-9531; Filed, Nov. 20, 1956; 8:49 a. m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

UTAH

NOTICE OF FILING OF PLAT OF SURVEY AND ORDER PROVIDING FOR OPENING OF PUBLIC LANDS

NOVEMBER 13, 1956.

A plat of survey of each township as described below will be officially filed in

There are no settlements within this township.

T. 26 S., R. 9 E.,

Sections 2, 16, 24, 25, 32, and 36.

Area surveyed 3,852.08 acres.

Plat of survey accepted July 10, 1956.

The formation in the township is varied, ranging from very broken red shale on the San Rafael Swell to the high almost impassible tan sandstone cliffs on the San Rafael Reef, Segers Hole, and the west breaks of the Muddy River, and gray to blue shale and clay in the southeast portion.

There is very little vegetation in the township, except pinion and juniper on the San Rafael Reef.

A ranch known as Hunts Ranch lies in Section 24 where there is a flowing well. A spring of good drinking water is located near the quarter corner of sections 16 and 17.

There are many mining locations in the township.

T. 27 S., R. 6 E.,

Sections 1, 2, 16, 32, and 36.

Area surveyed 3,197.04 acres.

Plat of survey accepted July 10, 1956.

The township lies within the three major topographic divisions of this locality. The southwestern area of the township encompasses the main portion of the South Desert. The extreme northern part of the township falls in the south edge of the Middle Desert. These deserts are separated by a neck of the Hartnet land feature, which joins the main body of the Hartnet to the neighboring uplands of Thousand Lake Mountain.

The soil of the township varies from coarse grained brown sand to rocky, white sandy clay. This soil supports a good growth of vegetation. An exceptionally fine growth of range grass covers the floors of the deserts. Rabbit brush, tamarisk, desert sage, shadscale and greasewood undergrowth are found throughout the township.

There are many mining locations throughout this township.

T. 28 S., R. 6 E.,

Sections 1, 2, 3 and 36.

Area surveyed 2,541.36 acres.

Plat of survey accepted July 10, 1956.

The land formation being of the same structure as the Capitol Reef is composed of towering vertical cliffs and highly eroded benches and deep canyons.

Most of the township is covered by barren sandstone except along the bottom lands which support a good growth of tamarisk, desert sage, rabbit brush and range grass. Water seeps and small springs are found frequently along the channel of South Desert Wash at all times of the year.

T. 29 S., R. 7 E.,

Sections 1 and 2.

Area surveyed: 1,321.82 acres.

Plat of survey accepted July 10, 1956.

The general topography of sections 1 and 2 is part of a large, broad, level valley called "Blue Clay Flats".

The soil of these sections consists chiefly of soft, billowy blue clay. The

total area of these sections is staked for uranium locations.

T. 29 S., R. 8 E.,

Sections 1, 12, 13, 14, 23, 24, 25, 26, 35, 36.

Area surveyed: 6,384.61 acres.

Plat of survey accepted July 10, 1956.

This township consists principally of highly eroded and arid lands, with a few remnants of rolling mesa land. The Fremont or Dirty Devil River traverses the township flowing northeasterly.

Vegetation over the township is very scant. A few scattered scrub juniper and pinion are found in the canyon along the river. Water is found only in the Dirty Devil and Pleasant Creek.

T. 34 S., R. 10 E.,

Sections 1, 2, 16, 31, 32, 33, and 36.

Area surveyed: 4,275.64 acres.

Plat of survey accepted August 6, 1956.

The land in this township consists mainly of blue clay badlands with patches of sandy clay benches, cut by numerous steep-sided canyons, draining principally into Bullfrog Creek. A narrow strip in the southeast portion drains into Hansen Creek.

The soil is mainly a deep blue clay. There is a medium dense growth of juniper and pinion in the Southeast portion of the township. The undergrowth consists of shadscale, black brush, yellow brush, sage brush, rabbit brush, mountain brush, grass and weeds.

T. 34 S., R. 11 E.,

Sections 1, 2, 3, 16, 31, 32, 33, and 36.

Area surveyed: 4,799.76 acres.

Plat of survey accepted August 6, 1956.

The land in this township varies from broken and rolling desert land in the south and west to high broken mountain land in the north. The drainage is mostly south and west into Hansen Creek.

The soil is principally of a loose sandy clay loam, although in the south and west are patches of blue clay badlands. The timber in the south is widely scattered patches of juniper and pinion, while in the mountains in the north there is a dense growth of juniper, pinion, douglas fir, balsam, mahogany and aspen. The undergrowth is mainly black brush and gramma grass.

There are no permanent habitations in the township.

T. 35 S., R. 10 E.,

Sections 1, 2, 3, 16, 32, 33, and 36.

Area surveyed 4,480.08 acres.

Plat of survey accepted August 6, 1956.

The land in this township consists mainly of blue clay badlands with patches of sandy clay benches, and by numerous steep sided canyons draining principally into Bull Frog Canyon. A strip along the east side drains into Hansen Creek. The soil is mainly a deep blue clay, but on some is a shallow sandy clay.

There are a few scattered cottonwood trees on the canyon bottoms. The undergrowth consists of shadscale, bitter brush, blackbrush, yellow brush, mountain rush and gramma grass.

There are no habitations in the township.

T. 35 S., R. 11 E.,

Sections 1, 2, 3, 16, 31, 32, and 36.

Area surveyed: 4,482.12 acres.

Plat of survey accepted August 6, 1956.

The land in this township consists mainly of a sandy clay loam, cut by numerous steep-sided canyons, draining principally southwest into ansen Creek. The soil is mainly a shallow sandy clay. There is a scatter growth of juniper and pinion in the eastern part of the township. The undergrowth consists of shadscale, black brush, bitter brush, yellow brush, rabbit brush, mountain rush and gramma grass. There are a few houses in the township built by mining companies.

T. 35 S., R. 15 E.,

Sections 2, 16, 31, 32 and 36.

Area surveyed: 3,198.96 acres.

Plat of survey accepted June 6, 1956.

This township is drained generally in two directions. White Canyon and its many tributaries drain the northwest. A myriad of smaller washes drain in a southwesterly direction.

Soils are poor and are loose sands on top of solid sandstone. Therefore there is very little vegetation in the township. No water sources were found within the township.

There are many mining locations staked throughout the township.

It is presumed that the right of the State of Utah attaches to sections 2, 16, 32, 36, or the above-described townships on the date of acceptance of plats of survey, subject to valid existing rights and the provisions of existing withdrawals. Therefore, preference rights of veterans of World War II and the Korean conflict, and others, as provided for by the act of September 27, 1944 (58 Stat. 747; 43 U. S. C. 279-284) as amended, do not attach to these sections.

No application for these lands will be allowed under the homestead, desert-land small-tract, or any other non-mineral public-land law, unless the lands have already been classified as valuable, or suitable for such type of application, or shall be so classified upon consideration of an application. Any application that is filed will be considered on its merits. The lands will not be subject to occupancy or disposition until they have been classified.

Subject to any existing valid rights and the requirements of applicable law, the lands in the foregoing townships are hereby opened for filing of applications in accordance with the following:

a. Applications under the non-mineral public land laws may be presented to the Manager mentioned below, beginning on the date of this order. Such applications will be considered as filed on the hour and respective dates shown for the various classes enumerated in the following paragraphs:

1. Applications by persons having prior existing valid settlement rights, preference rights conferred by existing laws, or equitable claims subject to allowance and confirmation will be adjudicated on the facts presented in support of each claim or right. All applications presented by persons other than those refer-

red to in this paragraph will be subject to the applications and claims mentioned in this paragraph.

2. All valid applications under the Homestead, Desert Land, and Small Tract Laws by qualified veterans of World War II or of the Korean conflict, and other entitled to preference rights under the act of September 27, 1944 (58 Stat. 747; 43 U. S. C. 279-284 as amended), presented prior to 10:00 a. m. on December 19, 1956, will be considered as simultaneously filed at that hour. Rights under such preference right applications filed after that hour and before 10:00 a. m. March 20, 1957, will be governed by the time of filing.

3. All valid applications under the non-mineral public land laws, other than those coming under paragraphs (1) and (2) above, presented prior to 10:00 a. m. on March 20, 1956, will be considered as simultaneously filed at that hour. Rights under such applications filed after that hour will be governed by the time of filing.

Persons claiming veteran's preference rights under paragraph (2) above must enclose with their applications proper evidence of military or naval service, preferably a complete photostatic copy of the certificate of honorable discharge. Persons claiming preference rights based upon valid settlement, statutory preference, or equitable claims, must enclose properly corroborated statements in support of their applications, setting forth all facts relevant to their claims. Detailed rules and regulations governing applications which may be filed pursuant to this notice can be found in Title 43 of the Code of Federal Regulations.

Inquiries concerning these lands shall be addressed to Manager, Land Office, Room 312, Federal Building, P. O. Box 777, Salt Lake City 10, Utah.

EVAN L. RASMUSSEN,
Acting State Supervisor.

[F. R. Doc. 56-9508; Filed, Nov. 20, 1956; 8:48 a. m.]

DEPARTMENT OF AGRICULTURE

**Commodity Stabilization Service
PEANUTS**

NOTICE OF REDELEGATION OF FINAL AUTHORITY BY AGRICULTURAL STABILIZATION AND CONSERVATION STATE COMMITTEES OF CERTAIN STATES

The Allotment and Marketing Quota Regulations for the 1956 Crop of Peanuts (20 F. R. 6033, 7583; 21 F. R. 3867, 6057, 8310), issued pursuant to the marketing quota provisions of the Agricultural Adjustment Act of 1938, as amended (7 U. S. C. 1281-1393), provide that any authority delegated to the State Agricultural Stabilization and Conservation Committee by the regulations may be redelegated by the State committee. In accordance with section 3 (a) (1) of the Administrative Procedure Act (5 U. S. C. 1002 (a)), which required delegations of final authority to be published in the FEDERAL REGISTER, there are set out herein additional redelegations of final authority which have been made by the Agricultural Stabilization and Conserva-

tion State Committees for the States listed below of authority vested in such committees by the Secretary of Agriculture in the regulations referred to above. There are set out below the sections of the regulations in which the redelegated authority appears and the member of or employee of the Agricultural Stabilization and Conservation Committee to whom the authority has been redelegated.

ALABAMA

Section 729.753 (b) (c)—To the State Administrative Officer or the person acting in such capacity.

FLORIDA

Sections 729.711 (1), 729.741 (x) (5) and 729.759 (a)—To the State Administrative Officer or the person acting in such capacity.

GEORGIA

Sections 729.753 (b) and (c)—To the State Administrative Officer or the person acting in such capacity; James L. Morgan, Chairman ASC State Committee; J. Paul Fitts, Member ASC State Committee; and William H. Weaver, Member ASC State Committee.

Section 729.761 (b) (2)—To James L. Morgan, Chairman, ASC State Committee; J. Paul Fitts, Member ASC State Committee; and William H. Weaver, Member ASC State Committee.

Section 729.762 (d)—To the State Administrative Officer or the person acting in such capacity.

MISSISSIPPI

Sections 729.711 (1), 729.753, 729.757 (b) (c), 729.759 (a), 729.761 (b) and 729.762 (d)—To the State Administrative Officer or the person acting in such capacity.

NORTH CAROLINA

Section 729.711 (1)—To J. L. Nicholson, Chief Marketing Quota Section, ASC State Office.

Sections 729.724 (a), 729.753 and 729.761 (b)—To the State Administrative Officer or the person acting in such capacity.

OKLAHOMA

Sections 729.711 (1), 729.759, 729.761 (b) (1) and 729.761 (b) (2)—To Samuel A. Shelby, Chief, Production Adjustment Section, and B. B. Boatman, Program Specialist.

SOUTH CAROLINA

Sections 729.761 (b) (1) and 729.761 (b) (2)—To the State Administrative Officer or

the person acting in such capacity and to the Program Specialist in charge of peanut marketing quotas.

TENNESSEE

The authority of the State committee contained in §§ 729.740 through 729.769 is redelegated to the State Administrative Officer or the person acting in such capacity and to the Program Specialist in charge of peanut marketing quotas.

Issued at Washington, D. C., this 14th day of November 1956.

WALTER C. BERGER,
Acting Administrator,
Commodity Stabilization Service.

[F. R. Doc. 56-9547; Filed, Nov. 20, 1956; 8:51 a. m.]

**Commodity Stabilization Service and
Commodity Credit Corporation**

SOIL BANK; ACREAGE RESERVE PROGRAM

MISSOURI, NEW MEXICO AND UTAH; CONSENT TO GRAZE LAND, DESIGNATED AS ACREAGE RESERVE

Section 103 (a) of the Soil Bank Act (70 Stat. 188, 189) and § 485.112 (b) of the regulations governing the 1956 acreage reserve part of the Soil Bank Program, 21 F. R. 4379, 5205, 5685, 5959, 6879, 7611, and 7612, provide that land designated as acreage reserve shall not be grazed unless the Secretary of Agriculture, after certification by the Governor of the State in which the farm is located of the need for grazing on the acreage reserve, determines that it is necessary to permit grazing thereon in order to alleviate damage, hardship, or suffering because of severe drought, flood, or other natural disaster, and gives written consent to such grazing.

Notice is hereby given that the Secretary, in accordance with the aforementioned statute and regulations, consents to the grazing for the period specified below of land designated as acreage reserve on farms in the following counties:

Counties	MISSOURI	Period
Carter, Jasper, and Shelby	MISSOURI	Oct. 26, 1956-Dec. 31, 1956, inclusive.
Bernalillo, except that area thereof known as the Rio Grande Conservancy District, Catron, Chaves, Colfax, Curry, De Baca, Dona Ana, Eddy, Grant, Guadalupe, Harding, Hidalgo, Lea, Lincoln, Luna, Mora, Otero, Quay, Roosevelt, Sandoval, Santa Fe, San Miguel, Sierra, Socorro, Tarrant, Union, that part of McKinley, County east of the Continental Divide, and that part of Valencia County east of the Continental Divide.	NEW MEXICO	July 5, 1956-Dec. 31, 1956, inclusive.
That part of McKinley County west of the Continental Divide, the east half of Rio Arriba County, and that part of Valencia County west of the Continental Divide.	NEW MEXICO	Sept. 10, 1956-Dec. 31, 1956, inclusive.
San Juan, Taos, and the west half of Rio Arriba County.	NEW MEXICO	July 31, 1956-Dec. 31, 1956, inclusive.
Carbon, Grand, Juab and Sanpete Counties	UTAH	Oct. 26, 1956-Dec. 31, 1956, inclusive.

Done at Washington, D. C., this 16th day of November 1956.

[SEAL]

TRUE D. MORSE,
Acting Secretary.

[F. R. Doc. 56-9548; Filed, Nov. 20, 1956; 8:51 a. m.]

DEPARTMENT OF COMMERCE

Federal Maritime Board

PACIFIC WESTBOUND CONFERENCE AND IINO
KAIUN KAISHA, LTD.

NOTICE OF AGREEMENT FILED FOR APPROVAL

Notice is hereby given that the following described agreement has been filed with the Board for approval pursuant to section 15 of the Shipping Act, 1916, 39 Stat. 733, 46 U. S. C. 814.

Agreement No. 57-65, between the member lines of the Pacific Westbound Conference and Iino Kaiun Kaisha, Ltd., provides for the admission of Iino as an associate member of that conference (No. 57). As an associate member Iino will be obligated to abide by all the rates, rules, regulations and decisions of the conference; will have no vote in conference affairs; will be permitted to participate in conference contracts with shippers; and will be exempt from posting of the usual surety bond required of regular members.

Interested parties may inspect this agreement and obtain copies thereof at the Regulation Office, Federal Maritime Board, Washington, D. C., and may submit, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: November 16, 1956.

By order of the Federal Maritime Board.

[SEAL] GEO. A. VIEHMANN,
Assistant Secretary.

[F. R. Doc. 56-9524; Filed, Nov. 20, 1956;
8:48 a. m.]

UNIVERSAL TRANSCONTINENTAL CORP.
AND PAUL A. BOULO

NOTICE OF AGREEMENT FILED FOR APPROVAL

Notice is hereby given that the following described agreement has been filed with the Board for approval pursuant to section 15 of the Shipping Act, 1916, 39 Stat. 733, 46 U. S. C. 814.

Agreement No. 8175 between Universal Transcontinental Corporation, New York, New York, and Paul A. Boulo, Mobile, Alabama, is a cooperative working arrangement between the parties under which they perform freight forwarding services for each other.

Interested parties may inspect this agreement and obtain copies thereof at the Regulation Office, Federal Maritime Board, Washington, D. C., and may submit, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement, and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: November 16, 1956.

By order of the Federal Maritime Board.

[SEAL] GEO. A. VIEHMANN,
Assistant Secretary.

[F. R. Doc. 56-9525; Filed, Nov. 20, 1956;
8:48 a. m.]

POPE & TALBOT, INC., AND MOORE-
McCORMACK LINES, INC.

NOTICE OF AGREEMENT FILED FOR APPROVAL

Notice is hereby given that the following described agreement has been filed with the Board for approval pursuant to section 15 of the Shipping Act, 1916, 39 Stat. 733, 46 U. S. C. 814.

Agreement No. 8176, between Pope & Talbot, Inc., and Moore-McCormack Lines, Inc., covers an arrangement whereby, in consideration of the purchase of all the stock of Pacific Argentine Brazil Line, Inc., a wholly owned subsidiary of Pope & Talbot, Inc., by Moore-McCormack, subject to approval by the Federal Maritime Board and Maritime Administrator, Pope & Talbot, Inc., agrees that it will not for a period of ten (10) years from the date of such sale own, operate, or act as agents for any Foreign or American flag vessels operating on routes now served by Pacific Argentine Brazil Line, Inc., except as to Puerto Rico.

Interested parties may inspect this agreement and obtain copies thereof at the Regulation Office, Federal Maritime Board, Washington, D. C., and may submit, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: November 16, 1956.

By order of the Federal Maritime Board.

[SEAL] GEO. A. VIEHMANN,
Assistant Secretary.

[F. R. Doc. 56-9526; Filed, Nov. 20, 1956;
8:49 a. m.]

PACIFIC WESTBOUND CONFERENCE AND
MITSUBISHI SHIPPING CO., LTD.

NOTICE OF AGREEMENT FILED FOR APPROVAL

Notice is hereby given that the following described agreement has been filed with the Board for approval pursuant to section 15 of the Shipping Act, 1916, 39 Stat. 733, 46 U. S. C. 814.

Agreement No. 57-64, between the member lines of the Pacific Westbound Conference and Mitsubishi Shipping Company, Ltd., provides for the admission of Mitsubishi as an associate member of that conference (No. 57). As an associate member Mitsubishi will be obligated to abide by all the rates, rules, regulations and decisions of the conference; will have no vote in conference affairs; will be permitted to participate in conference contracts with shippers;

and will be exempt from posting of the usual surety bond required of regular members.

Interested parties may inspect this agreement and obtain copies thereof at the Regulation Office, Federal Maritime Board, Washington, D. C., and may submit, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: November 16, 1956.

By order of the Federal Maritime Board.

[SEAL] GEO. A. VIEHMANN,
Assistant Secretary.

[F. R. Doc. 56-9527; Filed, Nov. 20, 1956;
8:49 a. m.]

KNUTSEN LINE AND HVALFANGSTAKTIESEL-
SKAPET SUDEROY

NOTICE OF AGREEMENT FILED FOR APPROVAL

Notice is hereby given that the following described agreement has been filed with the Board for approval pursuant to section 15 of the Shipping Act, 1916, 39 Stat. 733, 46 U. S. C. 814.

Agreement No. 7623-4, between the carriers comprising the Knutsen Line joint service, modifies approved joint service agreement No. 7623, as amended, to provide for the addition of Hvalfangstaktieselskapet Suderoy, owners of the vessel M/S Kristin Bakke, as a party to the joint service.

Interested parties may inspect this agreement and obtain copies thereof at the Regulation Office, Federal Maritime Board, Washington, D. C., and may submit, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: November 16, 1956.

By order of the Federal Maritime Board.

[SEAL] GEO. A. VIEHMANN,
Assistant Secretary.

[F. R. Doc. 56-9528; Filed, Nov. 20, 1956;
8:49 a. m.]

CIVIL AERONAUTICS BOARD

[Docket No. 8166]

NORTHERN CONSOLIDATED AIRLINES, INC.

NOTICE OF HEARING

In the matter of the application of Northern Consolidated Airlines, Inc., under section 401 (e) (4) of the Civil Aeronautics Act of 1938, as amended, for a certificate of public convenience and necessity of unlimited duration.

Notice is hereby given that a hearing in the above-entitled matter is assigned to be held on November 29, 1956, at 11:00 a. m., e. s. t., in Room 1032, Temporary

Building No. 5, Sixteenth Street and Constitution Avenue NW., Washington, D. C., before Examiner F. Merritt Ruhlen.

Dated at Washington, D. C., November 15, 1956.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 56-9557; Filed, Nov. 20, 1956; 8:52 a. m.]

[Docket No. 8170]

ELLIS AIR LINES

NOTICE OF HEARING

In the matter of the application of Ellis Air Lines under section 401 (e) (4) of the Civil Aeronautics Act of 1938, as amended, for a certificate of public convenience and necessity of unlimited duration.

Notice is hereby given that a hearing in the above-entitled matter is assigned to be held on November 29, 1956, at 10:30 a. m., e. s. t., in Room 1032, Temporary Building No. 5, Sixteenth Street and Constitution Avenue NW., Washington, D. C., before Examiner John A. Cannon.

Dated at Washington, D. C., November 15, 1956.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 56-9558; Filed, Nov. 20, 1956; 8:52 a. m.]

[Docket No. 8263]

ALASKA AIRLINES, INC.

NOTICE OF HEARING

In the matter of the application of Alaska Airlines, Inc., under section 401 (e) (4) of the Civil Aeronautics Act of 1938, as amended, for a certificate of public convenience and necessity of unlimited duration.

Notice is hereby given that a hearing in the above-entitled matter is assigned to be held on November 29, 1956, at 10:00 a. m., e. s. t., in Room 1032, Temporary Building No. 5, Sixteenth Street and Constitution Avenue NW., Washington, D. C., before Examiner Joseph L. Fitzmaurice.

Dated at Washington, D. C., November 15, 1956.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 56-9559; Filed, Nov. 20, 1956; 8:52 a. m.]

[Docket No. 8225]

REEVE ALEUTIAN AIRWAYS, INC.

NOTICE OF HEARING

In the matter of the application of Reeve Aleutian Airways, Inc., under section 401 (e) (4) of the Civil Aeronautics Act of 1938, as amended, for a certificate of public convenience and necessity of unlimited duration.

Notice is hereby given that a hearing in the above-entitled matter is assigned to be held on November 29, 1956, at 11:30 a. m., e. s. t., in Room 1032, Temporary Building No. 5, Sixteenth Street and Constitution Avenue NW., Washington, D. C., before Examiner F. Merritt Ruhlen.

Dated at Washington, D. C., November 15, 1956.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 56-9556; Filed, Nov. 20, 1956; 8:51 a. m.]

[Docket No. SA-321]

ACCIDENT OCCURRING AT COLD BAY, ALASKA

NOTICE OF HEARING

In the matter of investigation of accident involving aircraft of Canadian Registry CF-CUP, which occurred at Cold Bay, Alaska, August 29, 1956.

Notice is hereby given, pursuant to the Civil Aeronautics Act of 1938, as amended, particularly section 702 of said act, in the above-entitled proceeding that hearing is hereby assigned to be held on Monday, November 26, 1956, at 9:30 a. m. (local time) in the Windsor Ballroom, New Washington Hotel, Second at Stewart Street, Seattle, Washington.

Dated at Washington, D. C., November 13, 1956.

[SEAL] VAN R. O'BRIEN,
Presiding Officer.

[F. R. Doc. 56-9560; Filed, Nov. 20, 1956; 8:52 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 11741; FCC 56M-1049]

CLAREMORE BROADCASTING CO.

ORDER CONTINUING HEARING

In re Application of Robert I. Hartley tr/as Claremore Broadcasting Company, Claremore, Oklahoma, Docket No. 11741, File No. BP-10306; for construction permit.

The Hearing Examiner having under consideration (1) a motion filed October 26, 1956, by KUOA, Incorporated, a party respondent in the above-entitled proceeding, requesting that the date presently scheduled for the evidentiary hearing in the above-entitled proceeding be continued until the Commission has acted upon the then pending petition of Lakes Area Broadcasting Company for leave to intervene and requesting that the issues in the proceeding be enlarged; (2) an opposition to the motion for continuance filed October 31, 1956, by the Chief, Broadcast Bureau; and (3) an opposition filed October 31, 1956, by R. I. Hartley, tr/as Claremore Broadcasting Company, applicant herein; and

In appearing that by order dated November 6, 1956, Lakes Area Broadcasting Company was made a party to this proceeding in the capacity of intervenor, that there is presently pending before

the Commission a pleading on behalf of Lakes Area Broadcasting Company for enlargement of issues, that the hearing cannot proceed to conclusion or resolution until the Commission has acted upon the petition for enlargement of issues, and that good cause for the requested continuance has been shown;

It is ordered, This the 13th day of November 1956, that the motion for continuance be and the same is hereby granted and the evidentiary hearing presently scheduled to begin on November 19, 1956, be and the same is continued until 30 days after the Commission has acted on the presently pending petition to enlarge the issues.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-9536; Filed, Nov. 20, 1956; 8:50 a. m.]

[FCC 56-1124]

COMMISSION INVITES COMMENTS AND SUGGESTIONS REGARDING MARITIME VHF PROPOSALS

NOVEMBER 16, 1956.

The Commission currently is engaged in preparatory work for the international Radio Conference scheduled to be held in 1959. At this conference it is expected that a plan for a world-wide VHF frequency allocation will be worked out, for the maritime mobile radio service. In addition, the United States has now received an invitation to attend a VHF maritime mobile meeting at The Hague beginning on January 21, 1957. The purpose of the meeting is to discuss operational rules and the allocation of VHF channels in the maritime mobile service in certain high traffic areas of the North Sea and Baltic. These discussions will take into account the maritime mobile services in other parts of the world. Since the matters to be discussed will be of significant interest to United States services especially the maritime mobile service, the Commission believes that it is in the public interest to obtain comments on this Public Notice at the earliest practicable date. Such comments will be fully taken into account by the Commission in the preparatory work for this meeting. There is presented in Appendix 1 a summary of the present situation with regard to VHF maritime allocations, together with an outline of present proposals for allocations and for technical operating conditions.

The problem of providing the maritime mobile service with an appropriate VHF world-wide allocation has received the attention of many maritime countries. Since the establishment in 1947, at the Atlantic City Radio Conference, of an international safety and calling frequency on 156.8 Mc, consideration of an expanded and world-wide VHF maritime allocation has gained impetus. This matter was an important subject of discussion at the 1955 Baltic North Sea Radio Conference which adopted cer-

tain recommendations relative to such a VHF allocation. Information concerning these recommendations was made the subject of a Public Notice dated March 22, 1956, No. FCC 56-236, mimeograph No. 29066. Also contained in the Public Notice was a discussion of the maritime mobile interference problems in the 2-3 Mc band together with an announcement of a special study which the Commission intended to make of this problem. One aspect of the problem involved the possibility that short range maritime mobile communications should be transferred to VHF so as to relieve the congestion in the 2-3 Mc band.

The Commission has initiated studies with respect to the MF band congestion including, among other things, consideration of possible use of single sideband. However, at this time, the Commission is not prepared to make any definitive proposals in this regard. On the other hand, since any proposition which might later require that short range communications be transferred to VHF, may affect the VHF spectrum space required to absorb such communications, interested persons should take this possibility into consideration in connection with any comments they desire to file with respect to this instant Public Notice.

The importance of achieving international agreement is evidenced by the increased amount of correspondence and number of suggested plans together with informal discussions among maritime interests. From the information available to the Commission, it is believed that a common meeting ground exists between all governments interested in this problem and that concerted action should result in the adoption of an international VHF maritime mobile allocation attended with appropriate radio regulations.

The Commission therefore invites at this time comments and appropriate suggestions from interested parties regarding these proposals, particularly with respect to the following:

1. Recommendations regarding the specific use or types of communications for international standardization on the various VHF channels; including consideration of communication services other than by voice telephony.

2. Recommendations regarding specific "pairing" of duplex public correspondence telephone channels;

3. Information concerning an optimum future date upon which a possible channel spacing of 50 kc, at least for duplex telephone operation, should become effective;

4. Information concerning an optimum future date upon which a possible channel spacing of 25 kc should become effective;

5. Recommendations pertaining to operating procedures and suitable technical standards.

It is believed that the recommendation adopted at the Eighth Plenary Assembly of the C. C. I. R. (see Appendix 2 set

forth below) is of considerable significance in connection with the overall problem of standardized frequency allocations and technical standards associated with the use of VHF frequencies by the maritime mobile service. In view of the foregoing, comments with respect to the points brought out in Appendix 2 are also solicited.

Such comments should be filed with the Commission not later than December 15, 1956. It is requested that such comments be filed in triplicate.

Adopted: November 15, 1956.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

APPENDIX 1

HISTORY

At the Atlantic City Radio Conference (1947) it was recognized that in order to provide for a usable international allocation in the VHF spectrum for the maritime mobile service of telephony it would be necessary to specify certain common operating frequencies as well as appropriate rules and technical standards governing the use of such frequencies. Although much effort was put forth toward providing suitable regulations and allocations for this service, the conference was able to obtain agreement only on the frequency 156.8 Mc. This was designated as a world-wide safety and calling frequency for maritime mobile telephony. In addition it was stipulated that, in Region 2, the use of frequency modulation was mandatory. The use of FM was strongly recommended for the other areas.

Following Atlantic City, the Region 2 (ITU) Conference at Washington (1949) adopted 156.3 Mc and 156.6 Mc as regional working frequencies on a simplex basis to supplement 156.8 Mc; 156.3 Mc as a ship-to-ship working frequency and 156.6 to be used for ship-to-shore communications. Both frequencies were afforded similar status in the United Kingdom and in certain other areas outside of Region 2.

The matter of providing an appropriate VHF world-wide allocation for the maritime radio service has continued to receive attention, as evidenced by the growing number of informal discussions between many maritime countries. Perhaps the most recent attempt to form a tentative comprehensive allocations plan was at the Baltic and North Sea Radio Conference at Goteburg, Sweden in 1955. Much of the work done at this conference will form the basis for discussions at the forthcoming 1959 Radio Conference.

POSSIBLE AREAS OF AGREEMENT

From the data before it, the Commission is of the opinion that there exists already a substantial agreement among maritime countries with respect to the basic framework about which an international maritime allocation in the VHF spectrum can be constructed. In general, it appears that agreement may be reached on the following:

- a. The allocation should lie in the band between approximately 156 and 162 Mc, which band is now internationally allocated exclusively to fixed and mobile services in all Regions.

- b. Channels should be spaced at 100 kc intervals, with the possibility of providing 50 kc spacing in the future.

- c. Frequency modulation exclusively should be used in this band by the maritime mobile service.

- d. 156.8 Mc is now agreed upon as the safety and calling frequency for this band.

- e. 156.3 Mc appears to have support as an international exclusive ship-to-ship channel.

- f. 156.6 Mc appears to have support as an international harbor operations frequency (ship-to-ship and ship-to-shore).

- g. 157.4 Mc (ship) and 161.9 Mc (coast) appears to have support as an international duplex pair exclusively for public correspondence.

- h. Public correspondence pairs should be separated by approximately 4.5 Mc, the ship station transmitting on the lower frequency of the pair.

It is recognized that national frequency usage or national sub-allocations in certain countries may preclude complete agreement on every single channel which may be proposed. Nevertheless, it appears that if a basic framework can be established for an international allocation, the individual needs of particular countries may be satisfied on specific frequencies by means of national or regional sub-allocations within the framework of the international plan. For example, in the United States, it has been found that the specific needs of vessels on the Great Lakes differ in several respects from the needs of vessels at ocean ports. Consequently, it has been found entirely practicable to provide an allocation, some channels of which are common to all areas of use (156.3 Mc Intership, 156.8 Mc—Safety and calling, 157.4/161.9, 157.3/162 Mc—public correspondence pairs), while other channels in the same band may be used to meet the needs peculiar to each area. It appears to be desirable to allocate public correspondence pairs for duplex operation on an exclusive basis, with all pairs common to all areas. While it may be highly desirable to provide for international standardization of the use of as many channels as possible, it appears that 100 percent international standardization is precluded because of the different maritime mobile radio needs and different problems of other radio services in certain countries.

In view of the foregoing, it is the belief of the Commission at this time that:

- a. An international maritime mobile VHF allocation should be adopted with agreed international common use of certain specific frequencies within such an allocation, but that the use of certain other specific frequencies should be left to the determination of Administrations subject possibly to guidance by international "recommendations".

- b. If certain nations have operational requirements which can not be met within the agreed international bands, these should be met through appropriate national or regional arrangements with due safeguards to prevent adverse effect upon the services of other countries.

ALLOCATION PROPOSED BY THE COMMISSION

The Commission at this time is proposing the specific allocation hereinafter shown. This allocation has been formulated in relation to the established safety and calling frequency of 156.8 Mc and has been designed to be compatible as far as possible with suggested allocations which have been received from representatives of other nations. It is believed that this proposed allocation and the fundamental minimum regulations governing its use (also outlined below) will meet the needs of the maritime mobile service which are common to all areas of the world. At the same time, particular national needs in specific areas can be met through special provisions applying to channels within the allocated band which do not require international standardization.

COMMISSION PROPOSAL FOR VHF MARITIME MOBILE SERVICE ALLOCATION IN THE 152-162 MC BAND

Band limits (Mc)	Assigned frequency (MC) (see footnotes)		International use
	(1)	(2)	
156.15-157.485	156.3	156.35	Intership only.
	156.4	156.45	
	156.5	156.55	Ship-to-ship and ship-shore. Operational ¹ communication primarily transient vessels while inbound or outbound on a voyage from or to sea.
	156.6	156.65	
	156.7	156.75	Ship-ship and ship-shore. Port operational. ²
	156.8	156.85	
	156.9	156.95	Ship-ship and ship-shore. Safety and calling.
	157.0	157.05	
	157.1	157.15	(F) Safety of life at sea agencies (Intra-communication).
	157.2 (F)	157.25	
161.82-162.0	157.3 (D)	157.35 (A)	Public correspondence (Ship).
	157.4 (B)	157.45 (C)	
	161.9 (B)	161.88 (A)	Public correspondence (Coast).
	162.0 (D)	161.95 (C)	

FOOTNOTES

¹ As defined by § 8.6 (m) (47 CFR 8.6 (m)).
² To be defined.
 Column 1 lists original frequency assignments at 100 kc intervals.
 Column 2 lists assignments at 50 kc intervals to be made later when appropriate.
 (A), (B) and (C) denote ship and coast station pairing.
 (D): The Commission does not propose to change the present pairing of 157.3 (ship) with 162.0 (coast). Regional channel only.
 (F): This frequency is proposed to be specifically designated for the type of operation now permitted by the Commission's rules. (Communication with U. S. Coast Guard.) A similar function is undoubtedly necessary in other countries. Comments as to specific definitions or regulations concerning the proposed similar international use of this frequency are solicited.

OUTLINE OF PROPOSED TECHNICAL STANDARDS AND OPERATING REGULATIONS

1. Frequency modulation exclusively shall be utilized in this band. The transmitted signal shall have the "pre-emphasis characteristics of phase modulation."
2. Necessary bandwidth of emission shall be 36 kilocycles. (Emission should be designated as 36F3 as computed from Appendix 5 of the Atlantic City Radio Regulations, based upon the highest required modulating frequency of 3000 cycles and the maximum carrier deviation of plus and minus 15 kilocycles.
3. Maximum antenna power for ship stations shall be 50 watts.
4. Maximum antenna power for coast stations on public correspondence frequencies shall not exceed 500 watts and 50 watts on all other frequencies in the band.
5. Simplex (single frequency operation) shall be utilized on 156.3, 156.6, 156.8 and 157.2 Mc.
6. Duplex operation shall be utilized on the public correspondence pairs as indicated by footnotes A, B, C and D in the table of frequency allocations.

APPENDIX 2

VIIIth Plenary Assembly Doc. 760-E
 C. C. I. R. 31 August 1956
 Warsaw, 1956 Page 1
 Adopted 9-4-56

DRAFTING COMMITTEE

The Drafting Committee, after examination of Document No. 599-E, from Study Group XIII, submits the following text for the consideration of the Plenary Assembly.

Recommendation No. -----

Technical Characteristics of Frequency Modulated VHF (Metric) Maritime Equipments (Question No. 107)

(Warsaw, 1956)

The C. C. I. R., Considering:

(a) That the Atlantic City Radio Regulations, Chapter XIII, Article 34, Nos. 830 to

834, stipulate the general procedure for the worldwide use by the maritime mobile service of the frequency 156.8 Mc/s and neighbouring frequencies;

(b) That the use of VHF (metric) equipments in the maritime mobile service could reduce the use of MF (hectometric) maritime bands and thus tend to reduce congestion in these heavily loaded bands;

(c) That the early introduction of the worldwide use of equipments operating on the frequency of 156.8 Mc/s and neighbouring frequencies could contribute to the safety of life at sea;

(d) That it would be desirable to reach agreement upon essential technical characteristics for frequency modulated VHF (metric) radio telephone equipments for use in international maritime services in order to expedite the international use of such equipments;

(e) That, in the informal agreement on standardization of VHF channels for international maritime radiotelephone services that was reached among certain countries during the Baltic and North Sea Radiotelephone Conference, 1955. (see I. T. U. circular letter 1683/55/R. dated 13 December 1955), it was considered that the equipment should employ frequency modulation and be capable of operating ultimately with a frequency spacing of 50 kc/s;

(f) That, without some further measure of agreement on channel allocations it is not possible to decide all the technical characteristics needed to facilitate the design of equipment for international VHF maritime mobile services;

Recommends:

1. That the following characteristics for frequency-modulated VHF (metric) radiotelephone equipments for the international maritime mobile services operating on 156.8 Mc/s and neighbouring frequencies should be adopted by Administrations:

1.1.1. At present the frequency deviation should not be greater than ± 15 kc/s and the maximum deviation should be reviewed later if it is found in practice that unacceptable

adjacent channel interference occurs, particularly as the loading of the channels increases;

1.1.2. All receivers should be capable of receiving satisfactorily emissions having a maximum deviation of ± 15 kc/s;

1.2. Vertical polarization should be used.

1.3. In the absence of fading and local screening, the protection ratio for common channel operation should be such that the desired signal level exceeds the interfering signal level by at least 10 db. Each Administration should provide for a further allowance, where appropriate, for fading and for fluctuations of a local nature (for instance, reflections from the terrain, sea, ships, docks, etc.).

1.4. The equipment should be designed for a frequency separation between adjacent channels of 50 kc/s.

1.5. The frequency separation between the transmitting and receiving frequencies for duplex working should be 4.5 Mc/s.

1.6. Further study is required of means of selective calling. For this purpose reference is made to Question No. ----- (Doc. 598).

1.7. Other essential parameters:

1.7.1. Frequency modulation with a pre-emphasis of 6 db/octave should be used (phase modulation) with subsequent de-emphasis in the receiver;

1.7.2. The output power of the ships' transmitters should generally not exceed 20 watts except in special circumstances to be determined by individual Administrations;

1.7.3. The output power of any harmonic or spurious emission should not exceed 50 μ W measured at the output terminals of the transmitter when loaded with a resistance equal to the nominal antenna impedance. This figure of 50 μ W should be substantially decreased as soon as practicable, particularly in respect of spurious emissions within the band of VHF frequencies used by the maritime mobile service (See Question No. ----- Doc. 597);

1.7.4. The audio-frequency bandwidth should be limited to 3000 c/s;

1.7.5. The frequency tolerance of the transmitter should not exceed 0.002 percent;

1.7.6. To minimize interference, special attention should be paid to the following receiver characteristics:

- I. stability;
- II. selectivity;
- III. receiver radiation;
- IV. intermodulation;

1.8. Equipments should be designed so that frequency changes between assigned channels can be carried out rapidly, e. g., within a few seconds.

2. That Administrations be advised that not all the requirements to be met in the design of equipments for VHF maritime mobile services can be established until there is a sufficient measure of international agreement on the channel allocation for this service.

NOTE: This Recommendation concludes the study of Question No. 107.

[F. R. Doc. 56-9538; Filed, Nov. 20, 1956; 8:50 a. m.]

FEDERAL POWER COMMISSION

[Docket Nos. G-9331, G-9448]

TENNESSEE GAS TRANSMISSION CO.

NOTICE OF FURTHER HEARING AND ORAL ARGUMENT

NOVEMBER 14, 1956.

Notice is hereby given that the Presiding Examiner, upon consideration of the motion to reopen the proceedings in the above-entitled matters, filed jointly by Tennessee Gas Transmission Company and New York State Natural Gas Cor-

poration, October 23, 1956, directed that the record be reopened and the said proceedings set down for further hearing Thursday, November 29, 1956, at 10:00 a. m., in a Commission hearing room at 441 G Street NW., Washington, D. C. The said further hearing is for the purpose only of receiving in evidence the agreement between Tennessee and New York State Natural described in the motion of October 23, 1956, and to permit limited oral argument by any party who wishes to be heard in relation to any factual changes and implications involved or resulting from the said agreement. Such opportunity for oral argument will be limited to a maximum total for all parties of two hours and shall be in lieu of the right to file any further briefs. Copies of the said agreement have been served upon the parties and filed with the Commission as an appendix to the said motion. Any party desiring to be heard in oral argument should so advise not later than November 26, 1956. Time will be allocated (if necessary) at the time of hearing and such oral argument will follow immediately upon receipt in evidence of the agreement filed and served with the motion above described.

LEON M. FUQUAY,
Secretary.

[F. R. Doc. 56-9510; Filed, Nov. 20, 1956;
8:46 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3679]

KROY OILS LTD.

ORDER SUMMARILY SUSPENDING TRADING

NOVEMBER 14, 1956.

I. The 20 cents par value Capital Stock of Kroy Oils Limited, an Alberta corporation (hereinafter called "registrant"), is listed and registered on the American Stock Exchange, a national securities exchange (hereinafter called "the exchange").

II. The Commission on November 2, 1956, issued its order and notice of hearing under section 19 (a) (2) of the Securities Exchange Act of 1934 (hereinafter called "the act") to determine at a hearing to be held on November 20, 1956, whether it is necessary or appropriate for the protection of investors to suspend for a period not exceeding twelve months, or to withdraw, the registration of the Capital Stock of registrant on the exchange for failure to comply with section 13 of the act and the rules and regulations adopted thereunder, in that the Commission has reason to believe that a current report for the month of May, 1956, on Form 8-K, filed by registrant with the Commission was false and misleading in certain respects set forth in said order. On November 2, 1956, the Commission issued its order summarily suspending trading of said securities on the exchange pursuant to section 19 (a) (4) of the act for the reasons set forth in said order to prevent fraudulent, deceptive or manipulative acts or practices for a period of ten days

from November 5, 1956, to November 14, 1956, inclusive.

III. On November 7, 1956, counsel representing registrant requested a postponement of the hearing under section 19 (a) (2) of the act in order to enable him to prepare for the hearing. Pursuant to this request, the Commission on November 7, 1956, issued its order postponing the date of said hearing to November 26, 1956.

IV. The Commission has reason to believe that the false report filed by registrant as alleged in the order and notice of hearing referred to in paragraph II and the relationship between registrant and Great Sweet Grass Oils Limited, also subject to an order issued concurrently herewith under section 19 (a) (4) of the act, and also subject to an order and notice of hearing under section 19 (a) (2) of the act, which hearing has been consolidated with the hearing referred to in paragraph III, are such as to cause widespread confusion and uncertainty in the market for registrant's shares. Under the circumstances recited in this order, the Commission is of the opinion that it would be impossible for the investing public to reach an informed judgment at this time as to the value of registrant's securities or for trading in such securities to be conducted in an orderly and equitable manner.

V. The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on the exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion that such suspension is necessary in order to prevent fraudulent, deceptive, or manipulative acts or practices, with the result that it will be unlawful under section 15 (c) (2) of the act and the Commission's Rule X-15C2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of, such security otherwise than on a national securities exchange.

It is ordered, Pursuant to section 19 (a) (4) of the act that trading in said securities on the American Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive, or manipulative acts or practices for a period of ten days from November 15, 1956, to November 24, 1956, inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 56-9512; Filed, Nov. 20, 1956;
8:47 a. m.]

[File No. 1-3827]

GREAT SWEET GRASS OILS LTD.

ORDER SUMMARILY SUSPENDING TRADING

NOVEMBER 14, 1956.

I. The \$1.00 par value Capital Stock of Great Sweet Grass Oils Limited (hereinafter called "registrant") is listed and registered on the American Stock Ex-

change, a national securities exchange (hereinafter called "the exchange").

II. The Commission on October 19, 1956, issued its order and notice of hearing under section 19 (a) (2) of the Securities Exchange Act of 1934 (hereinafter called "the act") and on October 24, 1956, issued its amended order and notice of hearing under the act to determine at a hearing to be held November 13, 1956, whether it is necessary or appropriate for the protection of investors to suspend for a period not exceeding twelve months, or to withdraw, the registration of the Capital Stock of registrant on the exchange for failure to comply with section 13 of the act and the rules and regulations thereunder, in that the Commission had reason to believe that the reports filed by registrant on Form 8-K and Form 10-K were false and misleading in certain respects set forth in said orders. On October 25, 1956, the Commission issued its order summarily suspending trading pursuant to section 19 (a) (4) of the act in said securities on the exchange for the reasons set forth in said order to prevent fraudulent, deceptive and manipulative acts or practices for a period of ten days from the date of said order. On October 31, 1956, the Commission issued its second amended order and notice of hearing under section 19 (a) (2) of the act restating the allegations in the original and amended orders and including allegations that the Commission had reason to believe that the registrant's current report on Form 8-K for the month of December, 1955 and amendments thereto, and that registrant's annual report on Form 10-K for its fiscal year ended December 31, 1955, and amendments thereto, were false and misleading in additional respects set forth in said order. On November 2, 1956, the Commission issued its order summarily suspending trading pursuant to section 19 (a) (4) of the act in said securities on the exchange for the reasons set forth in said order to prevent fraudulent, deceptive and manipulative acts or practices from November 5, 1956, to November 14, 1956, inclusive.

III. On November 7, 1956, counsel representing registrant requested a postponement of the hearing under section 19 (a) (2) of the act in order to enable him to prepare for the hearing. Pursuant to this request, the Commission on November 7, 1956, issued its order postponing the date of said hearing to November 26, 1956.

IV. The Commission has reason to believe that the false reports filed by registrant as alleged in the orders and notices of hearing referred to in paragraph II and the relationship between registrant and Kroy Oils Limited, also subject to an order issued concurrently herewith under section 19 (a) (4) of the act, and also subject to an order and notice of hearing under section 19 (a) (2) of the act, which hearing has been consolidated with the hearing referred to in paragraph III, are such as to cause widespread confusion and uncertainty in the market for registrant's shares. Under the circumstances recited in this order, the Commission is of the opinion that it would be impossible for the in-

vesting public to reach an informed judgment at this time as to the value of registrant's securities or for trading in such securities to be conducted in an orderly and equitable manner.

V. The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on the exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion that such suspension is necessary in order to prevent fraudulent, deceptive, or manipulative acts or practices, with the result that it will be unlawful under section 15 (c) (2) of the act and the Commission's Rule X-1502-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of, such security otherwise than on a national securities exchange.

It is ordered, Pursuant to section 19 (a) (4) of the act that trading in said securities on the American Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive, or manipulative acts or practices for a period of ten days from November 15, 1956, to November 24, 1956, inclusive.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F. R. Doc. 56-9513; Filed, Nov. 20, 1956; 8:47 a. m.]

[File No. 70-3528]

DELAWARE POWER & LIGHT CO.

NOTICE OF PROPOSED ISSUE AND SALE OF NEW PREFERRED STOCK

NOVEMBER 15, 1956.

Notice is hereby given that Delaware Power & Light Company ("Company"), a registered holding company and a public-utility company, has filed a declaration pursuant to the Public Utility Holding Company Act of 1935 ("act"), designating sections 6 and 7 of the act and Rule U-50 thereunder as applicable to the proposed transaction which is summarized as follows:

The Company proposes to issue and sell, pursuant to the competitive bidding requirements of Rule U-50, 80,000 shares of its — percent Preferred Stock, Cumulative, par value \$100 per share ("New Preferred Stock"). The rights and preferences of the New Preferred Stock will be substantially identical with those of the five series presently outstanding except with respect to the dividend rate and redemption prices thereof. The invitation for bids will specify that the amount to be received by the Company shall not be less than \$100 nor more than \$102.75 per share (plus accrued dividends), and that the dividend rate shall be a multiple of 4-hundredths of one percent (0.04%).

The net proceeds from the sale of the New Preferred Stock will be applied to (1) the cost of the construction program of the Company, (2) the retirement of bank loans incurred by the Company for

construction purposes, (3) additional investments in the Company's two subsidiaries, the proceeds from which will be applied by said subsidiaries in the furtherance of their several construction programs. (Such additional investments will be made the subject of a subsequent filing or filings.) It is estimated that the construction expenditures of the three system companies for 1956, 1957, and 1958 will aggregate approximately \$82,000,000.

The Company states that it will file by amendment a certified copy of the order of the Public Service Commission of Delaware authorizing the issue and sale of the New Preferred Stock as proposed, and also a statement of its fees and expenses to be incurred in connection therewith.

Notice is further given that any interested person may, not later than December 3, 1956 at 5:30 p. m., request the Commission 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, if any, 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 25, D. C. At any time after said date the declaration, as filed or as amended, may be permitted to become effective as provided in Rule U-23, or the Commission may grant exemption from its rules as provided in Rules U-20 (a) and U-100, or take such other action as it may deem appropriate.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F. R. Doc. 56-9514; Filed, Nov. 20, 1956; 8:47 a. m.]

[File No. 70-3522]

NEW JERSEY POWER & LIGHT CO. AND GENERAL PUBLIC UTILITIES CORP.

ORDER GRANTING APPLICATION AND PERMITTING DECLARATION TO BECOME EFFECTIVE REGARDING PROPOSED ISSUE AND SALE OF SHORT-TERM NOTES AND CAPITAL CONTRIBUTION BY PARENT

NOVEMBER 15, 1956.

New Jersey Power & Light Company ("NJP&L"), a public utility, and its parent General Public Utilities Corporation ("GPU"), a registered holding company, having filed a joint application-declaration and amendments thereto, pursuant to sections 6 (b) and 12 (b) of the Public Utility Holding Company Act of 1935 ("act") and Rule U-45 promulgated thereunder, regarding the following proposed transactions:

NJP&L has outstanding \$1,990,000 principal amount of short-term notes issued pursuant to the provisions of the first sentence of section 6 (b). NJP&L proposes to issue and sell, from time to time on or before June 30, 1957, to banks, unsecured short-term notes in an aggregate principal amount which, together

with the \$1,990,000 principal amount of short-term notes outstanding, will not exceed an aggregate of \$4,800,000. The notes will bear interest at the prime rate for commercial borrowings in New York City on the respective dates of issuance, and will mature not more than nine months, exclusive of days of grace, from the dates of issuance. The proceeds from the proposed borrowings will be used to pay, in part, the cost of the company's current construction program, to pay at maturity its presently outstanding short-term notes, and to reimburse, in part, its treasury for construction expenditures made therefrom.

No definite arrangements have been negotiated with banks; but it is expected that the borrowings will be made from the following banks:

The National Union Bank, Dover, New Jersey.

The Dover Trust Company, Dover, New Jersey.

The Morristown Trust Company, Morristown, New Jersey.

The First National Iron Bank of Morristown, Morristown, New Jersey.

Fidelity Union Trust Company, Newark, New Jersey.

The Chase Manhattan Bank, New York, New York.

NJP&L proposes to pay the unsecured short-term notes for the issuance of which authority is sought out of the proceeds of a long-term financing which it contemplates effecting during 1957, the exact timing and nature of which will depend on NJP&L's construction requirements, securities market conditions, and other factors.

GPU proposes, from time to time but not later than December 31, 1956, to make one or more cash capital contributions to NJP&L aggregating not to exceed \$1,800,000. NJP&L proposes to credit each such capital contribution to its capital surplus account upon receipt thereof, and promptly thereafter to transfer such amount to the stated capital applicable to its no par value common stock. NJP&L will use the proceeds of the cash capital contributions to reimburse, in part, its treasury for construction expenditures made prior to January 1, 1956.

The application-declaration states that no State or Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

The fees and expenses, including counsel fees, to be paid in connection with the proposed transactions are estimated at not to exceed \$500 by NJP&L and \$500 by GPU.

Due notice of the filing of the joint application-declaration having been given in the manner provided by Rule U-23 promulgated under the act, and no hearing having been requested or ordered by the Commission; and

It appearing that there is no basis for adverse findings or the imposition of terms and conditions, and that the fees and expenses to be incurred in connection with the proposed transactions are not unreasonable; and the Commission finding that the applicable provisions of the act, and of the rules and regulations thereunder are satisfied, and deeming it appropriate in the public interest and in

the interest of investors and consumers that the joint application-declaration as amended be granted and permitted to become effective forthwith:

It is ordered, Pursuant to Rule U-23, and subject to the terms and conditions prescribed by Rule U-24, that the application, as amended, filed pursuant to the first and second sentences of section 6 (b) of the act to increase the notes to be issued to an amount not in excess of \$4,800,000 be, and hereby is, granted, subject to the condition that the authorization for the issuance of such notes terminates June 30, 1957.

It is further ordered, That the declaration, as amended, with respect to the capital contribution of GPU to NJP&L is permitted to become effective, subject to the terms and conditions prescribed by Rule U-24.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 56-9515; Filed, Nov. 20, 1956;
8:47 a. m.]

INTERSTATE COMMERCE COMMISSION

[Notice 139]

MOTOR CARRIER APPLICATIONS

NOVEMBER 16, 1956.

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 and by brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other procedural matters with respect thereto. (FEDERAL REGISTER, Volume 21, pages 7339, 7340, § 1.241, September 26, 1956.)

All hearings will be called at 9:30 o'clock a. m., United States Standard Time, unless otherwise specified.

APPLICATION ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 873 Sub 27, filed September 4, 1956, SOONER FREIGHT LINES, A Corporation, 3000 West Reno, Box 2488, Oklahoma City, Okla. Applicant's representative: Sidney P. Upsher, 3000 West Reno, Oklahoma City, Okla. For authority to operate as a *common carrier*, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, (1) between Liberal, Kans., and junction U. S. Highways 83, 64 and 270, ten miles south of Liberal, over U. S. Highways 270 and 83, serving all intermediate points, and (2) between Liberal, Kans., and Hooker, Okla., over U. S. Highway 54, serving all intermediate points Applicant is authorized to conduct operations in Kansas, Oklahoma, and Texas.

Issues originally published in FEDERAL REGISTER of September 26, 1956, as above.

HEARING: January 8, 1957, at the Warren Hotel, Liberal, Kans., before Joint Board No. 39.

No. MC 891 Sub 8, filed November 8, 1956, GERARD MOTOR EXPRESS, INC., 10 Cherry St., Terre Haute, Ind. Applicant's representative: Ferdinand Born, 708 Chamber of Commerce Bldg., Indianapolis 4, Ind. For authority to operate as a *common carrier*, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Terre Haute, Ind., and the junction of Indiana Highway 48 and U. S. Highway 41, from Terre Haute over Indiana Highway 63 to the junction of Indiana Highway 48, thence over Indiana Highway 48 to the junction of U. S. Highway 41, and return over the same route, serving Fairbanks, Ind., and points within 8 miles thereof as intermediate and off-route points, and serving all intermediate points on the indicated highways. Applicant is authorized to conduct operations in Illinois and Indiana.

HEARING: January 3, 1957, at the U. S. Court Rooms, Indianapolis, Ind., before Joint Board No. 72.

No. MC 1187 Sub 19, filed November 5, 1956, CUSHMAN MOTOR DELIVERY COMPANY, 1480 West Kinzie St., Chicago, Ill. Applicant's representative: Carl L. Steiner, 39 South LaSalle St., Chicago 3, Ill. For authority to operate as a *common carrier*, transporting: *General commodities*, serving the site of the General Motors Corporation plant located at Hudson, Ohio, as an off-route point in connection with applicant's authorized regular route operations between Findlay, Ohio and Toledo, Ohio, over U. S. Highway 25. Applicant is authorized to conduct operations in Illinois, Indiana, Michigan, Wisconsin, Ohio, and Kentucky.

HEARING: January 17, 1957, in Room 255, New Post Office Bldg., Columbus, Ohio, before Joint Board No. 117.

No. MC 2111 Sub 6, filed October 12, 1956, FRANK BRUNO AND CHARLES BRUNO, doing business as BRUNO BROTHERS, Airy and Walnut St., Norristown, Pa. Applicant's representative: Richard V. Zug, 1418 Packard Bldg., Philadelphia 2, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: (1) *Insulation and insulating materials and asbestos products and supplies and materials used in the installation of the foregoing commodities, chemicals, and packaging materials*, from Plymouth Meeting, Pa., to points in Delaware, Ohio, New Jersey, New York, Maryland, and the District of Columbia, and returned and rejected shipments of the above-specified commodities, on return; and (2) *Materials and supplies used in the production and packaging of insulation and insulation materials, asbestos products and chemicals*, from Lockland, Cincinnati, Ohio, Perth Amboy, N. J., points in Hudson County, N. J., and New York, N. Y., to Plymouth Meeting, Pa. Applicant is authorized to conduct operations in Pennsylvania, Delaware, Maryland, New

York, New Jersey, and the District of Columbia.

HEARING: January 3, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Paul Coyle.

No. MC 8540 Sub 31, (REVISION) filed September 29, 1956, published on Page 8341, issue of October 31, 1956, HARWOOD TRUCKING, INC., P. O. Box 509, Marion, Ind. Applicant's representative: Charles M. Pieroni, 523 Johnson Building, Muncie, Ind. Applicant's representative, by letter dated November 7, 1956, advises that there is an ambiguity in a portion of the notice published on the above date. The route description, correctly set forth, reads: Between points in Ohio, on the one hand, and, on the other, Chicago and Chicago Heights, Ill., by use of the Indiana East-West Toll Road and the Ohio Turnpike, for operating convenience only, serving no points on said route.

HEARING: Remains as assigned, December 4, 1956, in Room 255, New Post Office Building, Columbus, Ohio, before Joint Board No. 58.

No. MC 8902 Sub 10, filed November 7, 1956, THE WESTERN EXPRESS COMPANY, a corporation, 1277 East 40th Street, Cleveland 14, Ohio. Applicant's representative: George N. Plavac, 1277 East 40th Street, Cleveland 14, Ohio. For authority to operate as a *common carrier*, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, serving the site of the General Motors Euclid Division Plant located near Darrowville, Summit County, Ohio, as an off-route point in connection with applicant's authorized regular route operations to and from Cleveland, Ohio. Applicant is authorized to conduct operations in Ohio, Pennsylvania, New York, Massachusetts, Connecticut, New Hampshire, Vermont, and Rhode Island.

HEARING: January 14, 1957, in Room 255 New Post Office Bldg., Columbus, Ohio, before Joint Board No. 117.

No. MC 8989 Sub 161, filed October 5, 1956, HOWARD SOBER, INC., 2400 W. St. Joseph St., Lansing 4, Mich. Applicant's representative: Albert F. Beasley, Investment Bldg., 15th and K Streets, N. W., Washington 5, D. C. For authority to operate as a *common carrier*, over irregular routes, transporting: *Motor vehicles, chassis, buses, passenger and commercial, new, used, and/or wrecked, partially assembled or with and without bodies, or with or without motive power; cabs, parts, tools and accessories moving with or in subsequent shipments to be used with prior shipped vehicles; assembled, or partially assembled bodies; semi, four-wheeled, and low bed trailers, and/or carts, assembled or partially assembled, used singly or in combination with powered vehicles; trailer chassis; and automobile and trailer show equipment and paraphernalia, in initial movements, in truckaway service, from Lansing, Mich., to Memphis, Tenn., and points in Arizona, California, Colorado,*

Idaho, Iowa, Minnesota, Montana, Nevada, New Mexico, North Carolina, Oregon, South Carolina, Utah, Washington, and Wyoming; *damaged shipments of the above named on return.* Applicant is authorized to conduct operations throughout the United States.

HEARING: January 17, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Herbert L. Hanback.

No. MC 10345 Sub 79, filed October 8, 1956, C. & J. COMMERCIAL DRIVE-AWAY, INC., 1905 W. Mt. Hope Ave., Lansing 3, Mich. For authority to operate as a *common carrier*, over irregular routes, transporting: *New automobiles, new cabs, new trucks, new chassis, and unfinished automobiles, in initial movements, in truckaway and driveaway service, from Lansing, Mich., to points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming, and damaged or wrecked shipments of the commodities described above, on return.* Applicant is authorized to conduct operations in Michigan, Kentucky, Ohio, Tennessee, Illinois, Indiana, Iowa, Missouri and Wisconsin.

NOTE: The subject application was released under Docket No. MC 10345 Sub 1. This was in error, the correct docket number is, as shown above, MC 10345 Sub 79.

HEARING: January 18, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Herbert L. Hanback.

No. MC 18212 Sub 7, filed September 4, 1956, BELVIDERE TRANSFER, INC., 118 W. Pleasant St., Belvidere, Ill. Applicant's representative: Ralph H. Haen, 620 Empire Bldg., Rockford, Ill. For authority to operate as a *common carrier*, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, between Freeport, Ill. and Chicago, Ill., from Freeport over U. S. Highway 20 to Chicago, and return over the same route, serving the intermediate points of Rockford, Belvidere, Garden Prairie, Marengo, Elgin, and Pecatonica, Winnebago, Loves Park, Greater Rockford Airport, New Milford, Cherry Valley, Union, and points in the Chicago Commercial Zone, as defined by the Commission, as off-route points.

NOTE: This application is filed to obtain a Certificate of Public Convenience and Necessity authorizing continuance of interstate operations conducted under the second proviso of section 206 (a) (1) of the Interstate Commerce Act, supported by intrastate certificate on file with this Commission.

HEARING: January 23, 1957, in Room 852, U. S. Custom House, 610 South Canal St., Chicago, Ill., before Joint Board No. 21.

No. MC 20793 Sub 23, filed October 10, 1956, WAGNER TRUCKING CO., INC., Jobstown, N. J. Applicant's representative: G. Donald Bullock, Box 146, Wyncote, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Brick*, from Baltimore, Md., and Oxford Township, Adams

County, Pa., to points in New York on and west of U. S. Highway 11. Applicant is authorized to conduct operations in New Jersey, New York, Connecticut, Maine, Vermont, New Hampshire, Rhode Island, Delaware, Virginia, Massachusetts, Maryland, Pennsylvania, Ohio, and the District of Columbia.

HEARING: January 10, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner T. Kinsey Carpenter.

No. MC 20793 Sub 24, filed October 10, 1956, WAGNER TRUCKING CO., INC., Jobstown, N. J. Applicant's representative: G. Donald Bullock, Box 146, Wyncote, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Brick*, from Fishkill, Dutchess County, N. Y. to points in Pennsylvania on and east of U. S. Highway 15. Applicant is authorized to conduct operations in New Jersey, New York, Connecticut, Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Delaware, Virginia, Ohio, Maryland, Pennsylvania, and the District of Columbia.

HEARING: January 10, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner T. Kinsey Carpenter.

No. MC 25567 Sub 38, filed November 5, 1956, HANCOCK-TRUCKING, INCORPORATED (SHELDON A. KEY, TRUSTEE), 1917 W. Maryland St., Evansville, Ind. Applicant's representative: Ferdinand Born, 708 Chamber of Commerce Bldg., Indianapolis 4, Ind. For authority to operate as a *common carrier*, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, (1) between Cincinnati, Ohio, and the plant site of the Clayton & Lambert Manufacturing Company near Buckner, Ky., from Cincinnati over U. S. Highway 42 to junction with Buckner Road, thence over Buckner Road to the plant site of Clayton & Lambert Manufacturing Company, and return over the same routes, (2) between Louisville, Ky., and the plant site of Clayton & Lambert Manufacturing Company near Buckner, Ky., (a) from Louisville over U. S. Highway 42 to junction with Buckner Road, thence over Buckner Road to the Clayton & Lambert Manufacturing Company plant site, and return over the same routes; (b) from Louisville, Ky., over U. S. Highway 42 to junction Kentucky Highway 22, thence over Kentucky Highway 22 to junction Kentucky Highway 146, thence over Kentucky Highway 146 to the plant site of Clayton & Lambert Manufacturing Company, and return over the same routes. Applicant is authorized to conduct operations in Indiana, Illinois, Kentucky, Missouri, Michigan, Wisconsin, Ohio, Pennsylvania, and New York.

HEARING: January 31, 1957, at the Department of Motor Transportation, State Office Bldg., Frankfort, Ky., before Joint Board No. 37.

No. MC 26983 Sub 1, filed September 10, 1956, DISTRICT HAULING & CONTRACTING CO., INC., 2780 Jefferson

Davis Hwy., Arlington, Va. Applicant's representative: S. Harrison Kahn, 726 Investment Bldg., Washington, D. C. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Roman brick, Norman brick, and all other building materials made from clay products*, from York, Pa., and Watson-town, Pa., to Washington, D. C., and points in the Washington, D. C. Commercial Zone, as defined by the Commission; *empty containers or other such incidental facilities* (not specified) used in transporting the named commodities on return. Applicant is authorized to conduct operations in West Virginia, Virginia, Maryland, Delaware, Pennsylvania, New York, New Jersey, and the District of Columbia.

HEARING: January 16, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Herbert L. Hanback.

No. MC 29886 Sub 88, filed September 4, 1956, DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample St., South Bend, Ind. Applicant's representative: Charles M. Pieroni, 4000 West Sample Street, South Bend 21, Ind. For authority to operate as a *common carrier*, over irregular routes, transporting: *Road rollers, road scrapers, and cement mixers, and self-propelled building, moving and construction machinery*, between Gallion, Ohio and points in the United States, including the District of Columbia.

HEARING: January 15, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Herbert L. Hanback.

No. MC 29886 Sub 89, filed September 7, 1956, DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample St., South Bend 21, Ind. Applicant's representative: Charles M. Pieroni, 4000 West Sample St., South Bend 21, Ind. For authority to operate as a *common carrier*, over irregular routes, transporting: *Road rollers, road scrapers, and cement mixers, and self-propelled building, moving, and construction machinery*, between Bucyrus, Ohio and points in the United States, including the District of Columbia.

HEARING: January 15, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Herbert L. Hanback.

No. MC 29886 Sub 91, filed October 8, 1956, DALLAS & MAVIS FORWARDING CO., INC., 4000 W. Sample St., South Bend, Ind. For authority to operate as a *common carrier*, over irregular routes, transporting: *Construction equipment and excavating equipment*, between New Philadelphia, Ohio, and points in the United States.

HEARING: January 3, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner T. Kinsey Carpenter.

No. MC 35737 Sub 7, filed October 19, 1956, THE CASSELL TRANSFER AND STORAGE COMPANY, a corporation, 115 North Rock Island Ave., Wichita, Kans. Applicant's representative: Carl V. Kretsinger, 1014-18 Temple Building, Kansas City 6, Mo. For authority to operate as a *common carrier*, over regular routes, transporting: *General com-*

modities, except those of unusual value, Class A and B explosives, household goods, as defined by the Commission, commodities in bulk, and commodities requiring special equipment, using the Kansas Turnpike as an alternate route in connection with applicant's authorized regular-route operations between Kansas City, Mo., and Wichita, Kans., as follows: from the entrance of the Kansas Turnpike at K-32 Matoon Road, near the Kansas City, Kans., terminal at 18th Street and Muncie to its exits at Wichita designated as East Wichita, U. S. Highway 54, Wichita-Boeing, K15, and South Wichita, U. S. Highway 81, and return over the same route, serving no intermediate points. Applicant is authorized to conduct operations in Missouri, Kansas, and Colorado.

HEARING: January 17, 1957, at the Hotel Pickwick, Kansas City, Mo., before Joint Board No. 36.

No. MC 36473 Sub 61, filed October 12, 1956, CENTRAL TRUCK LINES, INC., 1005 Jackson Street, P. O. Box 1411, Tampa 2, Fla. Applicant's representative: Allan Watkins, Grant Building, Atlanta 3, Ga. For authority to operate as a common carrier, over irregular routes, transporting: *General commodities*, except Class A and B explosives, household goods, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, serving points in Florida within 15 miles of Pensacola, Fla., as off-route points in connection with applicant's authorized regular route operations between Mobile, Ala., and Pensacola, Fla., over U. S. Highway 90; and between Pensacola and Chattahoochee, Fla., over U. S. Highway 90. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, and Louisiana.

HEARING: January 29, 1957, at the Florida Railroad Commission, Tallahassee, Fla., before Joint Board No. 205.

No. MC 40858 Sub 45, filed August 6, 1956, THE SILVER FLEET MOTOR EXPRESS, INC., 216 West Pearl Street, Louisville 2, Ky. Applicant's representative: Robert W. Brunow, 1511-1516 Kentucky Home Life Building, Louisville 2, Ky. For authority to operate as a common carrier, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving the Clayton & Lambert Manufacturing Co. Plant Site, near Buckner, Ky., as an off-route point in connection with carrier's authorized regular route operations between Louisville, Ky., and Cincinnati, Ohio, over U. S. Highway 42. Issues originally published in FEDERAL REGISTER of August 22, 1956, as above.

HEARING: January 31, 1957, at the Department of Motor Transportation, State Office Bldg., Frankfort, Ky., before Joint Board No. 105.

No. MC 42 329 Sub 126, filed September 10, 1956, HAYES FREIGHT LINES, INC., 628 East Adams Street, Springfield, Ill. Applicant's representative: Carl L. Steiner, 39 South LaSalle Street, Chicago 3, Ill. For authority to operate as a com-

mon carrier, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving the site of the Clayton and Lambert Manufacturing Company plant near Buckner, Ky., as an off-route point in connection with applicant's authorized regular-route operations (a) between Louisville, Ky., and Cincinnati, Ohio, over U. S. Highway 42, and (b) between Cincinnati, Ohio, and Fulton, Ky., over U. S. Highways 25, 60 and 51. Issues originally published in FEDERAL REGISTER of September 26, 1956, as above.

HEARING: January 31, 1957, at the Department of Motor Transportation, State Office Bldg., Frankfort, Ky., before Joint Board No. 105.

No. MC 45657 Sub 16, filed October 17, 1956, PIC FREIGHT CO., 731 Campbell Ave., St. Louis, Mo. Applicant's representative: Jack Goodman, 39 South LaSalle St., Chicago 3, Ill. For authority to operate as a common carrier, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between junction Indiana Highway 29 and U. S. Highway 36 and junction U. S. Highway 66 and U. S. Highway 36, from junction Indiana Highway 29 and U. S. Highway 36 over U. S. Highway 36 to junction U. S. Highway 66, and return over the same route, serving no intermediate points, and as an alternate route for operating convenience only. **RESTRICTIONS:** (1) No service is sought to be performed to and from the termini; (2) no service is sought between any point east of the Illinois-Indiana State line, on the one hand, and, on the other, any point in Illinois. Applicant is authorized to conduct operations in Indiana, Illinois, Missouri and Ohio.

HEARING: January 21, 1957, in Room 852 U. S. Custom House, 610 South Canal St., Chicago, Ill., before Joint Board No. 21.

No. MC 47389 Sub 13, filed October 25, 1956, FEDERAL TRUCK LINES, INC., 3000 South Halsted St., Chicago 8, Ill. Applicant's representative: Eugene L. Cohn, One North La Salle St., Chicago 2, Ill. For authority to operate as a common carrier, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, serving the site of the Clayton & Lambert Manufacturing Company plant, near Buckner, Ky., as an off-route point in connection with carrier's authorized regular route operations between Indianapolis, Ind., and Louisville, Ky., over U. S. Highways 31 and 31-E. Applicant is authorized to conduct operations in Illinois, Indiana, Kentucky and Ohio.

HEARING: January 31, 1957, at the Department of Motor Transportation, State Office Bldg., Frankfort, Ky., before Joint Board No. 105.

No. MC 52322 Sub 1, filed August 13, 1956, M. Cooper AND J. F. McDOWELL, doing business as HALFWAY GARAGE & STAGES, Halfway, Ore. Applicant's representative: William B. Adams, Pacific Building, Portland 4, Ore. For authority to operate as a common carrier, over a regular route, transporting: *General commodities*, including commodities in bulk, but excluding articles of unusual value, Class A and B explosives, household goods as defined by the Commission, and those requiring special equipment, between Richland, Ore., and Hells Canyon Dam Site (near Homestead), Ore., from Richland over Oregon Highway 86 to Robinette; Ore., thence over unnumbered highway in a northerly direction to the Brownlee Dam Site, thence in a northerly direction over the same unnumbered highway to the Ox Bow Dam Site, thence in a northerly direction over unnumbered highway to Hells Canyon Dam Site, and return over the same route, serving all intermediate points and off-route points within five (5) miles of the above-described dam sites. Applicant is authorized to conduct operations in Oregon.

NOTE: Duplicating authority is to be eliminated. Issues originally published in FEDERAL REGISTER of September 19, 1956, as above.

HEARING: January 9, 1957, at 538 Pittcock Block, Portland, Ore., before Joint Board No. 6.

No. MC 52657 Sub 496, filed August 27, 1956, ARCO AUTO CARRIERS, INC., 91st Street & Perry Ave., Chicago 20, Ill. Applicant's representative: Glenn W. Stephens, 121 W. Doty, Madison, Wis. For authority to operate as a common carrier, over irregular routes, transporting: (1) *Motor vehicles including trailers, and parts thereof*, when moving with such vehicles, in initial movements, in truckaway and driveaway service, from Cortland, N. Y., and points within five miles of Cortland, to points in the United States, and (2) *Tractors*, in secondary movements, in driveaway service, only when drawing trailers moving in initial driveaway service, as described above, from Cortland, N. Y., and points within five miles of Cortland, to points in Alabama, Arizona, Arkansas, California, Colorado, Georgia, Idaho, Kansas, Louisiana, Maine, Mississippi, Montana, Nevada, New Hampshire, New Mexico, North Dakota, Oklahoma, Oregon, South Carolina, Tennessee, Texas, Utah, Vermont, Washington, Wyoming, and the District of Columbia. Issues originally published in FEDERAL REGISTER of September 26, 1956, as above.

HEARING: January 31, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Bertram E. Stillwell.

No. MC 52869 Sub 47, filed August 27, 1956, NORTHERN TANK LINE, 8 S. Seventh St., Miles City, Mont. Applicant's representative: Robert N. Burchmore, 2106 Field Bldg., Chicago 3, Ill. For authority to operate as a common carrier, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, (1) from points in Wibaux County, Mont., to points in Wyoming, South Dakota, and North

Dakota; (2) from Billings, Mont. and Laurel, Mont. to points in North Dakota and South Dakota; (3) from Miles City, Mont. and Glendive, Mont. and points within five (5) miles of each to points in South Dakota; (4) from Tioga, N. Dak. and Mandan, N. Dak. and points within five (5) miles of each to points in Minnesota; *damaged and returned shipments of petroleum and petroleum products* on return. Applicant is authorized to conduct operations in Montana, Wyoming, South Dakota, North Dakota, and Minnesota. Issues published in FEDERAL REGISTER of September 26, 1956.

HEARING: December 11, 1956, at North Dakota Public Service Commission, Bismarck, N. Dak., before Examiner James H. Gaffney.

No. MC 52920 Sub 24, filed October 25, 1956, PACIFIC HIGHWAY TRANSPORT, INC., Sixth Avenue South & Holgate Streets, Seattle, Wash. Applicant's representative: William B. Adams, Pacific Building, Portland 4, Oreg. For authority to operate as a *common carrier*, transporting: *Fruits, vegetables, fruit juices, vegetable juices, and fish*, (fresh, frozen, canned or otherwise processed), serving points in Grays Harbor and Pacific Counties, Wash. as intermediate and off-route points in connection with applicant's authorized regular route operations, between Grand Mount and Raymond, Wash., and Grand Mount and Hoquiam, Wash., over Washington State Highway 9, U. S. Highway 410 and U. S. Highway 101.

HEARING: January 15, 1957, at 538 Pittock Block, Portland, Oreg., before Joint Board No. 80.

No. MC 53965 Sub 16, filed October 19, 1956, GRAVES TRUCK LINE, INC., 700 North 13th Street, Saline, Kans. Applicant's representative: Carl V. Kretzinger, Suite 1014-1018 Temple Bldg., Kansas City 6, Mo. For authority to operate as a *common carrier*, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, between Kansas City, Mo., and Wichita, Kans., from the entrance of the Kansas Turnpike at Kansas Highway 32 Mattoon Road, near the Kansas City, Kans., terminal at 18th Street and Muncie to its exits at Wichita designated as East Wichita, U. S. Highway 54, Wichita-Boeing Kansas Highway 15, and South Wichita, U. S. Highway 81, over the Kansas Turnpike Highway, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with carrier's authorized regular route operations between (a) Kansas City, Mo., and Gypsum, Kans., (b) Kansas City, Mo., and Hutchinson, Kans., and (c) Wichita, Kans., and Newton, Kans. Applicant is authorized to conduct operations in Kansas and Missouri.

HEARING: January 17, 1957, at the Hotel Pickwick, Kansas City, Mo., before Joint Board No. 36.

No. MC 52922 Sub 10, filed October 23, 1956, THE MARYLAND TRANSPORTATION COMPANY, a corporation, 1111

Frankfurt Avenue, Baltimore 25, Md. For authority to operate as a *common carrier*, over irregular routes, transporting: *Firebrick, refractory products*, on pallets, on flat bed trailers, from Baltimore Md. to Weirton, W. Va.

HEARING: January 17, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Joint Board No. 206.

No. MC 68807 Sub 24, filed October 23, 1956, BENHAMIN H. HERR, doing business as HERR'S MOTOR EXPRESS, Quarryville, Pa. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Iron and steel tin plate, sheet and strip, coated or plain*, from Weirton, W. Va., to points in Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.

Note: Section 210 (dual operations) may be involved, as applicant is authorized to conduct operations as a common carrier in MC 105461.

HEARING: January 4, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 72318 Sub 22, filed October 15, 1956, INDUSTRIAL TRANSPORT, INC., 2221 William St., Lansing 15, Mich. For authority to operate as a *common carrier*, over irregular routes, transporting: *New automobiles, new trucks, new cabs, new chassis, and unfinished automobiles*, in initial movements, in truckaway service, from Lansing, Mich., to points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming, and *damaged or wrecked shipments* of the commodities described above on return. Applicant is authorized to conduct operations in Michigan, Illinois, Indiana, Iowa, New York, Ohio, West Virginia, Pennsylvania, Maryland, North Carolina, South Carolina, Alabama, Arkansas, Colorado, Connecticut, Florida, Georgia, Kentucky, Louisiana, Maine, Massachusetts, Mississippi, Nebraska, New Hampshire, New Jersey, North Dakota, Rhode Island, Tennessee, Vermont, Virginia, Wisconsin, and the District of Columbia.

HEARING: January 16, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Paul Coyle.

No. MC 89778 Sub 68, filed October 25, 1956, BAGGETT TRANSPORTATION COMPANY, 2 South 32nd St., Birmingham, Ala. Applicant's representative: Harold G. Hernly, 1624 Eye St., N. W., Washington 6, D. C. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Class A, B and C explosives, and blasting supplies*, between Energy, Ill., and points within 15 miles thereof, on the one hand, and, on the other, points in Alabama, Louisiana, Mississippi, New Mexico, Texas and Florida. Applicant is authorized to conduct operations in Iowa, Alabama, Missouri, Illinois, New Jersey, West Virginia, Tennessee, Mississippi, Georgia, North Carolina, South Carolina, Indiana, Florida, Louisiana, Texas, Kentucky, Virginia, Arkansas, Delaware, Kansas, Pennsylvania, Colorado, Utah, Maryland, Michigan, Minnesota, New

Jersey, New York, North Dakota, Ohio, Oklahoma, South Dakota, Vermont, Massachusetts, Connecticut, Rhode Island and Nebraska.

HEARING: January 4, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Bertram E. Stillwell.

No. MC 95627 Sub 13, filed November 6, 1956, EUGENE NELMS, RFD #4, Box 191, Suffolk, Va. Applicant's representative: John C. Goddin, State-Planters Bank Bldg., Richmond 19, Va. For authority to operate as a *common carrier*, over irregular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Smithfield, Va., and points in Dinwiddie, Nottoway and Lunenburg Counties, Va. Applicant is authorized to transport general commodities with exceptions, in Virginia, and specified commodities in Virginia, District of Columbia, Maryland, North Carolina, South Carolina, Pennsylvania, New York, and New Jersey.

HEARING: January 23, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Joint Board No. 108.

No. MC 102567 Sub 56, filed October 26, 1956, EARL CLARENCE GIBBON, doing business as EARL GIBBON PETROLEUM TRANSPORT, West First and Broadway, Bossier City, La., and mailing address: P. O. Box 1822, Shreveport, La. Applicant's representative: Joe E. Shaw, First National Bank Bldg., Houston, Tex. For authority to operate as a *common carrier*, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Memphis, Tenn., to points in Arkansas. Applicant is authorized to conduct operations in Arkansas, Georgia, Louisiana, Mississippi, Oklahoma and Texas.

HEARING: January 24, 1957, at U. S. District Court Rooms, Memphis, Tenn., before Joint Board No. 38.

No. MC 102616 Sub 624, filed October 9, 1956, COASTAL TANK LINES, INC., Grantley Road, York, Pa. Applicant's representative: Harold G. Hernly, 1624 Eye St., NW., Washington 6, D. C. For authority to operate as a *common carrier*, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Freedom (Beaver County) and Floreffe (Allegheny County), Pa., to Nitro, W. Va. Applicant is authorized to conduct operations in Delaware, Maryland, Michigan, New Jersey, North Carolina, Ohio, Pennsylvania, Virginia, West Virginia, and the District of Columbia.

HEARING: January 18, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner T. Kinsey Carpenter.

No. MC 102616 Sub 625, filed October 15, 1956, COASTAL TANK LINES, INC., Grantley Road, York, Pa. Applicant's representative: Harold G. Hernly, 1624 Eye St. NW., Washington 6, D. C. For authority to operate as a *common carrier*, over irregular routes, transporting: *Butyl alcohol*, in bulk, in tank vehicles,

from Fredericksburg, Va., to Union, N. J. Applicant is authorized to conduct operations in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Michigan, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Tennessee, Virginia, West Virginia, Wisconsin, and the District of Columbia.

HEARING: January 18, 1957, at the offices of the Interstate Commerce Commission, Washington, D. C., before Examiner T. Kinsey Carpenter.

No. MC 103051 Sub 22, filed October 22, 1956, WALKER HAULING CO., INC., 624 Penn Avenue, N. E., Atlanta 8, Ga. Applicant's representative: R. J. Reynolds, Jr., 1403 Citizens & Southern Nat'l Bank Bldg., Atlanta 3, Ga. For authority to operate as a *common carrier*, over irregular routes, transporting: *Liquid petroleum products*, in bulk, in tank vehicles, from Foster, Ga. (near Americus, Ga.), and points within ten miles of Foster, to points in Russell County, Ala., other than Phenix City. Applicant is authorized to conduct operations in Alabama, Georgia, and Tennessee.

HEARING: January 30, 1957, at the Peachtree-Seventh Bldg., 50 Seventh St., N. E., Atlanta, Ga., before Joint Board No. 239.

No. MC 104683 Sub 21, filed October 26, 1956, L. L. MAJURE and JO M. MAJURE, a partnership, doing business as L. L. MAJURE, 1600 "B" Street, (P. O. Box 1028) Meridian, Miss. For authority to operate as a *common carrier*, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, (1) from Mobile, Ala., to the U. S. Air Force Base, Columbus, Miss., and to the site of the proposed U. S. Navy Auxiliary Air Station (Jet Training Base) approximately 12 miles north of Meridian, Miss.; and (2) from Lynn Haven, Fla., to all U. S. Government military installations in the State of Mississippi. **RESTRICTION:** Applied-for authority to be limited to apply only on shipments moving on U. S. Government bills of lading.

HEARING: January 18, 1957, in U. S. Court Rooms, Montgomery, Ala., before Joint Board No. 393.

No. MC 105470 Sub 7, filed October 24, 1956, INDIANAPOLIS FORWARDING COMPANY, a corporation, 2500 West Taylor Street, Chicago 8, Ill. Applicant's representative: Eugene L. Cohn, One North LaSalle Street, Chicago 2, Ill. For authority to operate as a *common carrier*, transporting: *General commodities*, except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk (not excluding red oils, stearic acid, and fatty acids, in bulk, in tank vehicles), and commodities requiring special equipment, serving the site of the Clayton & Lambert Manufacturing Company plant, near Buckner, Ky., as an off-route point in connection with carrier's authorized regular-route operations over U. S. Highways 31-E and 31-W between (a) Chicago, Ill., and Indianapolis, Ind., and (b) Cincinnati, Ohio, and Louisville, Ky. Applicant is authorized to conduct operations in Illinois, Indiana, Kentucky, and Ohio.

HEARING: January 31, 1957, at the Department of Transportation, State Office Bldg., Frankfort, Ky., before Joint Board No. 105.

No. MC 106049 Sub 28, filed October 11, 1956, ATLANTA-NEW ORLEANS MOTOR FREIGHT CO., a corporation, 260 University Ave., S. W., P. O. Box 1222, Atlanta 15, Ga. Applicant's representative: Allan Watkins, Grant Bldg., Atlanta 3, Ga. For authority to operate as a *common carrier*, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading, serving points in Florida within 15 miles of Pensacola, Fla., as off-route points in connection with applicant's authorized regular route operations between Pensacola, Fla., and Flomaton, Ala., over U. S. Highway 29; and in connection with applicant's irregular route operations between Pensacola, Fla., on the one hand, and, on the other, United States Navy Yard, Fort Barrancas, Correy Field, Soufley Field, Brownville, and Ellyson Field, Fla. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, Louisiana, and Mississippi.

HEARING: January 29, 1957, at the Florida Railroad Commission, Tallahassee, Fla., before Joint Board No. 205.

No. MC 105943 Sub 58, filed November 1, 1956, EASTERN EXPRESS, INC., 128 Cherry St., Terre Haute, Ind. Applicant's representative: John E. Lesow, 632 Illinois Bldg., 17 W. Market St., Indianapolis 4, Ind. For authority to operate as a *common carrier*, transporting: *General commodities*, except those of unusual value, Class A and B explosives, other than small-arms ammunition, household goods as defined by the Commission, and liquids in bulk, in tank vehicles, serving the plant site of Indiana-Michigan Electric Company located approximately two and one-half (2½) miles west of Fairbanks, Ind. as an off-route point in connection with applicant's authorized regular route operations between St. Louis, Mo. and Indianapolis, Ind. and between Effingham, Ill. and Columbus, Ohio over U. S. Highway 40. Applicant is authorized to conduct operations in Illinois, Indiana, Ohio, Pennsylvania, New York, New Jersey, Missouri, Maryland, West Virginia, and Kentucky.

HEARING: January 4, 1957, at U. S. Court Rooms, Indianapolis, Ind., before Joint Board No. 72.

No. MC 106965 Sub 93, filed November 1, 1956, M. I. O'BOYLE & SON, INC., doing business as O'BOYLE TANK LINES, 817 Michigan Ave., N. E., Washington, D. C. Applicant's representative: Dale C. Dillon, 1825 Jefferson Place, N. W., Washington 6, D. C. For authority to operate as a *common carrier*, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from points in York County, Va., to points in Delaware, Maryland, North Carolina, West Virginia, and the District of Columbia. Applicant has authority to conduct operations in Delaware, Maryland, New Jersey, North Carolina,

Pennsylvania, Virginia, West Virginia, and the District of Columbia.

NOTE: Duplication with present authority to be eliminated.

HEARING: January 15, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 107128 Sub 7, filed October 27, 1956, FAST FREIGHT, INC., 2612 West Morris St., Indianapolis 21, Ind. Applicant's representative: Wilhelmina Boersma, 2850 Penobscot Bldg., Detroit 26, Mich. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Glass products, including glass bottles and jars, together with accessories therefor*, such as caps, covers, rings, and empty cardboard containers, and *advertising matter*, from Vienna, W. Va., and points within three miles thereof, to points in Indiana, Illinois, St. Louis, Mo., and those points in the lower peninsula of Michigan on and south of a line commencing at Lake Michigan and extending along U. S. Highway 10 to its junction with Michigan Highway 20, thence via Michigan Highway 20 to Bay City, Mich., thence along Michigan Highway 15 to its junction with Michigan Highway 46, thence along Michigan Highway 46 to Lake Huron. Applicant is authorized to conduct operations in Indiana, Wisconsin, West Virginia, Illinois, Ohio, and Kentucky.

HEARING: January 23, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Paul Coyle.

No. MC 107643 Sub 42, filed November 2, 1956, ST. JOHNS MOTOR EXPRESS CO., a corporation, 7220 North Burlington Avenue, Portland, Ore. Applicant's representative: John M. Hickson, Falling Bldg., Portland, Ore. For authority to operate as a *common carrier*, over irregular routes, transporting: *Sulphuric acid*, in tank vehicles, from Coquille, Ore., to the site of the Mineral Sand Company plant, near Bandon, Ore. Applicant is authorized to conduct operations in Idaho, Montana, Oregon, Utah, and Washington.

HEARING: January 10, 1957, at 538 Pittcock Block, Portland, Ore., before Joint Board No. 172.

No. MC 108058 Sub 5, filed October 12, 1956, BARBER TRUCKING, INC., 307 Latzer Ave., Minerva, Ohio. Applicant's representative: G. H. Dilla, 3350 Superior Ave., Cleveland 14, Ohio. For authority to operate as a *common carrier*, over irregular routes, transporting: *Paper and paper products*, from Steubenville and Toronto, Ohio, to points in New York on and west of U. S. Highway 11 and points in Pennsylvania, except those already granted in MC 108058 Sub 1 and Sub 2, points in Indiana, and points in the Chicago, Ill., Commercial Zone, and *scrap paper, skids, pallets, paper plugs, and cores and such materials used or useful in the manufacture of paper and paper products, and rejected paper and paper products*, on return. Applicant is authorized to conduct operations in Ohio, Pennsylvania, West Virginia, and Michigan.

HEARING: January 14, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner T. Kinsey Carpenter.

No. MC 108649 Sub 3, filed November 6, 1956, HAROLD E. STURM, doing business as STURM FREIGHTWAYS, 1614 South Washington, Peoria, Ill. Applicant's representative: Jack Goodman, 39 South La Salle Street, Chicago 3, Ill. For authority to operate as a common carrier, transporting: *General commodities*, except bank bills, coin, currency, deeds, drafts, notes, postage stamps, precious metals or articles manufactured therefrom, precious stones, revenue stamps, valuable and negotiable papers, articles or papers of extraordinary value, tank truck shipments, wild animals, dead animals, Class A and B explosives, coal, sand and gravel, automobiles, and except household goods as defined by the Commission, serving Morton, Ill., as an off-route point in connection with applicant's authorized regular-route operations (1) between Omaha, Nebr., and Peoria, Ill.; (2) between Peoria, Ill., and junction Illinois Highway 116 and U. S. Highway 34; and (3) between Pekin, Ill., and junction unnumbered highway and U. S. Highway 34. Applicant is authorized to conduct operations in Illinois, Iowa, and Nebraska.

HEARING: January 10, 1957, in Room 852, U. S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 149.

No. MC 108736 Sub 7, filed November 7, 1956, A. H. VIETOR, doing business as ALBERT LEA TRANSFER CO., 423 Adams Ave., Albert Lea, Minn. Applicant's representative: A. R. Fowler, 2288 University Ave., St. Paul 14, Minn. For authority to operate as a common carrier, over irregular routes, transporting: *Cleaning, scouring or washing compounds, cooking oil fats, lard compounds, lard substitutes, soap, soap products, vegetable oil shortening, foodstuffs, and related advertising matter and premiums when moving therewith, and damaged shipments of the commodities described herein*, between Albert Lea, Minn., on the one hand, and, on the other, points in Minnesota within 35 miles of Albert Lea, and Blue Earth, Elmore and Winnebago, Minn. Applicant is authorized to transport soap, soap products, vegetable oil shortening and related advertising matter and premiums between Albert Lea, Minn., on the one hand, and, on the other, points in Minnesota within 35 miles of Albert Lea.

HEARING: January 3, 1957, at the Federal Court Building, Marquette Ave., South and Third Streets, Minneapolis, Minn., before Joint Board No. 145.

No. MC 109761 Sub 7, filed October 10, 1956, CARL SUBLER TRUCKING, INC., 906 Magnolia Ave., Auburndale, Fla.; mailing address, North West St., Versailles, Ohio. Applicant's representative: Herbert Baker, 50 W. Broad St., Columbus 15, Ohio. For authority to operate as a contract carrier, over irregular routes, transporting: *Meats and sausage, cooked, cured, or preserved, in packages, cans, or glass; soups, canned or in packages; and gelatin, and animal fat*

shortening in cans, packages, barrels, or drums, from Austin, Minn. and Owatonna, Minn. and points within ten (10) miles of each, to points in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee; empty containers or other such incidental facilities (not specified) used in transporting the above-named commodities on return.

HEARING: January 8, 1957, at the Office, Vermont, New Hampshire, Rhode Dutches County, N. Y. to points in Examiner T. Kinsey Carpenter.

No. MC 110325 Sub 13, (REVISIONS) TRANSCON LINES, a Corporation, Los Angeles, Calif., published in the October 31, 1956 issue on page 8345. That portion of the notice published on the above date reading "and serving the termini for the purpose of joinder only" should be deleted.

HEARING: Remains as assigned, December 11, 1956, at the Hotel Pickwick, Kansas City, Mo., before Joint Board No. 251.

No. MC 110940 Sub 16, filed October 19, 1956, ROBINS TRANSFER COMPANY, INC., P. O. Box 36, Powderly Station, Birmingham, Ala. Applicant's representative: Bennett T. Waites, 531-34 Frank Nelson Bldg., Birmingham 3, Ala. For authority to operate as a common carrier, over irregular routes, transporting: *Toluene*, in bulk, in tank vehicles, from Alabama City, Ala., to Copper Hill, Tenn. Applicant is authorized to conduct operations in Alabama, Tennessee and Georgia.

HEARING: January 14, 1957, at Hotel Thomas Jefferson, Birmingham, Ala., before Joint Board No. 239.

No. MC 110940 Sub 17, filed November 7, 1956, ROBINS TRANSFER COMPANY, INC., P. O. Box 36, Powderly Station, Birmingham, Ala. Applicant's representative: Bennett T. Waites, Jr., 531-34 Frank Nelson Bldg., Birmingham 3, Ala. For authority to operate as a common carrier, over irregular routes, transporting: *Fats and oils, including blends and products thereof*, except those derived from petroleum, in bulk, in tank vehicles, between Memphis, Tenn., and points in Alabama.

HEARING: January 15, 1957, at Hotel Thomas Jefferson, Birmingham, Ala., before Joint Board No. 110.

No. MC 111651 Sub 5, filed October 22, 1956, MIDDLEWEST FREIGHTWAYS, INC., 527 South Theresa Ave., St. Louis, Mo. Applicant's representative: Carl V. Kretsinger, Suite 1014-1018 Temple Bldg., Kansas City 6, Mo. For authority to operate as a common carrier, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, using the Kansas Turnpike between the entrance of said Turnpike at K-32 Matton Road, near the Kansas City, Kans. terminal at 18th Street and Muncie and its exits at Wichita, Kans., designated as East Wichita, U. S. 54, Wichita-Boeing, K15, and South Wichita, U. S. 81, as an alternate route, serving no intermediate points, in connection with applicant's authorized

regular-route operations in Certificate No. MC 111651 Sub 1 wherein applicant is authorized to transport packed, bagged, or crated commodities, over a regular route between Kansas City, Mo., and Wichita, Kans., from Kansas City over Kansas Highway 10 and U. S. Highway 50 to junction U. S. Highway 50S, thence over U. S. Highway 50S to Newton, Kans., and thence over U. S. Highway 81 to Wichita, and return over the same route. Service is authorized to and from the intermediate points of Emporia and Newton, Kans., unrestricted; to and from intermediate and off-route points within five miles of Wichita, Kans., in the transportation of general commodities except those of unusual value, and except household goods as defined by the Commission, commodities in bulk, and those requiring special equipment; and to and from intermediate and off-route points in the KANSAS CITY, MO.-KANSAS CITY, KANS., COMMERCIAL ZONE, as defined by the Commission, in the transportation of general commodities, with exceptions as above-specified, and except dangerous explosives. Applicant is authorized to conduct operations in Illinois, Kansas, Kentucky, Missouri and Oklahoma.

HEARING: January 17, 1957, at the Hotel Pickwick, Kansas City, Mo., before Joint Board No. 52.

No. MC 112497 Sub 64, filed October 15, 1956, HEARIN TANK LINES, INC., 6440 Rawlins St. (P. O. Box 3096), Baton Rouge, La. Applicant's representative: Harry C. Ames, Jr., Transportation Bldg., Washington 6, D. C. For authority to operate as a common carrier, over irregular routes, transporting: *Caustic potash*, in bulk, from Anniston, Ala., to points in Florida, Georgia, Mississippi, North Carolina and South Carolina. Applicant is authorized to conduct operations in Arkansas, Louisiana, Alabama, Florida, Mississippi, Georgia, Tennessee, and Missouri.

HEARING: January 9, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Paul Coyle.

No. MC 112669 Sub 1, filed December 23, 1955, ABE K. FRIESEN, doing business as FRIESEN TRUCK LINE, 1207 E. Second St., Hutchinson, Kans. Applicant's representative: J. Wm. Townsend, 204-206 Central Building, Topeka, Kans. (REOPENED FOR FURTHER HEARING.) The subject proceeding covers proposed operations described in Form BMC 78 application filed December 23, 1955, for authority as a common carrier, over irregular routes, transporting: *Brick and tile*, in minimum truck loads of 20,000 pounds, from Collinsville, Oklahoma City, and Tulsa, Okla., to points in Kansas, and empty containers, or other such incidental facilities (not specified) used in transporting the commodities specified in this application on return.

FURTHER HEARING: January 3, 1957, at Hotel Kansas, Topeka, Kans., before Joint Board No. 39.

No. MC 113336 Sub 10, filed November 6, 1956, PETROLEUM TRANSIT COMPANY, INC., P. O. Box 921, East 2nd St., Lumberton, N. C. Applicant's representative: James E. Wilson, Continental

Bldg., 14th and K Sts., N. W., Washington 5, D. C. For authority to operate as a common carrier, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from points in York County, Va., to points in North Carolina, West Virginia, Maryland, Delaware, and the District of Columbia. Applicant is authorized to conduct operations in North Carolina and Maryland.

HEARING: January 15, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 113779 Sub 46, filed October 25, 1956, YORK INTERSTATE TRUCKING, INC., 9020 LaPorte Express Way, P. O. Box 12385, Houston 17, Tex. For authority to operate as a common carrier, over irregular routes, transporting: *Liquid petroleum wax*, in bulk, in tank vehicles, from Baton Rouge, La., to points in Texas, and *contaminated shipments of liquid petroleum wax* on return. Applicant is authorized to conduct operations in New Mexico and Texas.

HEARING: January 15, 1957, at Louisiana Public Service Commission, Baton Rouge, La., before Joint Board No. 32.

No. MC 113779 Sub 47, filed October 30, 1956, YORK INTERSTATE TRUCKING, INC., 9820 La Porte Expressway, Houston 17, Tex. For authority to operate as a common carrier, over irregular routes, transporting: *Anhydrous dimethylamine*, in bulk, in tank vehicles, from Sterlington, La., to Velasco, Tex., and *contaminated shipments of the commodity specified on return*. Applicant is authorized to conduct operations in Arkansas, Louisiana, Mississippi, New Mexico, Oklahoma and Texas.

HEARING: January 15, 1957, at Louisiana Public Service Commission, Baton Rouge, La., before Joint Board No. 32.

No. MC 113855 Sub 13, filed October 11, 1956, INTERNATIONAL TRANSPORT, INC., 2303 Third Ave. N., Fargo, N. Dak. Applicant's representative: Franklin J. Van Osdel, First National Bank Bldg., Fargo, N. Dak. For authority to operate as a common carrier, over irregular routes, transporting: *Road construction and maintenance machinery and equipment, earth moving, industrial, logging and construction equipment, lifts, lift trucks, cranes, loaders, scoopmobiles, hoistmobiles, tractors, mixermobiles and mixers, and attachments and parts thereof* for above-described from Portland, Oregon, to points in the United States. *Damaged shipments* of the above-described commodities, on return. Applicant is authorized to conduct operations in Illinois, Wisconsin, Minnesota, Iowa, North Dakota, South Dakota, Nebraska, Montana, Wyoming, and Oregon.

HEARING: January 16, 1957, in Room 226, Old Mint Bldg., Fifth and Mission Streets, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 113855 Sub 14, filed October 12, 1956, INTERNATIONAL TRANSPORT, INC., 2303 Third Ave. N., Fargo, N. Dak. Applicant's representative: Franklin J. Van Osdel, First National Bank Bldg., Fargo, N. Dak. For authority to operate as a common carrier, over irregular

routes, transporting: *Road construction machinery and equipment, earth-moving, earth-leveling and materials handling machinery and equipment, tractors, rock rippers, machinery, root cutters, loaders, tillage machinery and construction equipment and machinery, and attachments and parts thereof* for above-described, from points in Merced, Stanislaus, San Joaquin, San Mateo, Contra, Costa, Solano, Napa, Sacramento, Sonoma, Santa Cruz, Alameda, Colusa, Calaveras, Amador, Yolo, Santa Clara, Marin, San Benito, Monterey and San Francisco Counties, California, to points in the United States. *Damaged shipments* of the above-specified commodities, on return. Applicant is authorized to conduct operations in Illinois, Wisconsin, Minnesota, Iowa, North Dakota, South Dakota, Nebraska, Montana, Wyoming and Oregon.

HEARING: January 16, 1957, in Room 226, Old Mint Bldg., Fifth and Mission Streets, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 114004 Sub 11, filed October 29, 1956, ARKANSAS TRUCKING COMPANY, INC., 862 Baseline Road, P. O. Box 1715, Little Rock, Ark. Applicant's representative: Ed E. Ashbaugh, 902 Wallace Building, Little Rock, Ark. For authority to operate as a common carrier, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles in truckaway service in secondary movement, between points in Arkansas, on the one hand, and, on the other, points in the United States including the District of Columbia. Applicant is authorized to conduct operations in all States and the District of Columbia.

HEARING: January 25, 1957, in U. S. Court Rooms, Little Rock, Ark., before Examiner William R. Tyers.

No. MC 114091 Sub 14, filed November 2, 1956, DIRECT TRANSPORT COMPANY OF KENTUCKY, INC., 3601 S. Seventh Street Road, Louisville, Ky. Applicant's representative: Ollie L. Merchant, 712 Louisville Trust Bldg., Louisville 2, Ky. For authority to operate as a common carrier, over irregular routes, transporting: *Petroleum and petroleum products*, except liquid petroleum gas, in bulk, in tank vehicles, from Salem, Ill. and points within ten (10) miles of Salem, to Louisville, Ky. Applicant is authorized to conduct operations in Kentucky, Illinois, Indiana, Ohio, and Tennessee.

HEARING: January 10, 1957, at Kentucky Hotel, Louisville, Ky., before Joint Board No. 1.

No. MC 114569 Sub 11, filed November 2, 1956, SHAFFER TRUCKING, INC., Elizabethtown, Pa. Applicant's representative: James W. Hagar, Commerce Bldg., P. O. Box 432, Harrisburg, Pa. For authority to operate as a common carrier, over irregular routes, transporting: *Fertilizer, feed and ingredients thereof, and burlap bags*, from Baltimore and Hagerstown, Md., to points in Pennsylvania and those in New York other than New York, N. Y., and points on Long Island; *insecticides*, (1) from Baltimore and Hagerstown, Md., to points in the above-specified Pennsylvania and

New York territories; (2) from New York, N. Y., to points in the above-specified Pennsylvania and New York territories, and those in that part of Maryland north and west of a line beginning at the Maryland-Pennsylvania State line, and extending along U. S. Highway 40 to Baltimore, Md., thence along U. S. Highway 1 to the Maryland-Pennsylvania State line, including points on the indicated portions of the highways specified; (3) from Charles Town, W. Va., to points in the above-specified New York and Maryland territories; *fertilizer ingredients, paper bags, and cases*, from Baltimore, Md., to Milton, Pa.; *malt beverages and advertising matter*, from Shamokin, Pa., to points in Connecticut, Delaware, Maryland, New Jersey, New York, and the District of Columbia; *malt beverages and advertising matter* moving in connection therewith, from Shamokin, Pa., to points in Florida, Georgia, North Carolina, Ohio, South Carolina, and Virginia; *empty malt beverage containers*, from the above-described destination points to Shamokin, Pa.; *malt beverages and advertising matter* therefor, from Pottsville, Pa., to points in Maryland, Virginia, West Virginia, Delaware, New York, New Jersey, and the District of Columbia; and *empty beverage containers*, from points in Maryland, Virginia, West Virginia, Delaware, New York, New Jersey, and the District of Columbia to Pottsville, Pa. Applicant is authorized to conduct the above operations as a contract carrier under Permit No. MC 55813, and by this application seeks conversion of this Permit to a Certificate. Applicant also holds common carrier irregular route authority in Certificate No. MC 114569 to transport *canned goods*, and in Certificate No. MC 114569 Sub 7 to transport *charcoal briquets*, in bags.

NOTE: This application will be processed concurrently with MC-F 6444.

HEARING: January 16, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Irving J. Raley.

No. MC 114890 Sub 3 (REVISION), C. E. REYNOLDS, Joplin, Mo., published page 6530, issue of August 29, 1956. Applicant's representative by letter dated November 7, 1956, requests revision of former notice of filing with regard to commodity description set forth as, "Fertilizer solutions" be changed to read: "Nisol-8, in bulk in insulated, stainless steel bulk trailers" from the site of Grace Chemical Company plant at or near Woodstock, Tenn., to points in Alabama, Arkansas, Florida, Illinois, Indiana, Kentucky, Louisiana, Mississippi, and Missouri. Applicant is authorized to conduct operations in Kansas, Missouri, Oklahoma, Arkansas, and Texas.

HEARING: Remains as assigned, January 16, 1957, at U. S. District Court Rooms, Memphis, Tenn., before Examiner William R. Tyers.

No. MC 115892 Sub 2, filed September 24, 1956, J-C WAREHOUSE AND TRANSFER, Louisville Road, P. O. Box 2009, Savannah, Ga. For authority to operate as a contract carrier, over irregular routes, transporting: *Meat, meat products and meat by-products*

and articles distributed by meat-packing houses, as defined by the Commission, in refrigerated equipment in pool car distribution service, from Savannah, Ga., to points in that part of Georgia bounded by a line commencing with the Atlantic Ocean at the mouth of the St. Marys River, extending west over Georgia Highway 40 to junction U. S. Highway 1 at Folkston, Ga., thence U. S. Highway 1 to Waycross, Ga., thence U. S. Highway 82 to junction U. S. Highway 441 at Pearson, Ga., thence U. S. Highway 441 to Dublin, Ga., thence U. S. Highway 319 to junction U. S. Highway 221 at Wadley, Ga., and thence U. S. Highway 1 to the Georgia-South Carolina State line at Augusta, Ga., and points in that part of South Carolina on and south of U. S. Highway 78 commencing at the Georgia-South Carolina State line and extending to Charleston, S. C.

HEARING: January 29, 1957, at the Peachtree-Seventh Bldg., 50 Seventh St., N. E., Atlanta, Ga., before Joint Board No. 131.

No. MC 115921 Sub 1, filed October 29, 1956, CHEMICAL SALT SERVICE, INC., 64 Waltham Ave., Springfield, Mass. For authority to operate as a contract carrier, over irregular routes, transporting: Rock salt, in bulk, in dump trucks, in bags by use of dump trucks, and tractor trailers, from Hartfield, Mass., to points in Maine, New Hampshire, Vermont, Rhode Island, and Connecticut. Applicant is authorized to conduct operations in New York, Maine, New Hampshire, Vermont, Rhode Island, Connecticut, and Massachusetts.

HEARING: January 8, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Bertram E. Stillwell.

No. MC 115987 Sub 1, filed November 5, 1956, D. V. THOMPSON, INC., Box 30, McPherson, Kans. Applicant's representative: William A. Sawtell, Jr., Farnam Bldg., Omaha 2, Nebr. For authority to operate as a common carrier, over irregular routes, transporting: Crude oil, in bulk, in tank vehicles, from oil wells, tank batteries and gathering points located in that part of Nebraska south of the northern boundaries of Chase, Hayes, Frontier, Gosper, Phelps, Kearney, Adams, Clay, Fillmore, Saline, Gage, Johnson, and Nemaha Counties, Nebr., to points in Kansas.

HEARING: January 4, 1957, at the Hotel Kansan, Topeka, Kans., before Joint Board No. 19.

No. MC 116110 Sub 2, filed November 1, 1956, MAXWELL TRUCK LINE, INC., Dothan, Ala. Applicant's representative: Maurice F. Bishop, 325-29 Frank Nelson Bldg., Birmingham, Ala. For authority to operate as a common carrier, over regular routes, transporting: General commodities, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, (1) between Dothan, Ala., and Opp, Ala., (a) from Dothan over Alabama Highway 12 to Opp, and return over the same route, serving all intermediate points (b) from Dothan over U. S. Highway 84 to Opp,

and return over the same route, serving all intermediate points, and (2) serving Camp Rucker (near Daleville), Ala., as an off-route point in connection with applicant's authorized regular route operations between Birmingham, Ala., and Panama City, Fla. Applicant is authorized to conduct operations in Alabama and Florida.

HEARING: January 16, 1957, in U. S. Court Rooms, Montgomery, Ala., before Joint Board No. 100.

No. MC 116172 Sub 2, filed October 23, 1956, LITTLE TRUCKING COMPANY, INC., Dameron, Md. For authority to operate as a common carrier, over irregular routes, transporting: Lumber and forest products, wooden pallets and building materials, between points in Calvert, St. Marys, Charles, and Prince Georges Counties, Md., on the one hand, and, on the other, points in North Carolina, Virginia, Maryland, Delaware, New Jersey, Pennsylvania, New York, Washington, D. C., West Virginia, Connecticut, Massachusetts, and Rhode Island.

HEARING: January 24, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Bertram E. Stillwell.

No. MC 116187, filed September 4, 1956, ILLINOIS TERMINAL RAILROAD COMPANY, 710 North 12th Boulevard, St. Louis, Mo. For authority to operate as a common carrier, over irregular routes, transporting: General commodities, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, fodder, hay, straw and green hides, between Alton, East Alton, Federal, Wood River, Hartford, Roxana, Edwardsville, and East St. Louis, Ill., and St. Louis, Mo. Applicant states that no less than truck load traffic will be handled. Issues originally published in FEDERAL REGISTER of September 26, 1956, as above.

HEARING: January 15, 1957, at the Desoto Hotel, St. Louis, Mo., before Joint Board No. 135.

No. MC 116192, filed September 6, 1956, JAMES F. McBALL, 123 Garfield Avenue, West Chester, Pa. For authority to operate as a contract carrier, over irregular routes, transporting: Inner-spring units and accessories for mattresses and furniture, and materials, equipment and supplies used or useful in the manufacture and sale of such commodities, between West Chester, Pa., on the one hand, and, on the other, points in New York, New Jersey, Connecticut, Rhode Island, Massachusetts, Delaware, Maryland, District of Columbia, Virginia, and West Virginia. Issues originally published in FEDERAL REGISTER of September 26, 1956, as above.

HEARING: December 18, 1956, at the Penn Sherwood Hotel, 3900 Chestnut St., Philadelphia, Pa., before Examiner Isadore Freidson.

No. MC 116242, filed October 8, 1956, JESSE A. KRONINGER, R. D. 1, Mertz-town, Pa. Applicant's representative: Christian V. Graf, 11 North Front St., Harrisburg, Pa. For authority to operate as a common carrier, over irregular routes, transporting: Crushed gypsum

rock, from Burlington, N. J., to points in Montgomery and Berks Counties, Pa.

HEARING: January 18, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Harold P. Boss.

No. MC 116254, filed October 15, 1956, CHEM-HAULERS, INC., P. O. Box 245, Sheffield, Ala. Applicant's representative: Donald E. Cross, Munsey Bldg., Washington 4, D. C. For authority to operate as a common carrier, over irregular routes, transporting: Caustic potash, in bulk, from Anniston, Ala., to points in Florida, Georgia, Mississippi, South Carolina, and North Carolina.

HEARING: January 9, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Paul Coyle.

No. MC 116273, filed October 29, 1956, D & L TRANSPORT, INC., 3150 South Kolin Avenue, Chicago 23, Ill. Applicant's representative: Eugene L. Cohn, One North La Salle Street, Chicago 2, Ill. For authority to operate as a common carrier, over irregular routes, transporting: Asphalt, asphalt cut-back, road oil, residual oil, and tar, in bulk, in tank vehicles, from Hammond, Whiting, East Chicago, and Gary, Ind., to points in Illinois, on and north of Illinois Highway 9, and returned shipments of the commodities specified in this application on return movement.

HEARING: January 22, 1957, in Room 852, U. S. Custom House, 610 South Canal St., Chicago, Ill., before Joint Board No. 21.

No. MC 116274, filed October 29, 1956, FOGAL TRANSPORT COMPANY LIMITED, a corporation, 435 Second Street South, Lethbridge, Alberta, Canada. For authority to operate as a common carrier, over regular routes, transporting: Beer box cartons, (used), made of cardboard, from the port of entry, at or near Sweetgrass, Mont., on the International Boundary Line, between the United States and Canada, over U. S. Highway 91 to junction with U. S. Highway 2 at Shelby, Mont., thence over U. S. Highway 2 to junction with Montana Highway 13 at Wolf Point, Mont., thence over Montana Highway 13 to junction with Montana Highway 18 at Circle, Mont., thence over Montana Highway 18 to junction with U. S. Highway 10 at Glendive, Mont., thence over U. S. Highway 10 to St. Paul, Minn., and return over the same route serving no intermediate points.

HEARING: January 9, 1957, at the Council Chambers, Civic Center, Great Falls, Mont., before Joint Board No. 224.

No. MC 116280, filed October 30, 1956, W. G. McQUAIDE, Box 383, Lexington Ave., Johnstown, Pa. Applicant's representative: Christian V. Graf, 11 North Front St., Harrisburg, Pa. For authority to operate as a common carrier, over irregular routes, transporting: Iron and Steel, and iron and steel articles, except those the transportation of which by reason of their size or weight requires the use of special equipment, from Johnstown, Pa., and points within 10 miles thereof, to points in West Virginia, those in Ohio on and west of U. S. Highway 21, points in Niagara County, N. Y.,

Tonawanda, N. Y., and Battle Creek, Bay City, Caro, Charlotte, Dearborn, Detroit, Durant, Flint, Grand Rapids, Holly, Kalamazoo, Lansing, Midland, Monroe, Mt. Pleasant, Pontiac, Port Huron, River Rouge, Royal Oak, Saginaw, Ypsilanti, and Wayne, Mich., and points within 5 miles of each named point in Michigan.

NOTE: Applicant holds contract carrier authority in MC 88299 Sub 6 for this same operation which will be cancelled if and when this authority is granted.

HEARING: January 9, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 116280 Sub 1, filed October 30, 1956, W. C. McQUAIDE, Box 383, Lexington Ave., Johnstown, Pa. Applicant's representative: Christian Graf, 11 North Front St., Harrisburg, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Sheet steel and culvert pipe*, from Apollo, Pa., to Chicago, Cicero, Harvey, Aurora, and Naperville, Ill.

NOTE: Applicant holds contract carrier authority in MC 88299 Sub 4 for this same operation which will be cancelled if and when this authority is granted.

HEARING: January 9, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 116280 Sub 2, filed October 30, 1956, W. C. McQUAIDE, Box 383, Lexington Ave., Johnstown, Pa. Applicant's representative: Christian V. Graf, 11 North Front St., Harrisburg, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Sheet steel and culvert pipe*, from Apollo, Pa., to Albany and New York, N. Y., points in Maryland, New Jersey, and the District of Columbia, those in New York on and west of a line beginning at the Pennsylvania-New York State line and extending along U. S. Highway 11 to Syracuse, N. Y., thence along New York Highway 57 to Oswego, N. Y., those in Ohio on and east of U. S. Highway 25, and those in West Virginia on and north of U. S. Highway 50, and returned, rejected or refused shipments, of the above-specified commodities, on return.

NOTE: Applicant holds contract carrier authority in MC 88299 Sub 3 for this same operation which will be cancelled if and when this authority is granted.

HEARING: January 9, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 116280 Sub 3, filed October 31, 1956, W. C. McQUAIDE, Box 383, Lexington Ave., Johnstown, Pa. Applicant's representative: Christian V. Graf, 11 North Front St., Harrisburg, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Sheet and fabricated steel*, from Apollo, Pa., to points in New York, as follows: (1) from Apollo over Pennsylvania Highway 66 to Kittanning, Pa.; thence over Pennsylvania Highway 268 to Emlenton, Pa., thence over Pennsylvania Highway 238 to Shippensburg, Pa., thence over Pennsylvania Highway 66 to Tionesta,

Pa., thence over U. S. Highway 62 to Frewsburg, N. Y., thence over New York Highway 60 to Dunkirk, N. Y., thence over New York Highway 5 to Buffalo, N. Y. (also from Frewsburg over U. S. Highway 62 to Buffalo), thence over New York Highway 266 to Tonawanda, N. Y., and thence over New York Highway 384 to Niagara Falls, N. Y.; (2) from Apollo, Pa., to Buffalo, N. Y., as specified above, thence over New York Highway 33 to junction New York Highway 78, and thence over New York Highway 78 to Lockport, N. Y.; and (3) from Apollo, Pa., to Buffalo, N. Y., as specified above, thence over New York Highway 35 to Lancaster, N. Y., and return over the same routes, to Apollo, serving all intermediate points in New York on the above-specified routes.

NOTE: Applicant holds contract carrier authority in MC 88299 for this same operation which will be cancelled if and when this authority is granted.

HEARING: January 9, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 11681, filed October 31, 1956, FRANK DeLEO, 1046 Roy Street, Philadelphia 40, Pa. Applicant's representative: Ralph C. Busser, Jr., 1609 Morris Bldg., 1421 Chestnut St., Philadelphia 2, Pa. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Ventilators*, from Philadelphia, Pa., to points in Pennsylvania, New Jersey, New York, Massachusetts, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Tennessee, Ohio, Indiana, and the District of Columbia, and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified in this application, on return.

HEARING: January 24, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 116282, filed October 30, 1956, ONILE P. FRANCOEUR, doing business as NEIL'S BAKERY PRODUCTS TRANSPORTATION CO., 239 Seventh St., Auburn, Maine. Applicant's representative: William D. Pinansky, 403-4-5 Clapp Memorial Bldg., 443 Congress Street, Portland 3, Maine. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Bakery products*, (1) from points in Boston, Mass., Commercial Zone, as defined by the Commission, to Newburyport, Mass., Portsmouth, N. H., and points in the State of Maine on and south of U. S. Highway 2 from the New Hampshire border to Bangor, Maine, and on and south of U. S. Highway 1, from Bangor, Maine to Ellsworth, Maine; and (2) from Dover, N. H. to points in the above-specified area in Maine.

HEARING: January 15, 1957, at the Federal Bldg., Portland, Maine, before Joint Board No. 69.

No. MC 116288, filed November 2, 1956, H. R. MILLER, doing business as MILLER TOW SERVICE, 1412 1/2 Broadway, Kansas City, Mo. For authority to operate as a *common carrier*, over irregular routes, transporting: *Motor*

vehicles, (wrecked or disabled) by wrecker trucks, between points in Iowa, Kansas and Missouri.

HEARING: January 16, 1957, at the Hotel Pickwick, Kansas City, Mo., before Joint Board No. 55.

No. MC 116289, filed November 5, 1956, CHARLES G. BYARS, 105 Florence Street, Pickens, S. C. Applicant's representative: Henry P. Willimon, Greenville, S. C. For authority to operate as a *common carrier*, over irregular routes, transporting: *Chlorinated diphenyl and chlorinated poly-phenyls*, or any combination or mixture thereof, and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified, between points in Pickens County, S. C., on the one hand, and, on the other, Anniston, Ala.

HEARING: January 31, 1957, in U. S. Court Rooms, Columbia, S. C., before Joint Board No. 339.

MOTOR CARRIERS OF PASSENGERS

No. MC 6344 Sub 2, filed October 24, 1956, JOHN W. TURNER, doing business as TURNER MOTOR COACH SERVICE, 301 Elm Street, Fitchburg, Mass. Applicant's representative: Mary E. Kelley, 84 State Street, Boston 9, Mass. For authority to operate as a *common carrier*, over irregular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers, in special operations, from Fitchburg, Clinton, Leominster, East Templeton, Gardiner, West Groton, Ayer, Westford, Orange, Haverhill and Athol, Mass., to Hudson, Nashua, East Jaffrey, Pelham and Derry, N. H., and Pawtucket and Central Falls, R. I., and return. Applicant is authorized to conduct operations in all states in the United States except Alabama, Arkansas, Idaho, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Nevada, North Dakota, Oklahoma, Texas, Utah, and Wisconsin.

HEARING: January 9, 1957, at the New Post Office & Court House Bldg., Boston, Mass., before Joint Board No. 190.

No. MC 50026 Sub 7, filed October 29, 1956, ARKANSAS MOTOR COACHES LIMITED, INC., doing business as ARKANSAS TRAILWAYS, 433 West Washington St., North Little Rock, Ark. For authority to operate as a *common carrier*, over regular routes, transporting: *Passengers and their baggage*, and *express, mail, and newspapers* in the same vehicle with passengers, between Benton, Ark., and junction Arkansas Highway 7 and U. S. Highway 67, from Benton over U. S. Highway 67 to junction Arkansas Highway 7, (5 miles north of Arkadelphia, Ark.) and return over the same route, serving all intermediate points. Applicant is authorized to conduct operations in Arkansas and Texas.

HEARING: January 9, 1957, at Arkansas Public Service Commission, Little Rock, Ark., before Joint Board No. 215.

No. MC 114340 Sub 10, filed October 30, 1956, THOMAS PARRAN, JR., doing business as SUBURBAN TRANSIT COMPANY, 10715 Colesville Road, Silver Spring, Md. Applicant's representative: S. Harrison Kahn, 726-34 Investment

Bldg., Washington, D. C. For authority to operate as a *common carrier*, over a regular route, transporting: *Passengers and their baggage, express, mail and newspapers*, in the same vehicle with passengers, between College Park, Md., and Washington, D. C., from College Park over Maryland Highway 193 (University Lane) to the junction of Maryland Highway 320 (Piney Branch Road), thence over Maryland Highway 320 to the junction of Maryland Highway 513, thence over Maryland Highway 513 to the junction of Maryland Highway 410, (Philadelphia Avenue), thence over Maryland Highway 410 to the junction of U. S. Highway 29, thence over U. S. Highway 29 to Washington, D. C., and return over the same route, serving all intermediate points. Applicant is authorized to conduct operations in Maryland and the District of Columbia.

HEARING: January 24, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Joint Board No. 120.

No. MC 116270, filed October 25, 1956, NEW YORK BUS TOURS, INC., 3478 Park Ave., Bronx, New York, N. Y. Applicant's representative: Sol Paseltiner, 20 South Broadway, Yonkers 2, N. Y. For authority to operate as a *common carrier*, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in seasonal operations, during the racing seasons for the indicated respective race tracks, (a) between New York, N. Y., (Boroughs of the Bronx and Upper Manhattan), and Garden State Race Track, Camden, N. J., from New York (Borough of The Bronx) beginning at or near the intersection of Fordham Road and Webster Avenue, thence over Webster Avenue to Clay Avenue, thence over Clay Avenue to East 170th Street, thence over East 170th Street to West 170th Street, thence over West 170th Street to Jerome Avenue, thence over Jerome Avenue to West 169th Street, thence over West 169th Street to Edward L. Grant Highway, thence over Edward L. Grant Highway to University Avenue, thence over Washington Bridge (over Harlem River) to McNally Plaza, thence over McNally Plaza to Amsterdam Avenue, thence over Amsterdam Avenue to West 165th Street, thence over 165th Street to St. Nicholas Avenue, thence over St. Nicholas Avenue to West 179th Street, thence over West 179th Street to the George Washington Bridge, thence over the George Washington Bridge in the States of New York and New Jersey, thence in New Jersey over U. S. Highway 1 to the New Jersey Turnpike, thence over the New Jersey Turnpike to New Jersey Highway 38, thence over New Jersey Highway 38 to the entrance of the Garden State Race Track, and return over the same route to the point of beginning, (except that in the City of New York, the following one-way streets are to be used to reach the point of beginning: from the George Washington Bridge over West 178th Street to Audubon Avenue, thence over Audubon Avenue to West 166th Street, thence over West 166th Street to Amsterdam Avenue), serving no intermediate points. (b) Between New York,

N. Y. (Boroughs of The Bronx and Upper Manhattan), and the Atlantic City Race Track, McKee City, N. J., from New York (Borough of The Bronx) beginning at or near the intersection of Fordham Road and Webster Avenue, thence over Webster Avenue to Clay Avenue, thence over Clay Avenue to East 170th Street, thence over East 170th Street to West 170th Street, thence over West 170th Street to Jerome Avenue, thence over Jerome Avenue to West 169th Street, thence over West 169th Street to Edward L. Grant Highway, thence over Edward L. Grant Highway to University Avenue, thence over Washington Bridge (over Harlem River) to McNally Plaza, thence over McNally Plaza to Amsterdam Avenue, thence over Amsterdam Avenue to West 165th Street, thence over West 165th Street to St. Nicholas Avenue, thence over St. Nicholas Avenue to West 179th Street, thence over West 179th Street to the George Washington Bridge, thence over the George Washington Bridge in the States of New York and New Jersey, thence in New Jersey over U. S. Highway 1 to the New Jersey Turnpike, thence over the New Jersey Turnpike to the Garden State Parkway, thence over the Garden State Parkway to U. S. Highway 40, thence over U. S. Highway 40 to the Atlantic City Race Track, McKee City, and return over the same route to the point of beginning, (except that in the City of New York the following one-way streets are to be used to reach the point of beginning, from the George Washington Bridge over West 178th Street to Audubon Avenue, thence over Audubon Avenue to West 166th Street, thence over West 166th Street to Amsterdam Avenue) serving no intermediate points. (c) Between New York, N. Y. (Boroughs of The Bronx and Upper Manhattan), and Monmouth Park Race Track, Oceanport, N. J., from New York (Borough of The Bronx) beginning at or near the intersection of Fordham Road and Webster Avenue, thence over Webster Avenue to Clay Avenue, thence over Clay Avenue to East 170th Street, thence over East 170th Street to West 170th Street, thence over West 170th Street to Jerome Avenue, thence over Jerome Avenue to West 169th Street, thence over West 169th Street to Edward L. Grant Highway, thence over Edward L. Grant Highway to University Avenue, thence over Washington Bridge (over Harlem River) to McNally Plaza, thence over McNally Plaza to Amsterdam Avenue, thence over Amsterdam Avenue to West 165th Street, thence over West 165th Street to St. Nicholas Avenue, thence over St. Nicholas Avenue to West 179th Street, thence over West 179th Street to the George Washington Bridge, thence over the George Washington Bridge in the States of New York and New Jersey, thence in New Jersey over U. S. Highway 1 to the New Jersey Turnpike, thence over the New Jersey Turnpike to the Garden State Parkway, thence over the Garden State Parkway to the unnumbered highway to the Eatontown Circle, thence over the said unnumbered highway to Eatontown Circle, thence over Eatontown Circle to Monmouth Park Highway,

thence over Monmouth Park Highway to Oceanport Avenue, thence over Oceanport Avenue to the Monmouth Park Race Track, and return over the same route to the point of beginning (except that in the City of New York the following one-way streets are to be used to reach the point of beginning: from the George Washington Bridge over West 178th Street to Audubon Avenue, thence over Audubon Avenue to West 166th Street, thence over West 166th Street to Amsterdam Avenue), serving no intermediate points.

HEARING: January 14, 1957, at the New Jersey Board of Public Utility Commissioners, State Office Bldg., Raymond Blvd., Newark, N. J., before Joint Board No. 3.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 730 Sub 88, (Amended) filed October 5, 1956, PACIFIC INTERMOUNTAIN EXPRESS CO., 299 Adeline St., Oakland, Calif. Applicant's representative: Earl J. Brooks, 299 Adeline St., P. O. Box 958, Oakland 4, Calif. For authority to operate as a *common carrier*, transporting: *General commodities*, excepting those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, serving the site of the Thiokol Chemical Corporation Rocket Motor Development Center, located approximately ten (10) miles west of Corinne, Utah, as an off-route point in connection with applicant's authorized regular route operations over U. S. Highways 89-91, 191 and 30-S and Utah Highway 69. Applicant is authorized to conduct operations in Utah, Washington, Oregon, Nevada, California, Idaho, Montana, Wyoming, Colorado, Kansas, Missouri, Illinois, and Indiana.

No. MC 30887 Sub 68, filed October 24, 1956, SHIPLEY TRANSFER, INC., 534 Main Street, Reisterstown, Md. Applicant's representative: Donald E. Freeman, 534 Main Street, Reisterstown, Md. For authority to operate as a *common carrier*, over irregular routes, transporting: *Latex*, in bulk, in tank vehicles, from Cambridge, Mass., to Roxboro, N. C., and returned or rejected shipments of the above-described commodities to Cambridge, Mass., or Baltimore, Md. Applicant is authorized to conduct operations in Maryland, Rhode Island, Connecticut, Massachusetts, Pennsylvania, New York, New Jersey, Virginia, North Carolina, Ohio, Indiana, Michigan, Missouri, and Wisconsin.

No. MC 38092 Sub 2, filed October 30, 1956, EARLE W. NOYES AND SON, 33 Cotton St., Portland, Maine. Applicant's representative: George L. Bowles, 402 Clapp Memorial Bldg., Portland, Maine. For authority to operate as a *common carrier*, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Androscoggin, Cumberland, except Brunswick, and York Counties, Maine, on the one hand, and, on the other, points in New Jersey, Pennsylvania, Delaware, Maryland and the District of Columbia. Ap-

plicant is authorized to conduct operations in Connecticut, Massachusetts, New Hampshire, New York, Rhode Island, Vermont, Maine, New Jersey, Pennsylvania, Delaware, Maryland and the District of Columbia.

No. MC 101126 Sub 57, filed October 8, 1956, STILLPASS TRANSIT COMPANY, INC., 4967 Spring Grove Ave., Cincinnati 32, Ohio. For authority to operate as a contract carrier, over irregular routes, transporting: *Vegetable oils and blends thereof and vegetable oil products*, in bulk, in stainless steel tank vehicles, from St. Bernard, Ohio, to Tonawanda, N. Y., and empty containers or other such incidental facilities (not specified) used in transporting the commodities specified in this application, on return. Applicant is authorized to conduct operations in Illinois, Kentucky, Indiana, Ohio, Maryland, New York, North Carolina, Michigan, Tennessee, South Carolina, Virginia, Arkansas, Iowa, Kansas, Minnesota, Missouri, Nebraska, Wisconsin, and Pennsylvania.

APPLICATIONS OF PASSENGERS

No. MC 3647 Sub 206, filed September 27, 1956, PUBLIC SERVICE COORDINATED TRANSPORT, a Corporation, 80 Park Place, Newark, N. J. Applicant's representative: Frederick M. Broadfoot, Assistant General Solicitor, Law Department, Public Service Coordinated Transport, Public Service Terminal, Newark 1, N. J. For authority to operate as a common carrier, over regular routes, transporting: *Passengers and their baggage, and express and newspapers* in the same vehicle with passengers, (1) between Westville, N. J., and County Road 534, West Deptford Township, N. J., over U. S. Highway 130, serving all intermediate points, and (2) between County Road 40 and County Road 42 in Oldmans Township, Salem County, N. J., over U. S. Highway 130, serving all intermediate points. Applicant is authorized to conduct operations in New Jersey and New York.

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 section 5 (2) and 210a (b) of the Interstate Commerce Act and certain other procedural matters with respect thereto. (FEDERAL REGISTER, Volume 21, page 7339, § 1.240, September 26, 1956.)

MOTOR CARRIERS OF PROPERTY

No. MC-F 6436, published in the October 31, 1956, issue of the FEDERAL REGISTER on page 8351. Supplemental application filed November 13, 1956, to show joinder of RANKIN JOHNSON, TRISTAM B. JOHNSON, RANKIN JOHNSON, JR., EDWARD F. JOHNSON, BURGESS JOHNSON, II, NUALA FROST JOHNSON, JOAN VAN ALSTYNE JOHNSON, GRACE STONE JOHNSON, THOMAS E. FEACOCK, FRANK E. MATTHEWS, GEORGE GILDEA, W. ENOS WETZEL and JOHN P. WOODRIDGE, 132 Perry Street, Trenton, N. J., as persons in control of TRENTON TRANSIT.

No. MC-F 6448. Authority sought for purchase by INTER-CITY AUTO FREIGHT, INC., 1821 Dock Street, Tacoma 2, Wash., of the operating rights and property of SKAGIT RIVER MOTOR LINES, INC., 441 Holgate Street, Seattle, Wash., and for acquisition by J. H. GALBRAITH, also of Tacoma, of control of such rights and property through the purchase. Applicants' representatives: E. K. Murray and E. M. Murray, both of 1012 Rust Bldg., Tacoma 2, Wash. Operating rights sought to be transferred: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a common carrier over regular routes between Seattle, Wash., and Newhalem, Wash., between Everett, Wash., and Seattle, Wash., and between Newhalem, Wash., and Diablo Dam, Wash., serving certain intermediate and off-route points; *household goods*, as defined by the Commission, between Seattle, Wash., and Diablo Dam, Wash., serving certain intermediate points; and *commodities*, which because of their size or weight require the use of special equipment, between Rockport, Wash., and Diablo Dam, Wash., serving certain intermediate and off-route points. Vendee is authorized to operate as a common carrier in Washington. Application has been filed for temporary authority under section 210a (b).

No. MC-F 6449. Authority sought for control and merger by HENNIS FREIGHT LINES, INC., P. O. Box 612, Winston Salem, N. C., of the operating rights and property of GRIGGS TRUCKING CO., P. O. Box 158, Ruby, S. C., and for acquisition by S. H. MITCHELL, also of Winston Salem, of control of such rights and property through the transaction. Applicants' representative: Wm. M. York, P. O. Box 127, Greensboro, N. C. Operating rights sought to be controlled and merged: *General commodities*, except Class A and B explosives, household goods as defined by the Commission, and commodities requiring special equipment, as a common carrier over regular routes from Pageland, S. C., to Monroe, N. C., and from Pageland, S. C., to Charlotte, N. C., serving no intermediate points; *general commodities*, with certain exceptions including household goods and commodities in bulk, over irregular routes between Cheraw, S. C., and points within 50 miles of Cheraw, on the one hand, and, on the other, Easton, Philadelphia and York, Pa., from Baltimore, Md., points in New York in the New York, N. Y., Commercial Zone as defined by the Commission, and points in New Jersey within 35 miles of New York, N. Y., to Cheraw, S. C., and points within 50 miles of Cheraw, S. C., between New York, N. Y., and points in New Jersey within 30 miles of the City Hall, New York, N. Y., on the one hand, and, on the other, points in Gloucester County, N. J., between points in Pennsylvania within 25 miles of Philadelphia, including Philadelphia, Pa., between Philadelphia, Pa., on the one hand, and, on the other, points in New Jersey within 25 miles of Philadelphia, Pa.; *general commodities*, with certain exceptions including household goods and excluding commodities in bulk, between

points in Chesterfield and Marlboro Counties, S. C., on the one hand, and, on the other, points in North Carolina, South Carolina, Georgia and Virginia; *general commodities*, except those requiring special equipment such as tank vehicles or refrigerated trucks, from Charlotte and Monroe, N. C., to Pageland, S. C.; *agricultural commodities, fertilizer, cotton, cotton seed, cotton seed hulls, cotton seed meal, hardware, composition roofing and shingles, empty cans, labels, canning factory machinery and equipment, canned goods, automobile parts, textiles, textile products, paper products, pulpboard products, empty beverage containers, chemicals, asbestos siding, petroleum products in containers, furniture (new), flour, feed, seeds, agricultural plants, stoves, and bricks*, from, to or between points and areas, varying with the commodity transported, in South Carolina, North Carolina, West Virginia, Maryland, New Jersey, Pennsylvania, New York, Massachusetts, Rhode Island, Ohio, Georgia, Florida, Virginia, Delaware and the District of Columbia. HENNIS FREIGHT LINES, INC., is authorized to operate as a common carrier in North Carolina, Virginia, Ohio, Maryland, West Virginia, South Carolina, Pennsylvania, Indiana, Illinois and Michigan. Application has been filed for temporary authority under section 210a (b).

No. MC-F 6450. Authority sought for purchase by BARBER TRANSPORTATION COMPANY, 321 Sixth Street, Rapid City, S. Dak., of the operating rights of C. MAGNUS MARTINSON and IRVIN A. MARTINSON, doing business as MIDDLEWEST NEBRASKA MOTOR, Neligh, Nebr., and for acquisition by MILO H. BARBER, also of Rapid City, of control of such rights through the purchase. Applicants' representatives: Lee Reeder and Wentworth E. Griffin, both of Room 1010, 1012 Baltimore Bldg., Kansas City, Mo. Operating rights sought to be transferred: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a common carrier over regular routes between Sioux City, Iowa, and Ainsworth, Nebr., between Neligh, Nebr., and Council Bluffs, Iowa, between Neligh, Nebr., and Grand Island, Nebr., and between Neligh, Nebr., and Lincoln, Nebr., serving certain intermediate and off-route points. Vendee is authorized to operate as a common carrier in South Dakota and Wyoming. Application has been filed for temporary authority under section 210a (b).

No. MC-F 6451. Authority sought for purchase by NATIONAL CARTAGE CO., 1017 West 48th Street, Chicago, Ill., of the operating rights of B & R FORWARDING COMPANY, (GEORGE F. LABOUR, RECEIVER), 320 Water Street, Niles, Mich., and for acquisition by CHRIS B. SINK, also of Chicago, of control of such rights through the purchase. Applicants' representative: Louis E. Smith, 1800 North Meridian Street, Suite 503, Indianapolis 2, Ind. Operating rights sought to be transferred: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a common carrier over regular routes between Chicago,

Ill., and South Bend and Gary, Ind., Dowagiac, Mich., Chicago Heights, St. Charles, Joliet, Waukegan, and Lake Bluff, Ill., between Joliet, Ill., and Elkhart, Ind., between Benton Harbor, Mich., and South Bend, Ind., between South Bend, Ind., and La Porte, Ind., and between junction Indiana Highway 2 and U. S. Highway 6 and Kingsbury, Ind., serving certain intermediate and off-route points. Vendee is authorized to operate as a common carrier in Illinois, Indiana, Michigan and Wisconsin. Application has been filed for temporary authority under section 210a (b).

No. MC-F 6452. Authority sought for control by MAISLIN BROS. TRANSPORT LIMITED, 1990 William Street, Montreal, Quebec, Canada, of MAISLIN TRANSPORT, INC., 1375 Paterson Plank Road, Secaucus, N. J., and for acquisition by SAM MAISLIN, SYDNEY MAISLIN, ALEXANDER MAISLIN and SAUL MAISLIN, all of Montreal, of control of MAISLIN TRANSPORT, INC., through the acquisition by MAISLIN BROS. TRANSPORT LIMITED. Applicant's representatives: William D. Traub, 60 East 42nd Street, New York 17, N. Y., and Nathaniel T. Helman, 270 Madison Avenue, New York 16, N. Y. Operating rights sought to be controlled: General commodities, with certain exceptions including household goods and commodities in bulk as a common carrier over regular routes between New York, N. Y., and Watertown, Utica and Buffalo, N. Y., serving certain intermediate points; alternate route for operating convenience only between the junction of New Jersey Highway 17 and U. S. Highway 46 and Binghamton, N. Y.; general commodities, with certain exceptions including household goods and commodities in bulk, over irregular routes between points in New Jersey and New York within 25 miles of the City Hall, New York, N. Y., and between points in New Jersey and New York within 25 miles of the City Hall, New York, N. Y., on the one hand, and, on the other, Oyster Bay, Ossining, and Peekskill, N. Y. Applicant is authorized to operate as a common carrier in New York and New Jersey. Application has been filed for temporary authority under section 210a (b).

By the Commission.

[SEAL] HAROLD D. McCOY,
Secretary.

[F. R. Doc. 56-9521; Filed, Nov. 20, 1956; 8:48 a. m.]

FOURTH SECTION APPLICATIONS FOR RELIEF
NOVEMBER 16, 1956.

Protests to the granting of an application must be prepared in accordance with Rule 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. 32901: Scrap paper—Evansville, Ind., to Dallas, Tex., and Shreveport, La. Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates

on paper, scrap or waste, carloads from Evansville, Ind., to Dallas, Tex., and Shreveport, La.

Grounds for relief: Rates constructed on basis of a short-line distance formula, market competition and circuitry.

Tariffs: Supplements Nos. 159 and 34 to Agent Kratzmeir's I. C. C. Nos. 4049 and 4204, respectively.

FSA No. 32902: Piggy back class rates between trunk-line territory and points in Arkansas. Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on freight in or on trailers on flat cars between points in Delaware, District of Columbia, Maryland, New Jersey, New York, and eastern Pennsylvania, on the one hand, and Fair Oaks, Newport, and Tuckerman, Ark., on the other.

Grounds for relief: Motor competition and circuitry.

Tariff: Supplement 8 to Agent Kratzmeir's tariff I. C. C. 4213.

FSA No. 32903: Perlite rock from Socorro, N. Mex., to Plymouth Meeting, Pa. Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on perlite rock, broken, crushed or ground, dried or not dried, not expanded, carloads from Socorro, N. Mex., to Plymouth Meeting, Pa.

Grounds for relief: Rates constructed on basis of a short-line distance formula and circuitry.

Tariff: Supplement 264 to Agent Kratzmeir's tariff I. C. C. 4139.

FSA No. 32904: Furfural residue—Memphis, Tenn., to Yonkers, N. Y., and Pittstown, N. J. Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on furfural residue, dry, in carloads from Memphis, Tenn., to Yonkers, N. Y., and Pittstown, N. J.

Grounds for relief: Rail carrier competition and circuitry.

FSA No. 32905: Asphalt from and to points in official territory. Filed by O. E. Schultz, Agent, for interested rail carriers. Rates on asphalt, in carloads from points in Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and Virginia to points in New York, Ohio, Pennsylvania and West Virginia.

Grounds for relief: Market competition and circuitry.

Tariff: Agent C. W. Boin's tariff I. C. C. No. A-1118.

FSA No. 32906: Animal or poultry feed to southern territory. Filed by R. G. Raasch, Agent, for interested rail carriers. Rates on animal or poultry feed, in carloads from Chicago, Ill., and group points, Jefferson, Wis., and Rockford, Ill., to points in southern territory.

Grounds for relief: Rates constructed on basis of a short-line distance formula, competition with rail carriers, and circuitry.

Tariffs: Supplements Nos. 89 and 19 to Agent R. G. Raasch's tariffs I. C. C. Nos. 776 and 855, respectively.

FSA No. 32907: Animal or poultry feed from Watertown, Wis. Filed by R. G. Raasch, Agent, for interested rail carriers. Rates on animal or poultry feed, carloads from Watertown, Wis., to points in southern territory.

Grounds for relief: Short-line distance formula, and circuitous route.

Tariffs: Supplements Nos. 89 and 19 to Agent Raasch's tariffs I. C. C. Nos. 776 and 855, respectively.

FSA No. 32908: Spent sulphuric acid—Illinois to Louisiana. Filed by R. G. Raasch, Agent, for interested rail carriers. Rates on spent sulphuric acid, in tank-car loads from Chicago, Ill., and points in switching district to Baton Rouge and North Baton Rouge, La.

Grounds for relief: Circuitous route. Tariff: Supplement 89 to Agent Raasch's tariff I. C. C. 776.

FSA No. 32909: Substituted service—Missouri-Kansas-Texas Railroad Company. Filed by Middlewest Motor Freight Bureau, Agent, for Riss & Company, Inc., and interested rail carriers. Rates on freight loaded in highway trailers and transported on railroad flat cars between Kansas City, Kans., on the one hand, and Oklahoma City and Tulsa, Okla., Dallas and Fort Worth, Tex., on the other, and between St. Louis, Mo., on the one hand, and Oklahoma City, Okla., Dallas and Fort Worth, Tex., on the other.

Grounds for relief: Motor competition.

FSA No. 32910: Sand from Indiana and Michigan to Memphis, Tenn. Filed by St. Louis-San Francisco Railway Company, for itself and interested rail carriers. Rates on sand, as described in the application, carloads from Muskegon, Mich., and group points, and Michigan City, Ind., and group points to Memphis, Tenn.

Grounds for relief: Rail carrier competition and circuitous routes.

By the Commission.

[SEAL] HAROLD D. McCOY,
Secretary.

[F. R. Doc. 56-9520; Filed, Nov. 20, 1956; 8:47 a. m.]

[Ex Parte 206]

EASTERN AND WESTERN TERRITORIES

INCREASED FREIGHT RATES, 1956

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 15th day of November, A. D. 1956.

It appearing that a petition was filed in the above proceeding on November 14, 1956, by the railroads listed in the Appendix A thereof, being substantially all of the Class I and a number of other railroads operating in Southern Region, all of which are respondents in the proceeding. Petitioners request the Commission for authority immediately to increase freight rates and charges to, from, via, and between all points on their lines in the amount of 7 percent, subject to the provisions, limitations, and exceptions set forth in Appendix B of the petition. Petitioners also seek permission to make such increased rates and charges effective upon one day's notice, and entry of appropriate orders under sections 4 and 6 of the Interstate Commerce Act.

It further appearing that the petitioners have sent a copy of said petition and supporting verified statements to

each of the regional offices of the Commission, that a copy has been served upon each party to Ex Parte No. 196, and that a copy will be furnished to any interested party upon request to Mr. Prime F. Osborn III, 804 Transportation Building, Washington, D. C.

And it further appearing that in support of this petition, petitioners rely on the verified statements (affidavits) of 7 persons, which statements were filed with the petition. A list of the statements and the names of the persons submitting same are set forth in Appendix A below.

Upon consideration of the petition, and good cause appearing therefor:

It is ordered, That the said petition be set for hearing at the office of the Commission in Washington, D. C., beginning at 10:00 o'clock a. m., United States Standard Time, on December 12, 1956, before Division 2. Evidence in support of said petition will be limited to the verified statements referred to in the preceding paragraph. If cross-examination of a person who prepared such a statement is desired, request therefor must reach such person or his attorney on or before December 7, 1956. The Commission should be notified promptly of such request for cross-examination.

It is further ordered, That evidence, including oral testimony in opposition to the petition, subject to cross-examination, will be received at the aforesaid hearing, but will be limited to the issues presented by the petition.

It is further ordered, That oral argument before the Commission on the petition will be held at the office of the Commission in Washington, D. C., beginning at 10:00 o'clock a. m., United States Standard Time, on December 19, 1956.

And it is further ordered, That a copy of this order be served on all parties to this proceeding and that notice of this proceeding be given to the public by posting a copy of this order in the Office of the Secretary of the Commission at Washington, D. C., and by filing a copy with the Director, Division of the Federal Register, for publication in the FEDERAL REGISTER.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

APPENDIX A

Verified Statement of Graham E. Getty, Assistant Vice-President of the Association of American Railroads, dated November 14, 1956.

Verified Statement of John K. Dent, Vice-President, Louisville and Nashville Railroad Company, dated November 12, 1956.

Verified Statement of J. E. Gilliland, Vice-President in Charge of Traffic, St. Louis-San Francisco Railway Company and St. Louis, San Francisco and Texas Railway Company, dated November 12, 1956.

Verified Statement of E. B. deVilliers, Assistant Vice-President—Traffic, Gulf, Mobile and Ohio Railroad Company, dated November 12, 1956.

Verified Statement of H. M. Croghan, Vice-President, Traffic, Central of Georgia Railway Company, dated November 12, 1956.

Verified Statement of J. M. Fields, Vice-

President, Traffic, Atlantic Coast Line Railroad Company, dated November 14, 1956.

Verified Statement of R. A. Trovillion, Vice-President, Traffic, Illinois Central Railroad, dated November 12, 1956.

[F. R. Doc. 56-9540; Filed, Nov. 20, 1956; 8:51 a. m.]

[Ex Parte 206]

EASTERN AND WESTERN TERRITORIES

INCREASED FREIGHT RATES 1956

At a general session of the Interstate Commerce Commission held at its office in Washington, D. C., on the 15th day of November A. D. 1956.

Upon consideration of the record in the above-entitled proceeding and of the petitions and motion listed in the appendix for modification of the Commission's orders of October 1, and November 7, 1956, in the above-entitled proceeding:

It is ordered, That:

1. Paragraph 3 (f) of our order of October 1, 1956, be, and it is hereby, modified by postponing the date now set for the filing of evidence in the form of verified statements (affidavits) in opposition from December 14, 1956, to and including December 24, 1956.

2. Paragraph 3 (g) of our order of October 1, 1956, be, and it is hereby, further modified by postponing the date for filing reply verified statements from January 4, 1957, to and including January 14, 1957;

3. That the said petitions and motion to the extent indicated above be, and they are hereby granted; in all other respects they are denied.

4. That except as modified herein, the orders of October 1 and November 7 shall remain in full force and effect.

5. That a copy of this order be served on all parties to this proceeding and that notice of this proceeding be given to the public by posting a copy of this order in the Office of the Secretary of the Commission at Washington, D. C., and by filing a copy with the Director, Division of the Federal Register, for publication in the FEDERAL REGISTER.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

APPENDIX

1. Motion of Texas Industrial Traffic to require further evidence from applicants, to modify special rules of procedure and to deny motion for 7 percent increase without a hearing.

2. Petition of the Midwest Association of Railroad and Utilities Commissioners of the Southeastern Association of Railroad Commissioners, and of the Railroad Commission of Texas and the Corporation Commission of Oklahoma, for Modification and Amendment of the Commission order of special procedure herein.

3. Petition of The Lincoln Electric Company for clarification.

4. Petition of Electrical Utility Companies for vacation of order of November 7, 1956, and for consideration and disposition of railroad motion of November 6, 1956, in accordance with procedure to be followed with respect to railroad petition of September 27, 1956.

5. Petition of Agrashell, Inc., for modification of order dated October 1, 1956, prescribing special rules of practice and procedure in the above-entitled proceeding.

6. Petition of Amarillo Grain Exchange, et al., for modification of order prescribing special rules of procedure.

7. Petition of Pioneer Division—The Flintkote Company for modification of order dated October 1, 1956, prescribing special rules of practice and procedure in the entitled proceeding.

8. Petition of Public Utilities Commissioner of Oregon and Public Service Commission of Washington, requesting modification of order setting up special rules of practice and procedure and requesting public hearing in the Pacific Northwest.

9. Petition of Northwest Fish Traffic Committee, seeking oral hearings and Pacific Northwest hearing in Ex Parte No. 206 by seeking modification of the Commission order of October 1, 1956, insofar as hearing procedures and place of hearings are concerned.

10. Petition of Washington Potato & Onion Shippers Association, seeking oral hearings and Pacific Northwest hearing in Ex Parte 206 by seeking modification of the Commission order of October 1, 1956, insofar as hearing procedures and place of hearings are concerned.

11. Petition of Canadian Peat Sales, Limited, seeking oral hearings and Pacific Northwest hearing in Ex Parte 206 by seeking modification of the Commission order of October 1, 1956, insofar as hearing procedures and place of hearings are concerned.

12. Petition of Northwestern Portland Cement Company, Olympic Portland Cement Company, Superior Portland Cement Company for oral hearing and a Pacific Northwest hearing in Ex Parte 206 insofar as cement and limestone are concerned.

13. Petition of Northwest Furniture Manufacturers Association, seeking oral hearings and Pacific Northwest hearing in Ex Parte 206 by seeking modification of the Commission order of October 1, 1956, insofar as hearing procedures and place of hearings are concerned.

14. Petition of Washington Bean Dealers Association, seeking oral hearings and Pacific Northwest hearing in Ex Parte 206 by seeking modification of the Commission order of October 1, 1956, insofar as hearing procedures and place of hearings are concerned.

15. Petition of Whatcom County Traffic & Rates Bureau, seeking oral hearings and Pacific Northwest hearings in Ex Parte 206 by seeking modification of the Commission order of October 1, 1956, insofar as hearing procedures and place of hearings are concerned.

16. Petition of Vegetable Oil Products Company, Inc., for modification of order dated October 1, 1956, prescribing special rules of practice and procedure in the above-entitled proceeding.

17. Petition of Cinch Products Incorporated for modification of order dated October 1, 1956, prescribing special rules of practice and procedure in the above-entitled proceeding.

18. Petition of Blue Diamond Corporation for modification of the Commission order dated October 1, 1956, prescribing special rules of practice and procedure to govern in this proceeding.

19. Petition of Western Traffic Conference, Inc., et al., seeking modification of Commission's order of November 7, 1956.

20. Petition of California Hardware Company for modification of order of October 1, 1956.

[F. R. Doc. 56-9541; Filed, Nov. 20, 1956; 8:51 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

THEMIS FINANZ GESELLSCHAFT

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Themis Finanz Gesellschaft, 23 Bahnhofstrasse, Zug, Switzerland. Claim No. 61931;

Vesting Orders Nos. 17800 and 17997. \$27,539.46 in the Treasury of the United States.

Executed at Washington, D. C., on November 9, 1956.

For the Attorney General.

[SEAL] PAUL V. MYRON, Deputy Director, Office of Alien Property.

[F. R. Doc. 56-9522; Filed, Nov. 20, 1956; 8:48 a. m.]

DR. ARPAD PLESCH

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to

return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Dr. Arpad Plesch, Monte Carlo, Monaco. Claim No. 86606; Vesting Order Nos. 18941 and 19268. \$14,500.92 in the Treasury of the United States.

Executed at Washington, D. C., on November 9, 1956.

For the Attorney General.

[SEAL] PAUL V. MYRON, Deputy Director, Office of Alien Property.

[F. R. Doc. 56-9523; Filed, Nov. 20, 1956; 8:48 a. m.]

