

FEDERAL REGISTER

VOLUME 30 • NUMBER 246

Wednesday, December 22, 1965 • Washington, D.C.

Pages 15773-15840

Agencies in this issue—

The President
Atomic Energy Commission
Army Department
Civil Aeronautics Board
Coast Guard
Commodity Credit Corporation
Consumer and Marketing Service
Federal Aviation Agency
Federal Communications Commission
Federal Home Loan Bank Board
Federal Power Commission
Federal Reserve System
Fish and Wildlife Service
Food and Drug Administration
Foreign Assets Control Office
Immigration and Naturalization Service
Interstate Commerce Commission
Justice Department
Land Management Bureau
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National Bureau of Standards
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United States Information Agency

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Compiled by Office of the Federal Register, National Archives and Records Service, General Services Administration

Order from Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402



Area Code 202

Phone 963-3261

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Title 3—THE PRESIDENT

Executive Order 11263

FURTHER AMENDING EXECUTIVE ORDER NO. 10713, PROVIDING FOR ADMINISTRATION OF THE RYUKYU ISLANDS

By virtue of the authority vested in me by the Constitution, and as President of the United States and Commander in Chief of the armed forces of the United States, subsection (b) of Section 8 of Executive Order No. 10713¹ of June 5, 1957, as amended by Executive Order No. 11010 of March 19, 1962, is further amended to read as follows:

“(b) (1) The Chief Executive shall be elected by a majority of the entire membership of the legislative body and shall serve until the end of the term of the legislative body that shall have elected him.

“(2) In the event the legislative body does not, within a reasonable time as determined by the High Commissioner, elect a Chief Executive to succeed an incumbent or to fill a vacancy, the High Commissioner may appoint a Chief Executive who shall serve until a successor is elected by the legislative body.

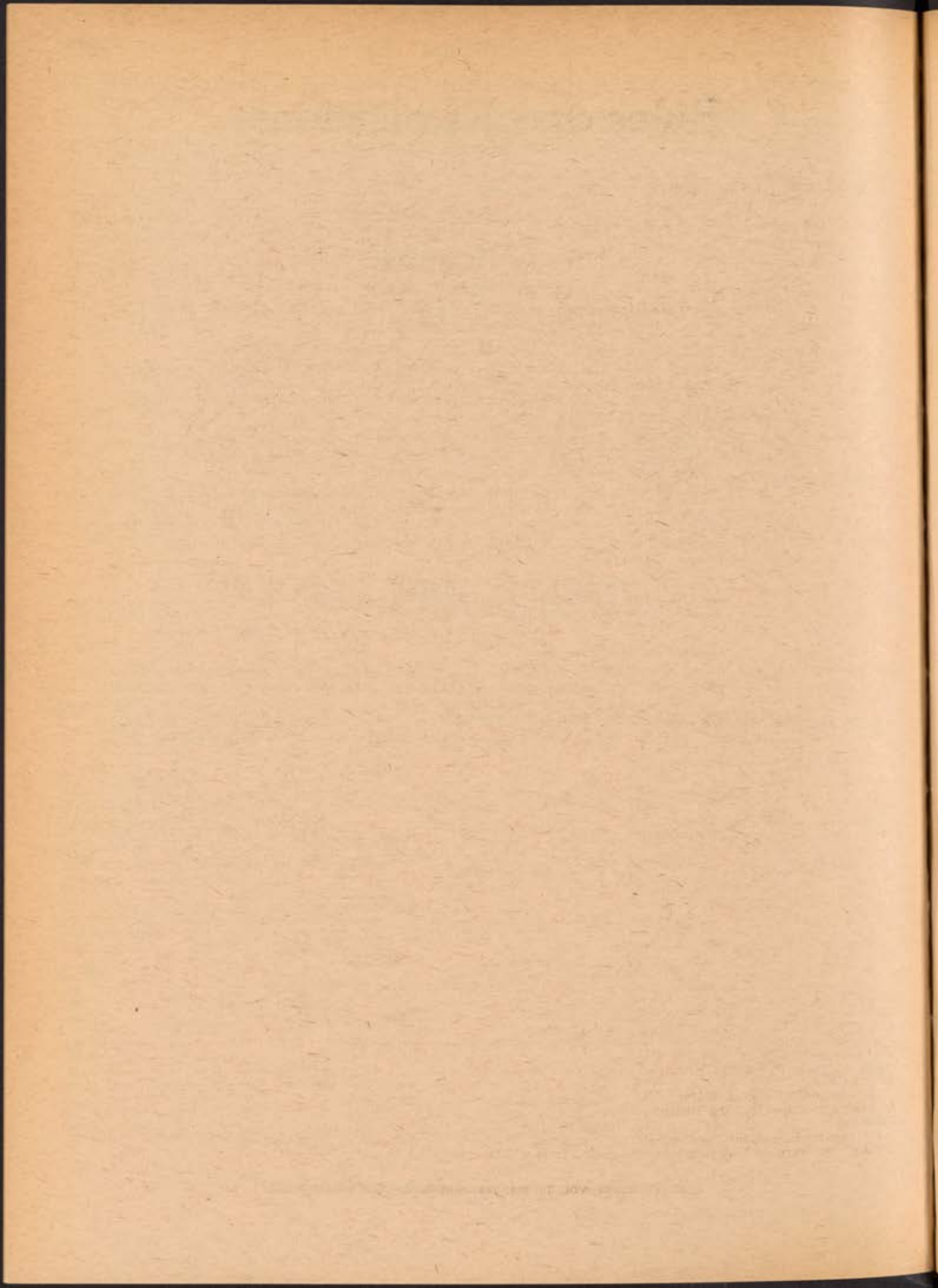
“(3) The incumbent Chief Executive at the end of the term of a legislative body shall continue in office until a successor takes office pursuant to either of the foregoing paragraphs.”

LYNDON B. JOHNSON

THE WHITE HOUSE,
December 20, 1965.

[F.R. Doc. 65-13720; Filed, Dec. 20, 1965; 4:57 p.m.]

¹ 3 CFR, 1954-1958 Comp., p. 368; 22 F.R. 4007.



Rules and Regulations

Title 32—NATIONAL DEFENSE

Chapter V—Department of the Army

SUBCHAPTER A—AID OF CIVIL AUTHORITIES AND PUBLIC RELATIONS

PART 511—ASSISTANCE TO RELATIVES AND OTHERS IN CONNECTION WITH DECEASED PERSONNEL

Personal Effects

Sections 511.4 and 511.5 are revised to read as follows:

§ 511.4 Disposition of personal effects outside combat areas.

(a) *Scope.* (1) This section:

(i) Prescribes policy and establishes procedure for the disposition of effects of certain persons who are deceased or missing outside combat areas when such effects are under the control of Army authorities.

(ii) Applies to Army personnel and civilians accredited to the Army who are officially reported dead or missing under the provisions of AR 600-65.

(2) This section does not authorize transportation (as distinguished from disposition) of personal property and effects; such transportation will be in accordance with Chapter 12, Section I, AR 55-71.

(b) *Definitions.* The following definitions apply to terms used in this section:

(1) *Effects.* (i) Personal effects and property or estate, except real property, that is temporary, movable, and subject to personal use or ownership.

(ii) Household goods and household effects.

(iii) A privately owned motor vehicle. Vehicle which is primarily for personal use as a passenger-carrying vehicle. However, only certain types of motor vehicles may be shipped at Government expense, i.e., wheeled motor vehicle located outside continental United States which is primarily for personal use as a passenger-carrying vehicle, such as automobiles, station wagons, jeeps, motorcycles (with or without sidecars), motor scooters, and motor bikes; pickup or panel trucks (not to exceed ¾-ton capacity); and small autobuses (not to exceed nine-passenger capacity).

(2) *Missing person.* One reported as missing under the provisions of the Missing Persons Act, as amended (50 U.S.C. App. 1001-1016). (If a question arises as to whether a person is subject to the act, request assistance from a Staff Judge Advocate in making the determination.)

(3) *Continental United States.* The 48 adjoining States and the District of Columbia.

(4) *Legal representative.* An "administrator" or "executor" of a decedent's

estate who has been duly appointed or approved by an appropriate court, or an individual authorized by power of attorney to act in behalf of the person eligible to receive effects.

(c) *Persons eligible to receive effects.* (1) The following persons, listed in the order of precedence, will be designated as recipients of effects of deceased and missing personnel:

(i) Surviving spouse or legal representative.

(ii) Son.

(iii) Daughter.

(iv) Father, if he has not abandoned the support of his family.

(v) Mother.

(vi) Brother.

(vii) Sister.

(viii) Next of kin.

(ix) Beneficiary named in the will of the deceased.

(2) When the person eligible to receive the effects (other than the surviving spouse) is a minor and/or a question arises over who is eligible to receive effects, request legal assistance from the Staff Judge Advocate in making the determination.

(d) *Responsibility.* (1) The Chief of Support Services is responsible for the development, formulation, and promulgation of policies, standards, and procedures and for exercising staff and technical supervision relating to the handling and disposition of effects of deceased and missing Army personnel. This includes direct communication with commanders and summary courts.

(2) Installation commanders designated in paragraph (h) of this section are responsible for the collection, inventory, and appropriate disposition of effects in accordance with procedures prescribed in this section.

(e) *Care of effects.* Extreme care will be taken to safeguard the effects of deceased and missing personnel. Every effort must be made to eliminate pilferage, damage, or loss of the effects.

(f) *Safeguarding military information and evidence.*—(1) *Military information.* All documents and any sealed material in the effects will be reviewed to insure proper safeguarding of military information. Classified material or material warranting classification will be withdrawn and submitted to the intelligence officer for review. Material suitable for release will be returned by the intelligence officer for disposition.

(2) *Evidence.* Such effects that are required as evidence or aids to an investigation may be held by military police, criminal investigators, or other competent authority until need for retention ceases to exist. Upon completion of the requirement for retention of effects they will then be released to the designated recipient or disposed of under provisions of paragraph (i) or (n) of this section. Such effects will be held as set forth in

paragraph 8 of AR 190-22, and in accordance with the procedures as outlined in Chapter 14, FM 19-20.

(g) *Withdrawal of clothing and equipment.*—(1) *Government property.* All organizational clothing and equipment and all other Government property to which the individual is not entitled will be withdrawn from the effects and turned in to the appropriate supply officer. Credit entries for the items withdrawn will be made on the records of the individual.

(2) *Personal clothing.* Personal clothing to which title vests in the individual under AR 700-8400-1 will not be withdrawn from effects except in the case of a deceased individual to the extent necessary to provide clothing for burial. See §§ 536.50-536.57 of this chapter.

(h) *Collection and processing of effects.* (1) Upon the death of any person subject to the provisions of AR 600-65, the commanding officer of the installation at which effects are located, or his designated representative will take the following actions:

(i) Collect, safeguard, and process effects as indicated in paragraphs (e) through (g) of this section.

(ii) Prepare an inventory of the effects on DA Form 54 (Record of Personal Effects—Outside Combat Areas).

(iii) Withdraw effects as indicated in paragraph (i) of this section.

(iv) If the legal representative or surviving spouse is present at the installation where effects are located, deliver effects to the proper recipient in accordance with paragraph (k) of this section; or, if requested by such person, arrange for packing and shipment of effects at Government expense as authorized.

(v) If the legal representative or surviving spouse is not present, appoint a summary court to secure and dispose of the effects in accordance with paragraph (l) of this section.

(2) If the effects are located at two or more widely separated locations, the commander of each installation at which effects are located and the commanding officer of the installation nearest the place of death will, each as applicable, appoint a summary court for the purpose of disposing of the effects. The commanding officer of the unit to which the decedent was assigned will be responsible for liaison and coordination of all actions in the disposition of the effects of the deceased.

(3) If death occurs aboard a transport and the surviving spouse or legal representative is not aboard, the commander of troops or the aircraft commander, as applicable, will appoint a summary court to collect, inventory and safeguard effects of the deceased. If surviving spouse or legal representative is present, follow procedures indicated in paragraph (k) of this section.

(i) *Destruction of effects.* (1) Items which are obnoxious in nature or which might cause embarrassment if forwarded to the recipient of such effects will be removed and destroyed.

(2) Blood stained clothing will be cleaned and mutilated items will be thoroughly cleaned and made presentable; items which cannot be cleaned or otherwise made presentable will be destroyed.

(3) A separate listing will be made of items destroyed.

(j) *Record of personal effects.* (1) DA Form 54 (Record of Personal Effects—Outside Combat Areas) will be used to record all items of effects belonging to the deceased. DA Form 54 may be requisitioned through normal publications supply channels.

(2) In completing data on DA Form 54 pertaining to funds belonging to the deceased person, the summary court or other responsible officer will in all instances record the following information in item 9:

(i) Separate entries will be recorded to show the total amount and description of each fund, such as—

\$25 U.S. currency,
1,000 French francs,
\$50 Military Payment Certificates,
\$25 U.S. Treasury check (including date and number of check and disbursing officer's symbol number).

Proper notation must be recorded opposite each entry to show the disposition that was made of the particular fund as indicated in subdivisions (ii) and (iii) of this subparagraph.

(ii) When currency found among the effects is exchanged or converted to a Government check, proper notation must be recorded to indicate the disposition made of the particular fund, such as—Exchanged for U.S. Treasury check (including date and number of check, name of payee, disbursing officer's symbol number, and name of person to whom check was transmitted).

(iii) When Government checks or other funds found among the effects are deposited with a disbursing officer, proper notation must be recorded to show disposition of the check or fund, such as—"Deposited" including information indicating the name and symbol number of the receiving accountable disbursing officer and a description of the trust account to which funds were deposited. The disbursing officer will receipt in item 9, opposite each fund for deposit.

(iv) Funds belonging to the Government will not be listed in item 9. Proper procedure for handling Government funds is indicated in paragraph (m) (2) (iii) of this section.

(v) Funds transmitted with the effects to the next of kin or legal representative will be recorded separately in item 9a.

(3) The method used to transmit effects to be indicated in item 11, DA Form 54 showing bills of lading numbers, registry numbers, etc.: to insure all packages and letters can be traced.

(k) *Delivery of effects to surviving spouse or legal representative.* If the surviving spouse or legal representative is present, the commanding officer of the

installation where effects are located or his representative will deliver the effects in person and obtain a receipt for the effects on the original copy of DA Form 54; or, if requested by such person, he will arrange for packing and shipment of effects at Government expense as authorized. The receipted copy will be forwarded to the Chief of Support Services, Attention: Disposition Branch, Memorial Division, Department of the Army, Washington, D.C., 20315, immediately upon delivery of effects to the surviving spouse or legal representative.

(l) *Summary court.* (1) If the effects of the deceased person cannot be delivered to the surviving spouse or legal representative, the commanding officer of the installation at which effects are located will appoint a summary court to secure and dispose of effects in accordance with 10 U.S.C. 4712.

(2) If death occurs aboard a transport and the surviving spouse or legal representative is not aboard, the commander of troops or aircraft commander, as applicable, will appoint a summary court to secure and inventory the effects, collect any debts due from debtors, and accept claims of creditors.

(i) The effects, a copy of the inventory, and a copy of the report of the summary court (including necessary information from the 201 file of the decedent on which to base a finding concerning the proper recipient of the effects) will be delivered to the ship's transportation agent for safekeeping and delivery to the port transportation officer at the first United States port of call or other appropriate port where United States Army authorities are assigned.

(ii) If all effects cannot be immediately secured for reason, such as when effects are stored in the hold, the commander of troops will cause the additional effects to be secured as soon as practicable after arrival of the transport at the port of debarkation, and the additional effects and inventory will be turned over to the port transportation officer for disposition in the same manner as those which were immediately inventoried. The port transportation officer will request the appointment of a summary court to dispose of the effects in accordance with 10 U.S.C. 4712. The original inventory and summary court report will be forwarded to the Chief of Support Services, Attention: Disposition Branch, Memorial Division, upon review and approval by the appointing authority.

(m) *Disposing of currency, commercial papers, stocks, bonds, etc.* (1) If surviving spouse or legal representative is present, all currencies, commercial papers, stock, bonds, checks, etc. (except funds belonging to the Government, Government checks payable to the deceased which are drawn on the Treasurer of the United States or on foreign depositories, and military payment orders payable to the deceased) will be delivered with other effects to the surviving spouse or legal representative.

(i) Government funds will be handled as indicated in subparagraph (2) (iii) of this paragraph.

(ii) Government checks will be transmitted to the issuing finance and accounting officer for action as indicated in subparagraph (2) (vi) of this paragraph.

(iii) Military payment orders will be turned over to the nearest finance and accounting officer for action as indicated in subparagraph (2) (vii) of this paragraph.

(2) If the surviving spouse or legal representative is not present, the summary court will take the following action in disposing of currencies, commercial papers, stocks, bonds, checks, etc., found among the effects:

(i) *U.S. Currency.* All U.S. currency (if total exceeds \$5) will be turned in to the nearest disbursing officer for issuance of a U.S. Treasury check or foreign currency check, as appropriate. Check will be forwarded to the person designated to receive the effects or to a consular representative acting as agent for such person (para. (o) of this section). Transaction will be recorded in item 9 of DA Form 54 and will include the date and number of the check and the disbursing officer's symbol number. If U.S. currency found is less than \$5, such money may be included with other effects transmitted.

(ii) *Foreign currency.* Foreign currencies found in the effects will be disposed of as follows:

(a) Foreign currencies having monetary value in amounts not in excess of 1 month's basic pay and allowances will be turned in to the nearest disbursing officer for issuance of a U.S. Treasury check for the dollar equivalent of the foreign currency, computed at the current rate of exchange.

(b) Foreign currencies having monetary value in amounts in excess of 1 month's basic pay and allowances will be forwarded to the Commanding General, Finance Center, U.S. Army, Indianapolis, Ind., 46249, for decision regarding the conversion of such currency.

(c) Foreign currency having no monetary value will be considered souvenir money and will be transmitted with the effects to the designated consignee.

(d) Disposition of all foreign currency will be recorded in item 9, DA Form 54.

(iii) *Government funds.* Government funds entrusted to personnel as agents of finance officers are not effects. Funds found on, or with, the deceased which appear to be Government funds will be turned over to the disbursing officer on appropriate finance forms to be held in special deposits until determination can be made as to the amounts belonging to the Government and to the individual.

(iv) *Military payment certificates.* (a) Valid military payment certificates will be converted to a U.S. Treasury check or foreign currency check, as appropriate, and forwarded to the next of kin or legal representative.

(b) Invalidated series of military payment certificates in amounts not in excess of \$500 will be converted into a Treasury check provided the date of death of the deceased was prior to the date the series of military payment certificates were withdrawn from circula-

tion. Amounts in excess of \$500 will be forwarded by the summary court officer to the Commanding General, Finance Center, U.S. Army, for decision regarding exchange of such certificates.

(c) Disposition of all military payment certificates will be recorded in item 9, DA Form 54.

(v) *Bank books, stocks, bonds, or negotiable instruments.* Bank deposit books, stocks, bonds, or negotiable instruments which include traveler's checks, money orders, except checks drawn on the Treasurer of the United States or on foreign depositories and military payment orders, will be transmitted to the next of kin or legal representative by registered mail. Negotiable instruments made payable to the deceased, in settlement of a debt due by a local debtor, may be indorsed by the summary court for collection and the proceeds disposed of in the same manner as currency.

(vi) *Government checks.* Government check(s) (payable to the deceased) drawn on the Treasurer of the United States or on foreign depositories will be transmitted to the issuing disbursing officer or his successor in office for appropriate action in accordance with AR 37-103. Document DA Form 54 concerning these checks and advise the next of kin or legal representative of their deposit so that claim may be made for the proceeds.

(vii) *Military payment orders.* Military payment orders (payable to the deceased) will be turned over to the nearest finance and accounting officer for appropriate action in accordance with AR 37-103. Enter proper notation in item 9, DA Form 54, and advise the next of kin or legal representative so that claim may be made for the proceeds of such military payment orders.

(viii) *Negotiable instruments.* Negotiable instruments found among the effects which, for valid reasons, cannot be transmitted to the next of kin or legal representative will be forwarded to the Chief of Support Services, Attention: Disposition Branch, Memorial Division, Department of the Army, Washington, D.C., 20315.

(n) *Sale of effects.* (1) If the legal representative or surviving spouse is not present, the commanding officer may authorize the sale of certain effects by the summary court when—

(i) The sale of effects would be to the interest of both the person designated to receive the effects and the Government, and prior to the sale the summary court has advised the person designated to receive the effects of the proposed sale and has obtained from such person a power of attorney to sell the effects concerned either by public or private sale; or

(ii) The sale of motor vehicles and other bulky items of household and personal effects of the person would be in the interests of the Government, an emergency exists, and, if practicable, a reasonable effort has been made to determine the desires of the person eligible to receive custody of the effects.

(2) When the next of kin or legal representative is not known or cannot

be located and/or contacted, sale of effects will be accomplished in accordance with procedures contained in paragraph (p) of this section.

(3) Items which may be considered for sale under conditions stated in subparagraph (1) (i) of this paragraph are those which—

(i) May not be shipped under existing regulations or policies established by the (overseas) commander.

(ii) Because of their bulk, nature, or weight cannot be included with other effects to be shipped.

(iii) Are obviously of no sentimental value, are not of a value commensurate to the cost of shipment, and may be sold in the overseas command for as much or more than in the United States (such as vehicles, heavy furniture).

(iv) If sold in the overseas command, would serve the best interest of the eventual owner concerned (such as items of electrical equipment which would not be of any value in the United States because of odd voltage).

(4) A complete record of all sales (including advertising, authority for sale, bills of sale) will be attached to the report of the summary court. Cash accruing from sales will be accounted for in item 9 of DA Form 54.

(5) Proceeds received from sales and certified copies of each bill of sale will be transmitted to the person designated by the summary court to receive custody of the effects.

(o) *Movement of effects—(1) Delivery or shipment of effects.* Effects will be delivered to the spouse or legal representative if present; or shipped to the person eligible to receive the effects in the order of precedence indicated in paragraph (c) of this section.

(2) *Notification to addressee.* Upon delivery or shipment of effects, a communication will be delivered or mailed to the person eligible to receive the effects, conveying information that delivery or shipment does not in any way vest title in the recipient, but that the property is delivered or forwarded for retention or disposition as custodian in accordance with the laws of the State (or territory, possession, or country) of the decedent's legal residence. In case of shipment, the communication will also state the date and method of shipment and the anticipated date of arrival.

(3) *Transmission of effects.* The summary court will transmit the effects, funds, commercial papers belonging to the deceased (para. (m) of this section), certified copies of bills of sale, receipt for cash transactions and a copy of DA Form 54 to the person eligible to receive the effects. Shipment(s) of effects will be made on Government bill of lading or by registered or insured mail. DA Form 54 will be fully annotated relative to the method of shipment (Government bill of lading number, air movement designator, RORO, registered or insured number) in order to facilitate tracing effects in delays or nonreceipt of shipment(s). Shipment(s) will be accomplished as soon as possible after the death of the decedent. In the event a complete shipment of effects cannot be made due to

delay caused by the sale of motor vehicle or for other reasons, partial shipment will be accomplished and the recipient advised of actions pending and furnished an approximate completion date.

(4) *Packing effects for shipment.* Effects will be packaged, boxed or crated securely for shipment. Each package, box or crate will be marked plainly "Effects of Deceased Person" and will bear the full name, grade, service number, and organization of the person to whom the effects belonged. The contents of the package(s) will be verified against the record of effects by the commanding officer or summary court, and the package(s) sealed by the person verifying the contents. A copy of the inventory, to include the number of packages comprising the shipment, will be placed inside the container. A certificate pertinent to the verification and sealing will be included in the package (or package No. 1).

(5) *Shipment of motor vehicle.* One privately owned motor vehicle as described in paragraph (b) (1) (iii) of this section is authorized shipment at Government expense under Volume I, Chapter 8, Part G, Joint Travel Regulations, to the approved destination provided:

(i) It can be legally established that the vehicle was the property of the sponsor involved, without regard to pay grade, or his lawful dependent prior to the date of the official report of casualty.

(ii) The vehicle is located outside the continental limits of the United States (par. (b) (3) of this section).

(iii) The vehicle is in a usable condition or of sufficient value to warrant the expenditure of Government transportation funds.

(iv) The motor vehicle was moved or en route to the overseas location, or lawfully procured there by the sponsor involved or his lawful dependent prior to the date the individual died or became missing.

(6) *Designation of an agent for receipt of effects.* If death occurs in a territory or possession of the United States, or in another country, and the person eligible to receive the effects is a resident of that territory, possession, or country, and if personal delivery or direct transmission is not practicable, the commanding officer or summary court may request the person eligible to receive the effects to designate a consular representative or other such person to receive the effects. Designation must be made in writing and the consular representative or other person who acts as agent for acceptance of effects will be required to receipt for the effects. The authorization and the receipt will be attached to the original DA Form 54.

(7) *Customs clearance.* Customs clearance of effects will be required in case of shipment across an international boundary.

(p) *Legal representative or next of kin not known or cannot be contacted.* (1) When there are no persons in the categories listed as eligible to receive the effects as indicated in paragraph (c) of this section, the addresses of such persons are not known or readily ascertainable, or if known, persons cannot be con-

tacted due to political barriers, action will be taken by the summary court, not earlier than 30 days after the death of the owner, to dispose of the effects in accordance with the following procedures:

(i) Prepare an inventory of the effects of the individual on DA Form 54.

(ii) Sell by public or private sale all effects except those articles defined valuable chiefly as keepsakes in 10 U.S.C. 4712. A complete record of all sales will be included in the report of the summary court, and certified copies of bills of sale will be attached to the report.

(iii) Prior to sale of effects, a formal finding in writing concerning action taken to discover the existence or address of any person eligible to receive the effects will be prepared by the summary court and forwarded with the original DA Form 54.

(iv) All effects obviously of no sentimental value and having no salable value will be destroyed by the summary court and a certificate of destruction will be made a part of its report.

(v) Currencies, checks, and all moneys found among the effects, including currency or checks received from sale of effects and/or collected from debtors, will be accounted for separately in item 9, DA Form 54 and transmitted with the inventory to the local disbursing officer. The disbursing officer will receipt for the funds on the inventory, will return the original and one copy to the summary court, and will deposit funds to the applicable deposit fund account as prescribed in AR 37-102.

(2) After review and approval by the appointing authority, the original and two copies of the summary court report (with supporting papers) and the original and two copies of DA Form 54 will be forwarded to the Chief of Support Services, Attention: Disposition Branch, Memorial Division, Department of the Army, Washington, D.C., 20315. All purely commercial papers such as stocks, bonds, evidence of bank accounts, and articles valuable chiefly as keepsakes, including sabers, insignia, decorations, medals, watches, trinkets, and manuscripts, will be forwarded to the Chief of Support Services, Attention: Disposition Branch, Memorial Division, for transmission to the U.S. Soldiers' Home under the provisions of 10 U.S.C. 4713.

(3) Upon receipt of information concerning the location of the next of kin or other interested person(s), subsequent to the disposition of effects by the summary court, such person(s) will be advised of disposition of effects and/or net proceeds received from sale of effects and that they may file claims for the net proceeds, if any, with the General Accounting Office.

(g) *Claims for lost effects.* Inquiries concerning lost effects, together with a complete report of all actions taken in an effort to locate such effects, may be referred to the U.S. Army Claims Service, Office of The Judge Advocate General, Fort Holabird, Baltimore, Md., 20219.

(r) *Effects of missing persons—(1) Inventory of effects.* When any person subject to the Missing Person's Act is officially reported missing under the provisions of AR 600-65, the commanding officer having control of the missing person's effects will secure them in accordance with procedures described in paragraphs (e), (f) and (g) of this section, and will prepare an inventory of the effects on DA Form 54. A copy of DA Form 54 will be forwarded to the Chief of Support Services, Attention: Memorial Division, Department of the Army, Washington, D.C., 20315.

(2) *Person eligible to receive custody of effects.* Effects of Army personnel in active service who are officially reported missing for 30 days or more will be delivered and/or shipped to the spouse or legal representative; or to other persons indicated in paragraph (c) of this section, in the order named.

(3) *Shipment of effects—(i) Household and personal effects.* The household and personal effects of personnel who are officially reported missing for 30 days or more may, upon application of the person or persons eligible thereto, be moved by Government or commercial transportation to the missing person's official residence of record or to such location as may be determined by the responsible commander or such person as he may designate.

(ii) *Motor vehicle.* Shipment of effects may include one privately owned motor vehicle as described in paragraph (b) (1) (iii) of this section provided the vehicle meets the requirements of paragraph (o) (5) of this section.

(4) *Notification to person receiving effects.* Upon delivery or shipment of effects, a communication will be delivered or mailed to the person receiving effects, conveying information that delivery or shipment of the property does not in any way vest title in the recipient, but that the property is delivered or forwarded for retention or disposition as custodian in accordance with the laws of the State (or territory, possession, or country) of the missing person's legal domicile. In the case of shipment, the communication will also state the date and method of shipment and the anticipated date of arrival.

(5) *Sale of effects.* If the spouse or other person entitled to receive the effects is not present, the commanding officer may authorize the sale of certain effects by summary court under the provisions of paragraph (n) of this section.

(6) *Disposition of cash from sale of effects.*

(i) Cash accruing from sale of effects will be accounted for in item 9 of DA Form 54. Proceeds received from a sale of effects and a complete record of all sales (including advertising, authority for sale, certified copy of bill of sale) will be forwarded to the next of kin or other interested person(s).

(ii) If next of kin or other interested person(s) cannot be located or their addresses are unknown, the proceeds from such sale should be deposited with an accountable disbursing officer. A complete record of all sales will be included in the report of the summary court and certified copies of the bills of sale will be attached to the report. Within 1 year from the date of sale, the net proceeds may be covered into the Treasury as miscellaneous receipts.

(iii) Upon receipt of information concerning the location of the next of kin or other interested person(s), subsequent to the disposition of effects by the summary court, such person(s) will be advised of disposition of effects and/or net proceeds received from sale of effects. Claim for the net proceeds, if any, received from the sale of effects may be filed by interested person(s) with the General Accounting Office.

(7) *Currency, commercial papers, stocks, and bonds.* All currencies, commercial papers, stocks, bonds, and checks found among the effects of personnel in a missing status will be disposed of in accordance with procedures set forth in paragraph (m) of this section.

§ 511.5 *Effects of deceased civilians, foreign nationals, and retired personnel.*

(a) *Deceased civilians.* (1) The provisions of § 511.4 do not apply to the disposition of effects of deceased civilians who are not subject to military law. This section and § 511.4 are not applicable to effects of civilian dependents of Armed Forces personnel who die in Army hospitals.

(2) In cases of civilian employees of the Government who are not subject to military law, the Army commander under whom the decedent was serving, or such representative of the service (in which the decedent was employed) as said officer may designate, will secure the effects and deliver them to the legal representative or next of kin.

(3) If the deceased was not an employee of the Army, the Army commander of the installation where death occurred, or an officer designated by him, will secure the decedent's effects and deliver them to the legal representative or next of kin.

(4) If the effects cannot be delivered or are not claimed within a reasonable period of time, the responsible officer will deliver the effects, with all available information concerning the decedent, to the person designated by the judicial officer of the local civil government having jurisdiction over the estates of deceased persons.

(5) Inventories and receipts will be retained at the installation at which death occurred in order that any inquiries received within a reasonable time may be answered by the installation concerned; however, no copies of inventories or receipts will be forwarded to the Chief of Support Services.

(b) *Deceased foreign nationals.* (1) The provisions of § 511.4 do not apply to effects of deceased foreign nationals.

(2) Effects (under U.S. Army control) of deceased foreign nationals will be inventoried and disposed of as follows:

(i) *Foreign nationals training in the United States.* The commander of the installation under which the decedent was serving will collect the effects and deliver them, unless otherwise directed, to the appropriate Military Attaché, Washington, D.C., through the Office of the Assistant Chief of Staff for Intelligence, Foreign Liaison Office.

(ii) *Foreign civilian employees.* The commander under whom the decedent was assigned will deliver effects to the legal representative or next of kin. If effects cannot be delivered or are not claimed within a reasonable period of time, effects will be delivered together with all available information concerning the decedent, to the person designated by the judicial officer of the local civil government having jurisdiction over the estates of deceased persons.

(3) Recipients will be furnished DA Form 54, in duplicate, and requested to sign the original. Inventories and receipts will be retained at the installation at which death occurred in order that any inquiries received within a reasonable period of time may be answered by the installation concerned; however, no copies of inventories or receipts will be forwarded to the Office of the Chief of Support Services.

(c) *Deceased retired personnel.* (1) The provisions of § 511.4 are not applicable to effects of deceased Armed Forces retired personnel.

(2) In cases of death of retired personnel in Army medical treatment facilities, the commanding officer of the installation or his designated representative will secure the decedent's effects and deliver them to the legal representative or next of kin.

(3) If the effects cannot be delivered or are not claimed within a reasonable period of time, the responsible officer will deliver the effects, with all available information concerning the decedent, to the person designated by the judicial officer of the local civil government having jurisdiction over the estates of deceased persons.

(4) Inventories and receipts will be retained at the installation at which death occurred in order that any inquiries received within a reasonable time may be answered by the installation concerned; however, no copies of inventories or receipts will be forwarded to the Office of the Chief of Support Services.

[AR 643-50, Oct. 13, 1965] (Sec. 3012, 70A Stat. 157; 10 U.S.C. 3012. Interpret or apply sec. 4712 and 4713, 70A Stat. 264-265, Act of Mar. 7, 1943 (56 Stat. 143) as amended; 10 U.S.C. 4712, 4713 and 50 U.S.C. 1001, et seq.)

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

[P.R. Doc. 65-13624; Filed, Dec. 21, 1965; 8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 7070; Amdt. 39-171]

PART 39—AIRWORTHINESS DIRECTIVES

Morrisey Models 2150 and 2150A Airplanes

There have been failures of the weldments of the strut assemblies at the scissors attach fittings on the right and left oleos of the main landing gear on Morrisey Models 2150 and 2150A airplanes. Such cracking can result in complete failure of the main landing gear. Since this condition is likely to exist or develop in other products of the same type design, an airworthiness directive is being issued to require inspection, and reinforcement where necessary, of the upper and lower scissors attachment fittings on the main landing gear.

As a situation exists which demands immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

MORRISEY. Applies to Models 2150 and 2150A airplanes.

Compliance required as indicated, unless already accomplished.

To detect cracking in the weldments of strut assemblies, P/Ns MO-11000 and MO-11002, for both the right and left oleos of the main landing gear where the scissor assemblies are attached, accomplish the following:

(a) Within 25 hours' time in service after the effective date of this AD and at intervals not to exceed 25 hours' time in service from the last inspection, visually inspect for cracks the upper and lower scissors attachment fittings of the main landing gear until accomplishment of paragraph (c).

(b) If cracks are found, reinforce in accordance with paragraph (c) before further flight.

(c) Reinforce upper and lower scissors attachment fittings by the addition of 4130 steel plates at 3 locations described in Figure 1 or accomplish an equivalent repair approved by the Chief, Aircraft Engineering Division, FAA Western Region.

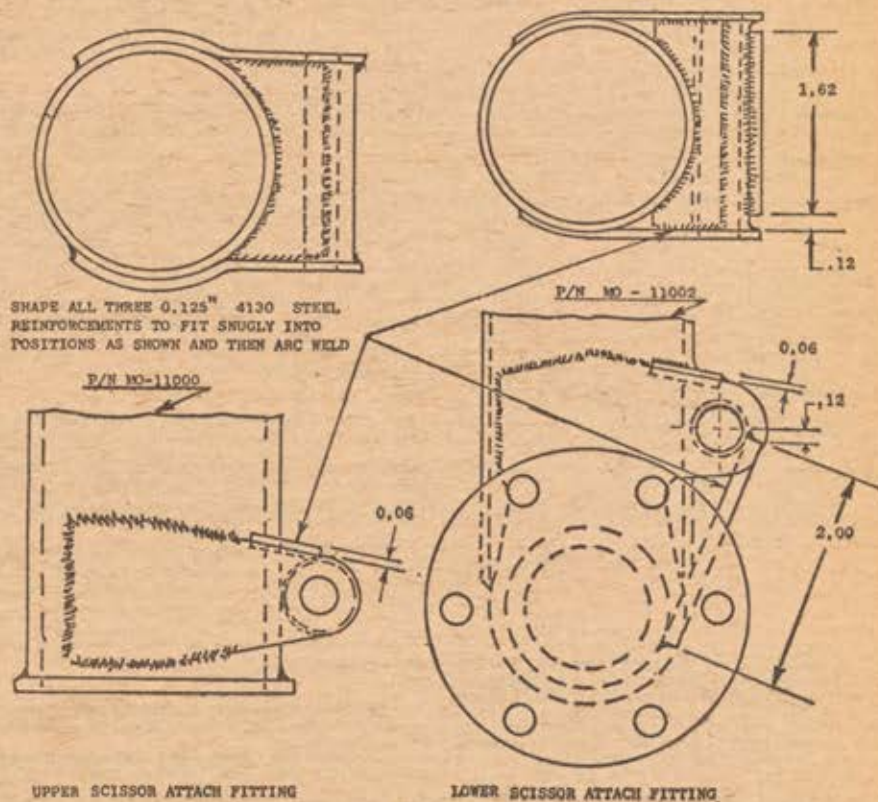


FIGURE 1

This amendment becomes effective December 21, 1965.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 4121, and 1423)

Issued in Washington, D.C., on December 14, 1965.

G. S. MOORE,
Director, Flight Standards Service.

[P.R. Doc. 65-13604; Filed, Dec. 21, 1965; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 7022; Amdt. 456]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

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

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

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

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURES

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 3-engine, more than 65 knots
					65 knots or less	More than 65 knots	
SVM VOR.....	DW LOM.....	Direct.....	2700	T-dn.....	300-1	300-1	200-1/4
YIP VOR.....	DW LOM.....	Direct.....	2700	C-dn.....	500-1	500-1	500-1 1/4
CRL VOR.....	DW LOM.....	Direct.....	2700	S-dn-21R and L.#	500-1	500-1	500-1
QG VOR.....	DW LOM.....	Direct.....	2700	L.#			
Royal Int.....	DW LOM (final).....	Direct.....	2400	A-dn.....	800-2	800-2	800-2

Radar available.

Procedure turn N side of crs, 032° Outbnd, 212° Inbnd, 2700' within 10 miles.

Minimum altitude over facility on final approach crs, 2400'.

Crs and distance, facility to Runway 21R, 212°—5.2 miles; to Runway 21L, 205°—5.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.2 miles after passing DW LOM, make right-climbing turn to 2400' and proceed direct to YI LOM or, when directed by ATC, (1) climb to 2200', proceed direct to DT LOM, (2) climb to 2300', make left turn, proceed to Rockwood, Int via SVM, R 143°.

#Reduction below 1/4 mile not authorized.

MSA within 25 miles of facility: 000°-090°—2800'; 090°-180°—2400'; 180°-270°—2300'; 270°-360°—2000'.

City, Detroit (Romulus); State, Mich.; Airport name, Detroit Metropolitan Wayne County; Elev., 630'; Fac. Class., LOM; Ident., DW; Procedure No. 2, Amdt. 4; Eff. date, 18 Dec. 65; Sup. Amdt. No. 3; Dated, 14 Aug. 65

Erie VOR.....	ERI RBN.....	Direct.....	2800	T-dn.....	300-1	300-1	200-1/4
Harborcreek Int.....	ERI RBN.....	Direct.....	2800	C-dn.....	500-1	500-1	500-1 1/4
Hammitt Int.....	ERI RBN.....	Direct.....	2900	S-dn-24	500-1	500-1	800-1
Wattsburg Int.....	ERI RBN.....	Direct.....	3300	A-dn.....	800-2	800-2	800-2
Lawrence Int.....	ERI RBN.....	Direct.....	3400				

Procedure turn N side of crs, 060° Outbnd, 240° Inbnd, 2800' within 10 miles.

Minimum altitude over facility on final approach crs, 1800'.

Crs and distance, facility to airport, 240°—3.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles after passing ERI RBN, climb to 3000', proceed direct to ERI VOR. Hold SW, 1-minute right turns, 060° Inbnd, or when directed by ATC, make immediate right-climbing turn to 3000' return to ERI RBN. Hold NE, 1-minute right turns, 240° Inbnd.

AIR CARRIER NOTE: 300-1 required for takeoff on all Runways except 6-24. Sliding scale authorized Runways 6-24.

MSA within 25 miles of facility: 050°-140°—2900'; 140°-230°—3100'; 230°-320°—2000'; 320°-050°—1600'.

City, Erie; State, Pa.; Airport name, Port Erie; Elev., 732'; Fac. Class., MHW; Ident., ERI; Procedure No. 1, Amdt. 6; Eff. date, 18 Dec. 65; Sup. Amdt. No. 5; Dated, 22 May 65

Erie VOR.....	ER LOM (final).....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/4
				C-dn.....	500-1	500-1	500-1 1/4
				S-dn-6	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 240° Outbnd, 060° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 060°—3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing ER LOM, make right-climbing turn to 3000', intercept R 064° of Erie VOR, proceed to Hammitt Int. Hold NE, 1-minute right turns, 244° Inbnd, or when directed by ATC, make immediate left-climbing turn to 2300', return to ER LOM. Hold SW, 1-minute right turns, 060° Inbnd.

AIR CARRIER NOTE: 300-1 required for takeoff on all Runways except 6-24. Sliding scale authorized Runways 6-24.

MSA within 25 miles of facility: 050°-140°—2900'; 140°-230°—3100'; 230°-320°—2000'; 320°-050°—1600'.

City, Erie; State, Pa.; Airport name, Port Erie; Elev., 732'; Fac. Class., LOM; Ident., ER; Procedure No. 2, Amdt. 2; Eff. date, 18 Dec. 65; Sup. Amdt. No. 1; Dated, 22 May 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Ada Int.	LOM (final)	Direct	2500	T-dn	300-1	300-1	200-1½
Walker Int.	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Orangeville Int.	LOM	Direct	2900	S-dn-26	400-1	400-1	400-1
GRR VOR	LOM	Direct	2500	A-dn	800-2	800-2	800-2
Sum Int.	LOM	Direct	2500				

Procedure turn N side of crs, 082° Outbd, 262° Inbd, 2500' within 10 miles.
 Minimum altitude over facility on final approach crs, 2500'.
 Crs and distance, facility to airport, 262°—6.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.1 miles after passing GR LOM, make right-climbing turn to 2500' and proceed to Walker Int via GRR VOR, R 350° or, when directed by ATC, make right-climbing turn and return to the LOM at 2500'.
 MSA within 25 miles of facility: 000°-090°-2300'; 090°-180°-2300'; 180°-270°-2900'; 270°-360°-2100'.
 City, Grand Rapids; State, Mich.; Airport name, Kent County; Elev., 793'; Fac. Class., LOM; Ident., GR; Procedure No. 1, Amdt. 3; Eff. date, 18 Dec. 65; Sup. Amdt. No. 2; Dated, 29 Apr. 65

IND VOR	LOM	Direct	2400	T-dn	300-1	300-1	200-1½
Shelbyville VOR	LOM	Direct	2400	C-dn	400-1	500-1	500-1½
IND RBN	LOM	Direct	2000	S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.
 Procedure turn S side of crs, 224° Outbd, 044° Inbd, 2000' within 10 miles of LOM.
 Minimum altitude over facility on final approach crs, 1900'.
 Crs and distance, facility to airport, 044°—3.6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing LOM, make left-climbing turn to 2400' and proceed direct to IND RBN or, when directed by ATC, make right-climbing turn to 3000' and proceed to SHB VOR via SHB, R 293'.
 City, Indianapolis; State, Ind.; Airport name, Indianapolis Municipal (Weir Cook); Elev., 979'; Fac. Class., LOM; Ident., IN; Procedure No. 1, Amdt. 8; Eff. date, 18 Dec. 65; Sup. Amdt. No. 7; Dated, 21 Sept. 63

MGM VORTAC	LOM	Direct	1800	T-dn	300-1	300-1	200-1½
Benton Int.	LOM (final)	Direct	1700	C-dn	400-1	500-1	500-1½
Calhoun Int.	LOM	Direct	1800	S-dn-9	400-1	400-1	400-1
Swift Creek Int.	LOM	Direct	1800	A-dn	800-2	800-2	800-2
Sellers Int.	LOM	Direct	2500				

Radar available.
 Procedure turn S side of crs, 273° Outbd, 093° Inbd, 1700' within 10 miles.
 Minimum altitude over facility on final approach crs, 1700'.
 Crs and distance, facility to airport, 093°—5.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing MGM LOM, climb to 2000' on R 127', MGM VORTAC within 20 mile or, when directed by ATC, climb to 3000' on crs of 093° from MGM LOM within 15 miles.
 CAUTION: Tower, 987'—8 miles E, and tower, 999'—6 miles N.
 CAUTION Note: Night operation Runways 15-33 not authorized due lack of obstruction and runway lights.
 MSA within 25 miles of facility: 000°-090°-2200'; 090°-180°-2500'; 180°-270°-1900'; 270°-360°-2200'.
 City, Montgomery; State, Ala.; Airport name, Dannelly Field; Elev., 221'; Fac. Class., LOM; Ident., MG; Procedure No. 1, Amdt. 7; Eff. date, 18 Dec. 65; Sup. Amdt. No. 6; Dated, 19 June 65

COL VOR	Narrows Int.	Direct	2000	T-dn	300-1	300-1	200-1½
Narrows VHF Int.	JF OM/RBN (fina.)	Direct	1000	C-dn	500-1	500-1	500-1½
				S-dn-4R, 4L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar available.
 Procedure turn S side of crs, 222° Outbd, 042° Inbd, 1200' within 10 miles of OM/RBN.
 Minimum altitude over facility on final approach crs, 700'.
 Crs and distance, facility to Runway 4R, 042°—2.7 miles; to Runway 4L, 029°—2.2 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.7 miles after passing OM/RBN, make right-climbing turn to 3000' on JFK VOR, R 077° to DPK VOR. Hold E, 1-minute left turns, Inbd crs, 257° or, when directed by ATC, climb on crs, 042° to 1900' to Kennedy (IW) LOM, hold NE, 1-minute left turns, Inbd crs, 222'.
 CAUTION: Circling and straight-in landing minimums do not provide standard clearance over stack 277', 1.1 miles SSE of Runway 4R.
 MSA within 25 miles of facility: 000°-270°-1900'; 270°-360°-2600'.
 City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., MHW/LOM; Ident., JF; Procedure No. 1, Amdt. 25; Eff. date, 18 Dec. 68; Sup. Amdt. No. 24; Dated, 9 Oct. 65

Kennedy VOR	LOM	Direct	1900	T-dn	300-1	300-1	200-1½
Deer Park VOR	Roslyn Int.	Via LGA VOR, R 100°	2000	C-dn	500-1	500-1	500-1½
Roslyn Int.	LOM (final)	Direct	1700	S-dn-22L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar available.
 Procedure turn E side NE crs, 042° Outbd, 222° Inbd, 1900' within 10 miles of IW/LOM.
 Minimum altitude over facility on final approach crs, 1700'.
 Crs and distance, facility to airport, 222°—5.6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing IW/LOM, make left-climbing turn to 2000' on JFK VOR, R 189° to Channel Int, hold S, 1-minute right turns, Inbd crs, 009° or, when directed by ATC, climb on crs, 222° to 1500' to JFK (JF) OM/RBN, hold SW, 1-minute right turns, Inbd crs, 042'.
 CAUTION: Circling minimums do not provide clearance over 277' stack, 1.1 miles SSE of Runway 4R.
 MSA within 25 miles of facility: 000°-270°-1700'; 270°-360°-2600'.
 City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., LOM; Ident., IW; Procedure No. 2, Amdt. 6; Eff. date, 18 Dec. 68; Sup. Amdt. No. 8; Dated, 14 Aug. 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Deer Park VOR	Carol Int	Direct	2000	T-dn	300-1	300-1	200-1/2
Deer Park VOR	Carol Int	JFK, R 077° to 11.5 miles clockwise arc.	2000	C-dn	500-1	500-1	500-1 1/4
				S-dn-31R	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
Channel Int	Carol Int	Direct	2000				
Channel Int (19-mile DME Fix JFK, R 189°)	Carol Int	JFK, R 189° to 11.5 miles counterclockwise arc.	2000				
Carol Int	LOM (final)	Direct	1600				
Kennedy VOR	LOM	Direct	1600				

Radar available.

Procedure turn S side of crs, 131° Outbnd, 311° Inbnd, 1600' within 10 miles.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, facility to airport, 311°—5.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 miles after passing LOM, make left-climbing turn to 200° on JFK, R 139° to Channel Int, hold S, 1-minute right turns, Inbnd crs, 009° or, when directed by ATC, make right-climbing turn to 190° to Kennedy (IW) LOM, hold NE, 1-minute left turns, Inbnd crs, 222°.

CAUTION: Straight-in and circling minimums do not provide clearance over 277' stack, 1.1 miles SSE of Runway 4R.

MSA within 25 miles of facility: 000°-090°—1600'; 270°-360°—2600'.

City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., LOM; Ident., RT; Procedure No. 3, Amdt. 3; Eff. date, 18 Dec. 65; Sup. Amdt. No. 2; Dated, 14 Aug. 65

ORL VOR	LOM	Direct	1700	T-dn	300-1	300-1	200-1/4
				C-dn	500-1	500-1	500-1 1/4
				S-dn-7#	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar available.

Procedure turn S side of crs, 247° Outbnd, 067° Inbnd, 1700' within 10 miles.

Minimum altitude over facility on final approach crs, 1700'.

Crs and distance, facility to airport, 067°—5.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LOM, turn left, climb to 2000' on R 014° within 20 miles of ORL VOR or, when directed by ATC, turn right, climb to 2000' on R 071° within 20 miles of ORL VOR.

#Reduction below 3/4 mile not authorized.

MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—1400'; 180°-270°—1400'; 270°-360°—2000'.

City, Orlando; State, Fla.; Airport name, Herndon; Elev., 113'; Fac. Class., LOM; Ident., OR; Procedure No. 1, Amdt. 2; Eff. date, 18 Dec. 65; Sup. Amdt. No. 1; Dated, 9 Jan. 65

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	300-1	200-1/4
				C-dn	1000-3	1000-3	1000-3
				S-dn-27	1000-3	1000-3	1000-3
				A-dn#	NA	NA	NA
The following minimums apply to aircraft equipped with dual VOR receivers and when Zang Int identified:							
				C-dn	400-1	500-1	500-1 1/4
				S-dn-27	400-1	400-1	400-1

Procedure turn N side of crs, 086° Outbnd, 266° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 2300'; over Zang Int, 1600'.

Crs and distance, facility to airport, 266°—13.3 miles; Zang Int to airport, 266°—3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 13.3 miles after passing the ELX VOR or 3 miles after passing Zang Int, climb to 2300' on ELX VOR, R 266° then proceed direct to ELX VOR and contact SBN approach control for further instructions.

#1000-3 alternate minimums authorized only during hours of control zone operations or for air carrier with approved weather reporting service.

MSA within 25 miles of facility: 000°-090°—2300'; 090°-180°—2400'; 180°-270°—2100'; 270°-360°—2000'.

City, Benton Harbor; State, Mich.; Airport name, Ross Field; Elev., 642'; Fac. Class., BVOR; Ident., ELX; Procedure No. 1, Amdt. 4; Eff. date, 15 Dec. 65; Sup. Amdt. No. 3; Dated, 14 Nov. 64

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Ceiling and visibility minimums			
From—	To—			Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1	500-1	500-1 1/2
				S-dn-6.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side crs, 240° Outbd, 060° Inbd, 2200' within 10 miles.
 Minimum altitude over facility on final approach crs, 1900'.
 Crs and distance, facility to airport, 060°—6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing ERI VOR, make right-climbing turn to 3000', intercept R 064° of Erie VOR, proceed to Hammett Int. Hold NE, 1-minute right turns, 244° Inbd, or when directed by ATC, make immediate left-climbing turn to 3000', return to Erie VOR. Hold SW, 1-minute right turns, 060° Inbd.
 AIR CARRIER NOTE: 300-1 required for takeoff on all runways except 6-24. Sliding scale authorized Runways 6-24.
 MSA within 25 miles of facility: 050°-140°—3100'; 140°-230°—2900'; 230°-320°—2800'; 320°-050°—1600'.

City, Erie, Pa.; Airport name, Port Erie; Elev., 732'; Fac. Class., BVORTAC; Ident., ERI; Procedure No. 1, Amdt. 6; Eff. date, 18 Dec. 65; Sup. Amdt. No. 5; Dated, 22 May 65

				T-dn.....	400-1	400-1	NA
				C-d.....	700-1	700-1	NA
				C-a.....	700-2	700-2	NA
				S-d-23.....	700-1	700-1	NA
				S-n-23.....	700-2	700-2	NA
				A-dn.....	NA	NA	NA

Procedure turn N side of crs, 044° Outbd, 224° Inbd, 2800' within 10 miles.
 Minimum altitude over facility on final approach crs, 2700'.
 Crs and distance, facility to airport, 224°—9.2 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.2 miles after passing MFD VOR, make left-climbing turn to 2800', return to Mansfield VOR. Hold NE, Mansfield VOR right turns, 1 minute, 224° Inbd.
 CAUTION: 1423' tower, 1.5 miles SW of airport.
 MSA within 25 miles of facility: 000°-090°—2500'; 090°-270°—2800'; 270°-360°—2300'.

City, Gallon, State, Ohio; Airport name, Gallon Municipal; Elev., 1225'; Fac. Class., BVORTAC; Ident., MFD; Procedure No. 1, Amdt. 4; Eff. date, 18 Dec. 65; Sup. Amdt. No. 3; Dated, 12 Oct. 63

Ada Int.....	GRR VOR.....	Direct.....	2900	T-dn.....	300-1	300-1	200-1/2
Comstock Int.....	GRR VOR.....	Direct.....	2900	C-d.....	400-1	500-1	500-1 1/2
Orangeville Int.....	GRR VOR.....	Direct.....	2900	S-dn-36.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E side of crs, 171° Outbd, 351° Inbd, 2900' within 10 miles.
 Minimum altitude over facility on final approach crs, 2600'.
 Crs and distance, facility to airport, 351°—5.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing GRR VOR, climb to 2500' and proceed to Walker Int via GRR, R 350° or, when directed by ATC, make left-climbing turn and return to the VOR at 2900'.

City, Grand Rapids, State, Mich.; Airport name, Kent County; Elev., 793'; Fac. Class., L-BVOR; Ident., GRR; Procedure No. 1, Amdt. 2; Eff. date, 18 Dec. 65; Sup. Amdt. No. 1; Dated, 2 May 64

				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-d-33.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar available.
 Procedure turn E side crs, 138° Outbd, 318° Inbd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1800'.
 Crs and distance, facility to airport, 318°—5.6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing MGM VORTAC, climb to 2000' on R 318° MGM VORTAC within 20 miles or, when directed by ATC, turn left, climb to 2000' on W crs, MGM ILS within 20 miles.
 NOTES: (1) Night operation. Runways 15-33 not authorized due lack of obstruction and runway lights. (2) When authorized by ATC, DME may be used from R 023° clockwise to R 150° within 15 miles at 2000' and from R 150° to R 240° within 15 miles at 2000' to position aircraft for straight-in approach with the elimination of procedure turn.
 MSA within 25 miles of facility: 000°-090°—2000'; 090°-180°—2500'; 180°-270°—2500'; 270°-360°—2000'.

City, Montgomery, State, Ala.; Airport name, Dannelly Field; Elev., 221'; Fac. Class., BVORTAC; Ident., MGM; Procedure No. 1, Amdt. 13; Eff. date, 18 Dec. 65; Sup. Amdt. No. 12; Dated, 19 June 65

				T-d.....	300-1	300-1	NA
				C-d.....	500-1	500-1	NA
				S.....	NA	NA	NA
				A.....	NA	NA	NA

Procedure turn northwest side of crs, 342° Outbd, 162° Inbd, 1900' within 10 miles.
 Minimum altitude over facility on final approach crs, 1900'.
 Crs and distance, facility to airport, 162°—6.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 miles after passing COL VOR, make right-climbing turn to 1900', proceed direct to COL VOR. Hold S, COL VOR, R 190°, 1-minute right turns.
 MSA within 25 miles of facility: 000°-090°—2000'; 090°-360°—1000'.

City, Neptune, State, N.J.; Airport name, Asbury Park-Neptune; Elev., 100'; Fac. Class., L-VORTAC; Ident., COL; Procedure No. 1, Amdt. Orig.; Eff. date, 18 Dec. 65

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
COL VOR Arlene Int.	Arlene Int. CRI VOR (final)	Via COL, R 046° Via R 221°	2000 **1000	T-dn LDIN-dn-13L% LDIN-dn-13R% C-dn A-dn	300-1 800-3 1000-3 NA 1000-3	300-1 800-3 1000-3 NA 1000-3	200-1½ 800-2 1000-3 NA 1000-3

Radar available.
 Procedure turn not authorized.
 Minimum altitude over facility on final approach crs, 1000'.**
 Crs and distance, facility to lead-in lights, 041°—1.7 miles. Arc distance via lead-in lights to Runways 13L, 4.8 miles; 13R, 3.7 miles.
 If visual contact not established upon descent to authorized landing minimums within 2.5 miles after passing CRI VOR, at the Int of the 295° radial of JFK VOR, or if landing not accomplished proceed direct to JFK VOR thence via JFK R 077° to DPK VOR climbing to 3000'. Hold E, 1-minute left turns, Inbnd crs, 237°.
 %LDIN (Lead-in light system) must be operational to execute this procedure. When visual reference established at 2.5 miles beyond CRI VOR, follow lead-in lights to Runways 13L or 13R. Do not descend below 500' until runway threshold in sight.
 **When directed by ATC cross CRI VOR or JFK VOR, R 280° between 1100' and 2000'.
 MSA within 25 miles of facility: 000°-090°-1900'; 090°-180°-1400'; 180°-270°-1600'; 270°-360°-2000'.
 City, New York; State, N. Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., T-VORW; Ident., CRI; Procedure No. VOR-13L/13R, Amdt. 3; Eff. date, 18 Dec. 65; Sup. Amdt. No. 2; Dated, 4 Sept. 65

				T-dn	300-1	300-1	200-1½
				C-dn	700-1	700-1	700-1½
				S-dn-19#	700-1	700-1	700-1
				A-dn**	1000-2	1000-2	1000-2
				DME minimums:			
				C-dn	600-1	600-1	600-1½
				S-dn-19#	600-1	600-1	600-1

Radar available.
 Procedure turn W side of crs, 350° Outbnd, 179° Inbnd, 2300' within 10 miles.
 Minimum altitude over facility on final approach crs, 2000'; at 2.5-miles DME Fix, 1234'.
 Crs and distance, facility to breakoff point, 179°—4.2 miles; break off point to runway, 187°—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after passing PQI VOR, make right-climbing turn to 2300' direct to PQI VOR. Hold N of PQI VOR, 1-minute right turns, 179° Inbnd.
 *800-1 and **800-2 are authorized for those who have an approved arrangement for altimeter setting and weather service at the airport.
 #Reduction not authorized.
 MSA within 25 miles of facility: 000°-090°-3000'; 090°-180°-3100'; 180°-270°-3000'; 270°-360°-3000'.
 City, Presque Isle; State, Maine; Airport name, Presque Isle Municipal; Elev., 534'; Fac. Class., H-BVORTAC; Ident., PQI; Procedure No. 1, Amdt. 1; Eff. date, 18 Dec. 65; Sup. Amdt. No. Orig.; Dated, 27 Aug. 65

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

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Channel Int	JFK VOR	Direct	1900	T-dn C-dn S-dn-4L/R A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-1½ 600-1½ 600-1 800-2

Radar available.
 Procedure turn E side of crs, 222° Outbnd, 042° Inbnd, 1300' within 10 miles.
 Minimum altitude over facility on final approach crs, 600'.
 Facility on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of JFK VOR, make right-climbing turn to 3000' on JFK VOR, R 077° to DPK VOR. Hold E, 1-minute left turns, Inbnd crs, 237°.
 CAUTION: Straight-in landing minimums do not provide standard clearance over 277' stack, 1.1 miles SSE of Runway 4R.
 Other change: Deletes transition from Deer Park VOR.
 MSA within 25 miles of facility: 000°-090°-1900'; 090°-180°-1400'; 180°-270°-1600'; 270°-360°-2000'.
 City, New York; State, N. Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., H-VORTAC; Ident., JFK; Procedure No. TerVOR-4L/R, Amdt. 9; Eff. date, 18 Dec. 65; Sup. Amdt. No. 8; Dated, 2 Apr. 64

Channel Int	JFK VOR	Direct	1900	T-dn C-dn S-dn-22R/L A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-1½ 600-1½ 600-1 800-2
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Radar available.
 Procedure turn E side of crs, 042° Outbnd, 222° Inbnd, 1900' within 10 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of JFK VOR make left-climbing turn to 3000' on JFK VOR, R 189° to Channel Int. Hold S of Channel Int, right turns, 1 minute, Inbnd crs, 000°.
 Other change: Deletes transition from Deer Park VOR.
 MSA within 25 miles of facility: 000°-090°-1900'; 090°-180°-1400'; 180°-270°-1600'; 270°-360°-2000'.
 City, New York; State, N. Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., H-VORTAC; Ident., JFK; Procedure No. TerVOR-22R/L, Amdt. 10; Eff. date, 18 Dec. 65; Sup. Amdt. No. 9; Dated, 2 Apr. 64

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURES—Continued

Transition		Ceiling and visibility minimums					
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Deer Park VOR.....	JFK VOR, R 116**.....	23.4 miles clock-wise arc.	3000	T-dn.....	300-1	300-1	200-1½
Channel VHF Int.....	JFK VOR, R 116**.....	19 miles counter-clockwise arc.	2000	C-dn.....	1000-3	1000-3	1000-3
JFK VOR, R 116**.....	Heien Int, 7-mile DME Fix (final).....	Direct.....	1500	A-dn.....	1000-3	1000-3	1000-3

Radar available. Procedure turn not authorized. Radar vectors or DME transitions to final approach are required. Minimum altitude over facility on final approach crs, 1000'. Crs and distance, breakoff point to approach end of Runway 31R, 311°—2.4 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 miles of JFK VOR, make a left-climbing turn to 2000' on R 189°, JFK VOR to Channel VHF Int. Hold S, 1-minute right turns, Inbnd crs, 099°. *Final approach, R 116°. MSA within 25 miles of facility: 000°-099°—1900'; 099°-189°—1400'; 189°-270°—1600'; 270°-360°—2600'.

City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., II-VORTAC; Ident., JFK; Procedure No. TerVOR-31R, Amdt. 4; Eff. date, 18 Dec. 65; Sup. Amdt. No. 3; Dated, 2 Apr. 64

Deer Park VOR.....	JFK VOR, R 064**.....	23.4 miles counter-clockwise arc.	3000	T-dn.....	300-1	300-1	200-1½
JFK VOR, R 064**.....	Baldwin Int, 7-mile DME Fix (final).....	Direct.....	1900	C-dn.....	1000-3	1000-3	1000-3
				A-dn.....	1000-3	1000-3	1000-3

Radar available. Procedure turn not authorized. Radar vectors or DME transition to final approach are required. Minimum altitude over facility on final approach crs, 1000'. Crs and distance, breakoff point to approach end of Runway 25, 251°—3 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of JFK VOR, make a left-climbing turn to 2000' on R 189°, JFK VOR to Channel VHF Int, hold S, 1-minute right turns, Inbnd crs, 099°. *Final approach, R 064°. MSA within 25 miles of facility: 000°-099°—1900'; 099°-189°—1400'; 189°-270°—1600'; 270°-360°—2600'.

City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., II-VORTAC; Ident., JFK; Procedure No. TerVOR-R-064, Amdt. 5; Eff. date, 18 Dec. 65; Sup. Amdt. No. TerVOR-25, 4; Dated, 2 Apr. 64

PROCEDURE CANCELED, EFFECTIVE 18 DEC. 1965.

City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., BVORTAC; Ident., JFK; Procedure No. TerVOR(R-105), Amdt. 4; Eff. date, 2 Apr. 64; Sup. Amdt. No. 3; Dated, 9 Nov. 63

Bonnie VHF Int.....	JFK VOR (final).....	Via R 140°.....	700	T-dn.....	300-1	300-1	200-1½
				C-dn.....	700-1	700-1	700-1½
				A-dn.....	800-2	800-2	800-2

Radar required. Procedure turn not authorized. Final approach, R 140°. Minimum altitude over facility on final approach crs, 700'. Crs and distance, breakoff point to approach end of 31L, 311°—1 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of JFK VOR, make left-climbing turn to 2000' on 189° radial of JFK VOR to Channel Int. Hold S of Channel Int, right turns, 1 minute, 099° Inbnd. Other change: Deletes transition from Deer Park VOR and Sandy Hook VHF Int, also air carrier note. MSA within 25 miles of facility: 000°-099°—1900'; 099°-189°—1400'; 189°-270°—1600'; 270°-360°—2600'.

City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., II-VORTAC; Ident., JFK; Procedure No. TerVOR(R-140), Amdt. 6; Eff. date, 18 Dec. 65; Sup. Amdt. No. 5; Dated, 2 Apr. 64

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

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURES

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

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

PROCEDURE CANCELED, EFFECTIVE 18 DEC. 1965.

City, Douglas; State, Ariz.; Airport name, Bisbee-Douglas International; Elev., 4158'; Fac. Class., I-BVORTAC; Ident., DUG; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 11 Nov. 65

RULES AND REGULATIONS

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Deer Park VOR.....	JFK, R 140°.....	Via 23.4-mile orbit (clockwise).	3000	T-dn..... C-dn..... A-dn.....	300-1 600-1 800-2	300-1 600-1 800-2	200-1½ 600-1½ 800-2
Channel VHF Int.....	JFK, R 140°.....	Via 19-mile orbit (counterclockwise).	2000				

Radar available.

Procedure turn not authorized. Radar vectors or DME transitions to final approach required.

Minimum altitude on approach radial, 19-mile DME Fix to 4-mile DME Fix, R 140°, 1500'; 4-mile DME Fix to 3-mile DME Fix, R 140°, 1200'; 3-mile DME Fix to 2-mile DME Fix, R 140°, 900'; 2-mile DME Fix to 1-mile DME Fix, R 140°, 600'.

Crs and distance, breakoff point to approach end of Runway 31L, 311°-1 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of JFK VOR, make left-climbing turn to 2000' on R 189°, JFK VOR and proceed to Channel VHF Int, hold at Channel Int, right turns, 1 minute, 009° Inbnd.

Other change: Deletes air barrier note.

MSA within 25 miles of facility: 000°-090°-1900'; 090°-180°-1400'; 180°-270°-1600'; 270°-360°-2600'.

City, New York; State, N. Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., H-VORTAC; Ident., JFK; Procedure No. VOR/DME No. 1, Amdt. 4; Eff. date, 18 Dec. 65; Sup. Amdt. No. 3; Dated, 2 Apr. 64

PROCEDURE CANCELED, EFFECTIVE 18 DEC. 1965.

City, New York; State, N. Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., BVORTAC; Ident., JFK; Procedure No. VOR/DME No. 2, Amdt. 3; Eff. date, 2 Apr. 64; Sup. Amdt. No. 2; Dated, 9 Nov. 63

ORL VOR.....	Fairview Int.....	Direct.....	1700	T-dn.....	300-1	300-1	200-1½
ORL LOM.....	Fairview Int.....	Direct.....	1700	C-dn.....	500-1	500-1	500-1½
				S-dn-13#	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar available.

Procedure turn W side of crs, 317° Outbnd, 137° Inbnd, 1700' within 10 miles of Fairview Int.

Minimum altitude over Fairview Int, on final approach crs, 1700'.

Crs and distance, Fairview Int to airport, 137°-5.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing Fairview Int, turn left and climb to 2000' on R 049° within 20 miles of ORL VOR or, when directed by ATC, climb to 3000' on R 123° within 20 miles of ORL VOR.

NOTE: When authorized by ATC, Orlando DME may be used for a 9-mile orbit from R 230° clockwise thru R 045° at 1700' to position aircraft for a straight-in approach with the elimination of the procedure turn.

#Reduction below ¼ mile not authorized.

MSA within 25 miles of facility: 000°-090°-2100'; 090°-180°-1400'; 180°-270°-1800'; 270°-360°-2000'.

City, Orlando; State, Fla.; Airport name, Herndon; Elev., 113'; Fac. Class., H-BVORTAC; Ident., ORL; Procedure No. VOR/DME No. 2, Amdt. 2; Eff. date, 18 Dec. 65; Sup. Amdt. No. 1; Dated, 30 Jan. 65

PROCEDURE CANCELED, EFFECTIVE 18 DEC. 1965.

City, Presque Isle; State, Maine; Airport name, Presque Isle Municipal; Elev., 534'; Fac. Class., H-BVORTAC; Ident., PQI; Procedure No. VOR/DME-1, Amdt. Orig.; Eff. date, 10 Apr. 65

Millinocket VOR.....	Saddleback DME.....	Direct.....	2400	T-dn.....	300-1	300-1	200-1½
Houlton VOR.....	Saddleback DME.....	Direct.....	2400	C-dn.....	600-1	600-1	600-1½
Saddleback DME.....	12-mile DME Fix, R 181°.....	Direct.....	2500	S-dn-1*#	600-1	600-1	600-1
12-mile DME Fix, R 181°.....	10-mile DME Fix, R 181°.....	Direct.....	1700	A-dn**	1000-2	1000-2	1000-2
10-mile DME Fix, R 181°.....	9-mile DME Fix, R 181°.....	Direct.....	1400				
9-mile DME Fix, R 181°.....	8-mile DME Fix, R 181° (Inad).....	Direct.....	1100				

Radar available.

Procedure turn not authorized.

Minimum altitude over 12-mile DME Fix, R 181° on final approach crs, 2500'; over 10-mile DME Fix, 1700'; over 9-mile DME Fix, 1400'; over 8-mile DME Fix, 1100'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 6 DME miles from PQI VOR, climb straight ahead to 2300' direct to PQI VOR. Hold N of PQI VOR, 1-minute right turns, 179° Inbnd.

*500-1 and **800-2 are authorized for those who have an approved arrangement for altimeter setting and weather service at the airport.

#Reduction not authorized.

MSA within 25 miles of facility: 000°-090°-3000'; 090°-180°-3100'; 180°-270°-3000'; 270°-360°-3000'.

City, Presque Isle; State, Maine; Airport name, Presque Isle Municipal; Elev., 534'; Fac. Class., H-BVORTAC; Ident., PQI; Procedure No. VOR/DME-2, Amdt. 1; Eff. date, 18 Dec. 65; Sup. Amdt. No. Orig.; Dated, 10 Apr. 65

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

From—	Transition		Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
	To—	Course and distance			2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
SVM VOR.....	DW LOM.....	Direct.....	2700	T-dn.....	300-1	300-1	200-1/2
YIP VOR.....	DW LOM.....	Direct.....	2700	C-dn.....	400-1	500-1	500-1 1/2
CRL VOR.....	DW LOM.....	Direct.....	2700	S-dn-21R** #.....	200-1/2	200-1/2	200-1/2
QG VOR.....	DW LOM.....	Direct.....	2700	A-dn.....	600-2	600-2	600-2
Royal Int.....	DW LOM (final).....	Direct.....	2300				

Radar available.
 Procedure turn N side of NE crs, 032° Outbnd, 212° Inbnd, 2700' within 10 miles. Final approach from holding pattern at LOM not authorized. Procedure turn required.
 Minimum altitude at glide slope interception Inbnd, 2300'.
 Altitude of glide slope and distance to approach end of runway at OM, 2289'—5.2 miles; at MM, 969'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make right-climbing turn to 2400' and proceed to YI LOM, or as directed by ATC, climb to 2300', proceed direct to DT LOM.
 *RVR 2400' authorized Runway 21R. **RVR 2400'. Descent below 839' not authorized unless approach lights are visible.
 #400-1/2, visibility reduction below 1/4 not authorized, when glide slope inoperative.

City, Detroit (Romulus); State, Mich.; Airport name, Detroit Metropolitan Wayne County; Elev., 639'; Fac. Class., ILS; Ident., I-DWC; Procedure No. ILS-21R, Amdt. 4; Eff. date, 18 Dec. 65; Sup. Amdt. No. 3; Dated, 14 Aug. 65

Erie VOR.....	LOM (final).....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1	500-1	500-1 1/2
				S-dn-6*.....	300-1/2	300-1/2	300-1/2
				A-dn.....	600-2	600-2	600-2

Procedure turn S side of crs, 240° Outbnd, 060° Inbnd, 2300' within 10 miles.
 Minimum altitude at glide slope int Inbnd, 2000'.
 Altitude of glide slope and distance to approach end of runway at OM, 1990'—3.9 miles; at MM, 1032'—0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make right-climbing turn to 3000', intercept R 094° of Erie VOR, proceed to Hammett Int. Hold NE, 1-minute right turns, 244° Inbnd or, when directed by ATC, make immediate left-climbing turn to 2300', return to ER LOM.
 Hold SW, 1-minute right turns, 060° Inbnd.
 AIR CARRIER NOTE: 300-1 required for takeoff on all runways except 6-24. Sliding scale authorized Runways 6-24.
 *400-1 required when glide slope not utilized; 400-1/2 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights; 400-1/4 authorized, except for 4-engine turbojet aircraft, with operative ALS.

City, Erie; State, Pa.; Airport name, Port Erie; Elev., 732'; Fac. Class., ILS; Ident., I-ERI; Procedure No. ILS-6, Amdt. 6; Eff. date, 18 Dec. 65; Sup. Amdt. No. 4; Dated, 22 May 65

FNT VOR.....	LOM.....	Direct.....	2100	T-dn.....	300-1	300-1	200-1/2
Russell Int.....	LOM.....	Direct.....	2700	C-dn.....	400-1	500-1	500-1 1/2
Fosters Int.....	LOM.....	Direct.....	2500	S-dn-0#.....	200-1/2	200-1/2	200-1/2
St. Johns Int.....	Vernon Int.....	Via FNT, R-272..	2500	A-dn.....	600-2	600-2	600-2
Vernon Int.....	LOM (final).....	Direct.....	2000				

Procedure turn S side of crs, 271° Outbnd, 091° Inbnd, 2100' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 2000'.
 Altitude of glide slope and distance to approach end of runway at OM, 1988'—3.9 miles; at MM, 980'—0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left-climbing turn and proceed to Davis Int via FNT, R 072° at 2400' or, when directed by ATC, make climbing right turn, and proceed direct to FN LOM at 2100'.
 NOTE: When authorized by ATC, DME may be used to position aircraft on final crs at 2600' via 11-mile DME Arc, 172° clockwise to 340° with the elimination of procedure turn.
 #With glide slope inoperative, 400-1/4 authorized with operative ALS except for 4-engine turbojets. 400-1/4 authorized with operative high-intensity runway lights, except 4-engine turbojets.

City, Flint; State, Mich.; Airport name, Bishop; Elev., 781'; Fac. Class., ILS; Ident., I-FNT; Procedure No. ILS-9, Amdt. 8; Eff. date, 18 Dec. 65; Sup. Amdt. No. 7; Dated, 8 Aug. 64

GRR VOR.....	Wilson Int.....	Direct.....	2400	T-dn.....	300-1	300-1	200-1/2
James Int.....	Wilson Int (final).....	Direct.....	2100	C-dn.....	400-1	500-1	500-1 1/2
MKG VOR.....	James Int.....	Direct.....	2400	S-dn-8#.....	400-1	400-1	400-1
GRR LOM.....	Wilson Int.....	Direct.....	2400	A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 262° Outbnd, 082° Inbnd, 2500' within 10 miles of Wilson Int.
 Minimum altitude over Wilson Int on final approach crs, 2100'.
 Crs and distance, Wilson Int to airport, 082°—4.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing Wilson Int, make climbing left turn to 2500', and proceed to Walker Int via GRR VOR, R 350° or, when directed by ATC, make right-climbing turn to 2900' and proceed direct to GRR VOR or make climbing left turn and return to Wilson Int via W crs, ILS.
 NOTE: (1) No approach lights. (2) No glide slope. (3) Procedure authorized only for aircraft equipped to receive ILS and VOR simultaneously.
 #400-1/4 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Grand Rapids; State, Mich.; Airport name, Kent County; Elev., 793'; Fac. Class., ILS; Ident., I-GRR; Procedure No. ILS-8 (back crs), Amdt. 3; Eff. date, 18 Dec. 65; Sup. Amdt. No. 2; Dated, 29 Apr. 63

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
GRR VOR.....	LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1/4
Lyons Int.....	Ada Int.....	Direct.....	2500	C-dn.....	400-1	500-1	500-1/4
Ada Int.....	LOM (final).....	Direct.....	2500	S-dn-26%*.....	200-1/4	200-1/4	200-1/4
Walker Int.....	LOM.....	Direct.....	2500	A-dn.....	600-2	600-2	600-2
Orangeville Int.....	LOM.....	Direct.....	2500				
James Int.....	LOM.....	Direct.....	2500				
Sun Int.....	LOM.....	Direct.....	2500				

Procedure turn N side of crs, 082° Outbd, 262° Inbd, 2500' within 10 miles.

Minimum altitude at glide slope interception Inbd, 2500'.

Altitude of glide slope and distance to approach end of runway at OM, 2422'—6.1 miles; at MM, 970'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make right-climbing turn to 2500' and proceed to Walker Int via GRR VOR, R 350° or, when directed by ATC, make climbing right turn to 2500' and proceed direct to GRR LOM.

CAUTION: Glide slope not usable Inbd from middle marker; satisfactory for authorized minimums.

*400-1/4 required with glide slope inoperative. 400-1/2 authorized, except for 4-engine turbojet aircraft, with operative ALS.

‡RVR 2400'. Descent below 963' not authorized unless approach lights are visible.

#RVR 2400' authorized Runway 26.

City, Grand Rapids; State, Mich.; Airport name, Kent County; Elev., 793'; Fac. Class., ILS; Ident., I-GRR; Procedure No. ILS-26, Amdt. 3; Eff. date, 18 Dec. 65; Sup. Amdt. No. 2; Dated, 29 Apr. 65

IND VOR.....	LOM.....	Direct.....	2400	T-dn.....	300-1	300-1	200-1/4
IND RBN.....	LOM.....	Direct.....	2000	C-dn.....	400-1	500-1	500-1/4
Shelbyville VOR.....	LOM.....	Via SHB VOR, R 276°.....	2400	S-dn-4*.....	300-1/4	300-1/4	300-1/4
Quincy Int.....	LOM (Final).....	Direct.....	2000	A-dn.....	600-2	600-2	600-2

Radar available.

Procedure turn S side SW crs, 224° Outbd, 044° Inbd, 2000' within 10 miles of LOM.

Minimum altitude at glide slope interception Inbd, 1900'.

Altitude of glide slope and distance to approach end of runway at OM, 1900'—3.6 miles; at MM, 680'—0.2 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing LOM, climb to 3000' and proceed via the NE crs, ILS to R 203°, SHB VOR, then via R 293° to SHB VOR or, when directed by ATC, (1) climb to 3000' on NE crs, ILS and proceed to Castleton Int; (2) make left turn, climb to 2500' and proceed direct to IND VOR.

NOTE: Glide slope touchdown point 3100' past Runway 4 threshold. No approach lights.

*400-1/4 required if glide slope inoperative.

City, Indianapolis; State, Ind.; Airport name, Indianapolis Municipal (Weir Cook); Elev., 797'; Fac. Class., ILS; Ident., I-IND; Procedure No. ILS-4, Amdt. 10; Eff. date, 15 Dec. 65; Sup. Amdt. No. 9; Dated, 14 Mar. 64

MGM VORTAC.....	LOM.....	Direct.....	1800	T-dn.....	300-1	300-1	200-1/4
Benton Int.....	LOM (final).....	Direct.....	1700	C-dn.....	400-1	500-1	500-1/4
Calhoun Int.....	LOM.....	Direct.....	1800	S-dn-9*.....	200-1/4	200-1/4	200-1/4
Swift Creek Int.....	LOM.....	Direct.....	1800	A-dn.....	600-2	600-2	600-2
Sellers Int.....	LOM.....	Direct.....	2500				

Radar available.

Procedure turn S side crs, 273° Outbd, 063° Inbd, 1700' within 10 miles.

Minimum altitude at glide slope interception Inbd, 1700'.

Altitude of glide slope and distance to approach end of runway at OM, 1700'—5.1 miles; at MM, 435'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right, climb to 2000' on R 127°, MGM VORTAC within 20 miles or, when directed by ATC, climb to 2000' on crs of 063° from MGM LOM within 15 miles.

CAUTION: Tower, 987'—8 miles E and tower, 999'—6 miles NE.

CAUTION NOTE: Night operations Runways 15-33 not authorized.

‡RVR 2400' authorized Runway 9.

#RVR 2400'. Descent below 421' not authorized unless approach lights are visible.

*400-1/4 (RVR 4000') required when glide slope not utilized. 400-1/2 (RVR 2400') authorized with operative ALS except for 4-engine turbojets.

City, Montgomery; State, Ala.; Airport name, Dannelly Field; Elev., 221'; Fac. Class., ILS; Ident., I-MGM; Procedure No. ILS-9, Amdt. 12; Eff. date, 18 Dec. 65; Sup. Amdt. No. 11; Dated, 19 June 65

				T-dn.....	300-1	300-1	200-1/4
				C-dn.....	400-1	500-1	500-1/4
				S-dn-27*.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar required.

No procedure turn. Radar control will not descend aircraft below 2000' until 6 miles from end of runway on final.

Minimum altitude over 6-mile Radar Fix on final approach crs, 2000'.

Crs and distance, 6-mile Radar Fix to airport, 273°—6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing 6-mile Radar Fix, climb to 2000' on W crs of MGM ILS within 20 miles.

*400-1/4 authorized with operative high-intensity runway lights, except for 4-engine turbojets.

City, Montgomery; State, Ala.; Airport name, Dannelly Field; Elev., 221'; Fac. Class., ILS; Ident., I-MGM; Procedure No. ILS-27 (back crs), Amdt. 1; Eff. date, 18 Dec. 65; Sup. Amdt. No. Orig.; Dated, 19 June 65

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Channel VHF Int.	LOM	Direct	1200	T-dn*	300-1	300-1	200-1/4
Channel VHF Int.	Narrows VHF Int.	Via JFK VOR, 189 MR and EBJ VOR, 114 MR.	1500 #1000	C-dn S-dn-4R** A-dn	500-1 200-1/2 600-2	500-1 200-1/2 600-2	500-1 1/2 200-1/2 600-2
Narrows VHF Int.	LOM (final)	Direct					

Radar available.
 Procedure turn S side of crs, 222° Outbnd, 042° Inbnd, 1200' within 10 miles of LOM.
 Minimum altitude at glide slope interception Inbnd, 1000'.
 Altitude of glide slope and distance to approach end of runway at OM, 750'—2.7 miles; at MM, 211'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.7 miles after passing LOM, climb straight ahead to 500' then make a climbing right turn to 2000' on JFK, R 077° to Deer Park VOR. Hold E, 1-minute left turns Inbnd crs, 257°.
 CAUTION: (1) Circling landing minimums do not provide standard clearance over stack, 277'—1.1 miles SSE of airport. (2) DME indication at 1000' altitude/glide slope interception, 3.8 miles; at OM, 2.8 miles; at MM, 0.75 mile. DME should not be used to determine aircraft position over MM, runway threshold or runway touchdown point.
 #After interception of localizer crs Inbnd, descend on glide slope to cross outer marker at 750'.
 *RVR 2000' authorized Runways 4R, 22L, 31L. RVR 2400' authorized Runway 31R.
 **RVR 2000'. Descent below 212' not authorized unless approach lights are visible.

City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., ILS; Ident., I-JFK; Procedure No. ILS-4R, Amdt. 10; Eff. date, 18 Dec. 65; Sup. Amdt. No. 9; Dated, 14 Aug. 65

Deer Park VOR	Roslyn VHF Int.	LGA, R 100°	2000	T-dn*	300-1	300-1	200-1/4
Roslyn VHF Int.	OM (final)	Direct	1700	C-dn	500-1	500-1	500-1 1/2
Kennedy VOR	OM	Direct	1900	S-dn-22L%** A-dn	200-1/2 600-2	200-1/2 600-2	200-1/2 600-2

Radar available.
 Procedure turn E side of NE crs, 042° Outbnd, 222° Inbnd, 1900' within 10 miles of OM.
 Minimum altitude at glide slope interception Inbnd, 1700'.
 Altitude of glide slope and distance to approach end of runway at OM, 1692'—5.6 miles; at MM, 218'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing OM, climb to 500' straight ahead, make climbing left turn to 2000' on JFK, R 189° to Channel VHF Int. Hold S, 1-minute right turns, Inbnd crs, 099°.
 CAUTION: Circling minimums do not provide standard clearance over the following obstructions: 277', stack—1.1 miles SSE of Runway 4R.
 %400-1/4 required when glide slope not utilized. 400-1/4 authorized, except for 4-engine turbojet aircraft, with operative ALS.
 *RVR 2000' authorized Runways 4R, 22L, 31L. RVR 2400' authorized Runway 31R.
 **RVR 2000'. Descent below 212' not authorized unless approach lights are visible.
 RVV available on Runway 22R for takeoff and landing.

City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., ILS; Ident., I-IWY; Procedure No. ILS-22L, Amdt. 12; Eff. date, 18 Dec. 65; Sup. Amdt. No. 11; Dated, 14 Aug. 65

Deer Park VOR	Carol Int.	Direct	2000	T-dn*	300-1	300-1	200-1/4
Deer Park VOR	Carol Int.	JFK, R 077° to 11.5 miles clockwise arc.	2000	C-dn S-dn-31R**% A-dn	500-1 300-3/4 600-2	500-1 300-3/4 600-2	500-1 1/2 300-3/4 600-2
Channel Int.	Carol Int.	Direct	2000				
Channel Int.	Carol Int.	JFK, R 189° to 11.5 miles counterclockwise arc.	2000				
Carol Int.	LOM (final)	Direct	1600				
Kennedy VOR	LOM	Direct	1600				

Radar available.
 Procedure turn S side of SE crs, 131° Outbnd, 311° Inbnd, 1600' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 1600'.
 Altitude of glide slope and distance to approach end of runway at OM, 1557'—5.6 miles; at MM, 198'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing LOM, climb straight ahead to 500', make climbing left turn to 2000' on JFK, R 189° to Channel Int. Hold S, 1-minute right turns, Inbnd crs, 099°.
 CAUTION: Circling minimums do not provide standard clearance over stack, 277'—1.1 miles SSE of Runway 4R.
 **Runway visual range, 4000' also authorized for landing on Runway 31R in lieu of 1/4 mile visibility provided that all components of the ILS and all related airborne equipment are in satisfactory operating condition.
 %400-1 required when glide slope not utilized. 400-1/4 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
 *RVR 2400' authorized Runway 31R. RVR 2000' authorized Runways 4R, 22L, 31L.

City, New York; State, N.Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class., ILS; Ident., I-RTH; Procedure No. ILS-31R, Amdt. 3; Eff. date, 18 Dec. 65; Sup. Amdt. No. 2; Dated, 14 Aug. 65

ORL VOR	LOM	Direct	1900	T-dn	300-1	300-1	200-1/4
				C-dn	#600-1	500-1	500-1 1/2
				S-dn-7*	300-3/4	300-3/4	300-3/4
				A-dn	600-2	600-2	600-2

Radar available.
 Procedure turn S side of crs, 247° Outbnd, 067° Inbnd, 1900' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 1900'.
 Altitude of glide slope and distance to approach end of runway at OM, 1825'—5.4 miles; at MM, 329'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 2000' on R 014° within 20 miles of ORL VOR or, when directed by ATC, turn right, climb to 2000' on R 071° within 20 miles of ORL VOR.
 *500-1/4 required with glide slope inoperative. Reduction below 1/4 mile not authorized.
 #500-1 required with glide slope inoperative.

City, Orlando; State, Fla.; Airport name, Herndon; Elev., 113'; Fac. Class., ILS; Ident., I-ORL; Procedure No. ILS-7, Amdt. 5; Eff. date, 18 Dec. 65; Sup. Amdt. No. 4; Dated, 27 Mar. 65

6. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

If 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 the Federal Aviation Agency. 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. 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 before 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 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
All directions	Radar site	Within:	2500		Precision approach		
All directions	Radar site	25 miles	1500	C-dn	500-1	500-1	500-1½
160°	223°	20 miles	1000	S-dn-4R**	200-½	200-½	200-½
		4-15 miles		A-dn-4R	600-2	600-2	600-2
					Surveillance approach		
				T-dn*	300-1	300-1	300-½
				C-dn	600-1	600-1	600-1½
				S-dn-4L	600-1	600-1	600-1
				S-dn-22R, 25L	500-1	500-1	500-1
				S-dn-7R, 31R%	400-1	400-1	400-1
				A-dn-All	800-2	800-2	800-2

All bearings are from the radar site with azimuth progressing clockwise.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runways 4R, 4L, 7R: Make right-climbing turn to 3000' on JFK VOR, R 077° to DPK VOR. Hold E, 1-minute left turns, Inbnd crs, 257°. Runways 22R, 25L, 31R: Make left-climbing turn to 2000' on JFK VOR, R 188° to Channel Int. Hold S, 1-minute right turns, Inbnd crs, 000°.
 CAUTION: Circling minimums do not provide standard clearance over 277' stack, 1.1 miles SSE of airport.
 *Except W of LGA VOR, radials 045°-219°, 2500' minimum altitude required.
 **RV R 2000' authorized Runways 4R, 22L, 31L. RV R 2400' authorized 31R.
 **RV R 2000'. Descent below 212' not authorized unless approach lights are visible.
 %400-½ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, New York; State, N. Y.; Airport name, John F. Kennedy International; Elev., 12'; Fac. Class. and Ident., Kennedy Radar; Procedure No. 1, Amdt. 9; Eff. date, 18 Dec. 65; Sup. Amdt. No. 8; Dated, 14 Aug. 65

These procedures shall become effective on the dates specified therein.

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

Issued in Washington, D.C., on November 15, 1965.

G. H. WEITZ,
 Acting Director, Flight Standards Service.

[F.R. Doc. 65-12464; Filed, Dec. 21, 1965; 8:49 a.m.]

Title 7—AGRICULTURE

Chapter IX—Consumer and Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Nuts), Department of Agriculture

[Navel Orange Reg. 91; Amdt. 1]

PART 907—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

Findings. (1) Pursuant to the marketing agreement, as amended, and Or-

der No. 907, as amended (7 CFR Part 907), regulating the handling of navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), 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 (5 U.S.C. 1001-1011) 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), (ii), (iii), and (iv) of § 907.391 (Navel Orange Regulation 91; 30 F.R. 15317) are hereby amended to read as follows:

§ 907.391 Navel Orange Regulation 91.

- (b) *Order.* (1)
 (i) District 1: Unlimited movement;
 (ii) District 2: Unlimited movement;
 (iii) District 3: Unlimited movement;
 (iv) District 4: Unlimited movement.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: December 17, 1965.

PAUL A. NICHOLSON,
 Deputy Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[P.R. Doc. 65-13643; Filed, Dec. 21, 1965; 8:47 a.m.]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

[Cotton Loan Program Reg., Amdt. 1]

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

PART 1427—COTTON

Subpart—Cotton Loan Program Regulations

MISCELLANEOUS AMENDMENTS

The regulations issued by the Commodity Credit Corporation, published in 30 F.R. 8096, as Cotton Loan Program Regulations, and containing terms and conditions with respect to the Cotton Loan Program, are hereby amended as follows:

1. Section 1427.1356 is hereby amended by adding a paragraph (p) as follows:

§ 1427.1356 Eligible cotton.

(p) If the person tendering such cotton is a landlord or landowner, the cotton must not have been acquired by such landlord or landowner directly or indirectly from a share tenant or sharecropper and must not have been received in payment of fixed or standing rent; and if the person tendering such cotton produced it in the capacity of landlord, it must be his separate share of the crop, unless he is tendering cotton in which both he and one or more share tenants or sharecroppers have an interest.

2. Paragraph (b) of § 1427.1359 is hereby amended to read as follows:

§ 1427.1359 Weight, loan rate, and amount.

(b) *Loan rate.* (1) The base loan rate for Middling 1-inch upland cotton (except for the special condition upland cotton provided for in this section) of

each crop at each approved warehouse will be stated in the schedule of base loan rates for upland cotton by warehouse locations contained in the supplement to this subpart for such crop. This schedule will be available at county offices.

(2) The premium or discount applicable to each other eligible grade and staple of length of upland cotton of each crop and the premium or discount, if any, for each micronaire reading will also be contained in the supplement to this subpart for such crop.

(3) The loan rate for upland cotton for which the classification memorandum shows a reduction in grade because of the presence of extraneous matter (such as grass, bark, oil, sand, notes, etc.) or because of spindle twist shall be one-half cent a pound less than the loan rate for the quality (grade and staple length) to which the cotton is reduced.

(4) The loan rate for upland cotton which is "wasty" shall be 3 cents per pound less than the loan rate for the quality (grade and staple length) shown on the classification memorandum, except that for loans disbursed after October 31, 1965, if a classification memorandum shows a micronaire reading of 2.7 or higher and also is stamped "wasty," the loan rate shall reflect the discount for micronaire reading and the "wasty" designation shall be disregarded. This discount shall be in addition to the discount for extraneous matter or spindle twist.

(5) Loan rates for extra long staple cotton of each crop will be contained in the supplement to these regulations for such crop.

3. Section 1427.1364 is hereby amended to read as follows:

§ 1427.1364 Liens.

Cotton tendered for loan must be free and clear of all liens except the warehouseman's lien for those charges which are authorized in the storage agreement with CCC. The signatures of the holders of all such existing liens on cotton tendered as security for a loan, such as landlords, laborers, or mortgagees, must be obtained on the Lienholder's Waiver on each Form A, except that in lieu of signing the Lienholder's Waiver on each Form A, the lienholder may waive his lien on all cotton of that crop produced on a farm or pledged on one Form A by use of Form 679, or by use of another form approved by CCC. A fraudulent representation as to prior liens or otherwise will render the producer personally liable and subject him, and any other person who causes the fraudulent representation to be made, to criminal prosecution under the provisions of the Commodity Credit Corporation Charter Act. A joint disbursement of loan proceeds to the producer and the lienholder does not satisfy the requirement that lienholders must execute the Lienholder's Waiver.

4. Paragraphs (a), (b), (c), and (d) of § 1427.1378 are hereby amended to read as follows:

§ 1427.1378 Special procedure where full loan value advanced.

(a) *Purpose.* This special procedure is provided to assist persons or firms which in the course of their regular business of handling cotton for producers have made advances to eligible producers on eligible cotton to be placed under price support loans and desire to obtain credit at a financial institution for the amounts advanced. A financial institution which is eligible to participate under the regulations covering Participation of Financial Institutions in Cotton Loan Pools and has made advances to eligible producers on eligible cotton may also obtain reimbursement for the amounts advanced under this procedure.

(b) *Eligible documents.* This special procedure shall apply only to loan documents covering cotton on which a person or firm has advanced to the producers (including payments to prior lienholders and other creditors) the full loan value of the cotton as shown on the Form A, except for authorized loan clerk fees, and shall apply only if such person or firm is entitled to reimbursement from the proceeds of the loans for the amounts advanced, and has been authorized by the producers to deliver the loan documents to the county office for disbursement.

(c) *Preparation of notes.* The Forms A shall be prepared by an approved loan clerk who is the person who made the loan advances or is an employee of the person or firm which made the loan advances and shall show the entire proceeds of the loans for disbursement to (1) the financial institution which is to allow credit to the person or firm which made the loan advances or to such financial institution and such person or firm as joint payees, or (2) the financial institution which made the loan advances to the producers.

(d) *Delivery of notes to county office.* The Forms A and related documents as required by § 1427.1357 shall be mailed or delivered to the county office which keeps the farm records for the farms on which the cotton was produced. The document shall be accompanied by a transmittal schedule in triplicate showing:

(1) The name and address of the county office.

(2) The name and address of the person or firm which made the loan advances.

(3) The name and address of the financial institution if the transmittal schedule covers loans for which the institution allowed credit to the person or firm which made the advances to the producers.

(4) The producer's name, number of bales and loan amount for each note.

(5) The total number of bales and total amount of notes.

(6) A certification signed by the person or firm which made the loan advances as follows: I (we) certify with respect to the loan documents covered by this schedule that I (we) have made loan advances to the producers for the full

loan value of the cotton as shown on the Form A notes.

(7) A certification by the financial institution as follows if the transmittal schedule covers loans for which the institution allowed credit to the person or firm which made the advances to the producers: We certify that we have allowed credit to the account of the person or firm identified above for the total amount of this schedule subject to adjustment for the amount of any notes not acceptable for disbursement.

Upon receipt of the loan documents and transmittal schedule, the county office will stamp one copy of the transmittal schedule to indicate receipt of the documents and return the copy to the financial institution.

(Secs. 4, 5, 62 Stat. 1070, as amended; secs. 101, 103, 401, 63 Stat. 1051, as amended; 15 U.S.C. 714 b and c; 7 U.S.C. 1441, 1444, 1421)

Effective date. This amendment shall become effective upon filing with Office of the Federal Register for publication.

Signed at Washington, D.C., on December 16, 1965.

H. D. GODFREY,
Executive Vice President,
Commodity Credit Corporation.

[P.R. Doc. 65-13673; Filed, Dec. 21, 1965;
8:49 a.m.]

Title 8—ALIENS AND NATIONALITY

Chapter I—Immigration and Naturalization Service, Department of Justice

PART 212—DOCUMENTARY REQUIREMENTS; NONIMMIGRANTS; WAIVERS; ADMISSION OF CERTAIN INADMISSIBLE ALIENS; PAROLE

PART 265—NOTICES OF ADDRESS

PART 299—IMMIGRATION FORMS

Miscellaneous Amendments

The following amendments to Chapter I of Title 8 of the Code of Federal Regulations are hereby prescribed:

1. Subparagraphs (2) and (3) of paragraph (b) *Section 212(g) (tuberculosis and certain mental conditions)* of § 212.7 *Waiver of certain grounds of excludability* are amended to read as follows:

§ 212.7 *Waiver of certain grounds of excludability.*

(b) *Section 212(g) (tuberculosis and certain mental conditions).*

(2) *Section 212(a) (1) and (3) (certain mental conditions)*—(i) *Arrangements for submission of medical report.* If the alien is excludable under section 212(a) (1) or (3) (because of mental retardation or because of a past history of mental illness) he or his sponsoring family member shall submit an executed Form I-601 to the consular or Service

office with a statement that arrangements have been made for the submission to that office of a medical report. The medical report shall contain a complete medical history of the alien, including details of any hospitalization or institutional care or treatment for any physical or mental condition; findings as to the current physical condition of the alien, including reports of chest X-ray examination if the alien is 11 years of age or over, of serologic test for syphilis if the alien is 15 years of age or over, and other pertinent diagnostic tests; and findings as to the current mental condition of the alien, with information as to prognosis and life expectancy and with a report of a psychiatric examination conducted by a psychiatrist who shall, in case of mental retardation, also provide an evaluation of the alien's intelligence. For an alien with a past history of mental illness, the medical report shall also contain available information on which the United States Public Health Service can base a finding as to whether the alien has been free of such mental illness for a period of time sufficient in the light of such history to demonstrate recovery. Upon receipt of the medical report, the consular or Service office shall refer it to the U.S. Public Health Service for review.

(ii) *Submission of statement.* Upon being notified that the medical report has been reviewed by the U.S. Public Health Service and determined to be acceptable, the alien or his sponsoring family member shall submit to the consular or Service office a statement, from a clinic, hospital, institution, school, other specialized facility, or specialist in the United States acceptable to the U.S. Public Health Service. The statement shall specify the name and address of the clinic, hospital, institution, school, other specialized facility, or specialist, and shall affirm (a) that the specified facility or specialist has agreed to accept the alien for all necessary diagnostic studies and medical supervision for a period of 5 years and during such period to be responsible either for providing, or for ensuring that the alien is provided, such additional care, training, or schooling as the diagnostic studies indicate to be necessary; (b) that the alien, his sponsoring family member, or other responsible person has made complete financial arrangements for payment of any charges that will be made during the 5-year period for all necessary diagnostic studies, care, and specialized training or schooling of the alien, including services to be received from the specified facility or specialist or from other sources; (c) that the specified facility or specialist will furnish the U.S. Quarantine Station Rosebank, Staten Island, N.Y., 10305, an initial report giving a current evaluation of the mental status of the alien within 30 days after his arrival; semiannual reports of his mental status for a period of 5 years, even if he has been discharged from care, training, or schooling, unless approval has been granted by the U.S. Public Health Service to transfer responsibility for the medical supervision of the alien to another facility or specialist; prompt notification

of the death of the alien, of his departure without approval of the facility or specialist, or of his failure to report to the facility or specialist as may be required in connection with semiannual reports, or of his failure to report to the facility or specialist within 30 days after the facility or specialist receives notice from the U.S. Public Health Service that he has arrived in the United States; and (d) that the alien will be in an outpatient, inpatient, study, or other status, as determined by the responsible local physician or specialist, during the initial evaluation and during any subsequent care or observation deemed necessary.

(3) *Assurances: bonds.* In all cases under this paragraph (b) the alien or his sponsoring family member shall also submit an assurance that the alien will comply with any special travel requirements as may be specified by the U.S. Public Health Service and that, upon the admission of the alien into the United States, he will proceed directly to the facility or specialist specified for the initial evaluation, and will submit to such further examinations, treatment, schooling, training, and medical regimen as may be required, whether in an outpatient, inpatient, study, or other status, and that, before responsibility for the medical supervision of the alien is transferred to another facility or specialist, the alien or the sponsoring family member will obtain approval from the U.S. Quarantine Station, Rosebank, Staten Island, N.Y., 10305. The alien, his sponsoring family member, or other responsible person shall provide such assurances or bond as may be required to assure that the necessary expenses of the alien will be met and that he will not become a public charge.

§ 265.1 [Amended]

2. Section 265.1 *Forms* is amended by deleting the last sentence thereof.

§ 299.1 [Amended]

3. The titles and descriptions of Form I-590 and Form I-591 of § 299.1 *Prescribed forms* are amended to read as follows:

Form No.	Title and description
I-590	Registration for Classification as Conditional Entrant.
I-591	Assurance by a U.S. Sponsor in Behalf of an Applicant for Conditional Entry.

(Sec. 103, 66 Stat. 173; 8 U.S.C. 1103)

This order shall be effective on the date of its publication in the FEDERAL REGISTER. Compliance with the provisions of section 4 of the Administrative Procedure Act (60 Stat. 233; 5 U.S.C. 1003) as to notice of proposed rule making and delayed effective date is unnecessary in this instance because the rules prescribed by the order relate to agency procedure.

Dated: December 16, 1965.

RAYMOND F. FARRELL,
Commissioner of
Immigration and Naturalization.

[P.R. Doc. 65-13641; Filed, Dec. 21, 1965;
8:46 a.m.]

Title 46—SHIPPING

**Chapter II—Maritime Administration,
Department of Commerce**

SUBCHAPTER G—EMERGENCY OPERATIONS

[General Order 82, 13th Rev.]

**PART 309—VALUES FOR WAR RISK
INSURANCE**

Part 309 is hereby revised by changing the existing text to read as follows:

FINDINGS AND SCOPE

Sec.	
309.1	Findings.
309.2	Scope.

BASIC VALUES

309.3	Vessels built during or after 1939.
309.4	Vessels built prior to 1939.

GENERAL PROVISIONS

309.5	Adjustments for condition, equipment and other considerations.
309.6	Definitions.
309.7	Modifications.
309.8	Vessel data forms.

VALUES FOR INDIVIDUAL VESSELS

309.101.	Determination of values.
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AUTHORITY: The provisions of this Part 309 under sec. 204, 49 Stat. 1987, as amended, sec. 1209, 64 Stat. 775, as amended, 70 Stat. 984; 46 U.S.C. 1114, 1289.

FINDINGS AND SCOPE

§ 309.1 Findings.

The Ship Valuation Committee, Maritime Administration, has found that the values provided in this part constitute just compensation for the vessels to which they apply, computed in accordance with subsection 902(a) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1242), pursuant to section 1209 (a), Merchant Marine Act, 1936, as amended (46 U.S.C. 1289(a)), Public Law 958, 84th Congress, and the authority delegated to the Maritime Administrator by the Secretary of Commerce in section 3 of Department Order No. 117 (Revised) (27 F.R. 3637, April 17, 1962) and redelegated to the Ship Valuation Committee (28 F.R. 12330, November 21, 1963).

§ 309.2 Scope.

(a) *Vessels included.* This part establishes values for self-propelled oceangoing iron and steel vessels (other than vessels excluded pursuant to paragraph (b) of this section) for which war risk insurance is provided by the Maritime Administration pursuant to Title XII, Merchant Marine Act, 1936, as amended (46 U.S.C. 1281-1294), Public Law 763, 81st Congress, Public Law 209, 84th Congress, Public Law 958, 84th Congress. The values established by this part represent the maximum amounts for which the Maritime Administration will provide war risk hull insurance for damage to or actual or constructive total loss of the vessel and for which claims for damage to or actual or constructive total loss of such insured vessels may be adjusted, compromised, settled, adjudged or paid by the Maritime Administration with respect to insurance attaching on or after

July 1, 1965, under the standard forms of war risk hull insurance interim binder or policy prescribed by §§ 308.106 and 308.107 of this chapter (General Order 75, 2d Rev., as amended). Revised values will be prescribed in subsequent revisions of this part, which are expected to be issued at least every 6 months. The latest published values will remain in effect until new ones are published.

(b) *Vessels excluded.* The values established pursuant to §§ 309.3 through 309.5 do not apply to construction subsidized vessels, passenger vessels, lumber schooners, car ferries, sea trains, cable ships, bulk cement and ore carriers, vessels operated on the Great Lakes and inland waterways, fully refrigerated vessels, vessels of less than 1,500 gross tons, or any other vessels or class of vessels to which the Maritime Administration finds that the provisions of said sections would not be appropriate. Values for vessels excluded by this paragraph (b) shall be specifically determined by the Maritime Administration and set forth in § 309.101.

(c) *Fuel, stores, and supplies.* Values for fuel, stores, and supplies shall be determined in accordance with §§ 309.201 through 309.204 (General Order 100, 29 F.R. 2944, March 4, 1964.)

BASIC VALUES

§ 309.3 Vessels built during or after 1939.

(a) *Basic values.* The values of vessels built during or after 1939 shall be determined in accordance with this section, subject to the applicable adjustments provided in § 309.5.

(b) *War-built vessels.* (1) The values of the standard types of war-built vessels under United States flag listed in this subparagraph (1) which have the lawful right to engage in the coastwise trade of the United States (which are the current domestic market values of such vessels as determined by the Ship Valuation Committee) are as follows:

Standard-type vessel	Value
EC2-S-C1	\$275,000
EC2-S-AW1	260,000
VC2-S-AP2	485,000
C1-M-AV1	260,000
C1-A and B (Steam)	270,000
C1-A and B (Diesel)	270,000
C2-S-B1	505,000
C3-S-A2	910,000
C4-S-B5	1,005,000
T1-M-BT	275,000
T2-SE-A1	490,000
T3-S-A1	475,000
T3-S-BZ1	885,000

(2) The values of the standard types of war-built vessels under United States flag listed in this subparagraph (2) which do not have the lawful right to engage in the coastwise trade of the United States (which are the current domestic market values of such vessels as determined by the Ship Valuation Committee) are as follows:

Standard-type vessel	Value
EC2-S-C1	\$255,000
VC2-S-AP2	435,000
C2-S-B1	455,000
T1-M-BT2	120,000
T2-SE-A1	255,000
T3-S-A1	215,000

(3) The values of the standard types of war-built vessels under foreign flag listed in this subparagraph (3), (which are the lower of (i) the restricted world market values, or (ii) the domestic market values of comparable U.S.-flag vessels which do not have the lawful right to engage in the coastwise trade of the United States, as determined by the Ship Valuation Committee) are as follows:

Standard-type vessel	Value
T1-M-BT2	\$120,000
T2-SE-A1	255,000
T3-S-A1	215,000

(4) The values of the standard subtypes of war-built vessels listed in this subparagraph (4) shall be determined as follows:

(i) If the subtype vessel is under U.S. flag and has the lawful right to engage in the coastwise trade of the United States, by multiplying the basic value of the standard-type vessel listed in subparagraph (1) of this paragraph by the factor shown opposite the subtype in the table set forth in this subparagraph (4), or

(ii) If the subtype vessel is under United States flag but does not have the lawful right to engage in the coastwise trade of the United States, by multiplying the basic value of the standard-type vessel listed in subparagraph (2) of this paragraph by the factor shown opposite the subtype in the table set forth in the subparagraph (4), or

(iii) If the subtype vessel is under foreign flag, by multiplying the basic value of the standard-type vessel listed in subparagraph (3) of this paragraph by the factor shown opposite the subtype in the table set forth in this subparagraph (4).

Subtype	Factor
VC2-S-AP3	109 percent—VC2-S-AP2.
C2-S-A1	85 percent—C2-S-B1.
C2-S-AJ1	100 percent—C2-S-B1.
C2-S-AJ2	105 percent—C2-S-B1.
C2-S-AJ3	100 percent—C2-S-B1.
C2-S-AJ5	103 percent—C2-S-B1.
C2-S-E1	102 percent—C2-S-B1.
C2-S	100 percent—C2-S-B1.
C3-S-A1	100 percent—C3-S-A2.
C3-S-A3	76 percent—C3-S-A2.
C3-S-A4	106 percent—C3-S-A2.
C3-S-A5	106 percent—C3-S-A2.
C3-E	70 percent—C3-S-A2.
C3-S-BH1	100 percent—C3-S-A2.
C3-S-BH2	104 percent—C3-S-A2.
C4-S-A4	100 percent—C4-S-B5.
T1-M-BT1	100 percent—T1-M-BT.
T1-M-BT2	100 percent—T1-M-BT.
T3-M-AZ1	105 percent—T3-S-A1.
T3-S-BF1	130 percent—T3-S-A1.

(c) *Other vessels.* The value of a vessel built during or after 1939 which is not included in paragraph (b) of this section shall be the current domestic market value as determined by the Maritime Administration.

§ 309.4 Vessels built prior to 1939.

The values of vessels built prior to 1939 shall be specifically determined by the Maritime Administration and set forth in § 309.101.

GENERAL PROVISIONS

§ 309.5 Adjustments for condition, equipment and other considerations.

The basic values provided in § 309.3 shall be adjusted for individual vessels to the extent provided in paragraphs (a) to (c) of this section.

(a) *Adjustment for a vessel of substandard condition.* If the Maritime Administration determines that a vessel is not in class or is in substandard condition for a vessel of her type or subtype and age, there will be subtracted from the basic value of such vessel, as determined pursuant to § 309.3, the amount estimated by the Maritime Administration as the cost of putting the vessel in class or the amount estimated by the Maritime Administration as the difference in value of the substandard vessel and a vessel in standard condition.

(b) *Special equipment.* For any special equipment of material utility in the handling of cargo or utilization of the vessel, not otherwise included in determining the basic value pursuant to § 309.3, if the depreciated reproduction cost less construction subsidy, if any, of all such special equipment is in excess of \$50,000.00, an allowance in such amount as the Maritime Administration shall determine to be the fair and reasonable value of such equipment less construction-differential subsidy thereon, shall be added to the basic value.

(c) *Government installations.* The values provided by this part shall not include any allowance for any special installations or equipment to the extent that their cost was borne by the United States.

§ 309.6 Definitions.

(a) *Date vessel is built.* The date a vessel is built is the date upon which the vessel is delivered by the shipbuilder.

(b) *Deadweight tonnage.* The deadweight tonnage of a vessel means her deadweight capacity established in accordance with normal Summer Freeboard as assigned pursuant to the International Load Line Convention, 1930, and shall be her capacity (in tons of 2,240 pounds) for cargo, fuel, fresh water, spare parts and stores, but exclusive of permanent ballast.

(c) *Speed of vessel.* The speed of a vessel means the speed determined in accordance with the formulae provided in Part 246 of this chapter (General Order 43, 3d Revision).

(d) *Passenger vessel.* A passenger vessel is a ship which carries more than 12 passengers.

(e) *Construction subsidized vessel.* A construction subsidized vessel is a vessel built, reconstructed, or reconditioned with the aid of a construction-differential subsidy under Title V of the Merchant Marine Act, 1936, as amended, or a vessel sold by the United States which is subject by operation of law or contract to the provisions of section 802 of the Merchant Marine Act, 1936, as amended.

(f) *Vessel.* The stated valuation of a vessel in this order applies to a vessel in Class A-1 American Bureau of Shipping or equivalent, with all required cer-

tificates, including but not limited to marine inspection certificates of the Coast Guard, Treasury Department, with all outstanding requirements and recommendations necessary for retention of class accomplished, without regard to any grace period; and so far as due diligence can make her so, tight, staunch, strong and well and sufficiently tackled, appareled, furnished and equipped, and in every respect seaworthy and in good running condition and repair, with clean swept holds and in all respects fit for service. A vessel in substandard condition is subject to section 309.5(a). The stated valuation of a vessel provided in this order does not include vessel stores and supplies, which consist of (1) consumable stores, (2) subsistence stores, (3) slop chest, (4) bar stock, and (5) fuel, as defined in Maritime Administration Inventory Manual, Vessel Inventories, Part I, and Maritime Administration Inventory Books, Forms MA-4736, A through K, which will be valued separately.

§ 309.7 Modifications.

The Maritime Administration reserves the right to exempt specific vessels from the scope of this part, or to amend, modify, or terminate the provisions hereof.

§ 309.8 Vessel data forms.

(a) *To accompany application for insurance.* Each application for war risk hull insurance submitted in accordance with § 308.101 of this chapter (General Order 75, 2d Revision, as amended) shall be accompanied by information relating to the vessel for use by the Maritime Administration in determining the value pursuant to this part. The information shall be submitted in duplicate on the applicable form prescribed in this section, copies of which may be obtained from the American War Risk Agency, 99 John Street, New York, N.Y., 10038, or the Chief, Division of Insurance, Maritime Administration, Washington, D.C., 20235.

(b) *Vessels of 1500 gross tons or more.* Vessel data for all vessels of 1500 gross tons or more shall be submitted on form MA-510.

(c) *Vessels under 1500 gross tons.* Vessel data for all vessels under 1500 gross tons shall be submitted on form MA-511.

(d) *Modification to vessels.* Revised vessel data shall be submitted on the appropriate form prescribed above whenever a vessel undergoes a physical change which increases or decreases its value by 5 percent or more.

VALUES FOR INDIVIDUAL VESSELS

§ 309.101 Determination of values.

(a) *Vessels covered by §§ 309.3 through 309.5.* (1) Whereas, the Maritime Administration has found that the values established pursuant to §§ 309.3 through 309.5 constitute just compensation for the vessels to which they apply, computed in accordance with section 902(a) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1242); and

section 1209(a) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1239), Public Law 958, 84th Congress (70 Stat. 984); and pursuant thereto has determined the values of vessels covered by interim binders for war risk hull insurance, form MA-184, prescribed by Part 308 of this chapter (General Order 75, 2d Rev., as amended).

(2) Therefore, it is ordered that the interim binders listed below shall be deemed to have been amended as of July 1, 1965, by inserting in the space provided therefor or in substitution for any value now appearing in such space the stated valuation of the vessels set forth below for the binders and vessels as designated. Nevertheless, the Assured shall have the right within 60 days after date of publication of this order or within 60 days after the attachment of the insurance under said binder, whichever is later, to reject such valuation and proceed as authorized by section 1209(a) (2) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1239).

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
870	Achilles	281702	\$8,400
722	African Glade	245035	505
723	African Glen	247294	505
724	African Grove	244877	505
605	Almar	245810	500
1299	Alaska Bear	246004	529
1748	Alcoa Marketer	245439	505
1629	Alcoa Mariner	247372	505
1711	Alcoa Master	233372	505
1463	Alcoa Ranger	253116	511
1461	Alcoa Roamer	252267	511
1460	Alcoa Runner	245375	511
1749	Alcoa Voyager	253289	505
1850	Aldina	239754	425
1081	Aldine	841	255
659	Alce Brown	240027	505
352	Alcoa State	243297	910
529	American Builder	247201	505
1972	American Condor	252347	910
831	American Eagle	278327	6,550
1769	American Falcon	252524	910
534	American Forester	248074	505
1791	American Hawk	243969	910
1665	American Hunter	252679	505
541	American Leader	249517	505
940	American Mail	247321	910
542	American Manufacturer	247643	505
545	American Miller	243873	505
1088	American Oriole	252304	910
546	American Packer	243982	505
549	American Press	247590	505
550	American Producer	254016	505
1679	American Robin	245241	910
554	American Scientist	254853	505
1902	American Trader	244855	930
561	American Veteran	247296	505
163	America Sun	240147	435
272	Ames Victory	247292	529
1485	Amoco Connecticut	242851	1,600
1488	Amoco Delaware	243658	1,550
1768	Amoco Louisiana	244329	1,725
1482	Amoco Maryland	242599	615
1484	Amoco New York	244801	673
1486	Amoco Virginia	243518	1,725
641	Anchorage	247958	885
1914	Anchorage	246736	3,425
2008	Andrew Jackson	247303	515
19	Angelo Petri	243882	3,650
1040	A. N. Kemp	149	850
1615	Anne Quinn	243521	275
2009	Antinous	245079	515
1444	Arizona Standard	248736	490
1039	Atboll McBean	141	835
232	Atlantic Communicator	268196	3,800
233	Atlantic Endeavor	277623	5,875
234	Atlantic Engineer	261167	3,250
1004	Atlantic Enterprise	276911	5,800
1006	Atlantic Navigator	261423	3,300
238	Atlantic Seaman	260664	3,225
239	Atlantic Trader	248067	1,950
871	Atlas	277291	6,720
418	Attleboro Victory	247475	425
789	Audrey J. Luckenbach	248894	1,065
1435	Austin	247455	2,205
210	Avila	267181	1,255

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)	Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)	Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
269	Azalea City	263496	\$2,150	1917	Elizabethport	297001	\$4,600	803	Gulfcoar	280223	\$6,175
737	Badger State	245136	505	1623	Elwell	245837	505	806	Gulfspray	282848	6,550
1864	Bangor	252036	510	705	Empire State	248212	505	807	Gulfstag	251066	1,750
980	Barbara	248079	2,175	830	Erna Elizabeth	280193	6,825	1358	Gulfstapreme	287186	7,000
347	Barbara Jane	278103	6,525	983	Esso Baltimore	282272	9,125	804	Gulftiger	247762	1,975
1616	Bat	244714	275	987	Esso Bangor	264791	3,300	1659	Halcyon Panther	245922	829
708	Bayou State	254012	505	1312	Esso Bogota			646	Hampton Roads	248748	885
849	Bay State	254130	505	984	Esso Boston	283784	9,300	1891	Hanover	246934	265
1637	Beauregard	246427	255	1310	Esso Brooklyn			824	Hans Isbrandtsen	277703	6,428
1915	Beauregard	251508	2,150	989	Esso Chester	264445	3,100	2014	Hastings	246617	515
709	Bever State	245583	529	1378	Esso Colon			298	Hawalian	246353	2,950
1756	Bellot Victory	245883	529	988	Esso Dallas	259248	2,650	300	Hawalian Builder	247386	958
947	Bengal Mail	248844	910	900	Esso Florence	269855	3,300	985	Hawalian Citizen	252149	3,750
594	Berlington	242406	490	1007	Esso Gettysburg	273302	6,575	301	Hawalian Craftsman	247826	920
607	Bethfor	250034	2,500	991	Esso Gloucester	262336	3,200	303	Hawalian Farmer	245860	957
608	Bethex	255530	2,900	903	Esso Hantington	266329	3,200	304	Hawalian Merchant	248845	958
419	Biddeford Victory	248433	435	904	Esso Jamestown	276519	6,500	305	Hawalian Paeker	243529	958
261	Bienville	243438	2,150	995	Esso Lexington	276270	7,100	307	Hawalian Planter	248741	920
710	Blue Grass State	253866	505	996	Esso Lima	259142	2,625	308	Hawalian Rancher	246204	957
1989	Bowling Green	244760	505	992	Esso Miami	259857	2,625	309	Hawalian Refiner	245594	957
1816	Bradford Island	247640	490	1313	Esso Montevideo			310	Hawalian Retailer	232477	910
1490	Brazos	247583	850	997	Esso Newark	264231	3,075	1445	Hawai Standard	248802	400
837	Bridgchampton	248133	2,850	998	Esso New York	259610	2,700	965	H. D. Collier	248737	490
1593	Brighton	4445-59	2,035	1314	Esso Norfolk			873	Helen H.	245029	2,600
1473	Brooklyn Heights	247872	485	1315	Esso Santos			385	Helen Lykes	245245	505
353	Buckeye State	244577	910	1014	Esso Scranton	245830	490	1667	Hercules Victory	249657	485
1337	Burgan	1538	785	348	Esso Seattle	277955	6,475	634	Hess Bunker	243804	2,025
226	Byron D. Benson	240173	490	1009	Esso Washington	273896	6,775	635	Hess Diesel	248127	2,050
941	California Mail	252476	910	354	Evergreen State	257827	910	638	Hess Petroli	244735	2,025
297	Californian	249239	2,900	855	Exilona	252303	692	1373	Hess Refiner	248244	2,050
963	California Standard	262403	385	888	Expediter	251971	692	639	Hess Trader	246104	2,000
1949	Calmar	204796	4,500	865	Express	262376	692	961	Hillyer Brown	266253	1,200
1575	Caltex Bangkok	2244-48	255	2027	Express Buffalo	247282	829	706	Hooner State	247762	1,005
1576	Caltex Capetown	2246-48	255	1928	Express Virginia	249290	805	1549	Hornee Irvine	246993	570
1577	Caltex Copenhagen	2245-48	255	1330	Fallaaka	284	925	787	Horsea Luckenbach	245644	910
1578	Caltex Durban	2243-48	255	262	Fairland	242073	2,150	176	Houston	242936	2,250
1579	Caltex Genoa	2248-48	255	2013	Fairport	249072	515	1252	Hudson	244463	1,650
1580	Caltex Gothenburg	2249-48	255	2037	Fairwind	247042	275	2015	Hurricane	246798	505
1581	Caltex Manila	2247-48	255	1868	Fanwood	252355	605	2016	Iberville	248489	910
1585	Caltex Stockholm	2070-47	265	1536	F. E. Weyerhaeuser	245564	570	679	Idaho	252271	515
426	Canada Bear	247385	529	153	Floridian	282733	1,175	908	Idaho Standard	245461	490
1424	Canterbury Leader	247808	300	1810	Flower Hill	262446	505	249	Ilumna	269848	299
1370	Canigny	247452	2,225	218	Flying A—California	268216	1,170	432	India Bear	262968	605
07	Carbide Seadrift	241831	1,975	221	Flying A—Delaware	267997	3,400	1613	Isaac Mann	242477	275
08	Carbide Texas City	242532	1,975	220	Flying A—New York	267198	3,350	1842	Janet Quinn	242949	275
1631	Chancellorville	244469	2,025	219	Flying A—Washing-	268783	1,190	945	Java Mail	252478	910
1213	Chatham	252493	505	1469	ton. Flying Clipper	252991	505	274	J. E. Dyer	274440	5,075
333	Chemical Transporter	244942	1,235	1480	Flying Cloud	247000	505	970	Jefferson City Victory	247345	529
243	Chemia	242704	297	1468	Flying Eagle	251664	505	973	J. H. MacGarelli	248896	490
597	Cherry Valley	242531	490	1479	Flying Enterprise II	249462	505	967	J. H. Tuttle	242955	515
964	Chevron	250641	825	1472	Flying Gull	249462	505	2017	J. L. Hanna	248531	490
1041	Chevron Transporter	132		1471	Flying Hawk	249632	505	829	John B. Waterman	249234	515
619	Chlore	252319	2,350	1477	Flying Hawk	245131	270	1017	John C.	242701	905
1990	Choctaw Victory	247420	529	1477	Flying Independent	246217	270	1535	John F. Shea	247905	925
2010	Choctaw	242785	505	1478	Flying Spray	244935	485	596	John Weyerhaeuser	243326	870
1813	Cities Service Balti-	271866	5,625	1481	Flying Trader	244935	485	612	Julesburg	243523	1,750
	more.			584	Fort Fetterman	244935	1,650	598	Keumar	246002	500
1514	Cities Service Miami	272077	5,650	1211	Fort Hoskins	248735	2,175	598	Keystone	266730	1,290
1815	Cities Service Norfolk	272839	5,775	247	Fortuna	245880	275	386	Keystone State	247763	1,005
1050	Cities Service Valley	401	1,535	498	Four Lakes	244971	1,725	599	Keystanker	265644	1,205
	Forre.			380	Frank Lykes	245540	605	600	Keytrader	267905	1,205
2011	City of Alma	247592	515	177	Fruitvale Hills	248716	490	1995	Kings Point	239505	910
101	Claborn	242378	505	1035	F. S. Bryant	250827	470	2018	Kyska	248654	515
1967	Cleveland	243450	490	585	Gage Lund	217	905	1293	La Cruz	246	930
244	Coastal Monarch	248669	260	248	Gaines Mill	244464	1,625	13	Leland I. Dean	284217	8,750
245	Coastal Nomad	248382	260	1839	Galena	248122	260	788	Lena Luckenbach	244049	910
246	Coastal Rambler	248648	260	948	Garden City	252444	505	391	Letitia Lykes	248907	875
266	Cour D'Alene			263	Garden State	248057	529	1052	Liberty Bell	519	1,875
	Victory	247113	529	263	Gateway City	251506	2,150	293	Loupoc	248533	550
273	Coe Victory	247894	529	1539	George S. Long	245913	570	267	Longview Victory	247077	529
186	Collina	242775	490	384	Gibbes Lykes	245182	505	1918	Los Angeles	241153	4,600
1163	Colorado	252492	505	1298	Globe Carrier	243503	2,500	613	Losmar	245111	500
1669	Columbia	247519	2,600	1290	Globe Progress	244888	2,500	367	Louisiana Sulphur	242964	1,400
1978	Columbia Victory	247765	485	1874	Globe Traveler	289439	2,850	658	Lucile Bloomfield	249291	505
711	Constitution State	245985	529	1885	Glory of the Seas	245159	505	2019	Madaket	246992	515
1588	Continental II	1650	1,020	714	Golden State	246544	485	716	Magnolia State	247144	485
1589	Continental III	1695	1,030	355	Gopher State	244979	910	2004	Maiden Creek	248998	515
712	Copper State	244137	910	884	Green Bay	244287	455	394	Mallory Lykes	244881	505
713	Cotton State	248440	485	885	Green Cove	247268	505	1356	Manhattan	287253	17,000
704	Cottonwood Creek	246864	1,650	1129	Green Dale	251748	505	275	Mankato Victory	248739	529
1305	Council Grove	247896	2,150	880	Green Harbour	247760	925	660	Margaret Brown	249174	505
1061	Cradle of Liberty	467	1,560	887	Green Island	247079	925	1861	Marine Coaster	247706	260
1538	C. R. Mosser	246754	570	950	Green Mountain State	247158	485	15	Marine Dow-Chem	267278	4,600
668	Crown Trader	241602	435	888	Green Point	248080	505	1510	Marine Electric	245678	3,000
953	Custia Woods	245009	490	1950	Green Port	252346	910	1670	Marine Merchant	247867	260
1354	Cyclone	254751	550	1901	Green Ridge	247322	946	90	Marine Shipper	247596	260
137	Cynthia Olson	253441	115	889	Green Valley	247950	925	91	Marine Trader	247274	260
212	David D. Irwin	242354	2,300	890	Green Wave	252351	505	92	Marine Transport	247991	290
1979	David E. Day	248880	1,875	1249	Gunn Bear	252570	505	198	Maryland Sun	246101	490
1872	Del Aire	252445	505	790	Gulfbeaver	247309	1,625	664	Maryland Trader	247178	1,650
165	Delaware Sun	245451	515	791	Gulfbear	243657	1,550	1940	Marymar	294730	4,500
319	Del Campo	264853	3,500	792	Gulfcree	279334	6,050	01	Mayflower	280499	9,400
323	Del Monte	241928	303	793	Gulfdier	245727	1,800	1512	Meadowbrook	280679	2,275
2012	De Soto	246628	292	794	Gulfguard	246972	1,875	969	M. E. Lombardi	240228	245
377	Dolly Turman	245398	515	795	Gulfging	275193	6,075	1286	Metcor	247331	550
1782	Dorothy Boylan	246747	505	796	Gulfgknight	277183	6,350	681	Michigan	240590	910
1681	Duval	245641	550	797	Gul						

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)	Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)	Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
601	Monmouth	242426	\$400	1920	San Juan	242-653	\$4,000	881	Transborinquen	246540	\$270
2005	Monarch of the Seas	244794	513	891	Santa Adela	242243	505	1722	Transcaribbean	248749	485
1265	Monticello Victory	288619	9,600	1811	Santa Emilia	247570	505	231	Transeastern	279438	8,750
1447	Montpelier Victory	289746	9,670	900	Santa Flavia	242762	505	1454	Transerie	243959	490
34	Mormacir	248650	629	903	Santa Juana	242111	505	1466	Transhatteras	242942	490
50	Mormacrio	248745	910	906	Santa Malta	245409	505	1455	Transorleans	243223	490
2006	Morning Light	246623	513	619	Santore	246624	2,350	1598	Trinidad	4336-58	1,955
281	Mount Vernon Victory	284178	9,400	1822	Sasstown	1876	905	1492	Trinity	246900	930
250	Nadina	245864	290	26	Sealady	244437	550	22	Trojan	247177	2,125
888	Naevo	244063	1,500	1970	Seamur	294729	4,500	2025	Trustoo	244131	490
648	Nashbulk	247307	885	65	Seastrin Georgia	262558	1,025	890	Tullahoma	246662	1,975
1948	Natalie	245322	505	96	Seastrin Louisiana	262635	1,025	1409	U.S. Conqueror	245519	275
1758	National Defender	279938	11,550	67	Seastrin New Jersey	239688	540	1437	U.S. Tourist	248171	629
2034	Neches	244236	490	98	Seastrin New York	231905	310	906	Utah Standard	251140	470
251	Nemana	247015	275	99	Seastrin Savannah	231916	310	338	Ventura	252633	957
1441	Nevada Standard	247758	490	70	Seastrin Texas	239649	540	666	Virginia Trader	244789	490
661	Neva West	249283	505	1921	Seattle	247275	3,425	719	Volunteer State	247792	485
421	Newberry Victory	248460	485	1977	Serena	1427	910	1946	Volusia	245415	550
169	New Jersey Sun	265748	3,375	336	Sierra	247831	947	1604	Wabash	240203	910
180	New Market	247276	490	1476	Sir John Franklin	244734	270	1805	Warm Springs	247264	275
683	New York	248742	910	1395	Sister Katingo	277936	6,475	974	Washington Standard	249203	490
1668	Norberto Capay	244133	505	1423	Smith Caper	247194	829	667	Washington Trader	245596	490
1638	Norina	247468	2,850	1422	Smith Delender	248013	485	1713	Wellesley Victory	247564	329
592	Northfield	243233	505	1395	Smith Explorer	248565	629	1779	Western Clipper	298288	3,673
1993	North Hills	245940	505	1436	Smith Pilot	245016	505	1780	Western Comet	266365	3,325
268	Northwestern Victory	247492	629	1410	Smith Victory	247574	629	1302	Western Hunter	287156	12,400
1466	Norwalk	245848	550	202	Socony Vacuum	268801	3,375	1781	Western Planet	268078	3,650
936	Oakley L. Alexander	247479	470	337	Sonoma	253413	667	175	Western Sun	268798	3,375
1827	Ocean Anna	266619	3,350	1803	Sooner State	247139	607	1900	Whitehall	245664	505
929	Ocean Dinny	244215	505	1049	Southport II	245183	505	1537	Whitebody	245056	470
931	Ocean Evelyn	249217	1,035	1016	Status of Liberty	629	1,545	1537	W. H. Peabody	247348	550
932	Ocean Ulla	239304	7,300	439	Steel Admiral	252403	629	2021	Wilderness	246068	470
1997	Oceanic	246906	835	440	Steel Advocate	245731	910	2021	Wild Ranger	249518	513
1989	Oceanic Cloud	251970	505	441	Steel Arg.	244161	910	620	William F. Humphrey	246527	490
1995	Oceanic Spray	245532	505	442	Steel Apprentice	252495	910	1699	Winnar	246507	500
1896	Oceanic Tide	244612	544	443	Steel Architect	247168	910	1511	Windsor Victory	247843	429
1894	Oceanic Wave	248665	435	444	Steel Artisan	247833	910	258	Winless Victory	247243	485
1747	Oduma	247159	275	445	Steel Chemist	252037	910	358	Wolverine State	248740	1,005
684	Ohio	246388	910	446	Steel Designer	247832	910	2022	Yaka	246335	515
170	Ohio Sun	244989	490	446	Steel Director	244978	910	2030	Yorkmar	296261	4,500
1992	Old Westbury	245338	505	447	Steel Executive	244978	910	2007	Young America	243634	505
1386	Olga	247316	529	448	Steel Fabricator	248843	910				
971	Oregon Standard	246773	490	449	Steel Flyer	244831	910				
1093	Oswego Leader	1258	255	450	Steel King	252499	910				
1417	Oswego Voyager	1499	255	451	Steel Maker	247221	910				
1825	Our Lady of Peace	247571	505	452	Steel Navigator	248846	910				
933	Overseas Eva	244878	505	453	Steel Reorder	251547	910				
934	Overseas Joyce	243008	505	454	Steel Rover	252500	910				
785	Overseas Rose	245923	910	455	Steel Scientist	245730	910				
717	Palmetto State	247823	485	456	Steel Seafarer	248738	910				
1217	Panacean Faith	245134	505	457	Steel Survivor	244908	910				
1037	Paul Pigott	163	845	458	Steel Traveler	247198	910				
1272	P. C. Spencer	264903	2,925	459	Steel Vendor	246404	910				
718	Pelican State	245354	529	460	Steel Voyager	252501	910				
1592	Penn Carrier	246906	490	461	Steel Worker	247834	910				
339	Penn Challenger	260318	6,875	252	Susitna	248289	200				
1242	Penn Exporter	247099	1,660	85	Suzanne	253226	516				
1954	Pennmar	295108	4,300	404	Sylvia Lykes	247841	505				
1890	Penn Sailor	275391	1,625	203	Syosset	247458	475				
171	Pennsylvania Sun	280202	9,350	253	Talketna	245733	275				
1008	Penn Transporter	248437	1,650	1415	Tampico	246344	2,250				
341	Penn Vanguard	242780	550	254	Tanana	247310	200				
581	Perryville	244644	1,975	255	Tatalina	247995	200				
1804	Pilot Rock	244729	275	1430	Texaco Bristol	3481-G E	815				
662	Pioneer Cove	249748	505	463	Texaco California	260910	1,610				
565	Pioneer Isle	256787	530	464	Texaco Colorado	241758	430				
577	Pioneer Surf	254842	530	465	Texaco Connecticut	296501	1,540				
578	Pioneer Tide	249030	505	1073	Texaco Cristobal	2905-53	120				
1987	Plymouth Victory	245625	629	466	Texaco Florida	271820	1,775				
938	Pocahontas Fuel	248655	686	1867	Texaco Georgia	293819	6,550				
1754	Point Loma	246982	490	469	Texaco Illinois	249993	2,000				
1953	Point Star	243263	510	471	Texaco Kansas	244230	1,900				
16	Ponce City	244335	490	1077	Texaco Kentucky	2439-50	790				
1999	Portmar	294731	4,500	1218	Texaco London	1166	820				
1505	Portnac	245890	2,500	473	Texaco Louisiana	243053	490				
1290	Prairie Grove	246660	2,250	1596	Texaco Maine	4500-59	2,050				
1897	President Harding	252443	505	1823	Texaco Maryland	292738	6,425				
910	Prodner	245888	2,500	1824	Texaco Massachusetts	292006	6,200				
228	Providence Getty	254689	275	475	Texaco Minnesota	243202	2,325				
132	Pure Oil	248837	507	476	Texaco Mississippi	245082	2,325				
1273	P. W. Thrtle	270179	3,400	3028	Texaco Montana	298918	6,975				
1301	Rainbow	247026	550	478	Texaco Nebraska	242845	1,950				
1899	Ranger	244598	2,150	479	Texaco Nevada	245175	1,800				
264	Raphael Semmes	243274	515	480	Texaco New Jersey	245831	1,775				
972	R. C. Stoner	243128	485	481	Texaco New York	265981	1,580				
1473	Remsen Heights	247865	485	483	Texaco North Dakota	265906	1,555				
89	R. E. Wilson	244090	750	1081	Texaco Ohio	2447-50	700				
1162	Richmond	241930	485	1873	Texaco Oklahoma	273882	6,175				
1359	Ridgfield Victory	247454	529	1083	Texaco Pennsylvania	2439-50	780				
1770	Rio Grande	252479	505	1899	Texaco Rhode Island	296380	6,750				
1038	Robert Watt Miller	172	855	1085	Texaco Texas	2448-50	785				
153	Robin Goddellow	247254	910	1270	Texaco Wisconsin	277805	6,450				
156	Robin Gray	252626	910	489	Texaco Wyoming	243948	2,025				
157	Robin Hood	247255	910	309	Texas	246352	1,550				
158	Robin Kirk	254272	910	174	Texas Sun	283897	10,090				
160	Robin Mowbray	253316	910	497	The Cabins	246143	1,775				
162	Robin Treat	254641	910	925	Thetis	279627	8,125				
1614	Russell L.	247511	275	1257	Thunderbird	247092	485				
1489	Sabine	246672	850	1622	Thunderhead	246938	505				
172	Sabine Sun	241598	465	602	Ticonderoga	242244	745				
1879	Sacramento	245497	2,625	182	Tillamook	245104	490				
422	San Angelo Victory	248842	485	1797	Timbo	1778	900				
1919	San Francisco	241220	4,600	256	Tomsina	252547	275				
181	San Jacinto	248894	1,025	2030	Topa Topa	247966	515				
				1453	Transbay	247574	490				

(b) *Vessels of less than 1,500 gross tons.* (1) Whereas, the Maritime Administration has determined for certain vessels of less than 1,500 gross tons the values which constitute just compensation for the vessels to which they apply, computed in accordance with section 902(a) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1242); and section 1209(a) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1289), Public Law 958, 84th Congress (70 Stat. 984); and pursuant thereto has determined the values of vessels covered by interim binders for war risk hull insurance, form MA-184, prescribed by Part 308 of this chapter (General Order 75, 2d Rev., as amended).

(2) Therefore, it is ordered that the interim binders listed below shall be deemed to have been amended as of July 1, 1965, by inserting in the space provided therefor or in substitution for any value now appearing in such space the stated valuation of the vessels set forth below for the binders and vessels as designated. Nevertheless, the Assured shall have the right within 60 days after date of publication of this order or 60 days after the attachment of the insurance under said binder, whichever is later, to reject such valuation and proceed as authorized by section 1209(a) (2) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1289).

Binder No.	Name of vessel	Official No.	Stated valuation (in thousands)
752	A. H. Dumont	239234	\$95
1906	Ahl		175
1186	Barge 114		275
1187	Barge 116		13
1188	Barge 118		10

Blinder No.	Name of vessel	Official No.	Stated valuation (in thousands)
1197	Barge 129		\$10
1198	Barge 133		28
1199	Barge 134		11
1133	Britton	119	22
1662	Challenger	283882	399
673	Curlew	245213	57
1138	Cyrus Field	147699	190
1165	Dammam 7		16
1166	Dammam 8	286080	17
1167	Dammam 9		48
1168	Dammam 10		48
1169	Dammam 11		48
1170	Dammam 12		64
1171	Dammam 13		53
1172	Dammam 14		64
1564	Eveglades	279577	353
1563	Fort Lauderdale	258507	110
24	George S.	282206	112
764	George Witlock II	241390	108
674	Golden Eagle	241402	40
1150	Hahils	112	18
1942	H. J. Sheridan	238082	61
1565	Hollywood		197
1151	Horne	115	19
1908	Isleways No. 1	251436	57
1909	Isleways No. 2	251519	57
1910	Isleways No. 3	251682	57
1911	Isleways No. 4	251773	57
1912	Isleways No. 5	251859	57
750	J. A. Cummings	246804	60
753	J. F. Gaffney	247436	68
672	Kingfisher	252802	80
1554	Lewis No. 8	244276	78
1702	Mohawk	254409	164
741	Ocean King	248921	110
742	Ocean Prince	276461	380
1907	Ono	252117	175
759	Phillip Lemler	251390	55
1719	Ponce De Leon	244296	78
744	Port Jefferson	274512	370
745	Providence	238312	68
1176	Qatiff 7		74
1177	Qatiff 8		74
761	R. J. Perry	247205	68
1228	Roger Thomas E.	276190	380
1229	Rosalie E.	271744	355
1148	Sandy	114	19
1278	Saratoga	254128	91
1263	Spartan	273518	430
746	Stamford	240942	72
1152	Swigart	118	30
18	Virginia Phillips	239971	65
763	W. A. Weber	251392	73
1230	Walter E.	273085	370

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

Dated: December 10, 1965.

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

[P.R. Doc. 65-13559; Filed, Dec. 21, 1965; 8:45 a.m.]

Title 10—ATOMIC ENERGY

Chapter I—Atomic Energy Commission

PART 20—STANDARDS FOR PROTECTION AGAINST RADIATION

Radioactivity Concentrations in Air and Water

On August 10, 1965, the Commission published in the FEDERAL REGISTER (30 F.R. 9953), a proposed amendment of its regulation, "Standards for Protection Against Radiation," 10 CFR Part 20, which would (1) provide values for certain individual radionuclides not pres-

ently listed in Appendix B, (2) provide values generally applicable to radionuclides not individually listed, (3) revise existing values for occupational exposure to soluble strontium-90, and (4) modify the footnotes and the note following Appendix B to make them consistent with other changes in the Appendix.

All interested persons were invited to submit written comments and suggestions for consideration in connection with the proposed amendment within 60 days after publication of the notice in the FEDERAL REGISTER.

Upon consideration of the comment received, and other factors involved, the Commission has concluded that the proposed amendment, with two minor changes, should be published as an ef-

fective rule. Except for these changes, namely the addition of concentration values for xenon-133m, and the deletion of the last line of note 3.c., the text of the amendment set out below is identical with the text of the proposed amendment published August 10, 1965.

Pursuant to the Atomic Energy Act of 1954, as amended, and the Administrative Procedure Act of 1946, the following amendment of Title 10, Chapter I, Part 20, Code of Federal Regulations, is published as a document subject to codification, to be effective thirty (30) days after publication in the FEDERAL REGISTER.

1. 10 CFR Part 20, Appendix B, "Concentrations in Air and Water Above Natural Background," is amended to include the following radionuclides:

CONCENTRATIONS IN AIR AND WATER ABOVE NATURAL BACKGROUND

[See notes at end of appendix]

Element (atomic number)	Isotope ^{1,2}	Table I		Table II			
		Column 1	Column 2	Column 1	Column 2		
		Air (μc/ml)	Water (μc/ml)	Air (μc/ml)	Water (μc/ml)		
Hydrogen (1)	H 3	I	5×10 ⁻⁴	1×10 ⁻¹	2×10 ⁻²	3×10 ⁻²	
Iodine (53)	I 125	S	5×10 ⁻⁴	4×10 ⁻⁴	8×10 ⁻¹¹	2×10 ⁻¹	
		I	2×10 ⁻⁷	6×10 ⁻³	6×10 ⁻⁹	2×10 ⁻⁴	
Krypton (36)	Kr 88	Sub	1×10 ⁻⁴	1×10 ⁻⁴	2×10 ⁻⁹	2×10 ⁻⁴	
Xenon (54)	Xe 133m	Sub	1×10 ⁻⁴	1×10 ⁻⁴	3×10 ⁻⁹	3×10 ⁻⁴	
	Any single radionuclide not listed above with decay mode other than alpha emission or spontaneous fission and with radioactive half-life less than 2 hours.	Sub	1×10 ⁻⁴	1×10 ⁻⁴	3×10 ⁻⁹	3×10 ⁻⁴	
	***	***	***	***	***	***	
Americium (95)	Am 242m	S	6×10 ⁻¹²	1×10 ⁻⁴	2×10 ⁻¹²	4×10 ⁻⁴	
		I	3×10 ⁻¹²	3×10 ⁻²	9×10 ⁻¹²	9×10 ⁻¹	
	Am 242	S	4×10 ⁻⁴	4×10 ⁻⁴	1×10 ⁻⁹	1×10 ⁻⁴	
		I	5×10 ⁻⁴	4×10 ⁻³	2×10 ⁻⁹	1×10 ⁻⁴	
	Am 244	S	4×10 ⁻⁴	1×10 ⁻¹	1×10 ⁻⁷	5×10 ⁻²	
		I	2×10 ⁻⁴	1×10 ⁻¹	8×10 ⁻⁷	5×10 ⁻²	
Berkelium (97)	Bk 250	S	1×10 ⁻⁷	6×10 ⁻²	5×10 ⁻⁴	2×10 ⁻⁴	
		I	1×10 ⁻⁴	6×10 ⁻²	4×10 ⁻⁹	2×10 ⁻⁴	
Californium (98)	Cf 251	S	2×10 ⁻¹²	1×10 ⁻⁴	6×10 ⁻¹²	4×10 ⁻⁴	
		I	1×10 ⁻¹²	8×10 ⁻⁴	3×10 ⁻¹²	3×10 ⁻¹	
	Cf 253	S	8×10 ⁻¹²	4×10 ⁻²	3×10 ⁻¹¹	1×10 ⁻⁴	
		I	8×10 ⁻¹²	4×10 ⁻²	3×10 ⁻¹¹	1×10 ⁻⁴	
	Cf 254	S	5×10 ⁻¹²	4×10 ⁻²	2×10 ⁻¹²	1×10 ⁻¹	
		I	5×10 ⁻¹²	4×10 ⁻²	2×10 ⁻¹²	1×10 ⁻¹	
Curium (96)	Cm 247	S	5×10 ⁻¹²	1×10 ⁻⁴	2×10 ⁻¹²	4×10 ⁻⁴	
		I	1×10 ⁻¹²	6×10 ⁻⁴	4×10 ⁻¹²	2×10 ⁻²	
	Cm 248	S	6×10 ⁻¹²	1×10 ⁻³	2×10 ⁻¹⁴	4×10 ⁻²	
		I	1×10 ⁻¹²	4×10 ⁻³	4×10 ⁻¹²	1×10 ⁻²	
	Cm 249	S	1×10 ⁻³	6×10 ⁻²	4×10 ⁻⁷	2×10 ⁻²	
		I	1×10 ⁻³	6×10 ⁻²	4×10 ⁻⁷	2×10 ⁻²	
Einsteinium (99)	Es 253	S	8×10 ⁻¹²	7×10 ⁻⁴	3×10 ⁻¹¹	2×10 ⁻¹	
		I	6×10 ⁻¹²	7×10 ⁻⁴	2×10 ⁻¹¹	2×10 ⁻¹	
	Es 254m	S	5×10 ⁻⁴	5×10 ⁻⁴	2×10 ⁻¹²	2×10 ⁻¹	
		I	6×10 ⁻⁴	5×10 ⁻⁴	2×10 ⁻¹²	2×10 ⁻¹	
	Es 254	S	2×10 ⁻¹¹	4×10 ⁻⁴	6×10 ⁻¹²	1×10 ⁻¹	
		I	1×10 ⁻¹²	4×10 ⁻⁴	4×10 ⁻¹²	1×10 ⁻¹	
	Es 255	S	5×10 ⁻¹²	8×10 ⁻⁴	2×10 ⁻¹¹	3×10 ⁻¹	
		I	4×10 ⁻¹²	8×10 ⁻⁴	2×10 ⁻¹¹	3×10 ⁻¹	
Fermium (100)	Fm 254	S	6×10 ⁻⁴	4×10 ⁻³	2×10 ⁻⁹	1×10 ⁻⁴	
		I	7×10 ⁻⁴	4×10 ⁻³	2×10 ⁻⁹	1×10 ⁻⁴	
	Fm 255	S	2×10 ⁻⁴	1×10 ⁻³	6×10 ⁻¹²	3×10 ⁻²	
		I	1×10 ⁻⁴	1×10 ⁻³	4×10 ⁻¹²	3×10 ⁻²	
	Fm 256	S	3×10 ⁻⁴	3×10 ⁻⁴	1×10 ⁻¹²	9×10 ⁻¹	
		I	2×10 ⁻⁴	3×10 ⁻⁴	6×10 ⁻¹²	9×10 ⁻¹	
Plutonium (94)	Pu 243	S	2×10 ⁻⁴	1×10 ⁻³	6×10 ⁻¹²	3×10 ⁻⁴	
		I	2×10 ⁻⁴	1×10 ⁻³	8×10 ⁻¹²	3×10 ⁻⁴	
	Pu 244	S	2×10 ⁻¹²	1×10 ⁻⁴	6×10 ⁻¹⁴	4×10 ⁻⁴	
		I	3×10 ⁻¹¹	3×10 ⁻⁴	1×10 ⁻¹²	1×10 ⁻¹	
	Uranium (92)	U 240	S	2×10 ⁻²	1×10 ⁻²	8×10 ⁻⁴	3×10 ⁻²
		I	2×10 ⁻²	1×10 ⁻²	6×10 ⁻⁴	3×10 ⁻²	
		I	3×10 ⁻⁴	9×10 ⁻⁴	1×10 ⁻¹²	3×10 ⁻⁴	
	Any single radionuclide not listed above with decay mode other than alpha emission or spontaneous fission and with radioactive half-life greater than 2 hours.		6×10 ⁻¹²	4×10 ⁻⁷	2×10 ⁻¹⁴	3×10 ⁻⁴	
	Any single radionuclide not listed above, which decays by alpha emission or spontaneous fission.						

2. 10 CFR Part 20, Appendix B, "Concentrations in Air and Water Above Natural Background," is amended by deleting the existing concentration values, and substituting therefor the indicated values for the following nuclide:

APPENDIX B—CONCENTRATIONS IN AIR AND WATER ABOVE NATURAL BACKGROUND

[See notes at end of appendix]

Element (atomic number)	Isotope ^{1,2}	Table I		Table II	
		Column 1 Air ($\mu\text{c}/\text{ml}$)	Column 2 Water ($\mu\text{c}/\text{ml}$)	Column 1 Air ($\mu\text{c}/\text{ml}$)	Column 2 Water ($\mu\text{c}/\text{ml}$)
Strontium (38)	Sr 90	1×10^{-2}	1×10^{-4}	No change	No change

3. The footnotes and the note following 10 CFR Part 20, Appendix B, "Concentrations in Air and Water Above Natural Background", are amended to read as follows:

¹ Soluble (S); Insoluble (I).

² "Sub" means that values given are for submersion in a semispherical infinite cloud of airborne material.

NOTE: * * *

2. If either the identity or the concentration of any radionuclide in the mixture is not known, the limiting values for purposes of Appendix B shall be:

- For purposes of Table I, Col. 1— 6×10^{-12}
- For purposes of Table I, Col. 2— 4×10^{-7}
- For purposes of Table II, Col. 1— 2×10^{-14}
- For purposes of Table II, Col. 2— 3×10^{-8}

3. * * *

c. Element (atomic number) and isotope	Table I		Table II	
	Column 1 Air ($\mu\text{c}/\text{ml}$)	Column 2 Water ($\mu\text{c}/\text{ml}$)	Column 1 Air ($\mu\text{c}/\text{ml}$)	Column 2 Water ($\mu\text{c}/\text{ml}$)
If it is known that Sr 90, I 125, I 126, I 129, I 131, (I 133, table II only), Pb 210, Po 210, At 211, Ra 223, Ra 224, Ra 226, Ac 227, Ra 228, Th 230, Pa 231, Th 232, Th-nat, Cm 248, Cf 254, and Fm 256 are not present.		9×10^{-4}		3×10^{-4}
If it is known that Sr 90, I 125, I 126, I 129, (I 131, I 133, table II only), Pb 210, Po 210, Ra 223, Ra 226, Ra 228, Pa 231, Th-nat, Cm 248, Cf 254, and Fm 256 are not present.		6×10^{-4}		2×10^{-4}
If it is known that Sr 90, I 129, (I 125, I 126, I 131, table II only), Pb 210, Ra 226, Ra 228, Cm 248, and Cf 254 are not present.		2×10^{-4}		6×10^{-7}
If it is known that (I 129, table II only), Ra 226, and Ra 228 are not present.		3×10^{-4}		1×10^{-7}
If it is known that alpha-emitters and Sr 90, I 129, Pb 210, Ac 227, Ra 228, Pa 230, Pu 240, and Bk 240 are not present.	3×10^{-9}		1×10^{-10}	
If it is known that alpha-emitters and Pb 210, Ac 227, Ra 228, and Pu 241 are not present.	3×10^{-10}		1×10^{-11}	
If it is known that alpha-emitters and Ac 227 are not present.	3×10^{-11}		1×10^{-12}	
If it is known that Ac 227, Th 230, Pa 231, Pu 238, Pu 239, Pu 240, Pu 242, Pu 244, Cm 248, Cf 249 and Cf 251 are not present.	3×10^{-12}		1×10^{-13}	

(Sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Germantown, Md., this 8th day of December 1965.

For the Atomic Energy Commission.

W. B. McCool,
Secretary.

[F.R. Doc. 65-13621; Filed, Dec. 21, 1965; 8:45 a.m.]

PART 40—LICENSING OF SOURCE MATERIAL

Exemption of Thorium Contained in Electric Lamps To Be Used for Illuminating Purposes

On August 17, 1965, the Commission published in the FEDERAL REGISTER (30 F.R. 10203) a proposed amendment of its regulation "Licensing of Source Material," 10 CFR Part 40. The amendment would exempt the receipt, possession, use, transfer and import into the United States of thorium contained in two categories of electric lamps to be used for illuminating purposes.

All interested persons were invited to submit written comments and suggestions for consideration in connection with the proposed amendment within 60 days after publication of the notice in the FEDERAL REGISTER. No adverse comments or comments suggesting changes were received. The text of the amendment set out below is identical with the text of the proposed amendment published August 17, 1965.

The Commission has determined that electric lamps to be used for illuminating purposes are products intended for use by the general public. Accordingly, the transfer of possession or control by the manufacturer of such lamps would not

be subject to the licensing and regulatory authority of an agreement State even if manufactured pursuant to an agreement State license.

Pursuant to the Atomic Energy Act of 1954, as amended, and the Administrative Procedure Act of 1946, the following amendment of Title 10, Chapter I, Code of Federal Regulations, Part 40, is published as a document subject to codification, to be effective 30 days after publication in the FEDERAL REGISTER.

Section 40.13, paragraph (c), subparagraph (1) is amended to read as follows:

§ 40.13 Unimportant quantities of source material.

(c) Any person is exempt from the regulation in this part and from the requirements for a license set forth in section 62 of the Act to the extent that such person receives, possesses, uses, transfers, or imports into the United States:

(1) Any quantities of thorium contained in (i) incandescent gas mantles, (ii) vacuum tubes, (iii) welding rods, (iv) electric lamps for illuminating purposes provided that each lamp does not contain more than 50 milligrams of thorium, (v) germicidal lamps, sunlamps, and lamps for outdoor or industrial lighting provided that each lamp does not contain more than 2 grams of thorium, or (vi) rare earth metals and compounds, mixtures, and products containing not more than 0.25 percent by weight thorium, uranium, or any combination of these.

(Sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Germantown, Md., this 8th day of December 1965.

For the Atomic Energy Commission.

W. B. McCool,
Secretary.

[F.R. Doc. 65-13622; Filed, Dec. 21, 1965; 8:45 a.m.]

Title 12—BANKS AND BANKING

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER C—FEDERAL SAVINGS AND LOAN SYSTEM

[No. 19,556]

PART 545—OPERATIONS

Distribution of Earnings at Variable Rates

DECEMBER 17, 1965.

Resolved that, notice and public procedure having been duly afforded (30 F.R. 14861) and all relevant material presented or available having been considered by it, the Federal Home Loan

¹ A State to which the Commission has transferred certain regulatory authority over radioactive material by formal agreement, pursuant to section 274 of the Atomic Energy Act of 1954, as amended.

Bank Board, upon the basis of such consideration and of determination by it of the advisability of amendment of Part 545 of the rules and regulations for the Federal Savings and Loan System (12 CFR Part 545) to provide for the distribution of earnings by Federal savings and loan associations at variable rates, and for the purpose of effecting such amendment, hereby amends said Part 545 as hereinafter set forth, effective December 31, 1965.

Part 545 is hereby amended by the addition of a new section, § 545.3-1, to read as follows:

§ 545.3-1 Distribution of earnings at variable rates.

(a) *General.* Subject to the provisions of this section, the board of directors of a Federal association which has a charter in the form of Charter N or Charter K (rev.), after having determined the rate at which earnings will be distributed on its savings accounts, hereinafter referred to as the regular rate, may provide for the distribution of earnings at (1) a rate or rates lower than the regular rate on accounts which do not meet minimum requirements fixed by the board of directors in its discretion, and/or (2) a higher rate or rates on savings accounts which meet eligibility requirements fixed by the board of directors pursuant to paragraph (b) of this section and such additional requirements as the board of directors may impose.

(b) *Eligibility requirements.* The board of directors may, by resolution, provide for the distribution of earnings at a rate or rates higher than the regular rate only on savings accounts which meet the minimum requirements fixed by the board of directors pursuant to subparagraphs (1) and (2) of this paragraph and such additional requirements as the board of directors may impose.

(1) *Accounts evidenced by account books.* A savings account which is evidenced by an account book and is maintained at not less than \$1,000 for a continuous period of not less than 12 months, commencing on or after the date of such resolution, may receive earnings at a rate higher than the regular rate but not in excess of 4½ percent per annum.

(2) *Accounts evidenced by separate certificates.* A savings account which is evidenced by a separate certificate as provided in paragraph (c) of this section, issued and dated on or after the date of such resolution, and which is maintained at not less than \$1,000 for a continuous period of not less than 12 months, commencing on the date of such certificate, may receive earnings at a rate higher than the regular rate, but not in excess of 4¾ percent per annum, on the amount of such certificate. No such certificate shall be issued for a lesser amount than \$1,000 or for any amount which is not an integral multiple of \$1,000. If such savings account is evidenced by more than one separate certificate, the provisions of this subparagraph (2) shall be as fully applicable to each such certificate

as if each such certificate evidenced a separate savings account.

(c) *Use of certificate.* Each separate certificate evidencing a savings account on which earnings are distributable at a rate higher than the regular rate pursuant to this section shall be in the form prescribed pursuant to paragraph (b) of § 545.2 and shall bear on its face the words: "Earnings are distributable on the amount of this certificate as provided in, and subject to, § 545.3-1 of the Rules and Regulations for the Federal Savings and Loan System".

(d) *Time and manner of distributing earnings.* At each date as of which a Federal association regularly distributes earnings on its savings accounts, earnings at the regular rate shall be distributed on each savings account which is maintained for the purpose of receiving a higher rate pursuant to this section. The board of directors shall provide that:

(1) When such a savings account has met the applicable eligibility requirements fixed pursuant to paragraph (b) of this section, any earnings on the account that then remain undistributed may thereupon be credited to such account or paid to the owner thereof; and

(2) While such a savings account continues to be eligible to receive, and the association continues to distribute, earnings at a higher rate pursuant to this section, earnings at such applicable higher rate as is from time to time determined by the board of directors within the limitations of this section will be credited to such account or paid to the owner thereof at each date as of which the association regularly distributes earnings on its savings accounts.

(e) *Exchange of accounts.* Such part of any savings account as is not less than the minimum amount fixed pursuant to subparagraph (2) of paragraph (b) of this section may, upon request by the holder of such account, be exchanged for one or more separate certificates issued pursuant to and in accordance with paragraphs (b) and (c) of this section; and the association may, either at the time of such exchange or at the next date as of which it regularly distributes earnings, distribute any undistributed earnings and any applicable bonus on the savings account, or part thereof, so exchanged.

(f) *Exclusion.* This section shall not be applicable to distribution of earnings on any savings account on which such association is paying or is obligated to pay a bonus under any provision of this part.

(g) *Exception.* No Federal association may make or provide for any distribution of earnings pursuant to this section at any time when its regular rate exceeds 4½ percent per annum or the per annum rate at which such association distributed earnings as of June 30, 1965, whichever is higher.

(Sec. 5, 48 Stat. 133, as amended; 12 U.S.C. 1464. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

Resolved further that, inasmuch as the foregoing amendment relieves restriction,

the Board hereby finds that postponement of the effective date under the provisions of § 508.14 of the general regulations of the Federal Home Loan Bank Board and section 4(c) of the Administrative Procedure Act is not required and the Board hereby provides that the said amendment shall become effective as hereinbefore set forth.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 65-13657; Filed, Dec. 21, 1965; 8:48 a.m.]

Title 15—COMMERCE AND FOREIGN TRADE

Chapter II—National Bureau of Standards, Department of Commerce

SUBCHAPTER B—STANDARD REFERENCE MATERIALS

PART 230—STANDARD REFERENCE MATERIALS

Subpart C—Standards of Certified Chemical Composition

MISCELLANEOUS AMENDMENTS

Under the provisions of 15 U.S.C. 275a and 277, the following amendments relating to standard reference materials issued by the National Bureau of Standards are effective upon publication in the FEDERAL REGISTER. The amendments add certain standard reference materials, some of which are renewals of out of stock standards.

The following amends 15 CFR Part 230 which appeared in the FEDERAL REGISTER of April 17, 1965 (Volume 30, Number 74, Part II).

1. Section 230.7-1 *Steels (chip form)* is amended to revise standard 13f to read as follows:

Sample No.	Kind	Price
13g.....	Basic open-hearth steel, 0.6C.....	\$12.00

2. Section 230.7-4 *White Cast Iron (solid form)* is amended to add standards 1174, 1174a, 1175, and 1175a to read as follows:

Sample No.	Kind	Price
1174.....	White cast iron (special 1).....	\$35.00
1174a.....	White cast iron (special 1a).....	35.00
1175.....	White cast iron (special 2).....	35.00
1175a.....	White cast iron (special 2a).....	35.00

(Sec. 9, 81 Stat. 1450, as amended; 15 U.S.C. 277. Interprets or applies sec. 7, 70 Stat. 959; 15 U.S.C. 275a)

A. V. ASTIN,
Director.

[F.R. Doc. 65-13645; Filed, Dec. 21, 1965; 8:47 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER A—GENERAL

PART 8—COLOR ADDITIVES

Subpart E—Listing of Color Additives for Drug Use Subject to Certification

D&C Red No. 39; LISTING AND CERTIFICATION FOR DRUG USE

Correction

In F.R. Doc. 65-13178 appearing at page 15211 in the issue for Thursday, December 9, 1965, the second line of § 8.4132(a)(1) is corrected to read as follows: "D&C Red No. 39 is *o*-[*p*(*β*, *β'*-dihydroxy-".

Title 22—FOREIGN RELATIONS

Chapter V—United States Information Agency

PART 501—INFORMATIONAL MEDIA GUARANTIES UNDER THE U.S. INFORMATION AND EDUCATIONAL EXCHANGE ACT OF 1948, AS AMENDED

Fees for Guaranties

§ 501.4 Fees for guaranties.

The recipient of a guaranty shall pay in advance to the U.S. Information Agency (by check, draft or money order payable to the Treasurer of the United States) a fee of 1½ percent per annum on the amount of such guaranty, provided that the minimum fee for any guaranty or extension or amendment thereto shall be \$15, except that no fee shall be charged for any amendment initiated by or for the convenience of the U.S. Information Agency. This fee is effective January 1, 1966.

Issued: December 16, 1965.

LEONARD H. MARKS,
Director.

[F.R. Doc. 65-13640; Filed, Dec. 21, 1965; 8:46 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER A—GENERAL

[CGFR 65-63]

PART 3—COAST GUARD DISTRICTS, MARINE INSPECTION ZONES, AND CAPTAIN OF THE PORT AREAS

Subpart 3.15—Third Coast Guard District

NEW YORK AND NEW LONDON MARINE INSPECTION OFFICES

The New London Marine Inspection Office, New London, Conn., was disestab-

lished as a manned district unit and re-established as a subunit of the New York Marine Inspection Office, New York, N.Y. All the Marine Inspection activities previously assigned to the Officer in Charge, Marine Inspection, at New London will be under the cognizance of the Officer in Charge, Marine Inspection, New York, N.Y. The Officer in Charge, Marine Inspection, New York, will perform the assigned functions and will utilize a subunit known as "Marine Inspection Office, U.S. Coast Guard" located at New London, Conn. The correspondence and reports formerly submitted to the Officer in Charge, Marine Inspection, New London, Conn., should be forwarded to the Officer in Charge, Marine Inspection, U.S. Coast Guard, 720 Customhouse, New York, N.Y., 10004.

The amendment to 33 CFR 3.15-10 adds to the area of the New York Marine Inspection Zone the area formerly assigned to the Officer in Charge, Marine Inspection, in the New London Marine Inspection Zone. The cancellation of 33 CFR 3.15-20 regarding the New London Marine Inspection Zone was made to reflect the transfer of functions to the Officer in Charge, Marine Inspection in New York, N.Y. The purpose of these changes is to bring these descriptions up to date.

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 in Title 14, U.S. Code and Treasury Department Orders 120 dated July 31, 1950 (15 F.R. 6521), and 167-17 dated June 29, 1955 (20 F.R. 4976), as well as the statutes cited with the regulation below, the following amendment and cancellation are prescribed and shall be in effect on and after the date of publication in the FEDERAL REGISTER.

1. Section 3.15-10 is amended to read as follows:

§ 3.15-10 New York Marine Inspection Zone.

(a) The New York Marine Inspection Office is in New York, N.Y., with a sub-office in New London, Conn.

(b) The New York Marine Inspection Zone boundary starts at the southern bank of the Manasquan River, N.J.; thence along the southern boundary of Monmouth and Mercer Counties to the Delaware River; thence north along the east bank of the Delaware River to Tusten, N.Y.; thence due east to the New York-Connecticut State line; thence north, east, including the waters of the Congamond Lakes, and south, excluding the waters of Beach Pond, along the Connecticut State line to Westerly, R.I.; thence in a southerly direction along the east shore of the Pawcatuck River to Watch Hill Light; thence due south to the Montauk Point Light. All of the islands along the Connecticut, New York, and New Jersey shoreline between the southern bank of the Manasquan River, N.J.; and the Connecticut-Rhode Island State line, including Long Island and other islands to and including Fishers Island, are under the jurisdiction of the New York Marine Inspection Office.

§ 3.15-20 [Canceled]

2. Section 3.15-20 *New London Marine Inspection Zone* is canceled. (Jurisdiction over this area was transferred to the Officer in Charge, Marine Inspection, at New York, N.Y., and the revised description is in § 3.15-10.)

(Sec. 3, 60 Stat. 238; and Sec. 633, 63 Stat. 545; 5 U.S.C. 1002, 14 U.S.C. 633. Treasury Dept. Orders 120, July 31, 1950, 15 F.R. 6521; 167-17, June 29, 1955, 20 F.R. 4976)

Dated: December 16, 1965.

[SEAL] E. J. ROLAND,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 65-13662; Filed, Dec. 21, 1965; 8:48 a.m.]

SUBCHAPTER M—COAST GUARD VESSELS

[CGFR 65-45]

PART 135—LIGHTS FOR COAST GUARD VESSELS OF SPECIAL CONSTRUCTION

PART 136—SHAPES (DAY SIGNALS) FOR COAST GUARD VESSELS OF SPECIAL CONSTRUCTION

Miscellaneous Amendments

The provisions of section 2 and Rule 13(b) in section 4 of the Act of September 24, 1963 (77 Stat. 194, 203; 33 U.S.C. 1052, 1073(b)), section 1 of the Act of December 3, 1945, as amended (59 Stat. 590; 33 U.S.C. 360), and section 5 of the Act of May 21, 1948 (62 Stat. 250; 33 U.S.C. 356), provided, in essence, that Coast Guard vessels of special construction may be exempted from certain requirements of the various applicable laws with respect to the number, position, range of visibility or arc of visibility of the lights or shapes (day signals) required to be displayed by vessels when navigating on the high seas or on navigable waters of the United States, its territories or possessions. Section 2 of the Act of September 24, 1963, section 1 of the Act of December 3, 1945, and section 5 of the Act of May 21, 1948, also provide that if any exempt vessel or class of vessels, by reason of special construction, cannot comply with the applicable requirements, the lights prescribed shall conform as closely to the requirements of the applicable laws as it is found or certified to be feasible. These laws also require that notice of such findings or certifications, together with the requirements describing the character and position of the lights to be displayed on such exempt vessels, shall be published in the FEDERAL REGISTER and in the Notice to Mariners.

The 210-foot class WPC, medium endurance, Coast Guard patrol cutters have a lookout station installed on the top of the pilothouse. This station interferes with the continuous beam of the lower towing light. To correct this situation it is necessary to raise the after range light, the upper and lower towing lights, and at the same time, relocate these lights 2 feet forward of their former position. These changes reduce the horizontal distance between the masthead

light and the after range light from 20 feet to not less than 18 feet for both the WPC-615 and WPC-620 classes of medium endurance, patrol cutters. Rule 2(a) (iii), International Rules, requires in part that the minimum horizontal separation between the forward masthead light and the after range light shall be at least 45 feet (33 U.S.C. 1062(a) (iii)). It is hereby found that these WPC-615 and WPC-620 classes, medium endurance, patrol cutters are of special construction, as described further in 33 CFR 135.25, and cannot comply with the requirements in Rule 2(a) (iii), International Rules, and are therefore exempt. It is hereby found and certified that the requirements for these medium endurance, patrol cutters, as described in 33 CFR 135.25(h) in this document, regarding the horizontal separation of range lights, conform as closely as feasible to the applicable statutory requirements and the horizontal distance between the masthead light and after range light shall be not less than 18 feet.

The limitation on the height of the Signal Yard to 9 feet prevents the proper display of shapes (day signals) required by Rules 4 and 11, International Rules (33 U.S.C. 1064, 1071), when such vessels are engaged in certain occupations or may be aground. It is hereby found that those Coast Guard vessels of the 82-foot and 95-foot WPB classes are of special construction, as described further in 33 CFR Part 136 in this document, and cannot comply with the requirements in Rules 4 and 11, International Rules, and are therefore exempt. It is hereby found and certified that these Coast Guard vessels of the 82-foot and 95-foot WPB classes, as described further in 33 CFR Part 136, regarding the display of shapes (day signals) conform as closely as feasible to the applicable statutory requirements in Rules 4 and 11, International Rules.

Except as otherwise provided, the Coast Guard vessels described in this document are in full compliance with the other provisions of the applicable International Rules or Inland Rules governing the areas where such vessels shall be operated.

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 of Title 14, U.S. Code, and Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), 167-6 dated November 17, 1953 (18 F.R. 7571), and 167-64 dated December 7, 1964 (29 F.R. 17123), to promulgate regulations in accordance with the statutes cited with the regulations below, the following additions and amendments are prescribed and shall become effective on the date of publication of this document in the FEDERAL REGISTER:

1. Section 135.35(h) is amended to read as follows:

§ 135.25 International Rules; horizontal separation of range lights.

(h) All patrol cutters, medium endurance, 210-foot class, shall carry the

forward masthead light and the after range light with a horizontal separation of not less than 18 feet.

(Sec. 5, 62 Stat. 250, sec. 4, Rule 13(h), 77 Stat. 203; 33 U.S.C. 356, 1073)

2. Subchapter M of Chapter I, 33 CFR, is amended by adding after Part 135 a new Part 136 reading as follows:

- Sec.
- 136.01 Purpose of regulations.
 - 136.05 Authority for regulations.
 - 136.10 Definition of terms used in this part.
 - 136.15 General findings and certification.
 - 136.20 Extent of compliance.
 - 136.25 International Rules; vessels not under command or engaged in certain operations and displaying two black balls.
 - 136.30 International Rules; vessels engaged in certain occupations and displaying three shapes.

AUTHORITY: The provisions of this Part 136 issued under secs. 3, 12, 60 Stat. 238, 244, sec. 5, 62 Stat. 250, sec. 633, 63 Stat. 545, sec. 4, Rule 13(b), 77 Stat. 203; 5 U.S.C. 1002, 1011, 33 U.S.C. 356, 1073. Treasury Dept. Orders 120, July 31, 1950, 15 F.R. 6521; 167-17, June 29, 1955, 20 F.R. 4976; 167-64, Dec. 7, 1964, 29 F.R. 17123.

§ 136.01 Purpose of regulations.

(a) The regulations in this part set forth findings, certifications, and exemptions from certain statutory requirements, and those requirements found or certified to be feasible for Coast Guard vessels, by reason of special construction, with respect to the number, position, range of visibility or arc of visibility of shapes (day signals) required to be displayed during the daytime by vessels when navigating on the high seas or navigable waters of the United States, its territories or its possessions.

§ 136.05 Authority for regulations.

(a) The authority to prescribe regulations generally is set forth in section 633 of Title 14, U.S. Code. The Secretary of the Treasury delegated the authority to prescribe regulations to the Commandant, U.S. Coast Guard, in Treasury Department Order 167-17, dated June 29, 1955 (20 F.R. 4976).

(b) The authority to prescribe regulations in this part for Coast Guard vessels of special construction is set forth in section 5 of the Act of May 21, 1948, as amended (sec. 5, 62 Stat. 250; 33 U.S.C. 356). Rule 13(b), International Rules (77 Stat. 203; 33 U.S.C. 1073(b)), authorizes the Government to make certain special rules which will apply on the high seas so far as its naval or other military vessels of special construction are concerned with respect to the number, position, range or arc of visibility of shapes. The Secretary of the Treasury by Treasury Department Order 120, dated July 31, 1950 (15 F.R. 6521), delegated to the Commandant those functions pertaining to Coast Guard vessels of special construction.

§ 136.10 Definition of terms used in this part.

(a) *International Rules.* The term "International Rules" means the "Regu-

lations for Preventing Collisions at Sea, 1960," as set forth in section 4 of the Act of September 24, 1963 (77 Stat. 195-210; 33 U.S.C. 1061-1094).

(b) *Inland Rules.* The term "Inland Rules" means the rules for the navigation of rivers, harbors, and other inland waters of the United States, except (1) the Great Lakes and their connecting and tributary waters as far east as Montreal, (2) the waters of the Mississippi River between its source and the Huey P. Long Bridge and all of its tributaries emptying thereto and their tributaries, (3) that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and (4) the Red River of the North; as set forth in the act of June 7, 1897, as amended (30 Stat. 96-103, as amended, 33 U.S.C. 154-232).

§ 136.15 General findings and certification.

(a) It is hereby found that the Coast Guard vessels of special construction described in this part cannot comply with certain applicable statutory requirements, enumerated in various sections of this part, relating to the shapes (day signals) required to be displayed by vessels when navigating on the high seas or navigable waters of the United States, its territories or possessions, without seriously affecting the military characteristics and functions of the vessels concerned.

(b) It is hereby found and certified that the requirements regarding shapes (day signals), as stated in the various sections of this part, which will be carried by the Coast Guard vessels described, conform as closely as feasible to the applicable statutory requirements.

§ 136.20 Extent of compliance.

(a) Except as provided otherwise in this subchapter, the Coast Guard vessels described in this part are in full compliance with the other provisions regarding shapes (day signals) of the applicable International Rules or Inland Rules governing the areas where the vessels are being operated.

§ 136.25 International Rules; vessels not under command or engaged in certain operations and displaying two black balls.

(a) Rule 4(a), International Rules, requires in part that a vessel which is not under command shall by day carry "in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter" (33 U.S.C. 1064). Because of special construction, the Coast Guard vessels of the 82-foot and 95-foot WPB classes cannot comply with such requirements and are therefore exempt.

(b) All Coast Guard vessels of the 82-foot and 95-foot WPB classes shall carry and when necessary display the required two black balls or shapes with a vertical separation of not less than 4 feet between them.

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§ 136.30 International Rules; vessels engaged in certain occupations and displaying three shapes.

(a) Rule 4(c) and Rule 11(d), International Rules, require in part that a vessel "engaged in laying or picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations," including "when at anchor," shall carry and display 3 shapes, each 2 feet in diameter, in a vertical line one over the other so the upper and lower shapes shall be the same distance from, and not less than 6 feet above or below, the middle shape (33 U.S.C. 1064(c), 1071(d)). Because of special construction, the Coast Guard vessels of the 82-foot and 95-foot WPB classes cannot comply with these requirements and are therefore exempt.

(b) Rule 11(e), International Rules, requires in part that a vessel aground by day "shall carry, where they can best be seen, 3 black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart" (33 U.S.C. 1071(e)). Because of special construction, the Coast Guard vessels of the 82-foot and 95-foot WPB classes cannot comply with this requirement and are therefore exempt.

(c) All Coast Guard vessels of the 82-foot and 95-foot WPB classes shall carry and when necessary shall display where they can best be seen, three black balls or shapes required by Rule 4(c) and Rule 11(d) or (e), International Rules, in a vertical line with a vertical separation of not less than 1 foot between them.

Dated: December 17, 1965.

[SEAL] W. D. SHIELDS,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

[F.R. Doc. 65-13663; Filed, Dec. 21, 1965;
8:48 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

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

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 3906]

[ES-0383 (La.)]

LOUISIANA

Revocation of Petroleum Reserve No. 48, Louisiana No. 2

By virtue of the authority vested in the President by section 1 of the act of June 25, 1910 (36 Stat. 847; 43 U.S.C. 141), and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. The Executive Order of May 22, 1916, withdrawing the following described lands as Petroleum Reserve No. 48, Louisiana No. 2, is hereby revoked:

- T. 11 N., R. 6 W.,
Sec. 18, lot 1;
Sec. 23, SW $\frac{1}{4}$ of NE $\frac{1}{4}$;
Sec. 28, lots 5 and 10;
All unsurveyed areas as shown by plat of September 21, 1837.
- T. 11 N., R. 7 W.,
Sec. 1, NE $\frac{1}{4}$ of SW $\frac{1}{4}$.
- T. 12 N., R. 7 W.,
Sec. 20, SW $\frac{1}{4}$ of NW $\frac{1}{4}$;
Sec. 33, SW $\frac{1}{4}$ of NE $\frac{1}{4}$;
All unsurveyed areas as shown by plat of November 30, 1830.
- T. 11 N., R. 10 W.,
Sec. 6, W $\frac{1}{2}$;
All unsurveyed areas as shown by plats of October 12, 1833, January 10, 1860, and August 7, 1897.
- T. 12 N., R. 10 W.,
Sec. 4, NW $\frac{1}{4}$ of NW $\frac{1}{4}$;
All unsurveyed areas as shown by plats of December 30, 1828, and October 12, 1833.
- T. 13 N., R. 10 W.,
All unsurveyed areas as shown by plats of May 9, 1835, and December 8, 1842.
- T. 14 N., R. 10 W.,
Sec. 14, S $\frac{1}{2}$ of NE $\frac{1}{4}$;
Sec. 34, S $\frac{1}{2}$ of NW $\frac{1}{4}$;
All unsurveyed areas as shown by plats of December 8, 1842, and February 4, 1861.
- T. 15 N., R. 10 W.,
Sec. 5, lots 4, 11, 12, 13, 15, and 17;
Sec. 8, lots 6, 10, 11, and 12;
Sec. 18, NW $\frac{1}{4}$;
Sec. 20, lots 3 and 4;
Sec. 22, W $\frac{1}{2}$ of NE $\frac{1}{4}$;
Sec. 28, SE $\frac{1}{4}$ of SE $\frac{1}{4}$;
Sec. 30, lot 5;
Sec. 32, lot 10;
Sec. 17, lots 3, 6, 14, 15, and 16.
- T. 16 N., R. 10 W.,
Sec. 18, S $\frac{1}{2}$ of SW $\frac{1}{4}$;
Sec. 22, NW $\frac{1}{4}$ of SE $\frac{1}{4}$;
All unsurveyed areas as shown by plat of December 8, 1842.
- T. 10 N., R. 11 W.,
Sec. 4, SE $\frac{1}{4}$ of NE $\frac{1}{4}$;
Sec. 24, NE $\frac{1}{4}$ of NW $\frac{1}{4}$;
Sec. 26, SW $\frac{1}{4}$ of NE $\frac{1}{4}$;
Sec. 36, SE $\frac{1}{4}$ of SE $\frac{1}{4}$.
- T. 11 N., R. 11 W.,
Sec. 2, lots 4 and 6; SW $\frac{1}{4}$ of SE $\frac{1}{4}$;
Sec. 22, N $\frac{1}{2}$ of SW $\frac{1}{4}$;
Sec. 23, lot 2, N $\frac{1}{2}$ of lot 3;
All unsurveyed areas as shown by plats of March 23, 1832, September 6, 1859, March 4, 1882, and June 15, 1910.
- T. 12 N., R. 11 W.,
Sec. 5, lots 2 and 3;
Sec. 10, W $\frac{1}{2}$ of SW $\frac{1}{4}$;
Sec. 33, N $\frac{1}{2}$ of NE $\frac{1}{4}$;
All unsurveyed areas as shown by plats of October 12, 1833, April 16, 1857, February 16, 1858, and March 4, 1882.
- T. 13 N., R. 11 W.,
All unsurveyed areas as shown by plats of April 14, 1835, and December 8, 1842.
- T. 14 N., R. 11 W.,
Sec. 13, lots 4, 5, and 11;
All unsurveyed areas as shown by plats of May 9, 1835, and December 8, 1842.
- T. 15 N., R. 11 W.,
Sec. 2, lots 6 and 8, NW $\frac{1}{4}$ of NE $\frac{1}{4}$;
All unsurveyed areas as shown by plats of May 9, 1835, December 14, 1839, and February 4, 1861.
- T. 16 N., R. 11 W.,
Sec. 6, NW $\frac{1}{4}$ of NW $\frac{1}{4}$;
Sec. 14, NW $\frac{1}{4}$ of NW $\frac{1}{4}$; S $\frac{1}{2}$ of NW $\frac{1}{4}$, N $\frac{1}{2}$ of SW $\frac{1}{4}$, SE $\frac{1}{4}$ of SW $\frac{1}{4}$;
All unsurveyed areas as shown by plat of December 18, 1840.
- T. 9 N., R. 12 W.,
Sec. 12, lot 1.
- T. 12 N., R. 12 W.,
Sec. 4, W $\frac{1}{2}$ of NW $\frac{1}{4}$.
- T. 13 N., R. 12 W.,
Sec. 19, W $\frac{1}{2}$ of SW $\frac{1}{4}$, NW $\frac{1}{4}$ of SE $\frac{1}{4}$, S $\frac{1}{2}$ of SE $\frac{1}{4}$;
All unsurveyed areas as shown by plat of March 23, 1833.
- T. 14 N., R. 12 W.,
All unsurveyed areas as shown by plats of October 12, 1833, May 9, 1835, September 30, 1858, and July 27, 1892.
- T. 15 N., R. 12 W.,
All unsurveyed areas as shown by plat of May 9, 1835, December 14, 1839, and September 30, 1856.
- T. 16 N., R. 12 W.,
Sec. 36, lots 6, 7, and 8;
All unsurveyed areas as shown by plats of December 14, 1839, and September 30, 1856.
- T. 11 N., R. 13 W.,
Sec. 2, SE $\frac{1}{4}$ of SW $\frac{1}{4}$, SW $\frac{1}{4}$ of SE $\frac{1}{4}$;
Sec. 8, SE $\frac{1}{4}$ of SW $\frac{1}{4}$.
- T. 15 N., R. 13 W.,
Sec. 11, NE $\frac{1}{4}$ of SW $\frac{1}{4}$;
Sec. 18, SW $\frac{1}{4}$ of NE $\frac{1}{4}$;
All unsurveyed areas as shown by plats of October 12, 1833, and September 30, 1856.
- T. 16 N., R. 13 W.,
Sec. 8, SW $\frac{1}{4}$ of SE $\frac{1}{4}$;
Sec. 22, lot 1.
- T. 17 N., R. 13 W.,
Sec. 9, lot 9;
Sec. 19, lots 1 to 4, incl. NW $\frac{1}{4}$ of NE $\frac{1}{4}$;
Sec. 21, fractional N $\frac{1}{2}$ of S $\frac{1}{2}$;
All unsurveyed areas as shown by plats of February 17, 1840, and May 16, 1857.
- T. 16 N., R. 14 W.,
Sec. 24, NW $\frac{1}{4}$ of NW $\frac{1}{4}$;
Sec. 30, NE $\frac{1}{4}$ of SE $\frac{1}{4}$;
All unsurveyed areas as shown by plat of December 27, 1846.
- T. 17 N., R. 14 W.,
Sec. 10, SE $\frac{1}{4}$;
All unsurveyed areas as shown by plat of February 13, 1839.
- T. 17 N., R. 15 W.,
All unsurveyed areas as shown by plat of February 13, 1839.
- The areas described aggregate about 62,310 acres.
2. The lands are classified as valuable for oil and gas. Any disposals of the lands, therefore, shall be subject to the reservation required by the act of July 17, 1914 (38 Stat. 509; 30 U.S.C. 121). They have been open to applications and offers under the mineral leasing laws and to locations for metalliferous minerals, subject to provisions of the act of August 13, 1954 (68 Stat. 708; 30 U.S.C. 521, et seq.). They will be open to location for nonmetalliferous minerals under the U.S. mining laws, including the said act of August 13, 1954, subject to valid existing rights and the provisions of existing withdrawals, at 10 a.m. on January 20, 1966.
- Inquiries concerning the lands should be addressed to the Manager, Eastern States Land Office, Bureau of Land Management, Washington, D.C.

HARRY R. ANDERSON,
Assistant Secretary of the Interior.

DECEMBER 15, 1965.

[F.R. Doc. 65-13636; Filed, Dec. 21, 1965;
8:46 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 15796; FCC 65-1120]

PART 73—RADIO BROADCAST SERVICES

Table of Assignments, FM Broadcast Stations

In the matter of amendment of § 73.202, Table of Assignments, FM Broadcast Stations (Atmore and Evergreen, Ala.; Colorado Springs, Colo.; Bethany and Chickasha, Okla.; Broomfield, Fort Collins, and Littleton, Colo.; Anchorage, Alaska; Oneonta, N.Y.; Ellsworth, Maine; Little Rock, Ark.; Hays, Kans.; Cheboygan and Mackinaw City, Mich.; Neillsville and Rhineland, Wis.; Oelwein and Spencer, Iowa; New Ulm, Minn.; Watertown, S. Dak.; Manchester, Conn.; Knoxville, Tenn.; Anoka and Cambridge, Minn.); Docket No. 15796; RM-665, RM-673, RM-679, RM-682, RM-684, RM-686, RM-691, RM-699, RM-712.

1. The Commission has before it for consideration its second report and order and further notice of proposed rule making, FCC 65-876, issued in this proceeding on October 1, 1965, and published in the FEDERAL REGISTER on October 7, 1965 (30 F.R. 12781), inviting comments on a proposal to assign FM Channel 234 to Boulder, Colo., rather than to Broomfield, Colo., as proposed by Broomfield Broadcasting Co., in RM-682. The necessary changes in other assignments (substitution of Channel 300 for 234 at Fort Collins and 298 for 299 at Littleton) were made in the above-mentioned Second Report and Order. Comments were filed by Mr. Louis D. Breyfogle III, Mr. Russell Shaffer, and Broomfield Broadcasting Co. Mr. Breyfogle is a resident of Boulder, Mr. Shaffer is the president and a stockholder of the licensee of Station KBOL (AM), Boulder, and Broomfield is a prospective applicant for a new FM station in Broomfield, Colo.

2. Broomfield has a population (1960 U.S. Census) of 4,535 persons, and is located roughly midway between Denver and Boulder or about 12 miles from each. It is in Boulder County. Boulder has a population of 37,718 persons and is the largest city in Boulder County (population 74,254). Broomfield has no AM or FM assignments and Boulder has two AM stations, one of which is a daytime-only operation, and a Class C FM assignment.

3. The parties supporting the assignment of Channel 234 to Boulder urge that this large and growing city warrants and needs a second FM assignment. They state that Boulder is emerging as an important scientific and research center since it contains the newly formed Environmental Sciences and Services Administration, National Center for Atmospheric Research, National Bureau of Standards, Atomic Energy Commis-

sion plant run by Dow Chemical Co. and other such organizations. They point out that the FM station on Class C Channel 247, presently assigned to Boulder operates with less than Class A facilities. Finally, Mr. Shaffer states that he is prepared to file an application for Channel 234 in the event it is assigned to Boulder.

4. Broomfield argues that Channel 234 should be assigned to Broomfield rather than Boulder for a number of reasons. It points out that this community does not have an AM or FM station, that it intends to serve a number of small communities within 8 miles as well as the needs of a large number of Spanish speaking people in the area, and that Boulder has three stations. It urges that the signals from the Boulder stations are not adequate to serve Broomfield, and that the estimated population for the year 2000 for the area it intends to serve will be greater than that around Boulder. With respect to the potential of interference to TV reception of Channel 9 at Denver, Broomfield contends that the location of Channel 234 at Broomfield will offer a lesser danger than would its location at Boulder. Finally, Broomfield concedes that a second Class C is desirable at Boulder but suggests that this may be possible by making a series of changes in the Table of Assignments. The suggested changes include seven communities (a necessary change for Channel 261A at Kimball, Nebr., was omitted), requires two existing stations to change frequencies, reduces Pueblo to 3 Class C assignments and mixes Class C and A assignments in that community.

5. In reply to Broomfield, Mr. Shaffer states that while Broomfield discusses the inferiority of aural service from Boulder, it ignores the fact that Broomfield is only 13 miles from Denver, which offers multiple-aural services. He adds that the fact that the Boulder FM station operates with very low power and antenna height points up the need of Boulder for a second FM channel. As regards the contention concerning the possibility of second harmonic interference to TV reception, he states that the argument made by Broomfield is "tenuous conjecture" since Boulder is only 24 miles from Denver.

³ The suggested changes are as follows:

City	Channel No.	
	Present	Proposed
Boulder, Colo.	247	246, 250.
Denver, Colo.	238, 253, 258, 262, 265, 278, 286, 290, 294.	238, 254, 258, 262, 266, 278, 286, 290, 294.
Pueblo, Colo.	250, 255, 260, 264.	228A, 256, 260, 264, 296A.
Aspen, Colo.	249A	276A
Laramie, Wyo.	241, 255	241, 256.
Torrington, Wyo.	257A	252A
Cheyenne, Wyo.	250, 292A	260, 276A, 292A.
Kimball, Nebr.	*261A	

*Not included in Broomfield proposal but necessary.

As far as the Pueblo assignments are concerned, Channel 228A cannot be assigned there and meet separation requirements. Channel 296A could be added there without going through the other changes.

6. Careful consideration of all the comments and data submitted in this proceeding indicates that a choice between a second FM assignment in Boulder and a first in Broomfield is a close one. Boulder is much the larger of the two. On the other hand it does have two AM stations, one of which is an unlimited time operation, and one FM station. Broomfield not only is the smaller of the two but is not far from both Boulder and the metropolitan area of Denver. Being so small and so situated with respect to larger cities, Broomfield would normally be the type of community which would warrant a Class A assignment, whereas the proposed assignment is a wide coverage Class C assignment. However, Broomfield has no local outlet since it does not have any AM stations either. We are therefore of the view that the best solution to the conflict is the assignment of Channel 234 to Boulder. Since Broomfield is within 25 miles of that city, parties interested in a Broomfield FM station could apply for the assignment under our "25 mile rule." In the event competing applications are filed a choice could be made based upon the specific proposals made in the applications. As far as the counterproposal advanced by Broomfield is concerned, we must reject this since it would require two existing stations to change channels, would reduce one community in Class C assignments and would result in mixing Class A and C assignments in it, and since a similar group of changes could result in the assignment of a Class A channel to Broomfield.

7. Authority for the adoption of the amendment contained herein is contained in sections 4 (i) and (j), 303(r) and 307(b) of the Communications Act of 1934, as amended.

8. In view of the foregoing: *It is ordered*, That effective January 24, 1966, § 73.202 of the Commission's rules and regulations, the FM Table of Assignments, is amended, insofar as the community named is concerned, to read as follows:

City	Channel No.
Boulder, Colo.	234, 247

9. *It is further ordered*, That this proceeding is terminated.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interpret or apply secs. 303, 307, 48 Stat. 1082, 1083; 47 U.S.C. 303, 307)

Adopted: December 15, 1965.

Released: December 17, 1965.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-13664; Filed, Dec. 21, 1965; 8:48 a.m.]

[Docket No. 15791; FCC 65-1108]

PART 81—STATIONS ON LAND IN THE MARITIME SERVICES**PART 83—STATIONS ON SHIPBOARD IN THE MARITIME SERVICES****Certain Frequency Available for Intership Communications in Pacific Area**

1. A notice of proposed rule making in the above-captioned matter was released on January 21, 1965, and was published in the FEDERAL REGISTER on January 26, 1965 (30 F.R. 806). The dates for filing comments and replies thereto have passed.

2. The notice of proposed rule making in this matter was issued in response to a petition (RM-589) submitted by the Southern California Marine Radio Council, San Pedro, Calif., requesting that Part 83 of the Commission's rules be amended so as to designate one or more additional radiotelephone frequencies for intership communication in the 2 to 3 Mc/s frequency band along the west coast of the United States.

3. The Commission proposed to amend Part 83 to make the frequency 2142 kc/s available for intership radiotelephone communications on a daytime only basis in the Pacific coast area south of 42 degrees north latitude.

4. A timely comment was filed by Mr. Kenneth D. Cox, of 9511 Monroe Street, Silver Spring, Md., licensee of ship radio station WN-2225. No reply comments were filed. After the close of the reply comment period, comments were received from the North Pacific Marine Radio Council, Seattle, Wash.; Long Beach Marine Radio, Long Beach, Calif.; Marine Radio Service, San Pedro, Calif.; and at least 18 individuals in the California area, some of whom are ship station licensees, or members of such organizations as tow boat service companies, Charter Boat Owners Association, Inc., and the U.S. Coast Guard Auxiliary. These comments are considered to contain relevant information and have been taken into account in this rule making.

5. Mr. Kenneth D. Cox supported the petition submitted by the Southern California Marine Radio Council and the granting of relief on the basis proposed by the Commission. Mr. Cox described the growth over the years in the number of ship stations and pointed out that no attendant increase in the number of available 2 Mc/s intership frequencies had occurred. He indicated the need for additional intership frequencies on both the east and west coast of the United States. For the purpose of relieving congestion on 2 Mc/s frequencies on a long term basis, Mr. Cox suggested that a ten year date be established for a move to VHF by ship stations for intership purposes. He expressed the belief that expanded use of the 2 Mc/s system is desirable and necessary and suggested that the proposed rule making be adopt-

ed with the provision that, upon a future date to be established by the Commission, intership communications be limited to VHF, except where it can be shown that communications cannot be carried out on VHF because of propagation conditions.

6. The North Pacific Marine Radio Council, Inc., while indicating that additional intership frequencies in the 2 Mc/s band would be of benefit, feared that 2142 kc/s would be used by ship stations in the Puget Sound area regardless of rule restriction and would interfere with the Vancouver, British Columbia, duplex radiotelephone operation on 2142 kc/s (ship)/2558 kc/s (shore). The remaining parties favored the use of 2142 kc/s as proposed by the Commission citing a recent loss of six lives on the west coast of the United States apparently due to installation of Citizens Band radio equipment on a vessel in lieu of 2 Mc/s marine radio because of the busy condition on 2 Mc/s marine intership frequencies.

7. Amendment of Part 83 of the rules to require the use of VHF in lieu of 2 Mc/s frequencies for intership communications, or other arrangements to require the installation of VHF equipment on board ship is beyond the scope of this rule making.

8. The Commission believes that the possibility of vessels improperly using 2142 kc/s in the Puget Sound area and interfering with Canadian operations is insufficient reason to not make available the needed additional frequency for intership communications. The northern area of use has a specific limit which has been selected for the purpose of providing adequate protection to the Canadian operations.

9. No further study and fact gathering to assign additional intership frequencies in the 2 Mc/s band, as requested by the Southern California Marine Radio Council in its petition is contemplated at this time. The problems in obtaining frequencies for the purpose are well established.

10. Ship station licensees and others concerned are advised that authority to operate on 2142 kc/s upon the effective date of this order is included in each ship station license which authorizes use of radiotelephony in the 2 to 4 Mc/s band in accordance with Part 83 of the Commission's rules. The frequency is available as an authorized carrier frequency for either single or double sideband radiotelephone emissions.

11. Authority for the amendments adopted herein is contained in sections 303 (c), (d), (f), (g), and (r) of the Communications Act of 1934, as amended.

12. In view of the foregoing: *It is ordered*, effective January 24, 1966, that Parts 81 and 83 are amended as set forth below.

13. *It is further ordered*, That this proceeding is terminated.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1062, as amended; 47 U.S.C. 303)

Adopted: December 15, 1965.

Released: December 17, 1965.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

A. Part 81, Stations on Land in the Maritime Services is amended as follows:

§ 81.306 [Amended]

1. The portion of the table in § 81.306 (b) for San Francisco-Eureka, Calif., is amended by deleting the entry for 2538 kc/s.

B. Part 83, Stations on Shipboard in the Maritime Services is amended as follows:

1. Section 83.351, a new paragraph (b) (8) is added to read:

§ 83.351 Frequencies available.

(b) * * *

(8) The frequency 2142 kc/s is authorized for intership communication on a day only basis in the Pacific coast area south of 42 degrees north latitude upon the express condition that harmful interference shall not be caused to the service of any station which, in the discretion of the Commission, has priority on the frequency or frequencies used for the service to which interference is caused.

§ 83.354 [Amended]

2. The portion of the table in § 83.354 (a) (1) for San Francisco-Eureka, Calif., is amended by deleting the entry for 2142 kc/s.

3. Section 83.358, paragraph (a) is amended to read:

§ 83.358 Frequencies below 3000 kc/s for safety purposes.

(a) The following carrier frequencies are authorized for intership safety communications in the respective geographic areas. In addition, on a noninterference basis to safety communications, the frequencies may be used for operational communications and, in the case of commercial transport vessels and vessels of municipal or state governments, for business communications. Use of these carrier frequencies is prohibited when the use of a licensed frequency above 27.5 Mc/s in lieu thereof would provide effective communication.

Frequency (kc/s)	Geographic area
2003	Great Lakes only.
2142	Pacific coast area south of latitude 42 degrees north, on a day only basis.
2538	All areas.
2738	All areas except the Great Lakes and the Gulf of Mexico.
2830	Gulf of Mexico only.

¹ Commissioner Cox dissenting for reasons stated in his dissenting statement to the notice of proposed rule making.

4. Section 83.366, paragraphs (b) (1), (d), (e), and (g) are amended to read:
 § 83.366 General radiotelephone operating procedure.

(b) *Calling ship stations.* (1) Except when other operating procedure is used to expedite safety communication, ship stations, before transmitting on the intership working frequencies 2003, 2142, 2638, 2738, or 2830 kc/s, shall first establish communication with other ship stations by call and reply on 2182 kc/s: *Provided*, That calls may be initiated on an intership working frequency when it is known that the called vessel maintains a simultaneous watch on such working frequency and on 2182 kc/s.

(d) *Authorized use of 2003, 2142, 2638, 2738, and 2830 kc/s.* The intership working frequencies 2003, 2142, 2638, 2738, and 2830 kc/s shall be used for transmissions by ship stations in accordance with the provisions of §§ 83.176, 83.177, and 83.358.

(e) *Simplex operation only.* All transmission on 2003, 2142, 2638, 2738, and 2830 kc/s by two or more stations, engaged in any one exchange of signals or communications, shall take place on only one of these frequencies, i.e., the stations involved shall transmit and receive on the same frequency: *Provided*, That this requirements is waived in the event of emergency when by reason of interference or limitation of equipment single frequency operation cannot be used.

(g) *Limitation on duration of working.* Any one exchange of communications between any two ship stations on 2003, 2142, 2638, 2738, or 2830 kc/s, or between a ship station and a limited coast station on 2738 or 2830 kc/s, shall not exceed 3 minutes in duration after the two stations have established contact by calling and answering. Subsequent to such exchange of communications, the same two stations shall not again use 2003, 2142, 2638, 2738, or 2830 kc/s for communication with each other until 10 minutes have elapsed: *Provided*, That

this provision shall in no way limit or delay the transmission of communications concerning the safety of life or property.

5. Section 83.369, paragraph (a) (2) (ii) is amended to read:

§ 83.369 Operation under interim ship station license.

(a) * * *
 (2) * * *
 (ii) For ship-to-ship communication: 156.3 Mc/s, 156.4 Mc/s, and the frequencies set forth in § 83.358.

[F.R. Doc. 65-13665; Filed, Dec. 21, 1965; 8:48 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 33—SPORT FISHING

Salt Plains National Wildlife Refuge, Okla.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 33.5 Special regulations: sport fishing; for individual wildlife refuge areas.

OKLAHOMA

SALT PLAINS NATIONAL WILDLIFE REFUGE

Sport fishing on the Salt Plains National Wildlife Refuge, Okla., is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 7,800 acres, are delineated on maps available at refuge headquarters, Jet, Okla., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office Box 1306, Albuquerque, N. Mex., 87103. Sport fishing shall be in accordance with all applicable State regulations subject to the following special conditions:

(1) The sport fishing season on the refuge extends from April 15 through October 15, 1966, inclusive, in Great Salt Plains Lake as posted; and from February 1 through October 15, 1966, inclusive, in Sand Creek, the three main channels of Salt Fork River, and the right-of-way of Oklahoma State Highway 11 as posted.

(2) It is illegal to take game fish by any means other than hook and line. Trotlines must be removed from waters at the close of the fishing season.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33 and are effective through December 31, 1966.

LYLE A. STEMMERMAN,
 Refuge Manager, Salt Plains
 National Wildlife Refuge, Jet,
 Okla.

DECEMBER 8, 1965.

[F.R. Doc. 65-13634; Filed, Dec. 21, 1965; 8:46 a.m.]

PART 33—SPORT FISHING

Muleshoe National Wildlife Refuge, Tex.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 33.5 Special regulations: sport fishing; for individual wildlife refuge area.

TEXAS

MULESHOE NATIONAL WILDLIFE REFUGE

Sport fishing on the Muleshoe National Wildlife Refuge, Muleshoe, Tex., is suspended for the 1966 season. A prolonged drought has resulted in a shortage of water on the public fishing area.

MELVIN R. EVANS,
 Refuge Manager, Muleshoe National Wildlife Refuge, Muleshoe, Texas, 79347.

DECEMBER 7, 1965.

[F.R. Doc. 65-13635; Filed, Dec. 21, 1965; 8:46 a.m.]

Proposed Rule Making

POST OFFICE DEPARTMENT

[39 CFR Parts 112, 114, 168]

INTERNATIONAL MAIL

Proposed Discontinuance of Eight-Ounce Merchandise Packages to Certain Countries

Notice is hereby given of proposed rule making consisting of proposed amendments to Parts 112, 114, and 168 of Title 39, Code of Federal Regulations. The proposed rule would discontinue the eight-ounce merchandise package classification which has been available to Chile, Cuba, Guatemala, Haiti, Paraguay, and Peru. If the proposed rule is adopted, articles sent to these countries would be mailed as an other postal union mail or as parcel post. To Canada only packages weighing eight ounces or less would continue to be accepted as postal union mail. However, if the proposed rule is adopted, packages sent to Canada weighing over eight ounces and up to 25 pounds would be accepted as parcel post. The proposed rule is as follows:

I. In Part 112, Rates and Conditions for Specific Classes, §§ 112.8 and 112.9 are revised to read as follows:

§ 112.8 Combination packages.

(a) *Definition.* Combination packages are packages made up of two parts, firmly attached together, both addressed for delivery to the same addressee, and consisting of (1) a sealed envelope containing a written or printed communication; and (2) an unsealed container, with samples of merchandise or printed matter enclosed.

(b) *Rates.* Each part of a combination package must be fully prepaid at the appropriate rate of postage.

(c) *Countries for which accepted.* The following countries accept combination packages as ordinary (unregistered) mail only, except as noted:

Australia.	Republic of Honduras (registered only).
Austria.	
Bolivia.	
Brazil.	Iceland.
British Guiana.	Jamaica.
British Honduras.	Mexico.
Bulgaria.	Nicaragua.
Canada.	Norway.
Colombia.	Panama.
Denmark.	Philippines.
Dominican Republic (ordinary or registered).	Poland.
Faroe Islands.	Rumania.
Greenland.	El Salvador.
Haiti.	Sweden.
	Turks Islands.

§ 112.9 Articles grouped together.

(a) *Grouping permitted.* A single envelope or package may contain commercial papers, samples of merchandise, and/or printed matter subject to the following conditions:

(1) Each article taken singly must not exceed the limits of weight applicable to it.

(2) The total weight must not exceed 4 pounds 6 ounces per package if it consists solely of commercial papers and samples.

(3) The weight limit is raised to 6 pounds 9 ounces if the package also contains prints, but in such case the total weight of the commercial papers and samples must not exceed 4 pounds 6 ounces.

(4) The dimensions of the package must not exceed those of letters.

(b) *Rates.* Postage will be charged at the highest surface rate (including minimum charge) applicable to any of the categories of mail involved. For air service, the rates for "Other Articles" applies. See individual country items in the Directory of International Mail.

(c) *Preparation and marking.* Envelopes or packages mailed as grouped articles must not be sealed. Senders must mark the address side of the envelope or package "Grouped Article."

NOTE: The corresponding Postal Manual sections are 222.8 and 222.9.

II. In Part 114, Treatment of Incoming Postal Union Mail, paragraph (f) (1) in § 114.1 is revised to read as follows:

§ 114.1 Charges.

(f) *Returned mail.* Post offices will collect charges on returned mail as follows:

(1) On returned surface merchandise packages weighing 8 ounces or less mailed to Canada, 10 cents for 5 ounces or less, 12 cents for 6 ounces, 14 cents for 7 ounces, and 16 cents for 8 ounces.

NOTE: The corresponding Postal Manual section is 234.16a.

III. In Part 168, Directory of International Mail, make the following changes:

A. In § 168.1 *Postal Union mail*, the following material is deleted from the chart under paragraph (a).

Classification (surface and air)	Surface rates	Weight limits (surface and air)
8 ounce merchandise packages (see § 112.8 of this chapter):	To Canada.....	Ounces 8
	To Chile, Cuba, Guatemala, Haiti, Paraguay, and Peru.	

B. In § 168.5 *Individual country regulations*, make the following changes:

1. In "Canada (Including Newfoundland and Labrador)" make the following changes:

a. Under Postal Union Mail, the material under the item *Surface rates, classifications, weight limits, and dimensions* is revised to read:

Postal Union Mail

Surface rates, classifications, weight limits, and dimensions. See § 168.1 of this chapter. For packages of merchandise weighing up to 8 ounces the surface rates are 10 cents for 5 ounces or less, 12 cents for 6 ounces, 14 cents for 7 ounces, and 16 cents for 8 ounces. These packages are treated as other articles (AO Mail), must be unsealed, and must bear a completed customs label, Form 2976 (see § 111.4 of this chapter). An invoice or a completed paper customs declaration, Form 2976-A, must be enclosed in commercial packages.

See "Observations" concerning mail for Canadian armed forces.

b. Under Postal Union Mail, the item *Eight ounce merchandise packages* and its accompanying material is deleted.

c. Under Parcel Post, the item *Surface parcel rates* is amended to read as follows:

Parcel Post

Surface parcel rates. Parcels over 8 ounces but not over 2 pounds, 80 cents; each additional pound or fraction, 30 cents.

NOTE: Any package weighing 8 ounces or less must be prepared and mailed as postal union mail.

2. In "Cuba (Including Isle of Pines, West Indies)" make the following changes under Postal Union Mail:

a. The material immediately preceding the item *Surface rates, classification, weight limits, and dimensions* is revised to read:

(Letter packages are limited to those containing medicines.)

b. The item *Eight-ounce merchandise packages* and its accompanying material is deleted.

c. The material under the item *Observations* is amended to read:

Observations. Senders must affix a green customs label (Form 2976), showing the contents and value, to all letter packages.

3. In the countries "Chile", "Guatemala", "Haiti", "Paraguay", and "Peru", under Postal Union Mail, the item *Eight-ounce merchandise packages* and its accompanying material is deleted.

Although the procedures in 39 CFR Parts 112, 114, and 168 relate to a proprietary function of the Government, it

is the desire of the Postmaster General voluntarily to observe the rule-making requirements of the Administrative Procedure Act (5 U.S.C. 1003) in order that patrons of the postal service may have an opportunity to present written views concerning the proposed rule. Accordingly, such written views may be submitted to the Director, International Services Division, Bureau of Transportation and International Services, Post Office Department, Washington, D.C., 20260, at any time prior to the 13th day following the date of publication of this notice in the FEDERAL REGISTER.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 505)

HARVEY H. HANNAH,
Acting General Counsel.

[P.R. Doc. 65-13637; Filed, Dec. 21, 1965; 8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 1101]

MILK IN KNOXVILLE, TENN., MARKETING AREA

Notice of Proposed Suspension of Certain Provision of Order

Notice is hereby given that, pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), the suspension of certain provision of the order regulating the handling of milk in the Knoxville, Tenn., marketing area is being considered.

The provision proposed to be suspended is: In § 1101.12 (a) and (b) the language, "(a) any day during the months of March through August, or (b) on not more than 10 days during the month in any other months of the year," relating to the 10-day limit on diverting the milk of any producer in each of the months of September through February.

The proposed suspension would enable handlers to divert unlimited excess milk supplies to manufacturing outlets during all months of the year without causing any producer to lose his status as a producer under the order or to lose credit in the computation of his base on his milk deliveries during the months of September through February.

All persons who desire to submit written data, views, or arguments in connection with the proposed suspension should file the same with the Hearing Clerk, Room 112-A, Administration Building, U.S. Department of Agriculture, Washington, D.C., 20250, not later than 3 days from the date of publication of this notice in the FEDERAL REGISTER. All documents filed should be in quadruplicate.

All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Signed at Washington, D.C., on December 16, 1965.

CLARENCE H. GIRARD,
Deputy Administrator,
Regulatory Programs.

[P.R. Doc. 65-13644; Filed, Dec. 21, 1965; 8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Parts 2, 87]

[Docket No. 16365; FCC 65-1110]

AIR CARRIERS IN ALASKA

Use of Certain Frequency

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

2. Due to terrain features in Alaska and the fact that a large number of aircraft are operated VFR (Visual Flight Rules) at low altitudes, VHF operating ranges are quite limited. There are extensive air carrier operations of the "bush type" nature using small aircraft. In order to provide adequate coverage on VHF for these aircraft, the Federal Aviation Agency (FAA) is installing a number of single channel outlets at various isolated locations in Alaska and will control them remotely from so called "hard core" stations. The service to be provided is the same that is now available at regular Flight Service Stations (FSS) which are equipped with several channels.

3. In order that the largest number of users possible will have access to this service, the frequency 122.1 Mc/s is proposed. This frequency should be within the tuning range of the most limited aeronautical radio equipment. The frequency and its use has been supported by the Aircraft Owners and Pilots Association.

4. This proposed amendment is issued pursuant to authority contained in sections 303 (b), (c), and (r) of the Communications Act of 1934, as amended.

5. Pursuant to applicable procedures set forth in § 1.415 of the Commission's rules, interested persons may file comments on or before January 24, 1966, and reply comments on or before February 7, 1966. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. The Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

6. In accordance with the provisions of § 1.419 of the Commission's rules, an original and 14 copies of all statements, briefs or comments filed shall be furnished the Commission.

Adopted: December 15, 1965.

Released: December 17, 1965.

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

Part 2 is amended as follows:

1. In § 2.106, the Table of Frequency Allocations is amended by the addition of a new footnote designation (US—) in column 5 for the frequency band 121.975–123.075 Mc/s; and a new footnote US— is added in appropriate numerical sequence to read as follows:

US— In Alaska only, the frequency 122.1 Mc/s may also be used for air carrier air traffic control purposes.

Part 87 is amended as follows:

1. A new paragraph (d) is added to § 87.195 to read as follows:

§ 87.195 Frequencies available.

(d) The frequency 122.1 Mc/s is available in Alaska for air traffic control operations.

[P.R. Doc. 65-13666; Filed, Dec. 21, 1965; 8:48 a.m.]

[47 CFR Part 73]

[Docket No. 16370; FCC 65-1130]

RADIO BROADCAST SERVICES

Minimum Power Authorized for Class IV Stations

1. The Commission has under consideration the various sections of its rules in Part 73 concerning the minimum permissible power for Class IV standard broadcast stations. At the present time these rules permit the filing of applications for such stations with as low as 100 watt power. However, because 100 watt authorizations have been regarded as inefficient uses of the radio spectrum, we have discouraged such proposals. As we stated in *In re Applications of WFPG, Inc.*, et al., 33 FCC 673, 675, 24 R.R. 419, 423 (1962).

... although the rules permit the filing of 100 w proposals, the Commission is not anxious to perpetuate the detriments that flow from such low-power grants absent unique overriding public interest benefits.

2. We have become increasingly convinced that the use of 100 watts by a Class IV station is inefficient. We therefore propose to delete all references to 100 watts as the minimum power to be authorized for Class IV standard broadcast stations wherever they appear in our rules and to require all future applications for Class IV stations to specify a minimum of 250 watts, day and night. For example, § 73.21(c)(1) would be amended to provide that the minimum power for a Class IV station is 250 watts. In the event the proposal is adopted we would urge existing 100 watt stations, which can do so in conformance with the rules, to apply for increased power day and night.

3. Authority for the adoption of the amendments proposed herein is contained in sections 4(i), 303(f), and 303(r) and 307(b) of the Communications Act of 1934, as amended.

4. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules, interested parties may file comments on or before January 17, 1966, and

PROPOSED RULE MAKING

reply comments on or before January 31, 1966. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this Notice.

5. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all comments, replies, pleadings, briefs, and other documents shall be furnished to the Commission.

Adopted: December 15, 1965.

Released: December 17, 1965.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-13667; Filed, Dec. 21, 1965;
8:49 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control IMPORTATION OF CASHMERE NOILS Available Certification by Government of the United Kingdom

Notice is hereby given that certificates of origin issued by the Customs and Excise of the Government of the United Kingdom under procedures agreed upon between that Government and the Office of Foreign Assets Control in connection with the Foreign Assets Control Regulations are now available with respect to the importation of cashmere noils into the United States directly, or on a through bill of lading, from the United Kingdom.

[SEAL] MARGARET W. SCHWARTZ,
Director,
Office of Foreign Assets Control.*

[F.R. Doc. 65-13600; Filed, Dec. 21, 1965;
8:45 a.m.]

Office of the Secretary

[Treasury Dept. Order 206]

OFFICE OF PLANNING AND PROGRAM EVALUATION

Establishment of Office, Functions and Responsibilities

By virtue of the authority vested in me as Secretary of the Treasury, including the authority in Reorganization Plan No. 26 of 1950, there is hereby established an Office of Planning and Program Evaluation within the office of the Assistant Secretary for Administration.

The Director of this office shall be under the policy direction of the Secretary and Under Secretary, and the general supervision of the Assistant Secretary for Administration, to assure maximum effectiveness in the establishment, operation and coordination of an integrated planning-programming-budgeting system in the Treasury Department. Activities of the new office shall be coordinated fully with related activities of existing management and budgetary offices to provide the full range and utilization of systematic analytical, planning, programming and budgetary capability.

The functions of this office shall include, but shall not be limited to, the following:

Institute a comprehensive system of multi-year planning that provides specific practical guidelines for use by Office of the Secretary and bureau officials in systematically planning or modifying programs and activities.

Review and evaluate the program structure for the Treasury Department with a view to achieving optimal integra-

tion and coordination of missions, operations and activities.

Review and evaluate Treasury programs and activities in terms of costs and benefits, including the identification, development and analysis of economic alternatives and/or cost-benefit relationships of existing and proposed programs and activities.

Formulate proposals for the most effective and economical execution of program and financial plans, including proposals for modification, curtailment, elimination or expansion of programs and activities.

Prepare multi-year program and financial plans, for use by the Secretary and other top officials in the decision-making process, and provide for the necessary translation of these plans into the annual budget process.

This order shall become effective immediately.

Dated: December 16, 1965.

[SEAL] JOSEPH W. BARR,
Acting Secretary.

[F.R. Doc. 65-13655; Filed, Dec. 21, 1965;
8:48 a.m.]

[Treasury Dept. Order 167-70]

COMMANDANT, COAST GUARD

Delegation of Functions

By virtue of the authority vested in the Secretary of the Treasury by Reorganization Plan No. 26 of 1950 and 14 U.S.C. 631, and pursuant to the authority delegated to me by Treasury Department Order No. 190 (Revision 3), there are hereby transferred to the Commandant, U.S. Coast Guard, the functions vested in the Secretary of the Treasury by subsection (g) of 37 U.S.C. 308 (added by Public Law 89-132), concerning the payment of reenlistment bonuses to military members possessing critically needed skills.

This delegation of authority supplements Treasury Department Order No. 167-12, which previously delegated other Secretarial functions of 37 U.S.C. 308 to the Commandant.

Dated: December 15, 1965.

[SEAL] TRUE DAVIS,
Assistant Secretary of the Treasury.

[F.R. Doc. 65-13656; Filed, Dec. 21, 1965;
8:48 a.m.]

DEPARTMENT OF COMMERCE

Office of the Secretary POSITION SCHEDULE SURETY BOND

Invitation To Bid

Notice is hereby given to all companies holding certificates of authority from the

Secretary of the Treasury as acceptable sureties on Federal bonds, that the Office of the Secretary, Department of Commerce, will receive sealed bids for a position schedule bond covering approximately 899 positions, which are to be bonded in penalty amounts ranging from \$1,000 to \$100,000. The effective date of the bond will be January 1, 1966, and the term will be 2 years.

Copies of the invitation to bid and the schedule of positions to be bonded may be obtained by phoning WO 7-4575 or writing to the Office of Administrative Services, Procurement Division, Room 6527 Commerce Building, Washington, D.C. 20230, at which address bids will be opened at 2 p.m., e.s.t., on December 23, 1965.

Dated: December 9, 1965.

DAVID R. BALDWIN,
Assistant Secretary
for Administration.

[F.R. Doc. 65-13623; Filed, Dec. 21, 1965;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 16769; Order E-23010]

AMERICAN AIR TAXI, INC., AND SOUTHEAST AIRLINES, INC.

Order To Show Cause Regarding Establishment of Service Mail Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 16th day of December 1965.

By Order E-22901, adopted November 18, 1965, the Board granted a temporary exemption to Southeast Airlines, Inc. (Southeast) and American Air Taxi, Inc. (Air Taxi) to engage in the air transportation of mail between Miami and Key West, Fla., under a service mail rate to be paid entirely by the Postmaster General. Those portions of the Southeast and Air Taxi applications requesting authority to carry mail between Key West and Miami on the one hand, and Marathon, Fla., on the other, were dismissed as moot since Regulation ER-445, permitting air taxi operators to carry mail between points which a route carrier is not authorized to serve, became effective November 4, 1965.

Southeast and Air Taxi are air taxi operators engaged in air transportation pursuant to Part 298 of the Board's Economic Regulations. The Post Office Department filed an answer in support of Southeast's exemption application, stating that National Airlines Inc.'s Miami-Key West service did not meet the needs of the postal service, and that consideration should be given to the advantages of Southeast's proposal to serve Marathon.

It is now necessary to fix and determine the fair and reasonable rates of compensation to be paid to these two carriers by the Postmaster General for the air transportation of mail, since no mail rates are presently in effect for these carriers. Upon consideration of Air Taxi's exemption application in Docket 16471, the similar application of Southeast and the Postmaster General's answer thereto in Docket 16352, and matters officially noticed, the Board proposes to issue an order to include the following findings and conclusions:

1. The Board has established a service mail rate which has been and continues to be applicable to the certificated domestic trunkline and local service carriers as the fair and reasonable final rate of compensation paid them for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith over their respective systems.¹

2. A final service mail rate at the same level as that established for the certificated domestic trunkline and local service carriers is fair and reasonable for American Air Taxi, Inc. and Southeast Airlines, Inc.

3. The fair and reasonable final service mail rates to be paid to American Air Taxi, Inc. and Southeast Airlines, Inc. pursuant to section 406 of the Act, effective on the dates these two carriers commence operations under their exemptions, for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith between Miami and Key West, Fla. via Marathon, Fla., are the multi-element rates established by the Board in Order E-22512, August 6, 1965, ordering paragraph (9), mimeo pp. 4-9.

4. The aforesaid rates of compensation shall be service mail rates payable in their entirety by the Postmaster General.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 406 thereof, and pursuant to regulations promulgated in 14 CFR Part 302: *It is ordered*, That:

1. All interested persons, and particularly American Air Taxi, Inc., Southeast Airlines, Inc., and the Postmaster General, are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine, and publish the final rates specified above as the fair and reasonable rates of compensation to be paid such air carriers for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith as specified above.

2. Further procedures herein shall be in accordance with 14 CFR Part 302; and, if there is any objection to the rates or to the other findings and conclusions proposed herein, notice thereof shall be filed within 3 days, and if notice is filed, written answer and supporting documents shall be filed within 5 days, after the date of service of this order.

3. If notice of objection is not filed within 3 days, or if notice is filed and

¹ Domestic Service Mail Rate Case, Order E-22512, August 6, 1965.

answer is not filed within 5 days, after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed herein and fixing and determining the final rate specified herein;

4. If answer is filed, the issues involved in determining the fair and reasonable final rate shall be limited to those specifically raised by the Answer, except insofar as other issues are raised in accordance with Rule 307 of the rules of practice (14 CFR 302.307); and

5. This order be served upon American Air Taxi, Inc., Southeast Airlines, Inc., National Airlines, Inc., and the Postmaster General.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-13658; Filed, Dec. 21, 1965;
8:48 a.m.]

[Docket No. 15353; Order E-22997]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Carrier Liability

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 15th day of December 1965.

Agreement adopted by Traffic Conferences 1, 2, and 3 of the International Air Transport Association relating to carrier liability; Docket 15353, Agreement C.A.B. 18602.

An agreement has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Traffic Conferences 1, 2, and 3 of the International Air Transport Association (IATA), and adopted by mail vote. The Agreement has been assigned the above designated C.A.B. Agreement number.

The agreement embodies resolutions 275(h) and 275(i) which relate to increases in the limits of carriers' liability for personal injury and death under the Hague Protocol amending the Warsaw Convention.¹ Each resolution applies

¹ The official title of the Warsaw Convention is the Convention for the Unification of Certain Rules Relating to International Transportation by Air, signed at Warsaw on Oct. 12, 1929 (49 Stat. 3000; TS 876). The Warsaw Convention was entered into force for the United States in 1934. The Convention was amended by the Protocol signed at Hague in 1955 which has never been ratified by the United States. The Warsaw Convention (subject to certain provisions), limits carriers' liability in international transportation to 125,000 gold francs or approximately \$8,300. The Hague Protocol, subject to certain provisions, provides for liability limitations of approximately \$16,600.

only with respect to carriage between any point in the United States and any point outside thereof which is governed by the Warsaw Convention as amended by the Hague Protocol. Resolution 275 (h) is permissive in nature and would enable any member carrier of IATA to increase the limit of its liability to \$50,000² for carriage subject to the Hague Protocol. Under Resolution 275 (i) member carriers operating to and from the United States would be required to increase the limits of their liability for such carriage to \$50,000. The resolutions are set forth in an attachment hereto.³

This agreement was adopted subsequent to a time when the U.S. Government had indicated that it was considering denunciation of the Warsaw Convention because of the low limits of liability for personal injury or death contained therein. Prior to the adoption of the agreement by mail vote, concluded October 29, 1965, the U.S. Government had announced that notice of denunciation⁴ would be given on November 15, 1965, unless satisfactory provisional arrangements for the protection of international air passengers had been worked out among the principal international air carriers. In carrying out the decision to give notice of denunciation, the United States considered that the proposal of only \$50,000, applied only to transportation to and from the United States governed by the Hague Protocol would not justify continued adherence by the United States to the Warsaw Convention. The Government announced, however, that it would be prepared to withdraw the notice of denunciation if prior to the effective date of denunciation, May 15, 1966, there is a reasonable prospect for international agreement on limits of liability for international transportation in the area of \$100,000 per passenger or on uniform rules but without any limit of liability, and, if pending such international agreement, there is a provisional arrangement among the principal international air carriers waiving the limits of liability up to \$75,000 per passenger. The notice of this action emphasizes that the United States was denouncing Warsaw solely because of the Convention's low limits of liability for injury or death to passengers and in no way represents departure from the long standing commitment of the United States to the tradition of international cooperation in matters relating to civil aviation. In sum, the U.S. Government has considered that the carriers' proposal for increased liability limits for personal injury and death is inadequate as to amount; further, it is of minimal effect to U.S.

² Both the Warsaw Convention, Article 22(1), and the Hague Protocol contain a provision that by special contract the carrier and the passenger may agree to a higher limit of liability than provided therein.

³ Attachment filed as part of original document.

⁴ The Warsaw Convention contains a proviso that any country may denounce the Convention upon 6 months' notice (Article 39).

citizens because of the limitation in the resolutions to carriage to and from the United States which is subject to the Hague Protocol. The resolutions do not provide an increase in liability for carriage subject to the Warsaw Convention or permit any increase in liability above the \$50,000 by individual or collective carrier action. In these circumstances it appears to the Board that the proposed resolutions do not permit adequate assumption of liability, that they are of minimal effect to U.S. citizens, that they preclude individual carriers from assuming additional liability and that they may be adverse to the public interest. Accordingly action will be deferred thereon, pending comments, with a view toward eventual disapproval.

The resolutions bring into focus the public interest aspects of outstanding IATA resolutions which would limit the freedom of individual carriers from offering a special contract for increased liability pursuant to the provisions of Article 22(1) of Warsaw* or similar provisions of the Hague Protocol. The Board would be prepared to accept, as an interim measure, a collective agreement among the IATA carriers to increase their limits of liability by special contract for Warsaw carriage to amounts consistent with U.S. policy as indicated above. However, we cannot conclude that it is in the public interest for the IATA carriers to agree among themselves that none may assume liability in excess of the amounts stated in the Warsaw Convention or the Hague Protocol. It cannot be known, at this time, whether freedom for individual action by carriers in this area will result in special contracts for increased liability or not; on the other hand, increased liability by collective action will by its nature tend to be limited to an amount acceptable to the carrier with the lowest individual standards of liability, since IATA resolutions can be adopted only by unanimous carrier action. In view of these circumstances, the Board hereby states its present intention to modify its approval of the currently effective IATA resolutions so as to preclude any provisions from prohibiting carriers from individually assuming higher liability than is now provided by the Warsaw, the Hague Protocol, or other

* IATA Resolution 275(b) relating to Passenger Ticket—Conditions of Contract provides in pertinent parts that "Resolved, (1) that the Conditions of Contract on the inside cover of the Passenger Ticket and Baggage Check used for interline international carriage read as follows: * * *

"(2) (a) Carriage hereunder is subject to the rules and limitations relating to liability established by the Convention unless such carriage is not 'international carriage' as defined by the Convention * * *

"(2) (c) Unless expressly so provided nothing herein contained shall waive any limitation of liability of carrier existing under the Convention or applicable laws * * * (There is nothing therein contained relating to waiver of limitation of liability of carrier existing under the Convention or applicable laws.)

(As used in this contract, "Convention" means the Warsaw Convention, or the Warsaw Convention as amended by the Hague Protocol.)

applicable laws. The order will provide a period of thirty (30) days for receipt of comments with respect to the Board action herein.

In taking the action herein, the Board desires to make it clear that it does not consider as inconsistent with the public interest or public policy for carriers to further discuss or by mail vote circulation to consider collective action relating to increased liability limits. At the same time, the Board would consider that individual carrier action in increasing liability in this area would be in the public interest.* While the action herein may render ineffective the carriers' agreement to increased liability limits with respect to carriage to and from the United States subject to the Protocol, it will not preclude individual action by any carrier who desires to increase its liability regardless of amount or of the extent of carriage to be covered thereby. Our disapproval of the resolutions is directed not against a partial increase in liability but rather is directed to the fact that the carriers by such resolutions would effectively restrict the freedom of individual carriers to provide more favorable conditions of carriage.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, makes the following findings:

1. That Agreement C.A.B. 18602 which incorporates the following resolutions may be adverse to the public interest and that action should be deferred with a view toward eventual disapproval:

100 (Mail 425) 275h and 275i
200 (Mail 599) 275h and 275i
300 (Mail 200) 275h and 275i

2. That our outstanding approval of IATA provisions should be modified so as to remove any restriction against action by individual carriers to assume liability for personal injury or death in excess of that stated in the Warsaw Convention or the Hague Protocol, or applicable laws. We believe public interest will best be served by deferring action in this regard for a period of thirty days to receive comments.

Accordingly, it is ordered, That:

1. Action on Agreement C.A.B. 18602 set forth in finding paragraph 1 be deferred with a view toward disapproval.

2. Action modifying the Board's outstanding approval of existing IATA provisions as discussed in finding paragraph 2 be deferred with the view of adoption.

Any air carrier party to the agreement, or any interested person, may, within 30 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's proposed actions. An original and nineteen copies of the statements should be filed with the Board's Docket Section.

* Increases in liability limits by individual carrier action would be in the public interest, whether or not the amounts of the increases of the number of carriers proposing increases are sufficient to warrant withdrawal of the denunciation.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board,

[SEAL] HAROLD R. SANDERSON,
Secretary.

[P.R. Doc. 65-13659; Filed, Dec. 21, 1965;
8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 16366; FCC 65-1112]

ITT WORLD COMMUNICATIONS, INC.

Order Regarding TIMETRAN Service

In the matter of ITT World Communications, Inc., Docket No. 16366; proposed revisions to its Tariff FCC No. 7 establishing rates and regulations for TIME-TRAN service.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 15th day of December 1965;

The Commission having before it: (a) Revisions on 286th Revised Page 1, 112th Revised Page 1A, 13th Revised Page 3, 6th Revised Page 7, 6th Revised Page 11D, 10th Revised Page 17, 7th Revised Page 18, 7th Revised Page 25, 8th Revised Page 50, 6th Revised Page 69B, 6th Revised Page 73, 6th Revised Page 74, 7th Revised Page 77, 8th Revised Page 80, 7th Revised Page 82, 15th Revised Page 86, 13th Revised Page 88, 5th Revised Page 89, 4th Revised Page 94B, and 4th Revised Page 94C to ITT World Communications Inc. (ITT), Tariff FCC No. 7, filed under Transmittal No. 1029 on November 15, 1965, to establish, effective December 16, 1965, rates and regulations for a service called TIME-TRAN, to be offered between United States points and from such points to certain foreign points; (b) petitions to suspend and investigate such tariff revisions filed by RCA Communications, Inc., Western Union International, Inc., and Tropical Radio Telegraph Co., and a request to carefully examine such revisions filed by the Western Union Telegraph Co.; (c) an answer by ITT in further support of its tariff revisions and in answer to the protests; and (d) further comments and replies filed by the protesting carriers in support of their positions;

It appearing, that said tariff revisions would allow ITT telex subscribers or ITT public telex equipment users, to file with ITT, when a normal telex call cannot be established or completed, communications destined to telex subscribers, at certain overseas points at which ITT or an affiliate operate, which ITT will, at its convenience (but not later than the morning after the date of deposit), transmit over telex circuits either directly to the overseas telex subscriber or to the overseas central telegraph office for transmission to the overseas telex subscriber;

It further appearing, that TIMETRAN is available only to ITT telex subscribers

and to those who have access to ITT public telex equipment, in those gateway cities in which it maintains operating offices;

It further appearing, that TIMETRAN service may be a like and contemporaneous service when compared to message telegraph service;

It further appearing, that the rates proposed by ITT for this service are the same as those charged by it for normal telex service, and are substantially lower than those for message telegraph service;

It further appearing, that additional handling must be performed by ITT in servicing a TIMETRAN communication than is required for a normal telex call;

It further appearing, that an unreasonable preference may thereby exist in favor of ITT telex subscribers and to those who have access to ITT public telex equipment in those gateway cities in which it maintains operating offices;

It further appearing, that no justification has been submitted to support the reasonableness or justness of these conditions;

It further appearing, that the Commission is unable at this time to determine that the charges, classifications, regulations and practices contained in the above-mentioned tariff revisions are or will be just and reasonable or otherwise lawful under the provisions of sections 201(b) and 202(a) of the Communications Act of 1934, as amended;

It further appearing, that if the above-mentioned tariff revisions are permitted to become effective on the date specified thereon, substantial injury to the public may result;

It is ordered, That pursuant to the provisions of sections 4(i), 201, 202, 204, 205, and 403 of the Communications Act of 1934, as amended, an investigation is hereby instituted into the lawfulness of the above-mentioned tariff revisions;

It is further ordered, That pursuant to the provisions of section 204 of the Act, the above listed revisions to ITT World Communications, Inc., Joint Tariff FCC No. 7, are hereby suspended until March 16, 1966, and that during that period ITT World Communications, Inc., shall make no changes in said tariff revisions except as authorized or directed by the Commission;

It is further ordered, That without in any way limiting the scope of the proceeding, it shall include inquiry into the following:

1. Whether such tariff revisions violate any of the provisions of Part 61 of the Commission's rules and regulations relating to the filing of tariffs and, if so, whether the tariff revisions should be declared unlawful on that ground;

2. Whether any of the charges, classifications, regulations and practices contained in such tariff revisions are or will be unjust or unreasonable within the meaning of section 201(b) of the Communications Act of 1934, as amended;

3. Whether such tariff revisions will make an unjust or unreasonable discrimination or will subject any person or class of persons to undue or unreasonable prejudice or disadvantage, or will give any undue or unreasonable preference or

advantage to any person or class of persons, within the meaning of section 202 (a) of the Communications Act of 1934, as amended;

4. Whether the Commission should prescribe just and reasonable charges, classifications, regulations and practices or the maximum or minimum or maximum and minimum charges to be hereafter followed with respect to the service governed by the above-mentioned tariff revisions and, if so, what charges, classifications, regulations and practices should be prescribed;

It is further ordered, That a hearing be held in this proceeding at the Commission's offices in Washington, D.C., at a time to be specified in a subsequent order and that the hearing examiner designated to preside at the hearing shall certify the record to the Commission for decision without preparing either an initial decision or a recommended decision, and that the Chief, Common Carrier Bureau, shall prepare and issue a recommended decision, which shall be subject to the submittal of exceptions and requests for oral argument as provided in §§ 1.276 and 1.277 of the Commission's rules and regulations, after which the Commission shall issue its decision as provided in § 1.282 of the Commission's rules and regulations;

It is further ordered, That RCA Communications, Inc., Western Union International, Inc., and Tropical Radio Telegraph Co. are hereby made parties respondent to this proceeding; that the Western Union Telegraph Co. is hereby granted leave to intervene herein provided that within 20 days from the release date of this order it shall file a notice of intention to intervene; and that copies of this order shall be served on RCA Communications, Inc., Western Union International, Inc., Tropical Radio Telegraph Co., and the Western Union Telegraph Co.

Released: December 16, 1965.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[P.R. Doc. 65-13668; Filed, Dec. 21, 1965;
8:49 a.m.]

[Docket No. 14760; FCC 65M-1612]

**TRIPLE C BROADCASTING CORP.
(WLOR)**

Order Scheduling Hearing

In re application of Triple C Broadcasting Corp. (WLOR), Thomasville, Ga., Docket No. 14760, File No. BP-14988; for construction permit.

The Review Board having acted upon a certification of question and, in so doing, added an issue to the above-entitled matter (FCC 65R-435; 77326, released December 13, 1965), and

It appearing that it is now necessary to reopen the hearing record:

¹ Commissioner Loevinger not participating.

It is ordered, This 16th day of December 1965, that the record in this matter is reopened and further hearing is scheduled to commence at 10 a.m., January 12, 1966, in the Commission's offices in Washington, D.C., and

It is further ordered, That the parties may, if they so elect, defer filing findings and conclusions to a date to be set at the conclusion of the final hearing session.

Released: December 17, 1965.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[P.R. Doc. 65-13669; Filed, Dec. 21, 1965;
8:49 a.m.]

[Docket Nos. 16223-16229; FCC 65M-1610]

**TRI-STATE TELEVISION TRANSLATORS,
INC.**

**Order Scheduling Prehearing
Conference**

In re applications of Tri-State Television Translators, Inc., Cumberland, Md., Docket No. 16223, File No. BPTTV-2354; Docket No. 16224, File No. BPTTV-2355; Docket No. 16225, File No. BPTTV-2356; Docket No. 16226, File No. BPTTV-2357; Docket No. 16227, File No. BPTTV-2358; Docket No. 16228, File No. BPTTV-2359; Docket No. 16229, File No. BPTTV-2360; for construction permits for new VHF television broadcast translator stations.

The Hearing Examiner has under consideration a pleading captioned "Comments of Potomac Valley TV Co., Inc.," filed December 13, 1965, by Potomac Valley TV Co., Inc., which, in substance, requests that the evidentiary hearing in the above-entitled proceeding be continued to a date on or after January 31, 1966.

The evidentiary hearing on the above applications was originally scheduled to begin in Cumberland, Md., on November 15, 1965, but at the prehearing conferences held on October 28 and November 10, 1965, was continued to December 13, 1965, in order to permit the consulting engineer of Potomac Valley TV Co., Inc., to take field measurements and make studies which would furnish technical evidence concerning the availability of television signals in the Cumberland, Md., area. The evidentiary hearing was continued past December 13, 1965, at the request of counsel for the Chief, Broadcast Bureau.

In order to expedite the hearing in this proceeding, a further prehearing conference will be held on Monday, January 3, 1966, beginning at 10 a.m. in the offices of the Commission, Washington, D.C., at which time:

(1) Potomac Valley TV Co., Inc., will exchange with all parties (a) copies of all engineering exhibits which this party intends to offer in evidence in support of its affirmative showing on the several issues with respect to which it has the burden of proceeding with the introduction of evidence and the burden of proof,

together with (b) such field notes and other data as will reflect the field intensity measurements and studies which have been made by the consulting engineer of this party to determine the availability of television signals in the Cumberland, Md., area; and

(2) Other parties to the proceeding, including the Chief, Broadcast Bureau, Federal Communications Commission, will exchange copies of such engineering exhibit or exhibits as said party or parties intend to offer in evidence.

After the exchange of the engineering exhibits as aforesaid, a time schedule for the introduction of the exhibits and the cross-examination of engineering witnesses as well as the calling of lay witnesses will be specified.

Ruling on the "Comments of Potomac Valley TV Co., Inc.," is reserved pending the outcome of the further prehearing conference to be held on January 3, 1966, at 10 a.m. in the offices of the Commission, Washington, D.C.

It is so ordered, This the 15th day of December 1965.

Released: December 17, 1965.

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

[P.R. Doc. 65-13670; Filed, Dec. 21, 1965;
8:49 a.m.]

[Docket Nos. 16306-16309; FCC 65M-1608]

**K-6 TELEVISION, INC. (KVER), AND
SOUTHWESTERN OPERATING CO.
(KGNS-TV)**

**Order Continuing Prehearing
Conference**

In re applications of K-6 Television, Inc. (KVER), Laredo, Tex., Docket No. 16306, File No. BPCT-3304, for construction permit for new television broadcast station, and Docket No. 16307, File No. BPPCT-6153, for modification of construction permit; Southwestern Operating Co. (KGNS-TV), Laredo, Tex., Docket No. 16308, File No. BRCT-503, for renewal of license, and Docket No. 16309, File No. BPCT-3472, for construction permit to make changes.

The Hearing Examiner having under consideration a Motion for Change of Procedural Date, filed on December 13, 1965, by Southwestern Operating Co., requesting that a prehearing conference in the above-captioned proceeding be rescheduled from December 29, 1965, to January 10, 1966, at 10 a.m.;

It appearing, that owing to prior commitments, counsel for Southwestern Operating Co. will be out of the city on the date presently scheduled for the prehearing conference; and

It further appearing, that counsel for K-6 Television, Inc., and for the Broadcast Bureau, the only other parties to the proceeding, have stated that no objection will be interposed to the requested rescheduling of the prehearing conference;

It is therefore ordered, This 15th day of December 1965, that the instant mo-

tion is granted, and the prehearing conference in this proceeding is rescheduled for January 10, 1966, at 10 a.m.

Released: December 17, 1965.

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

[P.R. Doc. 65-13671; Filed, Dec. 21, 1965;
8:49 a.m.]

[Docket No. 16088, etc.; FCC 65M-1609]

THEODORE GRANIK ET AL.

Order Regarding Procedural Dates

In re applications of Theodore Granik, Washington, D.C., Docket No. 16088, File No. BPCT-3453; All American Television Features, Inc., Washington, D.C., Docket No. 16089, File No. BPCT-3459; T.C.A. Broadcasting, Inc., Washington, D.C., Docket No. 16091, File No. BPCT-3498; Colonial Television Corp., Washington, D.C., Docket No. 16092, File No. BPCT-3549; for construction permit for new television broadcast station (Channel 50).

Due to an unavoidable conflict in the schedule of the Hearing Examiner, the procedural dates during the month of January 1966, previously specified for this proceeding, are revised as follows:

January 11, 1966: Start of the evidentiary hearing at which time the parties will offer in evidence the written exhibits which have been exchanged. No witnesses need be present at such hearing.

January 17, 1966: Commencement of the direct examination and cross-examination of witnesses for Theodore Granik (Docket 16088).

January 24, 1966: Commencement of the direct examination and cross-examination of witnesses for All American Television Features, Inc. (Docket 16089).

January 31, 1966: Commencement of the direct examination and cross-examination of witnesses for T.C.A. Broadcasting, Inc. (Docket 16091).

February 7, 1966: Commencement of the direct examination and cross-examination of witnesses for Colonial Television Corp. (Docket 16092).

It is so ordered, This the 15th day of December 1965.

Released: December 17, 1965.

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

[P.R. Doc. 65-13672; Filed, Dec. 21, 1965;
8:49 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. G-8851, etc.]

TENNECO OIL CO. ET AL.

**Findings and Order After Statutory
Hearing**

DECEMBER 13, 1965.

Each of the Applicants listed herein has filed an application pursuant to sec-

tion 7 of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale and delivery of natural gas in interstate commerce, for permission and approval to abandon service, or a petition to amend an existing certificate authorization, all as more fully described in the respective applications and petitions (and any supplements or amendments thereto) which are on file with the Commission.

The Applicants herein have filed related FPC Gas Rate Schedules and propose to initiate or abandon, add or delete natural gas service in interstate commerce as indicated by the tabulation herein. All sales certificated herein are either equal to or below the ceiling prices established by the Commission's statement of General Policy 61-1, as amended, or involve sales for which permanent certificates have been previously issued.

Tenneco Oil Co., Applicant in Docket No. G-10670, proposes to continue the sale of natural gas heretofore authorized in said docket and made pursuant to Wilcox Oil Co., FPC Gas Rate Schedule No. 2. Said rate schedule will be redesignated as that of Tenneco. The presently effective rate under said rate schedule is in effect subject to refund in Docket No. RI65-453. An increased rate under said rate schedule was collected by Wilcox for a locked-in period subject to refund in Docket No. G-20607.¹ Tenneco has filed a motion to be substituted in lieu of Wilcox as respondent in each rate proceeding together with an agreement and undertaking to assure the refund of any amount collected in excess of the amounts determined to be just and reasonable in said proceedings. Accordingly, Tenneco will be substituted as respondent, the proceedings will be redesignated and the agreement and undertaking will be accepted for filing.

R. W. Lange, Applicant in Docket No. CI66-344, proposes to continue the sale of natural gas heretofore authorized in Docket No. G-10411² and made pursuant to James Donoghue (Operator), et al., FPC Gas Rate Schedule No. 1. Said rate schedule will be redesignated as that of Lange. On July 28, 1961, Donoghue filed with the Commission a notice of change in rate under his FPC Gas Rate Schedule No. 1. By order issued August 23, 1961, in Docket No. RI62-20³ the Commission suspended the proposed change until January 28, 1962, and thereafter until made effective. The change was designated as Supplement No. 2 to Donoghue's rate schedule. On August 12, 1965, Lange filed motions to be substituted in lieu of Donoghue as respondent in Docket No. RI62-20 and to make the change in rate effective. Accordingly, Lange will be substituted in lieu of Donoghue as respondent in the proceeding pending in Docket No. RI62-20, the proceeding will be redesignated, the change in rate will be made effective subject to refund as of August 12, 1965,

¹ Consolidated with Docket No. AR64-1, et al.

² The application filed in Docket No. CI66-344 is being processed as a petition to amend the certificate issued in Docket No. G-10411. Docket No. CI66-344 will be cancelled.

and Lange will be required to file an agreement and undertaking³ to assure the refund of any amounts collected by him in excess of the amount determined to be just and reasonable in said proceeding.

After due notice, no petitions to intervene, notices of intervention, or protests to the granting of any of the respective applications or petitions in this order have been received.

At a hearing held on December 9, 1965, the Commission on its own motion received and made a part of the record in these proceedings all evidence, including the applications, amendments and exhibits thereto, submitted in support of the respective authorizations sought herein, and upon consideration of the record.

The Commission finds:

(1) Each Applicant herein is a "natural-gas company" within the meaning of the Natural Gas Act as heretofore found by the Commission or will be engaged in the sale of natural gas in interstate commerce for resale for ultimate public consumption, subject to the jurisdiction of the Commission, and will therefore, be a "natural-gas company" within the meaning of said Act upon the commencement of the service under the respective authorizations granted hereinafter.

(2) The sales of natural gas hereinbefore described, as more fully described in the respective applications, amendments and/or supplements herein, will be made in interstate commerce, subject to the jurisdiction of the Commission, and such sales by the respective Applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, are subject to the requirements of subsections (c) and (e) of section 7 of the Natural Gas Act.

(3) The sales of natural gas by the respective Applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, are required by the public convenience and necessity and certificates therefor should be issued as hereinafter ordered and conditioned.

(4) The respective Applicants are able and willing properly to do the acts and to perform the services proposed and to conform to the provisions of the Natural Gas Act and the requirements, rules and regulations of the Commission thereunder.

(5) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that Docket Nos. CI66-344 and CI66-345 should be cancelled and that the applications filed therein should be processed as petitions to amend the certificates heretofore issued in Docket Nos. G-10411 and CI65-617, respectively, by permitting the successors in inter-

³ Concurrently with his motions to be substituted as respondent and to make the change in rate-effective Lange tendered for filing a surety bond to assure refunds. However, he will be permitted to file an agreement and undertaking in lieu of the bond.

est to continue the services heretofore authorized.

(6) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act and the public convenience and necessity require that the certificate authorizations heretofore issued by the Commission in Docket Nos. G-8851, G-10411, G-10670, G-13836, G-16352, G-16865, G-17949, G-18176, G-18435, G-18620, CI60-339, CI61-521, CI61-717, CI62-660, CI63-1415, CI63-1435, CI63-1504, CI63-1553, CI64-648, CI64-836, CI64-838, CI64-893, CI64-1494, and CI66-175 should be amended as hereinafter ordered.

(7) The sales of natural gas proposed to be abandoned by the respective Applicants, as hereinbefore described, all as more fully described in the tabulation herein and in the respective applications, are subject to the requirements of subsection (b) of section 7 of the Natural Gas Act, and such abandonments should be permitted and approved as hereinafter ordered.

(8) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the certificates of public convenience and necessity heretofore issued to the respective Applicants herein relating to the abandonments hereinafter permitted and approved should be terminated.

(9) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that Tenneco Oil Co. should be substituted in lieu of Wilcox Oil Co. as respondent in the proceedings pending in Docket Nos. G-20607 and RI65-453, that said proceedings should be redesignated accordingly and that the agreement and undertaking submitted by Tenneco in said proceedings should be accepted for filing.

(10) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that R. W. Lange should be substituted in lieu of James Donoghue (Operator), et al., as respondent in the proceeding pending in Docket No. RI62-20, that said proceeding should be redesignated accordingly, that the proposed change in rate suspended in said proceeding should be made effective subject to refund, and that Lange should be required to file an agreement and undertaking.

(11) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the respective related rate schedules and supplements as designated or redesignated in the tabulation herein should be accepted for filing as hereinafter ordered.

The Commission orders:

(A) Certificates of public convenience and necessity are issued upon the terms and conditions of this order, authorizing the sales by the respective Applicants herein of natural gas in interstate commerce for resale, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary for such sales, all as hereinbefore described and as more fully described in the respective applications, amendments, supplements, and exhibits in this proceeding.

(B) The certificates granted in paragraph (A) above are not transferable and shall be effective only so long as Applicants continue the acts or operations hereby authorized in accordance with the provisions of the Natural Gas Act and the applicable rules, regulations, and orders of the Commission.

(C) The grant of the certificates issued in paragraph (A) above shall not be construed as a waiver of the requirements of Section 4 of the Natural Gas Act or of Part 154 or Part 157 of the Commission's regulations thereunder, and is without prejudice to any findings or orders which have been or may hereafter be made by the Commission in any proceeding now pending or hereafter instituted by or against the respective Applicants. Further, our action in this proceeding shall not foreclose nor prejudice any future proceedings or objections relating to the operation of any price or related provisions in the gas purchase contracts herein involved. Nor shall the grant of the certificates aforesaid for service to the particular customers involved imply approval of all of the terms of the respective contracts, particularly as to the cessation of service upon termination of said contracts, as provided by section 7(b) of the Natural Gas Act. Nor shall the grant of the certificates aforesaid be construed to preclude the imposition of any sanctions pursuant to the provisions of the Natural Gas Act for the unauthorized commencement of any sales of natural gas subject to said certificates.

(D) The grant of the certificates issued herein on all applications filed after April 15, 1965, is upon the condition that no increase in rate which would exceed the ceiling prescribed for the given area by paragraph (d) of the Commission's Statement of General Policy 61-1, as amended, shall be filed prior to the applicable dates, as indicated by footnotes 9 and 16 in the attached tabulation.

(E) The certificates heretofore issued in Docket Nos. G-10411, G-18435, CI64-648, CI64-836, CI64-1494, and CI66-175 are amended by adding thereto or deleting therefrom authorization to sell natural gas to the same purchasers and in the same areas as covered by the original authorizations, pursuant to the rate schedule supplements as indicated in the tabulation herein.

(F) The certificate heretofore issued in Docket No. CI64-838 is amended by deleting therefrom authorization to sell natural gas from acreage assigned to Applicant in Docket No. CI66-300.

(G) Docket Nos. CI66-344 and CI66-345 are cancelled.

(H) The certificates heretofore issued in Docket Nos. G-8851, G-10411, G-10670, G-13836, G-16352, G-16865, G-17949, G-18176, G-18620, CI60-339, CI61-521, CI61-717, CI62-660, CI63-1415, CI63-1435, CI63-1504, CI63-1553, and CI65-617 are amended by changing the certificate holders to the respective successors in interest as indicated in the tabulation herein.

(I) The authorization granted in paragraph (H) above in Docket No. G-13836 authorizing the sale of gas by Excelsior Oil Corp., to its parent, Kan-

sas-Nebraska Natural Gas Co., Inc., determines the rate which legally may be paid by the buyer to the seller, but is without prejudice to any action which the Commission may take in any future rate proceeding involving either company.

(J) The certificate heretofore issued in Docket No. CI64-893 is amended to reflect the designation of "(Operator), et al." and the related rate schedule is redesignated the same.

(K) Permission for and approval of the abandonment of service by the respective Applicants, as hereinbefore described and as more fully described in the respective applications herein are granted.

(L) In view of the abandonment permitted and approved herein in Docket No. CI66-341, the certificate heretofore issued in Docket No. G-3245 is terminated only insofar as it pertains to the acreage covered by FPC Gas Rate Schedule No. 7.

(M) The certificates heretofore issued in Docket Nos. G-2690, G-18370, CI62-141, CI63-1048, CI63-1181, and CI65-567 are terminated.

(N) Tenneco Oil Co. is substituted in lieu of Wilcox Oil Co. as respondent in the proceedings pending in Docket Nos. G-20607 and RI65-453, said proceedings are redesignated accordingly and the agreement and undertaking submitted by Tenneco in said proceedings is accepted for filing.

(O) Tenneco Oil Co. shall comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, and the agreement and undertaking filed by Tenneco in Docket Nos. G-20607 and RI65-453 shall remain in full force and effect until discharged by the Commission.

(P) R. W. Lange is substituted in lieu of James Donoghue (Operator), et al., as respondent in the proceeding pending in Docket No. RI62-20 and said proceeding is redesignated accordingly. The rates, charges and classifications set forth in Supplement No. 2 to R. W. Lange FPC Gas Rate Schedule No. 4* shall be effective, subject to refund, as of August 12, 1965. Said effective rate shall be charged and collected as of the effective date subject to any future orders of the Commission in Docket No. RI62-20.

(Q) Within 30 days from the issuance of this order R. W. Lange shall execute, in the form set out below, and shall file with the Secretary of the Commission an acceptable agreement and undertaking in Docket No. RI62-20 to assure the refund of any amount, together with interest at the rate of 7 percent per annum, collected in excess of the amount determined to be just and reasonable in said proceeding. Unless notified to the con-

trary by the Secretary of the Commission within 30 days from the date of submission, such agreement and undertaking shall be deemed to have been accepted for filing.

(R) R. W. Lange shall comply with the refunding and reporting procedure required by the Natural Gas Act and Section 154.102 of the regulations thereunder, and the agreement and undertaking filed by him in Docket No. RI62-20 shall remain in full force and effect until discharged by the Commission.

(S) The respective related rate schedules and supplements as indicated in the tabulation herein are accepted for filing; further, the rate schedules relating to the successions herein are redesignated and accepted, subject to the applicable Commission Regulations under the Natural Gas Act to be effective on the dates as indicated in the tabulation herein.

By the Commission.

[SEAL]

JOSEPH H. GUTRIDE,
Secretary.

Docket No. and date filed	Applicant	Purchaser, field, and location	FPC rate schedule to be accepted		
			Description and date of document	No.	Supp.
G-8851 E 9-23-65	Tenneco Oil Co., (successor to Wilcox Oil Co.)	Cities Service Gas Co., Reust Unit, Guymon-Hugoton Field, Texas County, Okla.	Wilcox Oil Co., FPC GRS No. 9. Notice of succession 9-24-65. Certificate of merger 9-7-65. ¹ Effective date: 9-7-65.	188	1
G-10411 D 10-7-65	James Donoghue (Operator), et al.	Panhandle Eastern Pipe Line Co., acreage in Meade County, Kans.	Amendatory agreement 6-30-65. ¹⁴	1	3
G-10670 E 9-23-65	Tenneco Oil Co., (successor to Wilcox Oil Co.)	Cities Service Gas Co., Eureka Field, Grant and Alfalfa Counties, Okla.	Wilcox Oil Co., FPC GRS No. 2. Supplement Nos. 1-2. Notice of succession 9-24-65. Certificate of merger 9-7-65. ¹ Effective date: 9-7-65.	181	1-2
G-13836 E 10-20-65	Excelsior Oil Corp. (successor to Pan American Petroleum Corp.)	Kansas-Nebraska Natural Gas Co., Inc., Atwood East Field, Logan County, Colo.	Pan American Petroleum Corp., FPC GRS No. 207. Supplement No. 1. Notice of succession 9-30-65. Assignment 7-20-60. ¹ Effective date: 7-1-60.	7	1
G-16352 E 9-30-65	Harley R. Qualls & Associates (Operator), et al. (successor to W. H. Sharp (Operator), et al.)	Kansas-Nebraska Natural Gas Co., Inc., Kirk-Lynch and Kirk "A" Leases, Logan County, Colo.	W. H. Sharp (Operator), et al., FPC GRS No. 2. Notice of succession 9-27-65. Assignment 11-13-63. ¹ Effective date: 9-1-63.	1	1
G-16865 E 10-25-65	Edwin G. Bradley, et al. (successor to Norman V. Kinsey, et al.)	Panhandle Eastern Pipe Line Co., Lorado Field, Reno County, Kans.	Norman V. Kinsey, et al., FPC GRS No. 7. Notice of succession 10-21-65. Letter agreement 5-7-64. ⁷ Amendment 5-20-64. ¹⁴ Assignment 8-25-65. Effective date: 9-1-65.	9	2
G-17940 E 9-23-65	Tenneco Oil Co. (successor to Wilcox Oil Co.)	Cities Service Gas Co., Forsyth Unit, Medicine Lodge North, Barber County, Kans.	Wilcox Oil Co., FPC GRS No. 3. Notice of succession 9-24-65. Certificate of merger 9-7-65. ¹ Effective date: 9-7-65.	182	1
G-18176 E 9-23-65	do.	Michigan Wisconsin Pipe Line Co., Laverne Field, Harper County, Okla.	Wilcox Oil Co., FPC GRS No. 4. Supplement Nos. 1-2. Notice of succession 9-24-65. Certificate of merger 9-7-65. ¹ Effective date: 9-7-65.	183	1-2
G-18435 C 10-25-65 ¹	Pan American Petroleum Corp. (Operator), et al.	do.	Amendment agreement 9-14-65. ¹⁸	273	20
G-18620 E 9-23-65	Tenneco Oil Co. (successor to Wilcox Oil Co.)	Natural Gas Pipeline Co. of America, Frantz Unit, Southeast Boyd Area, Beaver County, Okla.	Wilcox Oil Co., FPC GRS No. 5. Notice of succession 9-24-65. Certificate of merger 9-7-65. ¹ Effective date: 9-7-65.	184	1
CI60-339 E 9-23-65	do.	Panhandle Eastern Pipe Line Co., Bluecher Unit, Southwest Greenough Field, Beaver County, Okla.	Wilcox Oil Co., FPC GRS No. 6. Notice of succession 9-24-65. Certificate of merger, 9-7-65. ¹ Effective date: 9-7-65.	185	1

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.

See footnotes at end of table.

*Tenneco Oil Co.

¹R. W. Lange.

¹⁴Formerly Supplement No. 2 to James Donoghue (Operator), et al., FPC Gas Rate Schedule No. 1.

Docket No. and date filed	Applicant	Purchaser, field, and location	FPC rate schedule to be accepted		Docket No. and date filed	Applicant	Purchaser, field, and location	FFC rate schedule to be accepted	
			Description and date of document	No. Supp.				Description and date of document	No. Supp.
C161-031 E 9-23-65	do	Colorado Interstate Gas Co., Laverne Field, Tullahoma Formation, Harper County, Okla.	Willcox Oil Co., FPC GRS No. 7, Supplement No. 1-9, Notice of succession, 9-24-65.	186	C160-147 A 8-19-65	Southeastern Gas Co.	Equitable Gas Co., Henry, Union, Buffalo Districts, Clay County, W. Va.	Contract 10-19-64 Lease agreement 9-20-65	52
C161-032 E 9-23-65	do	Michigan Wisconsin Pipe Line Co., Woodward Area, Woodward Woods, Dewey, Mohr, and Allalfa Counties, Okla.	Willcox Oil Co., FPC GRS No. 8, Supplement No. 1, Notice of succession, 9-24-65.	187	C160-148 A 8-19-65	Woodman & Jannitt Oil Co. (Operator), et al., An-Son Corp.	Equitable Gas Co., Phillips Field, Barber County, Kans.	Assignment 7-1-60 Assignment 5-28-65 Assignment 6-6-65 Effective date 9-6-65	53
C161-033 E 9-23-65	Mrs. James C. Sherrill, et al. (successor to James C. Sherrill, et al.)	Colorado Interstate Gas Co., West Panchardo Field, Feltner County, Tex.	Willcox Oil Co., FPC GRS No. 1, Supplement No. 1-8, Notice of succession, 9-24-65.	188	C160-149 A 8-19-65	Arthur M. Grubbs	Equitable Gas Co., Phillips Field, Barber County, Kans.	Contract 1-1-31 Supplement agreement 11-15-31	54
C161-034 E 9-23-65	Tenneco Oil Co. (successor to Willcox Oil Co.)	Northern Natural Gas Co., Mountain Unit, Booker East Area, Lipscomb County, Tex.	Willcox Oil Co., FPC GRS No. 10, Notice of succession, 9-24-65.	189	C160-150 A 8-19-65	Arthur M. Grubbs	Equitable Gas Co., Phillips Field, Barber County, Kans.	Assignment 9-1-44 Assignment 3-28-55 Assignment 6-6-65 Effective date 9-6-65	55
C161-035 E 9-23-65	do	Arkansas Louisiana Gas Co., Boyd Unit, North Carter Field, Beckham County, Okla.	Willcox Oil Co., FPC GRS No. 11, Supplement No. 1, Notice of succession, 9-24-65.	190	C160-151 A 8-19-65	Sumter Oil and Gas Co. (successor to Paul M. Hayward (Operator), et al.)	Equitable Gas Co., Phillips Field, Barber County, Kans.	Assignment 9-1-44 Assignment 3-28-55 Assignment 6-6-65 Effective date 9-6-65	56
C161-036 E 9-23-65	do	Arkansas Louisiana Gas Co., Surratt Unit, Southeast Cluster County, Okla.	Willcox Oil Co., FPC GRS No. 12, Supplement No. 1, Notice of succession, 9-24-65.	191	C160-152 A 8-19-65	Texas Oil & Gas Corp.	Equitable Gas Co., Phillips Field, Barber County, Kans.	Supplemental agreement 9-23-65	57
C161-037 E 9-23-65	do	Panhandle Eastern Pipe Line Co., Meroma Unit, Northwest Aard Field, Woods County, Okla.	Willcox Oil Co., FPC GRS No. 13, Supplement No. 1, Notice of succession, 9-24-65.	192	C160-153 A 8-19-65	Clark Oil & Refining Corp.	Equitable Gas Co., Phillips Field, Barber County, Kans.	Notice of cancellation 4-25-63	58
C161-038 E 9-23-65	do	Arkansas Louisiana Gas Co., Surratt Unit, Southeast Cluster County, Okla.	Willcox Oil Co., FPC GRS No. 14, Supplement No. 1, Notice of succession, 9-24-65.	193	C160-154 A 8-19-65	Carlton Oil Co.	Equitable Gas Co., Phillips Field, Barber County, Kans.	Contract 11-15-63 Assignment 5-19-65	59
C161-039 E 9-23-65	do	Arkansas Louisiana Gas Co., Surratt Unit, Southeast Cluster County, Okla.	Willcox Oil Co., FPC GRS No. 15, Supplement No. 1, Notice of succession, 9-24-65.	194	C160-155 A 8-19-65	Neal Ruzler, et al.	Equitable Gas Co., Phillips Field, Barber County, Kans.	Contract 10-1-95	60
C161-040 E 9-23-65	do	Arkansas Louisiana Gas Co., Surratt Unit, Southeast Cluster County, Okla.	Willcox Oil Co., FPC GRS No. 16, Supplement No. 1, Notice of succession, 9-24-65.	195	C160-156 A 8-19-65	Gulf Sands Oil Co. and Alvin Castella	Equitable Gas Co., Phillips Field, Barber County, Kans.	Contract 8-29-65	61
C161-041 E 9-23-65	do	Arkansas Louisiana Gas Co., Surratt Unit, Southeast Cluster County, Okla.	Willcox Oil Co., FPC GRS No. 17, Supplement No. 1, Notice of succession, 9-24-65.	196	C160-157 A 8-19-65	Herbert E. Wollard	Equitable Gas Co., Phillips Field, Barber County, Kans.	Contract 9-27-65 Amendment 10-19-65	62
C161-042 E 9-23-65	do	Arkansas Louisiana Gas Co., Surratt Unit, Southeast Cluster County, Okla.	Willcox Oil Co., FPC GRS No. 18, Supplement No. 1, Notice of succession, 9-24-65.	197	C160-158 A 8-19-65	Armstrong & Horn Drilling Co.	Equitable Gas Co., Phillips Field, Barber County, Kans.	Notice of cancellation, 10-6-63	63
C161-043 E 9-23-65	do	Arkansas Louisiana Gas Co., Surratt Unit, Southeast Cluster County, Okla.	Willcox Oil Co., FPC GRS No. 19, Supplement No. 1, Notice of succession, 9-24-65.	198	C160-159 A 8-19-65	Continental Oil Co.	Equitable Gas Co., Phillips Field, Barber County, Kans.	Notice of cancellation, 10-13-63	64
C161-044 E 9-23-65	do	Arkansas Louisiana Gas Co., Surratt Unit, Southeast Cluster County, Okla.	Willcox Oil Co., FPC GRS No. 20, Supplement No. 1, Notice of succession, 9-24-65.	199	C160-160 A 8-19-65	Foster Petroleum Corp.	Equitable Gas Co., Phillips Field, Barber County, Kans.	Notice of cancellation, 10-6-63	65
C161-045 E 9-23-65	do	Arkansas Louisiana Gas Co., Surratt Unit, Southeast Cluster County, Okla.	Willcox Oil Co., FPC GRS No. 21, Supplement No. 1, Notice of succession, 9-24-65.	200	C160-161 A 8-19-65	John H. Hill, et al.	Equitable Gas Co., Phillips Field, Barber County, Kans.	Contract 5-29-65 Contract 5-31-65 Contract 5-15-65 Amendment 9-28-65	66
C161-046 E 9-23-65	do	Arkansas Louisiana Gas Co., Surratt Unit, Southeast Cluster County, Okla.	Willcox Oil Co., FPC GRS No. 22, Supplement No. 1, Notice of succession, 9-24-65.	201	C160-162 A 8-19-65	Cumberland Gas Co.	Equitable Gas Co., Phillips Field, Barber County, Kans.	Contract 10-1-65 Notice of cancellation 10-22-65	67

See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser, field, and location	FPC rate schedule to be accepted		
			Description and date of document	No.	Supp.
CI66-343 A 10-26-65 ¹	Union Drilling, Inc.	Equitable Gas Co., Court House and Hackers Creek Districts, Lewis County, W. Va.	Contract 5-6-65 ²	35	
CI66-344 (G-10411) A 5-12-65 ³	R. W. Lange (successor to James Donoghue (Operator), et al.)	Panhandle Eastern Pipe Line Co., acreage in Meade County, Kans.	James Donoghue (Operator), et al., FPC GRS No. 1. Supplement Nos. 1-3. Notice of succession 8-9-65. Assignment 7-1-65 ⁴ . Assignment 7-1-65 ⁵ . Assignment 7-1-65 ⁶ . Assignment 7-1-65 ⁷ . Effective date: 7-1-65.	4 4 4 4 4	1-3 4 5 6 7
CI66-345 (CI65-617) A 10-21-65 ⁸	McWood Corp. (Operator), et al. (successor to Lawrence Drilling Co.)	Texas Eastern Transmission Corp., Spider Field, DeSoto, and Sabine Parishes, La.	Lawrence Drilling Co., FPC GRS No. 1. Supplement No. 1. Notice of succession 10-20-65. Assignment 9-30-65 ⁹ . Assignment 9-30-65 ¹⁰ . Effective date: 6-1-65.	6 6 6 6	1 2 3

¹ Certificate whereby Wilcox is merged with Tennessee.

² Omitted.

³ Source of gas depleted.

⁴ Effective date: date of this order.

⁵ Pan American Petroleum Corp. assigns all interest to Excelcor Oil Corp.

⁶ Transfer of acreage from W. H. Sharp (Operator), et al., to Harvey R. Qualls & Associates (Operator), et al.

⁷ Supplement executed by predecessor but not previously filed.

⁸ Amends ratable take formula for gas produced from formations other than Mississippian Chat Formation.

⁹ July 1, 1967, moratorium date pursuant to Commission's Statement of General Policy 61-1, as amended.

¹⁰ Effective date: date of initial delivery.

¹¹ Deletes nonproductive acreage on which lease has terminated.

¹² Application to amend the certificate filed to reflect (Operator), et al.

¹³ Rate schedule and Supp. No. 1 previously accepted for filing by order issued Apr. 1, 1964, in Docket Nos. G-4445,

et al. No rate filing made with subject request.

¹⁴ Provides for proportional downward B.T.U. adjustment from a base of 1000 B.T.U.; submitted on Oct. 29, 1965.

¹⁵ Effective date: Date of this order; applies only to Supp. No. 2, the remainder of the rate schedule has been

previously accepted.

¹⁶ January 1, 1968, moratorium date pursuant to Commission's Statement of General Policy 61-1, as amended.

¹⁷ Basic contract between Thompson Gas Co. and Pittsburgh and West Virginia Gas Co. (now Equitable Gas Co.).

¹⁸ Increase in price from 12.0 cents per Mcf to 16.0 cents per Mcf prior to June 7, 1954.

¹⁹ Transfer of interest from Thompson Gas Co. to Hamilton Gas Corp. (a West Virginia corporation); Hamilton

Gas Corp., the owner of the subject properties on June 7, 1954, did not file a certificate application or a rate schedule.

²⁰ Transfer of interest from Hamilton Gas Corp. (a West Virginia corporation) to Hamilton Gas Corp. (a Delaware

corporation).

²¹ Transfer of interest from Hamilton Gas Corp. to Southeastern Gas Co.

²² Basic contract between Fairbanks Gas Co., seller and Clayco Gas Co., buyer (now Pennzoil Co.).

²³ Increase from 12.0 cents per Mcf to 14.0 cents per Mcf prior to June 7, 1954.

²⁴ Transfer of interest from Cambridge Gas Co. to Hamilton Gas Corp. (a West Virginia corporation); Hamilton

Gas Corp., the owner of the subject properties on June 7, 1954, did not file a certificate application or a rate schedule.

²⁵ Transfer of interest from Hamilton Gas Corp. (a West Virginia corporation) to Hamilton Gas Corp. (a Delaware

corporation).

²⁶ Transfer of interest from Hamilton Gas Corp. to Southeastern Gas Co.

²⁷ Production of gas no longer economically feasible.

²⁸ Conveys to Applicant a part of the properties previously covered by Paul M. Haywood (Operator), et al., FPC

GRS No. 2.

²⁹ Adds acreage in addition to original acreage dedicated to the contract.

³⁰ Filing made by successor, Elmer C. Bentzen.

³¹ Adopts basic contract dated March 15, 1962, between Sinclair and Arkansas Louisiana.

³² Basic contract between Sinclair and Arkansas Louisiana.

³³ Amends basic contract altering pricing provisions and deliverability factors.

³⁴ Docket No. G-3245 will be terminated only insofar as it pertains to acreage covered by Applicant's FPC GRS

No. 7.

³⁵ Applicant's application for total succession was erroneously assigned Docket No. CI66-344; therefore, the applica-

tion in Docket No. CI66-344 will be treated as a petition to amend the certificate issued in Docket No. G-10411

and Docket No. CI66-344 will be cancelled.

³⁶ Assignment of acreage from James Donoghue and Arcol Oil Co., to R. W. Lange.

³⁷ Applicant's application for total succession was erroneously assigned Docket No. CI66-345; therefore, the applica-

tion in Docket No. CI66-345 will be treated as a petition to amend the certificate issued in Docket No. CI65-617

and Docket No. CI66-345 will be cancelled.

³⁸ Conveys producing properties to Applicant.

³⁹ Conveys one-half interest in undeveloped properties to Applicant. Applicant acquired the rights as operator

to the undeveloped properties.

[P.R. Doc. 65-13560; Filed, Dec. 21, 1965; 8:45 a.m.]

[Docket No. CP66-184]

COLUMBIA GULF TRANSMISSION CO.

Notice of Application

DECEMBER 14, 1965.

Take notice that on December 6, 1965, Columbia Gulf Transmission Co. (Applicant), Post Office Box 683, Houston, Tex., 77001, filed in Docket No. CP66-184 a "budget-type" application pursuant to section 7(c) of the Natural Gas Act and § 157.7(b) of the Regulations under said Act for a certificate of public convenience and necessity authorizing the construc-

tion during the calendar year 1966 and operation of gas-purchase facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant proposes to construct and operate gas supply facilities necessary to take into its certificated main line system natural gas purchased by United Fuel Gas Co. (United Fuel) from producers in the general area of Applicant's existing transmission system. Applicant's jurisdictional operations consist of the transportation of natural gas purchased by United Fuel in

southern Louisiana to delivery points near the Kentucky-West Virginia border.

Applicant requests authorization to construct facilities at a total estimated cost of \$500,000, with no single project to exceed a cost of \$125,000. Applicant states that no new financing will be required.

The purpose of the proposal is to augment Applicant's ability to act with reasonable dispatch in making relatively minor alterations and additions to its existing gas supply facilities in order to attach and utilize additional supplies of natural gas from new or existing sources.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before January 3, 1966.

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

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

JOSEPH H. GUTRIDE,
Secretary.

[P.R. Doc. 65-13626; Filed, Dec. 21, 1965; 8:45 a.m.]

[Docket No. RP66-14]

MONTANA-DAKOTA UTILITIES CO.

Order Providing for Hearing and Suspending Proposed Revised Tariff Sheets

DECEMBER 14, 1965.

On October 28, 1965, Montana-Dakota Utilities Co. (Montana-Dakota) tendered for filing certain changes to its FPC Gas Tariff, Original Volume No. 4,¹ to become effective as of December 15, 1965. The proposed changes include increases in rate levels in Rate Schedules G-1 and RP-1 (from 22 cents per Mcf to 41.5 cents per Mcf), and the establishment of a new Rate Schedule I-1, with a rate level of 32.5 cents per Mcf. The tendered filing results in an increase in jurisdictional revenues of \$230,312, based on

¹ Original Sheets Nos. 5C, 5D, 5E, 17B, and 20B; First Revised Sheets Nos. 5, 5A, 5B, 6, 17, 17A, 18, 20, and 20A; and Second Revised Sheets Nos. 1 and 4.

sales made during the 12-month period ended June 30, 1965. Among the other changes proposed by the tender are (1) the elimination of specific contractual form of rate schedules for entire requirement and partial requirement firm service customers and the substitution therefor of general service form of rate schedules for such service, and (2) the initiation of an interruptible form of service under the new Rate Schedule I-1.

In support of its proposed increase in rates, the company states that the added revenues are necessary to provide a fair and reasonable return on its sale of gas for resale in interstate commerce, subject to the jurisdiction of the Federal Power Commission, and in support of the rate level set out in Rate Schedule I-1 the company alleges that it is necessary to design rates to recognize competitive factors. Concurrent with the tender, the company filed its case-in-chief in this matter as required by section 154 of the Commission's regulations, and has served copies on its jurisdictional customers and interested State Commissions. Among other things, the proposed filing presents issues relating to cost allocation, rate of return, Federal income tax allowance, and rate design. Protests have been filed by Byron Gas Co., Wyoming Gas Co., and Magnet Cove Barium Corp., a large industrial customer of Wyoming Gas.

The proposed rates and charges have not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the rates, charges, classifications, and services contained in Montana-Dakota's FPC Gas Tariff, Original Volume No. 4, as proposed to be amended by the tender of October 23, 1965, and that the proposed tariff sheets and the rates therein contained be suspended, and the use thereof deferred as hereinafter provided.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. D), a public hearing be held on a date to be fixed by notice from the Presiding Examiner concerning the lawfulness of the rates, charges, classifications, and services contained in Montana-Dakota's FPC Gas Tariff, Original Volume No. 4, as proposed to be amended by Original Sheets Nos. 5C, 5D, 5E, 17B, and 20B; First Revised Sheets Nos. 5, 5A, 5B, 6, 17, 17A, 18, 20, and 20A; and Second Revised Sheets Nos. 1 and 4.

(B) Pending such hearing and decisions thereon, the tariff sheets listed in paragraph (A) above are suspended and the use thereof deferred until May 15, 1966, and until such further time as they are made effective in the manner prescribed by the Natural Gas Act.

(C) Montana-Dakota, having already served its case-in-chief, the Commission Staff and interveners shall serve their direct testimony and exhibits in this proceeding upon the Presiding Examiner and all other parties as follows: Staff, on or before April 15, 1966, and interveners on or before April 29, 1966.

(D) Pursuant to Section 1.18 of the Commission's rules of practice and procedure, a prehearing conference before the Presiding Examiner shall commence at 10 a.m. e.s.t. on May 10, 1966, in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C., for the purpose of reaching such agreements as will expedite the determination herein, including, but not limited to, stipulation of facts, narrowing and defining of issues, and establishment of dates for service of rebuttal testimony and for cross-examination of all testimony.

(E) Presiding Examiner Ewing G. Simpson, or any other officer designated by the Chief Examiner for that purpose (see Delegation of Authority, 18 CFR 3.5 (d)), shall prescribe other relevant procedural matters not herein provided; preside at the prehearing conferences and at the hearing in this matter, and control the proceeding until the completed record is certified to the Commission, pursuant to the Commission's rules of practice and procedure, and as further provided by this order.

(F) The cross-examination, when commenced, shall be continuous as to all witnesses to be presented, unless the Presiding Examiner finds that extraordinary circumstances preclude such procedure.

(G) Notices of intervention and petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the Commission's rules of practice and procedure, §§ 1.8 and 1.37(f) (18 CFR 1.8 and 1.37(f)), on or before January 17, 1966.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-13627; Filed, Dec. 21, 1965;
8:45 a.m.]

[Docket No. RI66-155]

PENROSE PRODUCTION CO. ET AL.
Order Amending Order Conditionally
Accepting Filing and Providing for
Hearing on and Suspension of Proposed
Change in Rate

DECEMBER 14, 1965.

On November 19, 1965, Penrose Production Co. et al. (Penrose), tendered for filing a notice of change in rate reflecting a tax reimbursement reduction in a previously filed rate increase suspended in Docket No. RI66-155. The decreased rate filing was submitted to correct the tax portion of the presently suspended rate increase and is set forth in appendix "A" hereof.

The proceeding in Docket No. RI66-155 involves a favored-nation rate increase filed by Penrose on October 6, 1965, proposing to increase its rate from 11.7199 cents to 17.0992 cents per Mcf at 14.65 p.s.i.a. for sales of natural gas to El Paso Natural Gas Co. (El Paso) from the Eumont Field, Lea County, N. Mex. (Permian Basin Area). The proposed rate increase, designated as Supplement No. 7 to Penrose's FPC Gas Rate Schedule No. 6, was suspended by the Commission's order issued November 5, 1965, until April 6, 1966.

The amended notice of change in rate, designated as Supplement No. 1 to Supplement No. 7 to Penrose's FPC Gas Rate Schedule No. 6, and submitted in substitution for a prior suspended rate in Docket No. RI66-155, reflects a decrease in rate of 16.8793 cents per Mcf over the previously suspended rate of 17.0992 cents per Mcf, amounting to an annual decrease of \$110 from the previously proposed rate. The proposed substituted rate exceeds the area ceiling for increased rates in the Permian Basin Area, as did the previously suspended rate in said docket. Since Penrose's substitute filing reflects a decreased rate, we believe that it would be in the public interest to accept such filing and to amend our order issued November 5, 1965, to make such rate filing subject to the suspension proceeding in Docket No. RI66-155, with the suspension period of such substitute filing to terminate concurrently with the suspension period (April 6, 1966) ordered in said docket. Our acceptance for filing of this rate change is subject to the same conditions imposed in the November 5 order with respect to its earlier filing.

Supplement No. 1 to Supplement No. 7 to Penrose's FPC Gas Rate Schedule No. 6 reflects partial reimbursement for the full 2.55 percent New Mexico Emergency School Tax which was increased from 2.0 percent to 2.55 percent on April 1, 1963. The buyer, El Paso, in accordance with its policy of protesting all tax filings proposing reimbursement for the New Mexico Emergency School Tax in excess of 0.55 percent, is expected to file a protest to this rate increase. El Paso questions the right of Penrose under the tax reimbursement clause to file a rate increase reflecting tax reimbursement computed on the basis of an increase in tax rate by the New Mexico Legislature in excess of 0.55 percent. While El Paso concedes that the New Mexico tax legislation effected a higher rate of at least 0.55 percent, it claims there is controversy as to whether or not the new legislation effected an increased tax rate in excess of 0.55 percent. In view of the contractual problem presented, we shall provide that the hearing herein shall concern itself with the contractual basis for the rate filing as well as the statutory lawfulness of Penrose's proposed increased rate and charge.

The Commission finds: Good cause exists for amending the Commission's order issued on November 5, 1965, in Docket No. RI66-155, to the extent hereinafter provided.

The Commission orders:

(A) Penrose's substituted rate filing, designated as Supplement No. 1 to Supplement No. 7 to Penrose's FPC Gas Rate Schedule No. 6, is accepted for filing subject to the suspension proceeding in Docket No. RI66-155. The suspension period for such substitute rate filing

shall terminate concurrently with the suspension period (April 6, 1966) presently in effect in said Docket.

(B) The public hearing provided for in Docket No. RI66-155 shall concern itself with the contractual basis for Penrose's rate filing, as well as the statutory lawfulness of the increased rate and charge proposed by Penrose.

(C) In all other respects, the order issued by the Commission on November 5, 1965, in Docket No. RI66-155, shall remain unchanged and in full force and effect.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual decrease	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed decreased rate	
RI66-155	Penrose Production Co., et al., 1805 Commerce Bldg., Fort Worth, Tex., 76102, Attn.: Mr. Glenn C. Neill.	6	1-7	El Paso Natural Gas Co (Eumont Field, Lee County, N. Mex.) (Permian Basin Area).	\$110	11-19-65	12-20-65	-----	**17.0992	***16.8793	RI66-155

¹ The stated effective date is the 1st day after expiration of the required statutory notice.

² Tax reimbursement decrease.

³ Pressure base is 14.65 p.s.i.a.

⁴ Subject to reduction of 0.4467 cent per Mcf for compression of low pressure gas (below 600 p.s.i.g.).

⁵ Includes partial reimbursement for full 2.55 percent New Mexico Emergency School Tax.

[F.R. Doc. 65-13623; Filed, Dec. 21, 1965; 8:45 a.m.]

[Docket No. RI66-195]

PENROSE PRODUCTION CO. ET AL.

Order Conditionally Accepting Rate Filing, Providing for Hearing on and Suspension of Proposed Change in Rate

DECEMBER 14, 1965.

On November 15, 1965,¹ Penrose Production Co. (Operator), et al. (Penrose),² tendered for filing a proposed change in their presently effective rate schedule for sales of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of change, dated November 12, 1965.

Purchaser and producing area: El Paso Natural Gas Co. (Eumont Field, Lea County, N. Mex.) (Permian Basin Area).

Rate schedule designation: Supplement No. 4 to Penrose's FPC Gas Rate Schedule No. 4.

Effective date: December 16, 1965.³

Amount of annual increase: \$6,965.

Pressure base: 14.65 p.s.i.a.

Effective rate: 11.7199 cents per Mcf.^{4,5}

Proposed rate: 16.8793 cents per Mcf.^{3,5}

Penrose proposes a favored-nation rate increase from 11.7199 cents to 16.8793 cents per Mcf, amounting to \$6,965 annually, for a sale of "old" gas well gas

¹ Filing completed Nov. 19, 1965 (corrects base rate, tax reimbursement and total rate).

² Address is 1805 Commerce Building, Fort Worth, Tex., 76102, Attention: Mr. Glenn C. Neill.

³ The stated effective date is the effective date requested by Respondent.

⁴ Present rate is in effect subject to refund in Docket No. RI65-356.

⁵ Subject to reduction of 0.4467 cent per Mcf for compression of low pressure gas (below 600 p.s.i.g.).

⁶ Includes partial reimbursement for full 2.55 percent New Mexico Emergency School Tax.

⁷ Favored-nation rate increase.

to El Paso Natural Gas Co. (El Paso) in the Permian Basin Area of New Mexico. The proposed rate exceeds the just and reasonable ceiling of 13.5 cents per Mcf, plus applicable State and local production taxes, prescribed in Opinion No. 468. The properties involved herein were acquired by assignment from Makin Drilling Co. Since Makin was a respondent in AR61-1, Penrose as successor in interest is deemed to be a producer-respondent in the Permian Basin Opinion No. 468 insofar as the subject sale is concerned.

The basis for Penrose's proposed rate increase is a periodic increased rate of 16.8793 cents per Mcf filed by Continental Oil Co. on June 29, 1964. Said rate is presently effective subject to refund in Docket No. RI65-83, which docket is consolidated in the "Order to Show Cause" issued concurrently with the Permian Basin Opinion. Penrose's present effective rate is 11.7199 cents per Mcf, effective subject to refund in Docket No. RI65-356. Said docket is not consolidated in the aforementioned show cause order.

The just and reasonable rate prescribed by the Permian Basin Opinion No. 468 and the moratorium applicable to all sales covered by Opinion No. 468 is therefore deemed to cover the subject sale. The proposed rate is thus subject to rejection. The Tenth Circuit on October 20, 1965, in *Skelly Oil Co. v. FPC* (C.A. 10 No. 8385, et al.) stayed through January 20, 1966, the effectiveness of Opinion Nos. 468 and 468-A as to Skelly Oil Co., Phillips Petroleum Co. and Warren Production Corp. By our order issued November 12, 1965, we stayed, *inter alia*, until January 20, 1966, the effectiveness of paragraph (H) relating to the moratorium on rate increases as to all producers covered by these opinions which have not filed a petition for court review. Accordingly, instead of rejecting the Penrose filing at this time, we shall conditionally accept it for filing,

and simultaneously suspend the rate increase for a period of 5 months from December 16, 1965, the requested effective date. Our acceptance of the instant rate increase is expressly conditioned to provide that the rate increase will be rejected, *ab initio*, in the event the court stay referred to above is dissolved or Opinion Nos. 468 and 468-A are upheld upon judicial review insofar as ordering paragraph (H) is concerned.

Supplement No. 4 to Penrose's FPC Gas Rate Schedule No. 4 reflects partial reimbursement for the full 2.55 percent New Mexico Emergency School Tax. The buyer, El Paso, in accordance with its policy of protesting all filings proposing reimbursement for the New Mexico School Tax in excess of 0.55 percent, is expected to file a protest to this rate increase. El Paso questions the right of the producer under the tax reimbursement clause to file a rate increase reflecting tax reimbursement computed on the basis of an increase in tax rate by the New Mexico Legislature in excess of 0.55 percent. While El Paso concedes that the New Mexico tax legislation effected a higher rate of at least 0.55 percent, it claims there is controversy as to whether or not the new legislation effected an increased tax rate in excess of 0.55 percent. Under the circumstances, we shall provide that the hearing herein provided shall concern itself with the contractual basis as well as the statutory lawfulness of Penrose's proposed increased rate and charge.

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

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the contractual basis for Penrose's rate filing which El Paso has or will protest, as well as the statutory law-

fulness of the proposed increased rate and charge, and that Supplement No. 4 to Penrose's FPC Gas Rate Schedule No. 4 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's Rules of Practice and Procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing shall be held upon a date to be fixed by notice from the Secretary concerning the contractual basis as well as the statutory lawfulness of the increased rate and charge contained in Supplement No. 4 to Penrose's FPC Gas Rate Schedule No. 4.

(B) Pending such hearing and decision thereon, Supplement No. 4 to Penrose's FPC Gas Rate Schedule No. 4 is conditionally accepted for filing as noted above, and is hereby suspended and the use thereof deferred until May 16, 1966, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

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

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before February 2, 1966.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-13629; Filed, Dec. 21, 1965;
8:45 a.m.]

[Docket No. RI66-193, etc.]

TENNECO OIL CO. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹

DECEMBER 14, 1965.

The Respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

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

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the law-

fulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before January 26, 1966.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI66-193	Tenneco Oil Co., Post Office Box 18, Houston, Tex., 77001.	166	2	South Texas Natural Gas Gathering Co. (McAllen Ranch Area, San Ramon Field, Hidalgo County, Tex.) (R. R. District No. 4).	\$24,407	11-15-65	12-16-65	5-16-66	\$ 16.0	\$ 17.0	
	do	188	2	Cities Service Gas Co., (Guymon-Hugoton Field, Texas County, Okla.) (Panhandle Area).	195	11-15-65	12-16-65	5-16-66	\$ 11.0	\$ 12.0	
RI66-194	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex., 77001.	325	5	Trunkline Gas Co. (Quickstand Creek Field, Newton County, Tex.) (R. R. District No. 3).	759	11-19-65	1-1-66	6-1-66	\$ 17.0	\$ 18.0	
	do	341	3	Tennessee Gas Transmission Co. (Northeast Kohler, et al., Fields, Duval County, Tex.) (R. R. District No. 4).	61,249	11-19-65	12-29-65	5-20-66	\$ 16.0	\$ 18.0	

¹ The stated effective date is the 1st day after expiration of the required statutory notice.

² Periodic rate increase.

³ Pressure base is 14.65 p.s.i.a.

⁴ Contractually provided for initial price permanently certificated in Opinion No. 478. (Texas District No. 4 "In-Line" proceeding.)

⁵ Subject to a downward B.T.U. adjustment.

⁶ The stated effective date is the effective date requested by Respondent.

⁷ Includes 0.25 cents per Mcf dehydration charge.

Humble Oil & Refining Co. (Humble) requests that should the Commission suspend its rate filings that the suspension periods with respect thereto be shortened to 1 day, or in the alternative, the earliest date allowed by the Commission. Good cause has not been shown for granting Humble's request for limiting to one day the suspension periods with respect to its rate filings and such request is denied.

Tenneco Oil Co. and Humble's proposed increased rates and charges exceed the applicable area price level for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended [18 CFR, Chapter I, Part 2, § 2.56].

[F.R. Doc. 65-13631; Filed, Dec. 21, 1965;
8:45 a.m.]

[Docket No. CP66-181]

TENNESSEE GAS TRANSMISSION CO. Notice of Application

DECEMBER 14, 1965.

Take notice that on December 3, 1965, Tennessee Gas Transmission Co. (Applicant), Post Office Box 2511, Houston, Tex., filed in Docket No. CP66-181 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity au-

¹ Does not consolidate for hearing or dispose of the several matters herein.

thorizing the construction and operation of certain pipeline facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant proposes to construct and operate 4,000 feet of 12-inch pipeline extending from its Bastian Bay delivery point to a point on its existing 26-inch pipeline which extends from South Pass Block 27 to Applicant's Main Line Valve 527.

The application states that the action of currents in a barge canal and wave action during Hurricane Betsy have ex-

posed a portion of Applicant's 20-inch Muskrat Line between Main Line Valve 526 and Valve 526-102, creating a hazard to canal traffic as well as endangering the line itself. The application further states that the proposed facilities are required to ensure continuity of service while this portion of the Muskrat Line is out of service and at the same time will provide greater operating flexibility as well as protection during future emergencies.

The total estimated cost of the proposed facilities is \$213,000, which will be financed through funds generated from Applicant's operations.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before January 3, 1966.

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

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

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-13630; Filed, Dec. 21, 1965;
8:45 a.m.]

FEDERAL RESERVE SYSTEM

UNITED VIRGINIA BANKSHARES INC. Order Approving Application Under Bank Holding Company Act

In the matter of the application of United Virginia Bankshares, Inc., Richmond, Va., for approval of the acquisition of voting shares of Williamsburg State Bank, Williamsburg, Va.

There has come before the Board of Governors, pursuant to section 3(a)(2) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(2)) and § 222.4(a)(2) of Federal Reserve Regulation Y (12 CFR 222.4(a)(2)), an application by United Virginia Bankshares Inc., Richmond, Va., a registered bank holding company, for the Board's prior approval of the acquisition by Applicant of at least 90 percent of the voting shares of Williamsburg State Bank, Williamsburg, Va., a proposed new bank into

which would be merged Peninsula Bank and Trust Co. and James-York Bank, both of Williamsburg, Va.

In accordance with section 3(b) of the Act, the Board notified the Commissioner of Banking for the Commonwealth of Virginia of receipt of the application and requested his views and recommendation thereon. The Commissioner expressed no objection to approval of the application.

Notice of receipt of the application was published in the FEDERAL REGISTER on July 2, 1965 (30 F.R. 8500), providing an opportunity for interested persons to submit comments and views with respect to the proposed acquisition. The time for filing such comments and views has expired, and all those received have been considered by the Board.

It is hereby ordered, For the reasons set forth in the Board's Statement¹ of this date, that said application be and hereby is approved, provided that the acquisition so approved shall not be consummated (a) within 7 calendar days after the date of this Order or (b) later than 3 months after said date, and that the Williamsburg Bank shall be opened for business not later than 3 months after said date.

Dated at Washington, D.C., this 15th day of December 1965.

By order of the Board of Governors.²

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 65-13632; Filed, Dec. 21, 1965;
8:45 a.m.]

WILLIAMSBURG STATE BANK

Order Approving Merger of Banks

In the matter of the application of Williamsburg State Bank for approval of merger with Peninsula Bank & Trust Co. and James-York Bank.

There has come before the Board of Governors, pursuant to the Bank Merger Act of 1960 (12 U.S.C. 1828(c)), an application by Williamsburg State Bank, Williamsburg, Va., a proposed new bank, for the Board's prior approval of the merger of that bank and Peninsula Bank & Trust Co., Williamsburg, Va., a State member bank of the Federal Reserve System, and James-York Bank, James City County (post office address Williamsburg), Va., under the charter and title of the Peninsula Bank & Trust Co. As an incident to the merger, the two offices of Peninsula Bank & Trust Co. and the sole office of James-York Bank would become the offices of the re-

¹ Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C., 20551, or to the Federal Reserve Bank of Richmond. Dissenting Statement of Governor Robertson also filed as part of the original document and available upon request.

² Voting for this action: Chairman Martin, and Governors Balderston, Shepardson, Mitchell, and Daane. Voting against this action: Governor Robertson. Present but not voting: Governor Maisel.

sulting bank. Notice of the proposed merger, in form approved by the Board, has been published pursuant to said Act.

Upon consideration of all relevant material in the light of the factors set forth in said Act, including reports furnished by the Comptroller of the Currency, the Federal Deposit Insurance Corporation, and the Attorney General on the competitive factors involved in the proposed merger.

It is hereby ordered, For reasons included in the Board's Statement¹ accompanying its order of this date concerning the acquisition of Williamsburg State Bank by United Virginia Bankshares, Inc., Richmond, Va., that said application be and hereby is approved, provided that said merger shall not be consummated (a) within 7 calendar days after the date of this order or (b) later than 3 months after said date.

Dated at Washington, D.C., this 15th day of December 1965.

By order of the Board of Governors.²

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 65-13633; Filed, Dec. 21, 1965;
8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[812-1830]

E. I. DU PONT DE NEMOURS & CO.

Notice of Filing of Application for Order Exempting Proposed Trans- action

DECEMBER 16, 1965.

Notice is hereby given that E. I. du Pont de Nemours & Co. ("applicant"), Wilmington, Del., a Delaware corporation, 29 percent of the common stock of which is owned by Christiana Securities Co. ("Christiana"), a registered closed-end investment company, has filed an application pursuant to section 17(b) of the Investment Company Act of 1940 ("Act") for an order exempting from the provisions of section 17(a) of the Act the proposed conversion by applicant of a \$430,000 non-negotiable note of Block Engineering, Inc. ("Block"), into 200,000 shares of Block common stock to be issued by Block. Applicant now owns 36 percent of the outstanding shares of Block. As a result of said stockholdings, Block is an affiliate of applicant and applicant is an affiliate of Christiana under section 2(a)(3) of the Act.

¹ Filed as part of F.R. Doc. 65-13632. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C., 20551, or to the Federal Reserve Bank of Richmond. Dissenting Statement of Governor Robertson also filed as part of the original document and available upon request.

² Voting for this action: Chairman Martin, and Governors Balderston, Shepardson, Mitchell, Daane, and Maisel. Voting against this action: Governor Robertson.

Section 17 of the Act as here pertinent makes it unlawful for any affiliated person of a registered investment company or any affiliated person of such a person to sell to or purchase from any company controlled by such registered company, any security unless the Commission upon application grants an exemption from such prohibition, after finding that the terms of the proposed transaction are reasonable and fair and do not involve overreaching on the part of any person concerned, and that the proposed transaction is consistent with the policy of the registered investment company and with the general purposes of the Act.

All interested persons are referred to the application on file with the Commission for a statement of the representations made therein which are summarized below.

The \$430,000 note of Block which applicant proposes to convert was issued to applicant in August 1965 in acknowledgment of a loan by applicant to Block in like amount. The note bears 4½ percent interest and is due June 30, 1973. No other loans have been made to Block by applicant. Applicant now owns 340,000 shares of Block which it acquired from Block in 1962 at a price of \$1 per share. Following conversion of the note, applicant will own approximately 47 percent of the outstanding shares of Block. At present, Block Associates, Inc. ("Associates"), a Massachusetts corporation, owns approximately 51 percent of Block's outstanding stock. After conversion of the note by applicant, Associates will own approximately 42 percent of the outstanding stock. The balance of the Block stock is held by 22 individuals. No director, officer, or any person directly or indirectly owning, controlling, or holding with power to vote, 5 percent or more of the outstanding voting securities of either applicant or Christiana has any interest in Block.

Block was formed June 1, 1962, as a manufacturing and sales organization to capitalize on the research of Associates, a small group of research scientists in Cambridge, Mass. Block's activities are now almost entirely U.S. Government contract work in the areas of physics, optics and electromechanical devices. Its sales have increased yearly from \$982,000 for its fiscal year ended May 31, 1963, to \$3,621,000 for its 1965 fiscal year. Block had net income of \$24,000 in fiscal 1963 and \$42,000 in fiscal 1964. In its fiscal year 1965 it experienced a net loss of \$23,000. In fiscal 1965 Block expended \$150,000 for development of a new commercial instrument line involving new products whose marketability has yet to be established. Applicant considers the price of \$2.15 per share, which in effect it will pay for the 200,000 shares which it will acquire in exchange for the \$430,000 note, to be reasonable and fair to all parties concerned.

Notice is further given that any interested person may, not later than January 6, 1966, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of

fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon applicant. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the matter may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[P.R. Doc. 65-13638; Filed, Dec. 21, 1965;
8:46 a.m.]

[812-1846]

SCIENCE & TECHNOLOGY EXCHANGE FUND, INC.

Notice of Application for Order of Exemption

DECEMBER 16, 1965.

Notice is hereby given that The Science & Technology Exchange Fund, Inc. ("Applicant"), 75 East 55th Street, New York, N.Y., an open-end, diversified, management, registered investment company, has filed an application for an order of the Commission exempting Applicant from compliance with the provisions of section 14(a) of the Act. In substance, section 14(a) of the Act provides that no registered investment company shall make a public offering of securities of which it is the issuer unless it has a net worth of at least \$100,000. All interested persons are referred to the application on file with the Commission for a full statement of the representations therein which are summarized below.

Applicant has filed a registration statement under the Securities Act of 1933 for 250,000 shares of its \$1 par value common stock to be offered to investors in exchange for securities of the character of those included in a list set forth in the prospectus. Applicant is intended as an investment vehicle for investors who wish to exchange securities they presently hold for shares of the Applicant in a simultaneous exchange on a tax-free basis. The minimum deposit to be accepted from any investor is to be securities having a market value of \$10,000 and the exchange will not be consummated unless the aggregate market value of the deposited securities as at the effective date of the planned exchange is at least \$5,000,000. In the event that such value is not then realized, the de-

posited securities will be returned to investors without charge to them.

Notice is further given that any interested person may, not later than January 4, 1966, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[P.R. Doc. 65-13639; Filed, Dec. 21, 1965;
8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 104]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

DECEMBER 17, 1965.

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

A copy of the application is on file, and can be examined, at the Office of the Secretary, Interstate Commerce Com-

mission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 127757 TA (Republication), filed December 3, 1965, published FEDERAL REGISTER, issue of December 11, 1965, and republished as corrected this issue. Applicant: P. ROSS GUARINO, INC., 3815 40th Street, Tampa 10, Fla. Applicant's representative: Donald Murchison, Suite 211, Allen Paris Building, 211 South Beverly Drive, Beverly Hills, Calif., 90212. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cloth or fabrics*, in bales, bundles or packages, from points in North Carolina, South Carolina, and Georgia, to El Paso, Tex., and Los Angeles, Calif., under a continuing contract or contracts with Brooks-Weisberg Co., Inc., *clothing or wearing apparel*, folded flat in bales or cartons, and *component parts used in the manufacture thereof*, as described in appendix X, Ex Parte No. MC-45, from points in Georgia and El Paso, Tex., to Los Angeles, Calif., under a continuing contract or contracts with Brooks-Weisberg Co., Inc., for 180 days. Supporting shipper: Brooks-Weisberg Co., 526 South Los Angeles Street, Los Angeles, Calif., 90013. Send protests to: Joseph B. Teichert, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 51 Southwest First Avenue, Room 1621, Miami, Fla., 33130. NOTE: The purpose of this republication is to show that protests should be sent to the address listed above. Such information was inadvertently omitted from previous publication.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[P.R. Doc. 65-13654; Filed, Dec. 21, 1965;
8:47 a.m.]

[Notice 858]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

DECEMBER 17, 1965.

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

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

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PASSENGERS

No. MC 67340 (Sub-No. 4), filed November 30, 1965. Applicant: RESORT BUS LINES, INC., 31 Edgcomb Place, Yonkers, N.Y. Applicant's representative: S. S. Eisen, 140 Cedar Street, New York, N.Y., 10006. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, between New York, N.Y., and Pittsfield, Mass.; from Port Authority Bus Terminals at 40th Street and Eighth Avenue and at 178th Street and Broadway, New York, N.Y., over city streets and the Major Deegan Expressway, to Central Avenue exit, thence north on Central Avenue to New York State Thruway Entrance No. 5 (Midland Avenue), thence north on New York State Thruway to Exit No. 9 (New York Highway 119).

Thence over access roads to junction U.S. Highway 9, thence north over U.S. Highway 9 to Fishkill, N.Y., thence over New York Highway 82 to junction U.S. Highway 44 at Millbrook, N.Y., thence over U.S. Highway 44 to junction New York Highway 22 at Millerton, N.Y., thence over New York Highway 22 to junction New York Highway 23 at Hillsdale, N.Y., thence over New York Highway 23 to the New York-Massachusetts State line, thence over Massachusetts Highway 23 to junction U.S. Highway 7, and thence over U.S. Highway 7 to Pittsfield, and return over the same routes, serving the intermediate points of Yonkers, Tarrytown, Ossining, Harmon, Groton, Peekskill, Graymore, Fishkill, Millbrook, Amenia, Millerton, Copake Falls, and Hillsdale, N.Y., and South Egremont, Great Barrington, Stockbridge, and Lenox, Mass. NOTE: Applicant states it holds the identical authority it is here requesting in No. MC 67340 (Sub-No. 1), except, that said certificate restricts operations in New York City to the Port Authority Bus Terminal at 178th Street and Broadway, and prohibits the operations between New York, N.Y., on the one hand, and, on the other, Lenox and Pittsfield, Mass. There is presently assigned for hearing on January 3, 1966, at Pittsfield, Mass., a petition wherein applicant seeks elimination of the restriction with regard to Pittsfield and Lenox. The instant application seeks only to enable applicant to serve the 40th Street and Eighth Avenue bus terminal of the Port of New York Authority in addition to the 178th Street and Broadway bus terminal of the Port of New York Authority.

HEARING: January 4, 1966, at the Federal Building, Pittsfield, Mass., before Examiner Henry C. Winters.

No. MC 124372 (Sub-No. 10), filed November 12, 1965. Applicant: BROWN'S CONNECTICUT AIRPORT SERVICE,

INC., Eastbound Railroad Station, Stamford, Conn. Applicant's representative: Charles H. Trayford, 220 East 42d Street, New York 17, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage and pets*, in the same vehicle with passengers, (1) between East Haven, Conn., and La Guardia Airport, New York, N.Y., and Kennedy International Airport, New York, N.Y.; from East Haven over Interstate Highway 95 to New York, N.Y., thence over city streets, highways and other passageways to La Guardia Airport and Kennedy International Airport and return over the same route, serving the intermediate points of New Haven, Milford, Stratford, Bridgeport, Fairfield, Westport, Norwalk, Darien, Stamford, and Greenwich, Conn., and the junction of Hutchinson River Parkway and Bruckner Boulevard Interchange at New York, N.Y., for interline or connecting line service to and from Newark Airport, Newark, N.J.; and (2) between New Canaan, Conn., and junction Connecticut Highway 29 and Interstate Highway 95; from New Canaan over city streets and highways to Connecticut Highway 29, thence over Connecticut Highway 29 to junction Interstate Highway 95 and return over the same route, serving no intermediate points, for tacking with (1) above.

HEARING: January 4, 1966, at the Federal Building, Bridgeport, Conn., before Examiner Bernard Feuer.

MOTOR CARRIERS OF PROPERTY

No. MC 2974 (Sub-No. 27) (Republication), filed August 17, 1965, published FEDERAL REGISTER issue of September 1, 1965, and republished, this issue. Applicant: O.I.M. TRANSIT CORPORATION, Commerce Drive, Fort Wayne, Ind. Applicant's representative: Ferdinand Born, 1019 Chamber of Commerce Building, Indianapolis, Ind. By application filed August 17, 1965, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a *common carrier* by motor vehicle, over regular routes, of furniture, iron or steel or with iron or steel frames, from the plant site of Lee L. Woodard Sons, Inc., at Owosso, Mich., to Lansing, Mich.; from the plant site of Lee L. Woodard Sons, Inc., at Owosso over Michigan Highway 47 to junction Michigan Highway 78, thence over Michigan Highway 78 to Lansing, serving no intermediate points. An order of the Commission, Operating Rights Board No. 1, dated November 26, 1965, and served December 8, 1965, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a *common carrier*, by motor vehicle over irregular routes, of *new furniture*, from the plant site of Lee L. Woodard Sons, Inc., at Owosso, Mich., to Lansing, Mich.; that applicant is fit, willing, and able properly to perform such service and to conform to the re-

quirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 6078 (Sub-No. 47) (republication), filed April 8, 1965, published FEDERAL REGISTER issues of April 28, 1965, and May 13, 1965, respectively, and republished, this issue. Applicant: D. F. BAST, INC., 1425 North Maxwell Street, Allentown, Pa. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. By application filed April 8, 1965, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of (1) fabricated and structural steel, cast iron pipe and contractors' equipment, in truckloads, between points in Delaware, Maryland, the District of Columbia, on the one hand, and, on the other, points in Connecticut, Massachusetts, New Hampshire, and Rhode Island; and (2) iron and steel articles (except fabricated and structural steel, cast iron pipe and contractors' equipment), in truckloads, from points in Delaware, Maryland, the District of Columbia, to points in Connecticut, Massachusetts, New Hampshire, and Rhode Island. An Order of the Commission, Operating Rights Board No. 1, dated November 30, 1965, and served December 8, 1965, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a *common carrier* by motor vehicle, over irregular routes, of (1) *fabricated and structural steel, cast iron pipe, and contractors' equipment*, between points in Delaware, Maryland, and the District of Columbia, on the one hand, and, on the other, points in Connecticut, Massachusetts, New Hampshire, and Rhode Island; and (2) *iron and steel articles* (except fabricated and structural steel, cast iron pipe and contractors' equipment), from points in Delaware, Maryland, and the District of Columbia, to points in Connecticut, Massachusetts, New Hampshire, and Rhode Island; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. A notice of the authority actually granted herein will be published in the FEDERAL REGISTER and the issuance of the certificate herein will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest, who may have relied

upon the notice of the application as originally published and would be prejudiced by the lack of proper notice of the authority actually granted herein, may file an appropriate pleading.

No. MC 21077 (Sub-No. 4) (Republication), filed June 25, 1965, published FEDERAL REGISTER issue of July 21, 1965, and republished, this issue. Applicant: A. E. F. TRANSPORTATION, INC., Industrial Highway, Eddystone, Pa. Applicant's representative: Charles H. Trayford, 220 East 42d Street, New York 17, N.Y. By application filed June 25, 1965, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over regular routes, of (1) containers, fibreboard, paperboard, or pulpboard, or fibreboard, paperboard, or pulpboard with metal or wood combined, and (2) materials, supplies, and equipment used in the manufacture of containers and covers, serving Spotswood, N.J., as an off-route point in connection with applicant's regular route operations between Philadelphia, Pa., and New York, N.Y. An Order of the Commission, Operating Rights Board No. 1, dated November 30, 1965, and served December 8, 1965, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, of *containers and materials, supplies, and equipment* used in the manufacture of containers serving the plant site of Grief Bros. Company Corp., at Spotswood, N.J., as an off-route point in connection with its authorized regular-route operations; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 98404 (Sub-No. 8) (Republication), filed April 7, 1965, published FEDERAL REGISTER issue of April 28, 1965, and republished, this issue. Applicant: JAMES C. COPE, doing business as COPE TRUCKING COMPANY, 35 Garfield Street, Asheville, N.C. Applicant's representative: Walter Harwood, Nashville Bank & Trust Building, Nashville 3, Tenn. By application filed April 7, 1965, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over regular routes, of the commodities described in the findings below: (1) Between Boone, N.C., and Linville, N.C., over U.S. Highway 221; (2) be-

tween Linville, N.C., and junction U.S. Highway 221, over North Carolina Highway 105; (3) between Banner Elk, N.C., and junction North Carolina Highway 105, over North Carolina Highway 184; (4) between Marion, N.C., and junction Interstate Highway 40, over U.S. Highway 221; (5) between Morganton, N.C., and junction Interstate Highway 40, over U.S. Highway 64; (6) from Morganton, N.C., over U.S. Highway 64 to junction Interstate Highway 40, and thence over Interstate Highway 40 to Knoxville, Tenn., and return over the same route; (7) between North Carolina-Tennessee State line and junction U.S. Highway 19W south of Erwin, Tenn., over U.S. Highway 23; (8) between Morganton and Asheville, N.C., over U.S. Highway 70; (9) between North Carolina-Tennessee State line, west of Hot Springs, N.C., and Knoxville, Tenn., over U.S. Highway 70; serving no intermediate points as alternate routes for operating convenience only in connection with applicant's regular route operations.

A Supplemental Order of the Commission, Operating Rights Board No. 1, dated November 29, 1965, and served December 8, 1965, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, of *general commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between North Carolina-Tennessee State line and junction U.S. Highways 19W and 23, from North Carolina-Tennessee State line over U.S. Highway 23 to junction U.S. Highway 19W south of Erwin, Tenn., serving no intermediate points; (2) between North Carolina-Tennessee State line, west of Hot Springs, N.C., and Knoxville, Tenn., over U.S. Highway 70, serving no immediate points and restricted against tacking such authority with carrier's irregular-route authority issued in Certificate No. MC-98404 (Sub-No. 3) for the performance of a through service; (3) (a) between Boone, N.C., and Linville, N.C., over U.S. Highway 221, serving no intermediate points, (b) between Linville, N.C., and junction U.S. Highway 221, over North Carolina Highway 105, serving no intermediate points, and serving the junction North Carolina Highway 105 and U.S. Highway 221 for purposes of joinder only, and (c) between Banner Elk, N.C., and junction North Carolina Highway 105, over North Carolina Highway 184, serving no intermediate points, and serving junction North Carolina Highways 184 and 105 for purposes of joinder only; as alternate routes for operating convenience only, in connection with applicant's authorized regular-route operations; and (4) between Morganton, N.C., and Asheville, N.C., over U.S. Highway 70, serving the intermediate point of Marion, N.C., that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's

rules and regulations thereunder. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 111729 (Sub-No. 110) (Republication), filed July 22, 1965, published FEDERAL REGISTER of August 11, 1965, and republished this issue. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's representative: Russell S. Bernhard, Commonwealth Building, 1625 K Street NW., Washington 6, D.C. By application filed July 22, 1965, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation in interstate or foreign commerce, as a common carrier, by motor vehicle, over irregular routes, of the commodities between the points indicated in the findings herein, except that applicant requests that the proposed service be limited to shippers other than banks and banking institutions. An Order of the Commission, Operating Rights Board No. 1, dated November 29, 1965, and served December 6, 1965, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of *business papers, commercial papers, records, and audit and accounting media*, except cash letters, (1) between New York, N.Y., on the one hand, and, on the other, Bridgeport, Conn.; (2) between points in Hampden County, Mass., on the one hand, and, on the other, points in Hartford County, Conn.; (3) between Metuchen, N.J., on the one hand, and, on the other, Easton, Pa.; and (4) between Boston, Mass., on the one hand, and, on the other, Eatontown, Keyport, and Laurelton, N.J. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER, and any proper party in interest may file an appropriate pleading within a period of 30 days from the date of such publication.

No. MC 111729 (Sub-No. 111) (Republication), filed July 22, 1965, published FEDERAL REGISTER issue of August 11, 1965, and republished this issue. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's representative: Russell S. Bernhard, 1625 K Street NW., Washington, D.C., 20006. By application filed July 22, 1965, applicant seeks a certificate of public convenience and neces-

sity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of exposed and processed film and prints, complimentary replacement film, incidental dealer handling supplies and advertising literature moved therewith (excluding motion picture film used primarily for commercial theater and television exhibition), between Alexandria, Va., and Baltimore, Md., restricted against service to banks or banking institutions. An Order of the Commission, Operating Rights Board No. 1, dated November 29, 1965, and served December 7, 1965, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier, by motor vehicle, over irregular routes, of (1) *exposed film and prints* (except motion picture film used primarily for commercial theater and television exhibition) from Baltimore, Md., to Alexandria, Va.; (2) *processed film and prints, complimentary replacement film, labels, envelopes, packaging materials, and advertising literature* moving therewith (except motion picture film used primarily for commercial theater and television exhibition) from Alexandria, Va., to Baltimore, Md. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER, and any proper party in interest may file an appropriate pleading within a period of 30 days from the date of publication.

No. MC 123327 (Sub-No. 5) (Republication), filed April 9, 1965, published FEDERAL REGISTER issues of April 28, 1965, and December 1, 1965, respectively, and republished, this issue. Applicant: RALPH M. BARTHOLOMEW, doing business as IRELAND TRANSFER & STORAGE CO., 102 Front Street, Ketchikan, Alaska. Applicant's representative: Alan F. Wohlstetter, 1 Farragut Square South, Washington, D.C. By application filed April 9, 1965, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of the commodity between the points substantially as indicated in the findings below. A Corrected Order of the Commission, Operating Rights Board No. 1, dated November 17, 1965, and served December 13, 1965, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of *household goods*, as defined by the Commission, between points in Alaska south, and east of the international boundary line between the United States and Canada north of Haines, Alaska, on the one hand, and, on the other, Tok Junction, Alaska, and Blaine and Sumas, Wash., restricted to

the transportation of traffic which has been received from or delivered to connecting carriers; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. This order corrects the restriction in the findings paragraph which was misstated in the order served in this proceeding on November 23, 1965. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

NOTICE OF FILING OF PETITIONS

No. MC 30837 and (Sub-Nos. 20, 33, 45, 46, 48, 51, 122, 224, 236, and 263) (Petition for modification of existing certificates by deletion of restrictions in accordance with decision in *Matson, Inc., Extension Self-Unloading Material Bodies*, 96 M.C.C. 648), filed December 3, 1965. Petitioner: KENOSHA AUTO TRANSPORT CORPORATION, Kenosha, Wis. Petitioner's representative: Paul F. Sullivan, 1815 H Street NW., Washington, D.C., 20006. Petitioner states it holds various certificates in the above-noted dockets, authorizing the transportation of "bodies," "cabs," "parts," "equipment," etc. Specifically, referring to the lead certificate, part (A) it holds various authorities to transport "bodies," "parts," and "equipment," which are subject to restrictions. Under part (C) authority is set forth to transport "new bodies" and "new cabs," which are subject to inapplicable restrictions—not being "motor vehicles," as defined in the Interstate Commerce Act. In addition, the following authorities of petitioner contain similar restrictions in connection with the transportation of "cabs," "bodies," "parts," etc., which should be modified: (1) Part (C) of the base certificate; (2) part (D) of the base certificate, the first four grants of authority therein relating to cabs and the last grant therein relating to "parts;" (3) the Sub-20 certificate relating to "cabs" as well as "equipment" and "parts;" (4) the Sub-33 certificate involving "bodies" and "automobile show equipment and paraphernalia;" (5) the Sub-45 certificate involving the movement of "bodies" as well as "show equipment and paraphernalia" etc. (6) The Sub Nos. 46, 48, and 51 certificates relating to "parts and equipment;" (7) the Sub-122 certificate involving the transportation of "bodies" and "cabs," in both of the two grants of authority contained in this certificate; (8) the Sub-234 certificate, the third grant of authority contained therein, involving the transportation of "bodies" and "cabs" as well as "auto parts and

accessories;" (8) the Sub-236 certificate concerned with the transportation of "truck bodies, and dollies with and without bodies" from the site of a specified plant in Toledo, Ohio; and (9) the Sub-263 certificate relating to "parts" and "accessories." By the instant petition it is respectfully prayed that the Commission modify the certificates here involved, by incorporating an appropriate provision in each, indicating the nonapplicability of the restrictions "in initial movements," "in secondary movements," "in driveway service," and/or "truck-away service," in connection with the transportation of "bodies," "cabs," "parts," "equipment," "accessories," "automobile show equipment and paraphernalia," "show equipment and advertising matter used in connection with the distribution and sale of motor vehicles," show equipment and paraphernalia. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the FEDERAL REGISTER, file an appropriate pleading, consisting of an original and six copies each.

No. MC 61592 (Petition to reopen "grandfather" proceedings to correct commodity description), filed November 29, 1965. Petitioner: JENKINS TRUCK LINE, INC., Bettendorf, Iowa. Petitioners' representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn. Petitioner holds authority in MC 61592 to transport machinery and parts, between Moline, Ill., and points within 10 miles of Moline, Ill., and points within 10 miles of Moline, on the one hand, and, on the other, St. Louis, Mo., Omaha, Nebr., and points in Iowa, points in a defined portion of Wisconsin, and points in a defined portion of Illinois. By the instant petition, petitioner prays that the original "Grandfather" proceedings in No. MC 61592 be reopened, and that the commodity description "machinery and parts, including tractors and parts" be substituted for the present commodity description, "machinery and parts". Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the FEDERAL REGISTER, file an appropriate pleading, consisting of an original and six copies each.

No. MC 107541 (Sub-No. 3), (Petition to remove restriction), filed December 1, 1965. Petitioner: MAGEE TRUCK SERVICE, INC., Post Office Box 67, Klickitat, Wash., 98628. Petitioner holds authority in No. MC 107541 (Sub-No. 3) to transport, over irregular routes, lumber and box shooks, from Klickitat, Wash., to Sacramento, Fresno, and Los Angeles, Calif., with no transportation for compensation on return except as otherwise authorized, subject to the restriction that the authority shall not be joined with any authority now held by carrier for the purpose of conducting through operations. By the instant petition, petitioner requests that the above-referred-to restriction be removed. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the

FEDERAL REGISTER, file an appropriate pleading, consisting of an original and six copies each.

No. MC 108057 (Sub-No. 3) (Petition to amend permit to substitute new contracting shipper), dated November 1, 1965. Petitioner: McDONNELL BROS., INC., Lyndhurst, N.J. Petitioner is authorized in Permit No. MC 108057 (Sub-No. 3) to transport nonferrous scrap metal, between Newark, N.J., on the one hand, and, on the other, Baltimore, Md., and New York, N.Y., and points in Connecticut, Ohio, Pennsylvania, and Rhode Island, limited to a transportation service to be performed, under a continuing contract or contracts, with the following shippers: Calumet Sales Co., Newark, N.J., J. Sepenuk & Sons, Newark, N.J., Thomas Coleman, Newark, N.J., Emil Schroth, Inc., Newark, N.J., and Maxnor Metal Co., Newark, N.J. The same permit also contains authority to perform operations for another shipper in other territory, but that portion of said permit is not involved in this petition. By the instant petition, petitioner prays that the Commission will permit the substitution of Ben Hirsch of Newark, N.J., for the present contract party, J. Sepenuk & Sons. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the FEDERAL REGISTER, file an appropriate pleading, consisting of an original and six copies each.

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

No. MC 60203 (Sub-No. 6), filed November 29, 1965. Applicant: MONAHAN TRANSPORTATION CO., INC., 12 Walter Street, Cranston, R.I. Applicant's representative: Mary E. Kelley, 10 Tremont Street, Boston 8, Mass. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (a) between Providence, R.I., and New London, Conn., (1) from Providence over Rhode Island Highway 2 to junction Interstate Highway 95, thence over Interstate Highway 95 to Rhode Island-Connecticut State line, thence over Connecticut Highway 95 to New London and return over the same route, serving all intermediate points (except that no traffic shall be transported between any two intermediate points on said routes, other than those in Providence County, R.I. (2) from Providence over U.S. Highway 6 to junction Connecticut Highway 12, thence over Connecticut Highway 12 to junction U.S. Highway 1, thence over U.S. Highway 1 to New London; (also over Connecticut Highway 12 to junction Connecticut Highway 32, thence over Connecticut Highway 32 to New London, also over U.S. Highway 6 to junction Connecticut

Turnpike, thence over Connecticut Turnpike to New London), and return over the same routes, serving all intermediate points, except that no traffic shall be transported between any two intermediate points on said routes, other than those in Providence County, R.I., (b) between Putnam and Killingly, Conn., over Connecticut Highway 12, serving all intermediate points, except that no traffic shall be transported between any two intermediate points on said routes, other than those in Providence County, R.I. NOTE: Applicant states it seeks conversion of irregular route to regular route, no duplicating authority is sought. This is a matter directly related to MC-F-9172 published in FEDERAL REGISTER, issue of August 4, 1965.

No. MC 99888 (Sub-No. 2), filed December 8, 1965. Applicant: MAYFIELD TRANSFER & STORAGE CO., INC., 3200 West Lake Street, Melrose Park, Ill. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities*, between points in Illinois within a 50-mile radius of 1342 Fron Street, Aurora, Ill. NOTE: This is a matter directly related to MC-P-9289, published in FEDERAL REGISTER, issue of December 16, 1965.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto. (49 CFR 1.240.)

MOTOR CARRIERS OF PROPERTY

No. MC-F-9291. Authority sought for purchase by FOX & GINN, INC., 12 Howard Lane, Bangor, Maine, of the operating rights and property of COREY'S EXPRESS, INC., 23 Lincoln Street, Lewiston, Maine, and for acquisition by C. L. FOX, 302 Ohio Street, Bangor, Maine, C. L. FOX, JR., 84 Fifth Street, Bangor, Maine, D. W. FOX, 73 Washington Street, Brewer, Maine, M. W. GINN and S. E. GINN, both of 14 Montgomery St., Bangor, Maine, H. E. GINN, 19 Rocky Hill Road, Cape Elizabeth, Maine, R. E. GINN, 224 Perkins Row, Topsfield, Mass., and M. E. GINN, 20 Montgomery Street, Bangor, Maine, of control of such rights and property through the purchase. Applicants' representative: David W. Fox, 12 Howard Lane, Bangor, Maine. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a common carrier, over a regular route, between Lewiston, Maine, and Rumford, Maine, serving all intermediate points. Vendee is authorized to operate as a common carrier in Massachusetts, Maine, and New Hampshire. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9292. Authority sought for purchase by ESTES EXPRESS LINES, 1405 Gordon Avenue, Richmond, Va., of the operating rights and property of COASTAL FREIGHT LINES, INC., Mill Street, Elizabeth City, N.C., and for acquisition by WEBB W. ESTES, 585 Boyd Street, Chase City, Va., of control of such rights and property through the purchase. Applicants' attorney: Francis W. McInerney, 1000 16th Street NW., Suite 502, Washington, D.C., 20036. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Manteo, N.C., and Stumpy Point, N.C., serving all intermediate points and the off-route point of East Lake, N.C.; and *general commodities*, except those of unusual value, and except bulk liquids in tank trucks, and household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, between Norfolk, Va., and Manteo, N.C., serving all intermediate points, and off-route points on Roanoke Island, N.C., between Elizabeth City, N.C., and Sligo, N.C., serving all intermediate points. Vandee is authorized to operate under a certificate of registration, as a common carrier in intrastate commerce within the State of Virginia. Application has been filed for temporary authority under section 210a (b). NOTE: Docket No. MC-97275 (Sub-No. 19) is a matter directly related.

No. MC-F-9293. Authority sought for control and merger by T. E. MERCER TRUCKING CO., 920 North Main Street, Fort Worth, Tex., of the operating rights and property of J. O. (RED) WILLETT PIPE LINE STRINGING CORPORATION, Post Office Box 2836, Louisville Station, Monroe, La., and for acquisition by TOMMY G. MERCER, MRS. T. E. MERCER, MRS. GEO. E. MERCER, and MRS. W. O. COMPTON, all, also of Fort Worth, Tex., of control of such rights and property through the transaction. Applicants' attorney: Reagan Sayers, Third Floor, Century Life Building, Fort Worth, Tex., 76102. Operating rights sought to be controlled and merged: *Iron and steel pipe, pipe-fittings, paint, and tar, pipeline machinery and equipment*, incidental to and used in the construction of natural gas, oil, and gasoline pipelines, as a *common carrier*, over irregular routes, between points in Arkansas, Louisiana, Texas, Oklahoma, Kansas, Missouri, Iowa, Nebraska, and Wyoming; *pipe, pipeline material, machinery, and equipment*, incidental to and used in connection with the construction, repairing, or dismantling of gas, gasoline, and oil pipelines, between points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Virginia, Wisconsin, West Virginia, and the District of Columbia, between points in Arizona, Idaho, Nevada,

Washington, Oregon, New Mexico, Montana, Utah, and Colorado, between points in the next above-named States, on the one hand, and, on the other, points in the remaining 39 States of the United States, and the District of Columbia, except California, with restriction.

Machinery, materials, supplies, and equipment, incidental to or used in the construction, development, operation, and maintenance of facilities for the discovery, development, and production of natural gas and petroleum; *machinery, materials, supplies, and equipment*, incidental to or used in the construction, operation, repair, servicing, dismantling, and maintenance of natural gas and petroleum, recycling, repressuring, blending or storage plants and facilities; and *pipe, pipe line materials, machinery, and equipment*, incidental to and used in connection with the construction, repairing, maintenance, and dismantling of pipe lines, including the stringing of pipe, between points in Arkansas, Louisiana, Oklahoma, and Texas; *pipe, and such machinery, materials and supplies* as are incidental to or used in connection with the construction, operation, maintenance, and dismantling of gas, gasoline, and oil pipe lines; and *machinery, materials, supplies, and equipment*, incidental to or used in the construction, development, operation, and maintenance of facilities for the discovery, development, and production of natural gas and petroleum, between points in Mississippi, and Alabama, between points in Mississippi, and Alabama, on the one hand, and, on the other, points in Arkansas, and Louisiana; *machinery, equipment, materials, and supplies* used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and byproducts; and *machinery, equipment, materials, and supplies* used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipe lines, including the stringing and picking up thereof, between points in Ohio, Michigan, and West Virginia, between points in Missouri, Indiana, Kentucky, and Tennessee.

Machinery, equipment, materials, and supplies used in or in connection with the construction, operation, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof, other than pipelines used for the transmission of water or sewage, between points in Alaska; and *machinery, equipment, materials, and supplies* used in or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, other than pipelines used for the transmission of natural gas, petroleum, their products, and byproducts, water, or sewage, restricted to the transportation of shipments moving to or from pipeline rights-of-way, between points in Arkansas, Louisiana, Texas, Oklahoma, Kansas, Missouri, Iowa, Nebraska, and Wyoming, between points in

Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Virginia, Wisconsin, West Virginia, and the District of Columbia, between points in Arizona, Idaho, Nevada, Washington, Oregon, New Mexico, Montana, Utah, and Colorado, between points in Arizona, Idaho, Nevada, Washington, Oregon, New Mexico, Montana, Utah, and Colorado, on the one hand, and, on the other, points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, Wyoming, and the District of Columbia. T. E. MERCER TRUCKING CO., is authorized to operate as a *common carrier* in Arkansas, Kansas, Louisiana, Mississippi, New Mexico, Oklahoma, Texas, Tennessee, Georgia, Alabama, Florida, Colorado, Wyoming, Montana, Utah, and Idaho. Application has been filed for temporary authority under section 210a (b).

No. MC-F-9294. Authority sought for control and merger by REFINERS TRANSPORT & TERMINAL CORPORATION, 930 New York Road, Hinsdale, Ill., of the operating rights and property of PENNLAND TANKERS, INC., Post Office Box 273, Oil City, Pa., and for acquisition by LEASEWAY TRANSPORTATION CORP., and, in turn by H. M. O'NEILL, F. J. O'NEILL, and W. J. O'NEILL, all of 21111 Chagrin Boulevard, Cleveland, Ohio, 44122, of control of such rights and property through the transaction. Applicants' attorneys: Ewald E. Kundtz, 1050 Union Commerce Building, Cleveland, Ohio, 44115, and Roland Rice, 618 Perpetual Building, Washington, D.C., 20004. Operating rights sought to be controlled and merged: *Petroleum and petroleum products* (except liquefied petroleum gases), in bulk, in tank vehicles, as a *common carrier*, over irregular routes, between certain specified points in Pennsylvania, with exception, on the one hand, and, on the other, certain specified points in Ohio, between points in McKean County, Pa., on the one hand, and, on the other, certain specified points in New York, between St. Marys, W. Va., and Farmers Valley, Pa., from certain specified points in Pennsylvania to certain other specified points in Pennsylvania, from Vanport, Pa., to Petrolia, Pa., from certain specified points in Pennsylvania to certain specified points in Ohio, from certain specified points in Pennsylvania, to points in that part of West Virginia on and north of U.S. Highway 50 and those in that part of New York on and west of U.S. Highway 15, from Olean, N.Y., to

points in Warren County, Pa., from St. Marys, W. Va., to certain specified points in Pennsylvania, from certain specified points in Pennsylvania to certain specified points in New York, from certain specified points in Pennsylvania to certain specified points in Ohio, with restriction.

Petroleum and petroleum products (except liquefied petroleum gases), in bulk, in insulated tank trailers, from certain specified points in Pennsylvania to certain specified points in New York, *petroleum products* (except petroleum chemicals), as described in appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 in bulk, in tank vehicles, between Franklin, Pa., and Nutley, N.J., from Petrolia, Pa., to certain specified points in New Jersey and Brooklyn, N.Y., from Karns City, Pa., to certain specified points in New Jersey, from Emlenton, Pa., to certain specified points in New Jersey, from certain specified points in Pennsylvania, to certain specified points in Michigan, from certain specified points in Pennsylvania to Baltimore, Md.; *petroleum products* (except liquefied gases and petroleum chemicals), as described in appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from certain specified points in Pennsylvania to Wilmington, Del.; *petroleum products* (except petroleum chemicals), as described in appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in insulated tank vehicles, from certain specified points in Pennsylvania to Manistee, Mich.; *petroleum products* (except petroleum chemicals as described in appendix XV to the report in *Descriptions in Motor Carriers Certificates*, 61 M.C.C. 209), in bulk, in insulated tank vehicles, as described in appendix XIII to the report, from certain specified points in Pennsylvania, to points in Hamilton County, Ohio; *petroleum products*, as described in appendix XIII to the report in *Description in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from Vanport, Pa., to Farmers Valley, Pa.

Petroleum and petroleum products, as described in appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from Rouseville, Pa., to Huntington, Ind., from Emlenton, Pa., to Dayton, Ohio; *petroleum and petroleum products* (except petroleum chemicals as defined in appendix XV to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209), as described in appendix XIII to the said report, in bulk, in tank vehicles, from certain specified points in Pennsylvania, with exception, to points in Maryland, North Carolina, South Carolina, and Virginia, from certain specified points in Pennsylvania, to points in Cook County, Ill., from certain specified points in Pennsylvania, to Richmond, Va., from certain specified points in Pennsylvania to certain other specified points in Pennsylvania, to points in Cook County, Ill.,

Pennsylvania, to points in Delaware, New Jersey, and New York, from Franklin, Pa., to Carrollton, Ky.; *petroleum white mineral oil*, in bulk, in tank vehicles, from Petrolia, Pa., to Suffern, N.Y.; *white mineral oil*, in bulk, in tank vehicles, from Karans City, Pa., to Holland, Mich.; *petroleum wax*, in bulk, in tank vehicles, from Emlenton, Pa., to Hazelwood, Mo.; *petroleum dairy wax*, in bulk, in insulated tank vehicles, from Emlenton, Pa., to Fort Wayne, Ind.; and *petroleum lubricating grease*, in bulk, in tank vehicles, from Woodhaven Village (Trenton), Mich., to certain specified points in Ohio, and Pittsburgh, Pa. Refiners Transport & Terminal Corp. is authorized to operate as a *common carrier* in all States in the United States (except Alaska and Hawaii), and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9295. Authority sought for purchase by AMERICAN RED BALL TRANSIT COMPANY, INC., 200 Illinois Building, Indianapolis, Ind., 46209, of a portion of the operating rights of MIDWEST MOTOR EXPRESS, INC., 1205 Front Street, Bismarck, N. Dak., and for acquisition by ROBERT L. HINER, also of Indianapolis, Ind., of control of such rights through the purchase. Applicants' attorneys: Homer S. Carpenter, 618 Perpetual Building, Washington, D.C., 20004, and E. J. Roswick, 1205 Front Street, Bismarck, N. Dak. Operating rights sought to be transferred: *Emigrant movables and household goods*, as defined by the Commission, as a *common carrier*, over irregular routes, between Bismarck, N. Dak., and points in North Dakota, South Dakota, Montana, and Minnesota within 200 miles of Bismarck, on the one hand, and, on the other, points in Minnesota, South Dakota, and Montana; *household goods* as defined by the Commission, between points in North Dakota, on the one hand, and, on the other, points in South Dakota, and Minnesota; and *emigrant movables*, and *household goods* as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, between points in North Dakota, South Dakota, Minnesota, and Montana. Vendee is authorized to operate as a *common carrier* in all States in the United States (except Montana, North Dakota, Nevada, Utah, Idaho, Alaska, and Hawaii), and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9296. Authority sought for purchase by E' PORT WAREHOUSE & TRANSFER CO., 821 East Linden Avenue, Linden, N.J., of a portion of the operating rights and property of A. B. DISTRIBUTORS, INC., 218 Washington Avenue, Carlstadt, N.J., and for acquisition by GERALD S. GOLD, Eight Marle Road, Livingston, N.J., and RICHARD M. GOLD, 193 Chipmunk Hill, Mountain-side, N.J., of control of such rights and property through the purchase. Applicants' representative: Bert Collins, 140 Cedar Street, New York, N.Y. Operating rights sought to be transferred:

Bakery goods, as a *contract carrier*, over irregular routes, from Phoenixville, Pa., to points in New Jersey, except Mercer, Burlington, Camden, Gloucester, Salem, Cumberland, Cape May, and Atlantic Counties, N.J., points in New York within 80 miles of Newark, N.J., points in Albany, Rensselaer, and Schenectady Counties, N.Y., and points in Fairfield, Middlesex, New Haven, and New London Counties, Conn. Restriction: The operations authorized herein are limited to a transportation service to be performed, under a continuing contract or contracts, with Food Fair Stores, Inc., Linden, N.J.; *potato chips*, *pretzels*, *salted nuts*, and *bakery goods*, from the site of the Food Fair Stores' baking plant and warehouse in Philadelphia, Pa., to points in New Jersey, except Mercer, Burlington, Camden, Gloucester, Salem, Cumberland, Warren, Cape May, and Atlantic Counties, N.J., those in New York within 80 miles of Newark, N.J., and those in Fairfield County, Conn.; from the site of the baking plant and warehouse of Food Fair Stores, Inc., in Philadelphia, Pa., to points in Middlesex, New Haven, and New London Counties, Conn., from Philadelphia, Pa., to points in Albany, Rensselaer, and Schenectady Counties, N.Y.; and a portion of the operating rights sought in pending Docket No. MC-119488 (Sub-No. 5), covering the transportation of potato chips, pretzels, salted nuts and bakery goods, from Pennsville, N.J., to points in New York and Connecticut. Vendee is authorized to operate as a *contract carrier*, in New Jersey, New York, and Connecticut. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9297. Authority sought for purchase by BAIR TRANSPORT, INC., Post Office Box 216, Riverside, N.J., 08075, of the operating rights and property of INTERSTATE FILM DESPATCH, INC., 55 Elm Street, Somerville, Mass., 02144, and for acquisition by WILLIAM R. BAIR, 2605 Barton Drive, Clifton, N.J., of control of such rights and property through the purchase. Applicants' attorney: Wilmer A. Hill, 529 Transportation Building, Washington, D.C., 20006. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Boston, Mass., and Westbrook, Maine, between Portland, Maine, and Bangor, Maine, between Biddeford, Maine, and Sanford, Maine, between Westbrook, Maine, and Portsmouth, N.H., serving all intermediate points in Maine and New Hampshire and the off-route points of Somerville and Cambridge, Mass., Newmarket, Durham, and Somersworth, N.H., Springvale, South Portland, Orono, Kennebunk Port, York Village, York Harbor, and Old Orchard Beach, Maine. Restriction: Service to and from all points in New Hampshire is restricted to the transportation of motion picture films and theater supplies only, and no service is authorized herein for the transportation of motion picture films and accessories, including advertising

matter, between Portland and Bangor, Maine, and intermediate points thereto on U.S. Highway 1 nor between Bangor and Waterville, Maine, and intermediate points thereto on U.S. Highway 2 and Maine Highway 11, nor to and from the off-route point of Orono, Maine. Vendee is authorized to operate as a *common carrier* in Pennsylvania, New York, New Jersey, Rhode Island, Connecticut, Delaware, Maryland, West Virginia, Virginia, North Carolina, South Carolina, Georgia, Massachusetts, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

No. MC-P-9298. Authority sought for purchase by LASKAS MOTOR LINES, INC., Post Office Box 1072, 337 Huntingdon Avenue, Waterbury, Conn., 06720, of a portion of the operating rights and certain property of CARLSON'S EXPRESS, INC., 95 Hilliard Street, Manchester, Conn., and for acquisition by E. H. HAMMILL, also of Waterbury, Conn., of control of such rights and property through the purchase. Applicants' attorneys: Thomas W. Murrett, 410 Asylum Street, Hartford, Conn., and Jerome I. Walsh, 753 Main Street, Manchester, Conn. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Hartford, Conn., and Boston, Mass., between Manchester, Conn., and Boston, Mass., between Springfield, Mass., and Meriden, Conn., serving all intermediate and certain off-route points, between Northampton, Mass., and East Hartford, Conn., serving all intermediate and certain off-route points; *general commodities*, with exceptions as noted next above, over irregular routes, from Hartford, Conn., to points in Massachusetts not authorized as intermediate or off-route points in connection with regular-route operations over the first three routes above. Vendee is authorized to operate as a *common carrier* in Connecticut, New Jersey, and New York. Application has been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 65-13653; Filed, Dec. 21, 1965;
8:47 a.m.]

[No. MC-C-4955]

PETITION FOR INTERPRETATION OF AUTHORITY

DECEMBER 17, 1965.

Petitioner: MURAL TRANSPORT, INC., Long Island City, N.Y. Petitioner's representative: S. S. Eisen, 140 Cedar Street, New York, N.Y., 10006. Petitioner is authorized in No. MC 16682 to transport: "Store fixtures, uncrated, between points in Connecticut, Massachusetts, New Jersey, New York, and Pennsylvania, on the one hand, and, on the other, points in the United States (ex-

cept Alaska and Hawaii); store fixtures and store equipment, uncrated, between points in Alabama, Connecticut, Delaware, Florida, Georgia, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Minnesota, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia; between St. Louis, Mo., and points in Illinois (except Chicago, Ill.), Indiana, Michigan, Ohio, and Wisconsin, on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, Florida, Georgia, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Minnesota, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia; between points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois (except Chicago, Ill.), Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia, on the one hand, and, on the other, points in Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Missouri (except St. Louis, Mo.), Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming; between points in Illinois (except Chicago and points within 20 miles thereof), Indiana (except points within 20 miles of Chicago, Ill.), Michigan, Ohio, Wisconsin, and St. Louis, Mo.

Hotel equipment and kitchen equipment, uncrated, between points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia; between points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia, on the one hand, and, on the other, points in Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming; between points in Connecticut, Massachusetts, New Jersey, New York, and Pennsylvania, on the one hand, and, on the other, points in the United States (except Alaska and Hawaii); table shuffleboard games, parts of

table shuffleboard games, and accessories therefor, uncrated, between Chicago, Ill., and East Orange, N.J., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii); table or table top shuffleboards, uncrated, parts of table shuffleboards, and accessories therefor, from Orange, Union City, and Union, N.J., to points in the United States (except Alaska and Hawaii), with no transportation for compensation on return except as otherwise authorized; new furniture, between New York, N.Y., on the one hand, and, on the other, points in Connecticut, Massachusetts, New Jersey, Pennsylvania, and New York; between Syracuse, Fayetteville and Oneida, N.Y., on the one hand, and, on the other, Washington, D.C., and points in Illinois, Maryland, Massachusetts, Michigan, New Jersey, Ohio, and Pennsylvania.

New furniture, uncrated between New York and Long Island City, N.Y., on the one hand, and, on the other, points in Connecticut, Delaware, Florida, Illinois, Maryland, Massachusetts, Michigan, New Jersey, New Hampshire, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and the District of Columbia (except no service is authorized from points in Michigan, to New York and Long Island City, N.Y.); between New York, N.Y., and points in Georgia, Indiana, Maine, and Wisconsin; between Chicago, Ill., and points in Florida, Georgia, Maine, New Hampshire, North Carolina, South Carolina, Vermont, and Virginia; from Fayetteville and Syracuse, N.Y., to Houston, Tex., Oklahoma City, Okla., Memphis and Nashville, Tenn., New Haven, Conn., St. Louis, Mo., Milwaukee, Wis., and points in California and Florida, with no transportation for compensation on return except as otherwise authorized; from Fayetteville, N.Y., to points in Virginia and Georgia with no transportation for compensation on return except as otherwise authorized; such new furniture and new household furnishings, uncrated, as are dealt in by retail furniture and department stores and dealers, when transported on the delivery instructions of such stores or dealers, between New York, N.Y., on the one hand, and, on the other, points in Alabama, Kentucky, Mississippi, Tennessee, and West Virginia.

New and used furniture (uncrated), other than store fixtures, and hotel and kitchen equipment, between New York, N.Y., on the one hand, and, on the other, points in Florida; new store, office, and hospital fixtures and equipment, between Chicago, Ill., and points within 20 miles of Chicago, Ill., on the one hand, and, on the other, St. Louis, Mo., and points in Illinois, Indiana, Iowa, Michigan, Minnesota, Ohio, and Wisconsin; household goods as defined by the Commission, between points in the New York, N.Y., commercial zone, as defined by the Commission, on the one hand, and, on the other, points in Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Michigan, Missouri, New Hampshire, New

Jersey, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, Virginia, West Virginia, and the District of Columbia; between New York, N.Y., on the one hand, and, on the other, points in Connecticut, Massachusetts, New Jersey, Pennsylvania, and New York; *ranges and stoves*, and *range and stove parts*, crated, between New York, N.Y., on the one hand, and, on the other, points in Florida, Georgia, Illinois, Indiana, Maine, Michigan, New Hampshire, North Carolina, Ohio, South Carolina, West Virginia, Vermont, Alabama, Kentucky, Mississippi, Missouri, Tennessee, Texas, Wisconsin, and Louisiana.

Store fixtures as described in Appendix III to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from St. Louis, Mo., to points in Arkansas and Iowa; and from Beatrice, Nebr., to points in Arkansas, Idaho, Iowa, Montana, North Dakota, Oklahoma, Oregon, South Dakota, Washington, and Wyoming; and *damaged or defective shipments of store fixtures*, which carrier has previously delivered, from the two next above-specified destination points, to their respective origin points; *new furniture and new store and office fixtures and equipment*, uncrated (except new office and business machines), from points in Texas, to points in the United States (except Alaska and Hawaii), with no transportation for compensation on return except as otherwise authorized; *new furniture*, uncrated, and store and office fixtures and equipment (except office and business machines), uncrated, from points in Arkansas, to points in the United States (except Alaska and Hawaii), with no transportation for compensation on return except as otherwise authorized, from points in Colorado, to points in Minnesota, Iowa, Missouri, Arkansas, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Montana, Wyoming, Colorado, New Mexico, Idaho, Utah, Arizona, Nevada, Washington, Oregon, California, and that part of Louisiana west of the Mississippi River, with no transportation for compensation on return except as otherwise authorized; from Oklahoma City, Okla., to points in California, Arizona, New Mexico, Texas, Kansas, Missouri, Arkansas, Louisiana, Alabama, Mississippi, Florida, and Tennessee, with no transportation for compensation on return except as otherwise authorized.

Store and office fixtures and kitchen equipment, restricted so as not to include the transportation of gas ranges except when such gas ranges are a part of a shipment of store or office fixtures or kitchen equipment, between New York, N.Y., on the one hand, and, on the other, points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and the District of Columbia; *store and office fixtures and kitchen equipment*, uncrated, between New York, N.Y., on the one hand, and, on the other, points in Virginia, West Virginia, Georgia, North Carolina, South Carolina, Florida, and Ohio. Any repetition in the statement of the authority granted herein shall not

be construed as conferring more than one operating right." By the instant petition, petitioner requests that the Commission find that "store and office fixtures" authority authorizes the transportation of the commodities herein involved moving to "commercial establishments." The petition also requests the Commission to find that "commercial establishments" (as distinguished from homes or households) are establishments that either sell and distribute wares to the public or which derive the major portion of all of their receipts from the performance of service to the public, irrespective of whether privately owned or owned and/or operated by the government or a political subdivision thereof. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the FEDERAL REGISTER, file an appropriate pleading, consisting of an original and six copies each.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[P.R. Doc. 65-13652; Filed, Dec. 21, 1965;
8:47 a.m.]

[Notice 378]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

DECEMBER 17, 1965.

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

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 41192 (Deviation No. 2), GRAND RAPIDS MOTOR EXPRESS, INC., 1520 Steele Avenue SW., Grand Rapids 2, Mich., filed December 6, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over deviation routes as follows: (1) From Chicago, Ill., over Interstate Highway 90 to junction Interstate Highway 80 (Indiana Toll Road), thence over Interstate Highway 80 (Indiana Toll Road) to junction Indiana Highway 39, thence over Indiana Highway 39 to the Indiana-Michigan State line, thence over Michi-

gan Highway 239 to New Buffalo, Mich.; (2) from Chicago, Ill., over Interstate Highway 94 to Gary, Ind.; (3) from New Buffalo, Mich., over Interstate Highway 94 to junction U.S. Highway 131 near Kalamazoo, Mich., thence over U.S. Highway 131 to Grand Rapids, Mich.; and (4) from junction Interstate Highways 94 and 196 near Benton Harbor, Mich., over Interstate Highway 196 to Grand Rapids, Mich., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1) From Chicago, Ill., over U.S. Highway 12 to New Buffalo, Mich.; (2) from Chicago, Ill., over U.S. Highway 20 to Gary, Ind.; (3) from New Buffalo, Mich., over unnumbered highway (formerly U.S. Highway 12) to Kalamazoo, Mich., thence over unnumbered highway (formerly U.S. Highway 131) to Grand Rapids, Mich.; and (4) from Benton Harbor, Mich., over U.S. Highway 33 (formerly U.S. Highway 31) to Holland, Mich., thence over Michigan Highway 21 to Grand Rapids, Mich., and return over the same routes.

No. MC 42487 (Deviation No. 55), CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif., 94025, filed December 6, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: from the junction of Interstate Highway 15 and Interstate Highway 40 at or near Barstow, Calif., over Interstate Highway 40 to Kingman, Ariz., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Los Angeles, Calif., over U.S. Highway 66 to junction unnumbered highway (formerly U.S. Highway 66) near Victorville, Calif., thence over unnumbered highway via Oro Grande, Helendale, Hodge, and Lenwood, Calif., to Barstow, Calif., thence over U.S. Highway 66 to Kingman, Ariz., and return over the same route.

No. MC 43654 (Deviation No. 18), DIXIE OHIO EXPRESS, INC., Post Office Box 750, Akron, Ohio, 44309, filed December 9, 1965. Applicant's representative: Frank B. Broseman, Post Office Box 750, Akron, Ohio, 44309. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Cincinnati, Ohio, over Interstate Highway 75 to junction Interstate Highway 64 east of Lexington, Ky., thence west over Interstate Highway 64 to junction bypass U.S. Highway 60, thence over bypass U.S. Highway 60 to junction U.S. Highway 60, west of Lexington, Ky., thence over U.S. Highway 60 to junction Kentucky Blue Grass Parkway, approximately two (2) miles east of Versailles, Ky., thence along Blue Grass Parkway and/or Kentucky Turnpike to Elizabethtown, Ky., and return over the same route, for operating convenience

only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1) From Cincinnati, Ohio, over U.S. Highway 42 to Louisville, Ky., thence over U.S. Highway 31W to Elizabethtown, Ky.; (2) from Cincinnati, Ohio, over U.S. Highway 25 to junction U.S. Highway 60 at Lexington, Ky., thence west over U.S. Highway 60 to junction U.S. Highway 62 at Versailles, Ky., thence over U.S. Highway 62 to junction U.S. Highway 31E at Bardstown, Ky., thence over U.S. Highway 31E to junction U.S. Highway 31W at Louisville, Ky., thence over U.S. Highway 31W to Elizabethtown, Ky.; and (3) from Cincinnati, Ohio, over U.S. Highway 27 to junction U.S. Highway 60 at Lexington, Ky., thence as specified in (2) above to Elizabethtown, Ky., and return over the same routes.

No. MC 104004 (Deviation No. 32), ASSOCIATED TRANSPORT, INC., 380 Madison Avenue, New York, N.Y., 10017, filed December 9, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (1) From Cincinnati, Ohio, over Interstate Highway 75 to Dayton, Ohio, and (2) from Cincinnati, Ohio, over U.S. Highway 52 to junction Interstate Highway 74, thence over Interstate Highway 74 to Indianapolis, Ind., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Cincinnati, Ohio, over U.S. Highway 42 to Xenia, Ohio, thence over U.S. Highway 35 to Dayton, Ohio, thence over Ohio Highway 49 to junction U.S. Highway 40, thence over U.S. Highway 40 to Indianapolis, Ind., and return over the same route.

No. MC 1515 (Deviation No. 282) (Cancels Deviation No. 250), GREYHOUND LINES, INC. (Western Division), Market and Fremont Streets, San Francisco, Calif., 94106, filed December 6, 1965. Applicant's representative: W. T. Meinhold, 371 Market Street, San Francisco, Calif., 94105. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers*, and *their baggage*, and *express and newspapers* in the same vehicle with passengers, over deviation routes as follows: (1) From junction unnumbered highway and Interstate Highway 5 (North Mount Shasta Interchange, Calif.), over Interstate Highway 5 to junction unnumbered highway (Castle Lake Junction, Calif.); (2) from junction unnumbered highway and Interstate Highway 5 (Dunsmuir, Calif.), over Interstate Highway 5 to junction unnumbered highway (Castle Crags Junction, Calif.); (3) from junction unnumbered highway and Interstate Highway 5 (North Cottonwood Junction, Calif.), over Interstate Highway 5 to junction unnumbered highway (South Cottonwood Junction, Calif.); and (4) from junction unnumbered highway and Interstate Highway 5 (North Red Bluff Interchange, Calif.), over Interstate

Highway 5 to junction unnumbered highway (Corning Road Interchange, Calif.), and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over a pertinent service route as follows: From the point where U.S. Highway 99 intersects the Oregon-California State line over U.S. Highway 99 to junction unnumbered highway (North Mount Shasta Interchange), thence over unnumbered highway to junction Interstate Highway 5 (Castle Lake Junction), thence over Interstate Highway 5 to junction U.S. Highway 99 (Mott Junction), thence over U.S. Highway 99 to junction unnumbered highway (Dunsmuir), thence over unnumbered highway to junction Interstate Highway 5 (Castle Crags Junction), thence over Interstate Highway 5 to junction U.S. Highway 99 (North Shotgun Creek), thence over U.S. Highway 99 to junction Interstate Highway 5 (Anderson), thence over Interstate Highway 5 to junction unnumbered highway (North Cottonwood Junction), thence over unnumbered highway to junction Interstate Highway 5 (South Cottonwood Junction), thence over Interstate Highway 5 to junction U.S. Highway 99 (North Red Bluff Interchange), thence over U.S. Highway 99 to Red Bluff, thence over U.S. Highway 99W to junction U.S. Highway 40 (South Woodland Junction) (connects with Oregon route 14), and return over the same route.

No. MC 1515 (Deviation No. 283) GREYHOUND LINES, INC. (Western Division), Market and Fremont Streets, San Francisco, Calif., 94106, filed December 6, 1965. Applicant's representative: W. T. Meinhold, 371 Market Street, San Francisco, Calif., 94105. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers*, and *their baggage*, and *express and newspapers* in the same vehicle with passengers, over a deviation route as follows: From junction unnumbered highway and Interstate Highway 90 (Thorpe Road Junction, Wash.), over Interstate Highway 90 to Spokane, Wash., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over a pertinent service route as follows: From junction U.S. Highway 10 and Washington Highway 7 (Murphy's Corner, Wash.), over U.S. Highway 10 to junction U.S. Highway 10 and U.S. Highway 395, thence over combined U.S. Highways 10 and 395 to Spokane, Wash., and return over the same route.

No. MC 1515 (Deviation No. 284) (Cancels Deviation No. 176 and Deviation No. 221), GREYHOUND LINES, INC. (Western Division), Market and Fremont Streets, San Francisco, Calif., 94106, filed December 6, 1965. Applicant's representative: W. T. Meinhold, 371 Market Street, San Francisco, Calif., 94105. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers*, and *their baggage*, and *express and newspapers* in the same vehicle with passen-

gers, over deviation routes as follows: (1) From junction Interstate Highway 5 and unnumbered highway (Blaine, Wash.), over Interstate Highway 5 to junction unnumbered highway (Ferndale Road, Wash.), and (2) from junction Interstate Highway 5 and unnumbered highway (Everett, Wash.), over Interstate Highway 5 to Seattle, Wash., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over a pertinent service route as follows: From the International Boundary over U.S. Highway 99 to junction unnumbered highway (Dakota Creek, Wash.), thence over unnumbered highway to junction U.S. Highway 99 (Ferndale Road), thence over U.S. Highway 99 to junction unnumbered highway (Everett, Wash.), thence over unnumbered highway to Seattle, Wash., and return over the same route.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 65-13651; Filed, Dec. 21, 1965; 8:47 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

DECEMBER 17, 1965.

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

State docket number assigned T-681, Sub 22, filed December 10, 1965. Applicant: HELMS MOTOR EXPRESS, INC., North Second Street, Post Office Box 951, Albemarle, N.C. Applicant's representative: Bailey, Dixon & Wooten, 1012 Insurance Building, Post Office Box 2246, Raleigh, N.C. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of: *General commodities*, from Fayetteville, N.C., over North Carolina Highway 24 to its intersection with North Carolina Highway 53, thence over North Carolina Highway 53 to Cedar Creek, N.C., and points and places within five (5) miles thereof and return, serving all intermediate points.

HEARING: January 25, 1966, at 10 a.m. at the North Carolina Utilities Com-

mission, State Library Building, Raleigh, N.C. Requests for procedural information including the time for filing protests concerning this application should be addressed to the North Carolina Utilities Commission, Post Office Box 991, Raleigh, N.C., 27602, and should not be directed to the Interstate Commerce Commission.

State docket number assigned T-681, Sub 23, filed December 10, 1965. Applicant: HELMS MOTOR EXPRESS, INC., North Second Street, Post Office Box 951, Albemarle, N.C. Applicant's representatives: Bailey, Dixon & Wooten, 1012 Insurance Building, Post Office Box 2246, Raleigh, N.C. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of: *General commodities*, between Winston-Salem, N.C., and North Wilkesboro, N.C., over U.S. Highway 421, for operating convenience only and with no service at any intermediate points thereon.

HEARING: February 9, 1966, at 2 p.m. at the North Carolina Utilities Commission, State Library Building, Raleigh, N.C. Requests for procedural information including the time for filing protests concerning this application should be addressed to the North Carolina Utilities Commission, Post Office Box 991, Raleigh, N.C., 27602, and should not be directed to the Interstate Commerce Commission.

State docket number assigned T-1348, filed November 11, 1965. Applicant: DANNY LORAN HILL, R.F.D. No. 3, Smithfield, N.C. Applicant's representative: Walter Thomas Adams, 1724 Nottingham Road, Raleigh, N.C. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of: *Salt*, in bulk and in packages or bags, from Pine Level, N.C., to points within 100 miles of Pine Level, N.C.

HEARING: January 5, 1966, at 2 p.m. in the Commission Hearing Room, State Library Building, Raleigh, N.C. Requests for procedural information including the time for filing protests, concerning this application should be addressed to the North Carolina Utilities Commission, Post Office Box 991, Raleigh, N.C., 27602, and should not be directed to the Interstate Commerce Commission.

State docket number assigned No. 47932, filed September 30, 1965. Applicant: EVANS TANK LINES, INC., 5701 Maywood Avenue, Maywood, Calif. Applicant's representative: Donald Murchison, 211 South Beverly Drive, Beverly Hills, Calif. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of: *General commodities*, (1) between Los Angeles and points within a radius of 30 miles from First and Main Streets, on the one hand, and points on California Highway 127 between Baker and the California-Nevada State line north of Death Valley Junction, inclusive, on the other hand, serving as intermediate points those lying between

Los Angeles (including said 30 mile radius) and Yermo on the one hand, and between Baker and the California-Nevada State line, on the other hand. Applicant may also serve off-route points situated within a zone extending 15 miles laterally on each side of California Highway 127 between Baker and the California-Nevada State line; (2) between Death Valley Junction, on the one hand, and Stove Pipe Wells, on the other, via California State Highway 190, serving all intermediate points and the off-route point of Death Valley Monument headquarters located near Furnace Creek; (3) subject to the following limitations and conditions: (a) That no express traffic handled by applicant as an underlying carrier for any express corporations authorized to serve said points or any of them, may be transported between Yermo, on the one hand, and points on California Highway 127 between Baker and the California-Nevada State line, inclusive, on the other hand, where said shipments may have received or would receive a prior or a subsequent movement by rail to or from Yermo; (b) that no shipment of milk in bottles or in bulk, nor empty milk containers returning, may be transported between Barstow and any points on California Highway 127 between Baker and the California-Nevada State line, inclusive; (c) subject to the authority of this Commission to change or modify them at any time by further order, applicant shall conduct said highway common carrier service over and along the following routes: via U.S. Highway 66 from Los Angeles to Barstow; via U.S. Highway 466 from Barstow to Baker; and via California State Highway 127 from Baker to California-Nevada State line north of Death Valley Junction; using connecting highways and county roads to serve off-route points, where authorized to do so.

(1) Between points and places presently authorized and as more particularly hereinabove set forth in paragraphs 1, 2, and 3 supra; (2) between Baker and Nipton, and all points and places on and within 15 miles laterally of the following highways: (a) U.S. Highway 15 (formerly U.S. 91 and U.S. 466) between Baker and its junction with San Bernardino County, Nipton Road, inclusive, (b) San Bernardino County Nipton Road between its junction with U.S. 15 and Nipton, inclusive, (3) applicant requests an in lieu certificate, including the extension hereinabove noted in subparagraph 2, and all authority as now set forth in Decisions Nos. 56310 and 57860, as the same relate to applicant's general commodity operating authority and as more particularly described hereinabove in Paragraph entitled "Present Operations".

HEARING: Date, time, and place of hearing, to be hereafter fixed. Requests for procedural information including the time for filing protests concerning those applications should be addressed to the California Public Utilities Commission, California State Building, San Francisco,

Calif., 94102, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 65-13650; Filed, Dec. 21, 1965; 8:47 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

DECEMBER 17, 1965.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA 40196—*Liquid caustic soda to Naheola, Ala.* Filed by O. W. South, Jr., agent (No. A4814), for interested carriers. Rates on liquid caustic soda, in tank carloads, subject to minimum shipment of 5 tank carloads, from Brunswick, Ga., to Naheola, Ala.

Grounds for relief—Market competition.

Tariff—Supplement 223 to Southern Freight Association, agent, tariff ICC S-194.

FSA 40197—*Liquefied petroleum gas from Purcell, Okla.* Filed by Southwestern Freight Bureau, agent (No. B-8798), for interested carriers. Rates on liquefied petroleum gas, in tank carloads, from Purcell, Okla., to points in southern territory, also official-southern territory border points.

Grounds for relief—Market competition.

Tariff—Supplement 110 to Southwestern Freight Bureau, agent, tariff ICC 4486.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 65-13649; Filed, Dec. 21, 1965; 8:47 a.m.]

[Notice 1274]

MOTOR CARRIER TRANSFER PROCEEDINGS

DECEMBER 16, 1965.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by

petitioners must be specified in their petitions with particularity.

No. MC-FC-68187. By order of December 13, 1965, the Transfer Board approved the transfer to Fred J. Elander, Jr., doing business as Elander & Sons, Bridgeport, Conn., of the operating rights of Arthur Christian Elander, doing business as Elander & Sons, Bridgeport, Conn., in Certificate No. MC-15100, issued September 10, 1940, authorizing the transportation, over irregular routes, of household goods, between Bridgeport, Conn., on the one hand, and, on the other, points in Massachusetts, Rhode Island, Connecticut, New York, New Jersey, and Pennsylvania. Stanley B. Garrell, 285 Congress Street, Bridgeport, Conn., attorney for applicants.

No. MC-FC-68331. By order of December 16, 1965, the Transfer Board approved the transfer to Perkins Freight Lines, Inc., Atlanta, Ga., of the operating rights in Certificate No. MC-66098 issued July 2, 1953, to Clinton L. Sanders, doing business as Perkins Freight Lines, Atlanta, Ga., authorizing the transportation of: 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, over regular routes, between Atlanta, Ga., and Thomaston, Ga., with service to and from all intermediate points, from Atlanta over U.S. Highway 41 to Barnesville, Ga., thence over Georgia Highway 36 to Thomaston, and return over the same route. Between Griffin, Ga., and Thomaston, Ga., with service to and from all intermediate points; from Griffin over U.S. Highway 19 to Thomaston, and return over the same route. Robert E. Hicks, 310 Fulton Federal Building, Atlanta, Ga., 30303, attorney for applicants.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 65-13647; Filed, Dec. 21, 1965;
8:47 a.m.]

[Third Rev. S.O. 562; Pfahler's ICC order
196, Amdt. 1]

ANN ARBOR RAILROAD CO.

Diverting or Rerouting of Traffic

Upon further consideration of Pfahler's ICC Order No. 196 and good cause appearing therefor:

It is ordered, That: Pfahler's ICC Order No. 196 be, and it is hereby, amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) Expiration date. This order shall expire at 11:59 p.m., January 15, 1966,

unless otherwise modified, changed or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., December 17, 1965, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement, and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., December 16, 1965.

INTERSTATE COMMERCE
COMMISSION,
R. D. PFAHLER,
Agent.

[F.R. Doc. 65-13648; Filed, Dec. 21, 1965;
8:47 a.m.]

DEPARTMENT OF JUSTICE

Office of the Attorney General CARROLL COUNTY, MISS.

Certifications of the Attorney General Pursuant to Section 6 of the Voting Rights Act of 1965 (Public Law 89- 110)

In accordance with section 6 of the Voting Rights Act of 1965, I hereby certify that in my judgment the appointment of examiners is necessary to enforce the guarantees of the 15th Amendment to the Constitution of the United States in Carroll County, Miss. This county is included within the scope of the determinations of the Attorney General and the Director of the Census made on August 6, 1965, under section 4(b) of the Voting Rights Act of 1965 and published in the FEDERAL REGISTER on August 7, 1965 (30 F.R. 9897).

DECEMBER 20, 1965.

NICHOLAS DEB. KATZENBACH,
Attorney General of the United States.

[F.R. Doc. 65-13767; Filed, Dec. 21, 1965;
11:59 a.m.]

NEWTON COUNTY, MISS.

Certifications of the Attorney General Pursuant to Section 6 of the Voting Rights Act of 1965 (Public Law 89- 110)

In accordance with section 6 of the Voting Rights Act of 1965, I hereby certify that in my judgment the appointment of examiners is necessary to enforce the guarantees of the 15th Amendment to the Constitution of the United States in Newton County, Miss. This county is included within the scope of

the determinations of the Attorney General and the Director of the Census made on August 6, 1965, under section 4(b) of the Voting Rights Act of 1965 and published in the FEDERAL REGISTER on August 7, 1965 (30 F.R. 9897).

NICHOLAS DEB. KATZENBACH,
Attorney General of the United States.

DECEMBER 20, 1965.

[F.R. Doc. 65-13768; Filed, Dec. 21, 1965;
11:59 a.m.]

WARREN COUNTY, MISS.

Certifications of the Attorney General Pursuant to Section 6 of the Voting Rights Act of 1965 (Public Law 89- 110)

In accordance with section 6 of the Voting Rights Act of 1965, I hereby certify that in my judgment the appointment of examiners is necessary to enforce the guarantees of the 15th Amendment to the Constitution of the United States in Warren County, Miss. This county is included within the scope of the determinations of the Attorney General and the Director of the Census made on August 6, 1965, under section 4(b) of the Voting Rights Act of 1965 and published in the FEDERAL REGISTER on August 7, 1965 (30 F.R. 9897).

NICHOLAS DEB. KATZENBACH,
Attorney General of the United States.

DECEMBER 20, 1965.

[F.R. Doc. 65-13769; Filed, Dec. 21, 1965;
11:59 a.m.]

SIMPSON COUNTY, MISS.

Certifications of the Attorney General Pursuant to Section 6 of the Voting Rights Act of 1965 (Public Law 89- 110)

In accordance with section 6 of the Voting Rights Act of 1965, I hereby certify that in my judgment the appointment of examiners is necessary to enforce the guarantees of the 15th Amendment to the Constitution of the United States in Simpson County, Miss. This county is included within the scope of the determinations of the Attorney General and the Director of the Census made on August 6, 1965, under section 4(b) of the Voting Rights Act of 1965 and published in the FEDERAL REGISTER on August 7, 1965 (30 F.R. 9897).

NICHOLAS DEB. KATZENBACH,
Attorney General of the United States.

DECEMBER 20, 1965.

[F.R. Doc. 65-13770; Filed, Dec. 21, 1965;
11:59 a.m.]

CUMULATIVE LIST OF CFR PARTS AFFECTED—DECEMBER

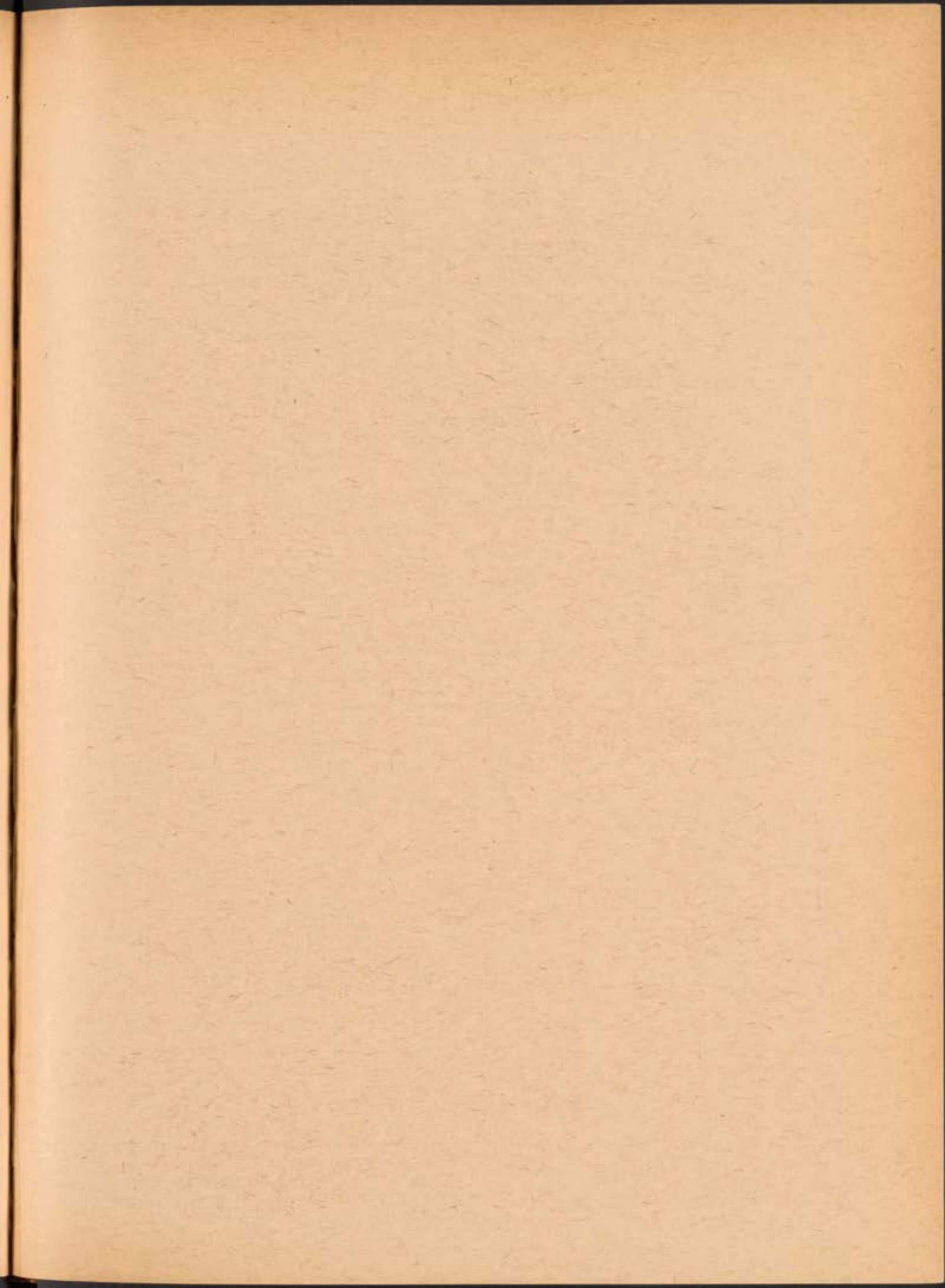
The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during December.

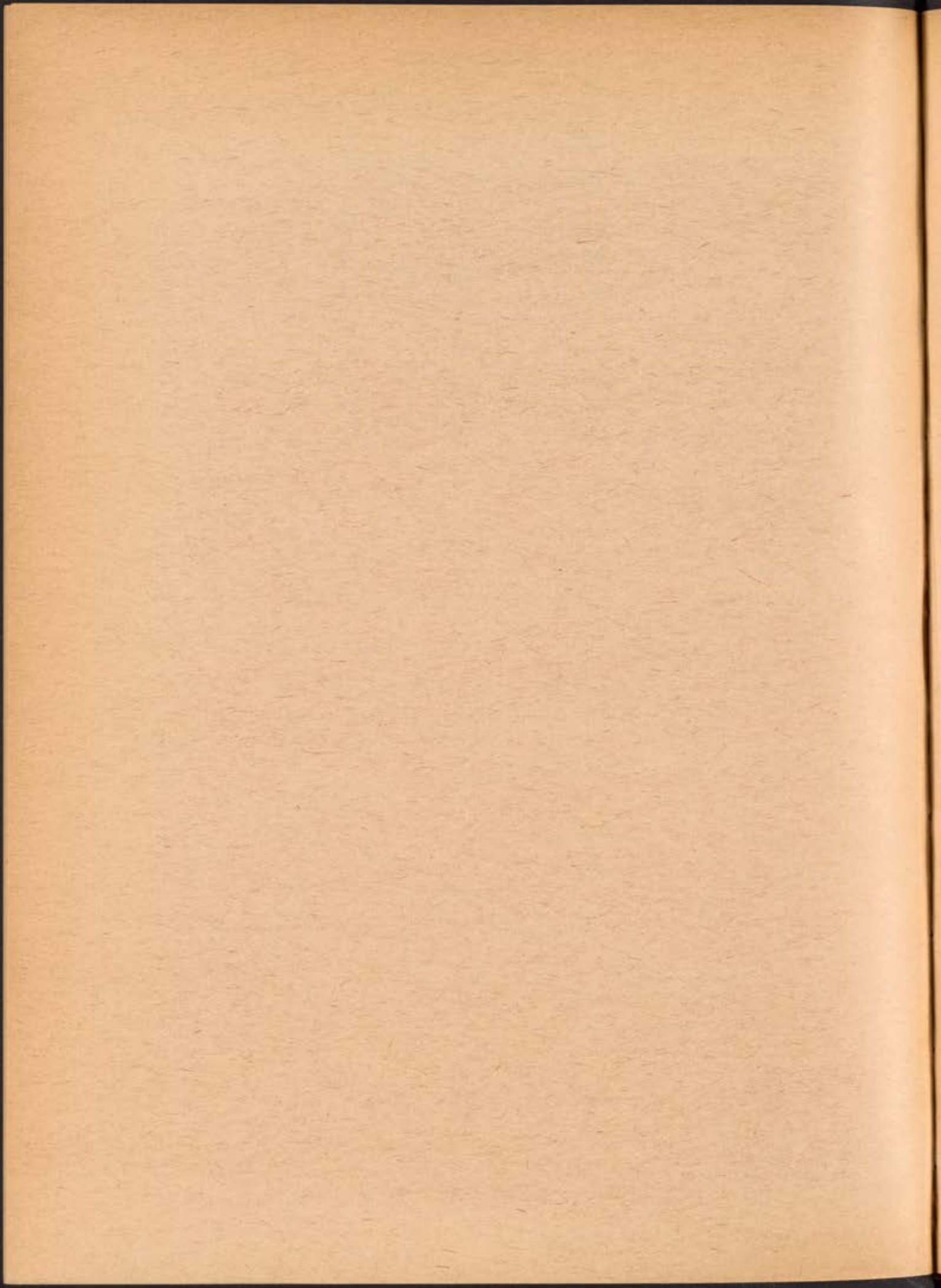
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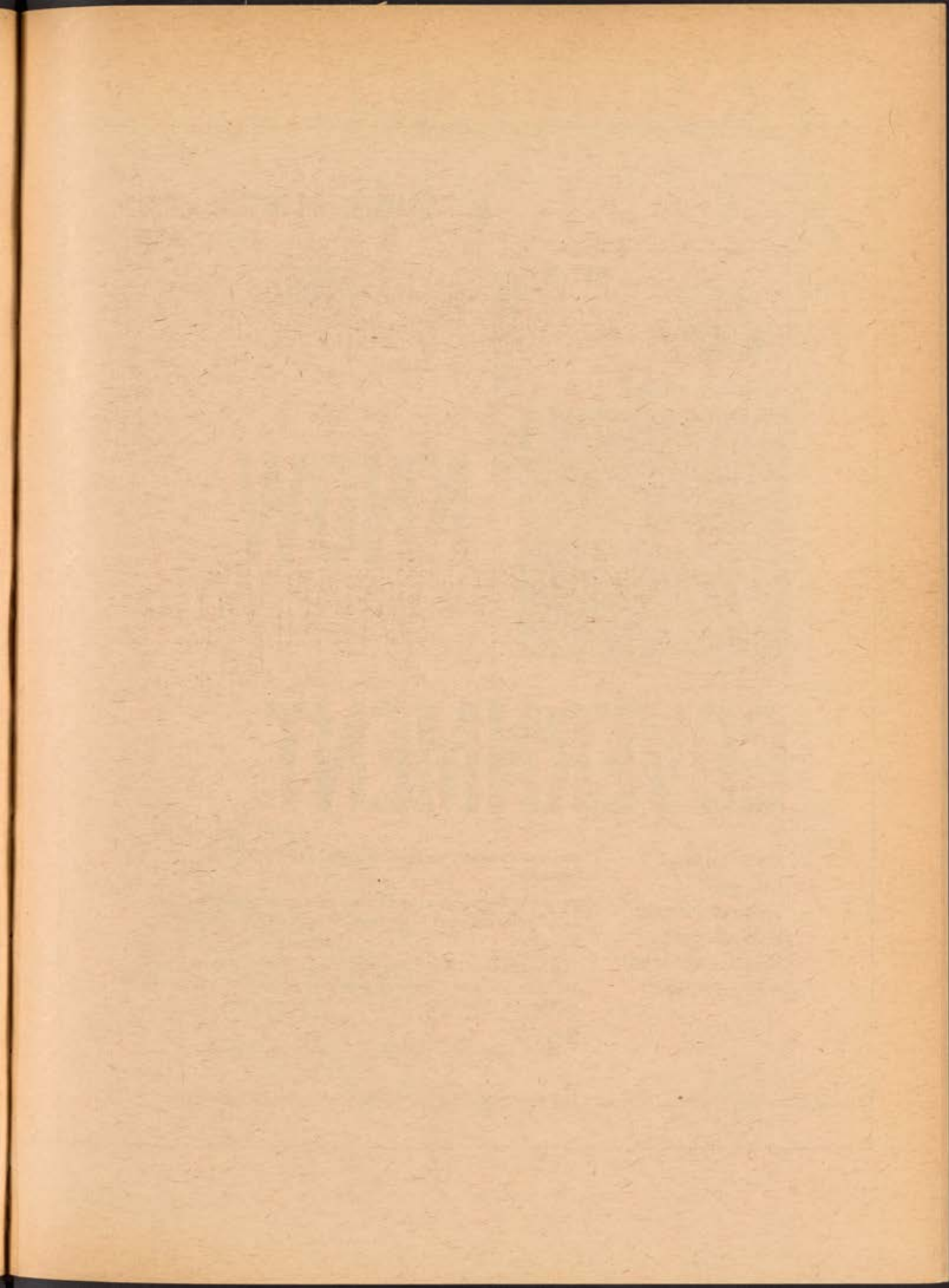
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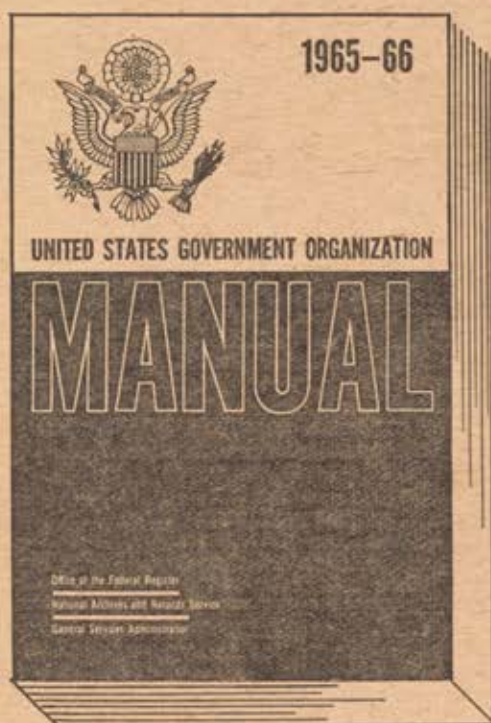






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