

# FEDERAL REGISTER

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**Agencies in this issue—**

Agricultural Research Service  
Atomic Energy Commission  
Consumer and Marketing Service  
Emergency Planning Office  
Engineers Corps  
Federal Aviation Agency  
Federal Communications Commission  
Federal Maritime Commission  
Federal Power Commission  
Fish and Wildlife Service  
General Services Administration  
International Commerce Bureau  
Interstate Commerce Commission  
Land Management Bureau  
Maritime Administration  
National Park Service  
Small Business Administration

Detailed list of Contents appears inside.



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(As of January 1, 1966)

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

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# Rules and Regulations

## Title 7—AGRICULTURE

### Chapter I—Consumer and Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

#### PART 26—GRAIN STANDARDS

##### Subpart B—Standards

###### INTERPRETATIONS REGARDING TERM "OTHER COLORS"

*Statement of considerations.* Under the Official Grain Standards of the United States for Corn (7 CFR 26.151-26.153) "yellow kernels of corn with a slight tinge of red" are considered as yellow corn, and "white kernels of corn with a slight tinge of light straw or pink color" are considered as white corn.

In recent years, yellow corn with red pigmented stripes has appeared in commercial lots in various midwestern grain markets. When the stripes were distinct and were on the side and over the crown of the kernels, the kernels were considered to be "corn of other colors." A similar striped condition is reported to occur in white corn. When corn of other colors is present in yellow corn in quantities of more than 5 percent, and when present in white corn in quantities of more than 2 percent, the corn is graded "Mixed Corn." The occurrence of yellow corn with red stripes has become more pronounced in recent months and in one or more markets is now one of the more important factors in grading the corn.

Corn specialists have indicated that the stripes are caused by a virus, are not known to be related to the quality of the corn, and are not necessarily a genetic characteristic. Corn merchandisers have indicated that the stripes are considered to be an appearance factor and are not considered objectionable by the end users. Accordingly, it was questioned whether the corn with the stripes should be considered "corn of other colors."

On April 16, 1966, there was published in the *FEDERAL REGISTER* (31 F.R. 5905) a proposed interpretation regarding the term "yellow kernels of corn with a slight tinge of red" when used in the Official Grain Standards of the United States for Corn. It was proposed that the term should be construed to include kernels which are yellow and/or light red in color, and kernels which are yellow and dark red in color provided the dark red color covers less than 50 percent of the kernel. Yellow and dark red kernels in which the dark red color covers 50 percent or more of the kernel would be considered as "corn of other colors."

A proposed interpretation with respect to the term "white kernels of corn with a slight tinge of straw or pink color"

was also included. It was proposed that the term should be construed to include kernels which are white and/or light straw or light pink in color, and kernels which are white and pink in color provided the pink color covers less than 50 percent of the kernel. White and pink kernels in which the pink color covers 50 percent or more of the kernel would be considered as "corn of other colors."

Interested parties were given 30 days after publication to submit written data, views, or arguments.

Essentially all of the information available to the Department, including the comments received from the interested parties, supports the proposed interpretations. Accordingly, pursuant to section 8 of the U.S. Grain Standards Act, as amended (7 U.S.C. 84), the following interpretations of the Official Grain Standards of the United States for Corn are hereby issued to appear in 7 CFR 26.904 and 26.905:

#### § 26.904 Interpretation with respect to the term "yellow kernels of corn with a slight tinge of red."

The term "yellow kernels of corn with a slight tinge of red" when used in the Official Grain Standards of the United States for Corn (see § 26.151(c)) shall be construed to include kernels which are yellow and/or light red in color, and kernels which are yellow and dark red in color provided the dark red color covers less than 50 percent of the kernel. Yellow and dark red kernels in which the dark red color covers 50 percent or more of the kernel shall be considered as "corn of other colors."

#### § 26.905 Interpretation with respect to the term "white kernels of corn with a slight tinge of light straw or pink color."

The term "white kernels of corn with a slight tinge of light straw or pink color," when used in the Official Grain Standards of the United States for Corn (see § 26.151(d)) shall be construed to include kernels which are white and/or light straw or light pink in color, and kernels which are white and pink in color provided the pink color covers less than 50 percent of the kernel. White and pink kernels in which the pink color covers 50 percent or more of the kernel shall be considered as "corn of other colors."

(Sec. 8, 39 Stat. 485, 7 U.S.C. 84; 29 F.R. 16210, as amended, 30 F.R. 1280, as amended)

*Effective date.* The foregoing interpretations shall be applied in the inspection and grading of corn, under the U.S. Grain Standards Act, effective today.

On and after the effective date, upon request of the applicant for inspection, the percentage of striped corn will be shown on inspection certificates.

Done at Washington, D.C., this 3d day of June 1966.

ROY W. LENNARTSON,  
Associate Administrator.

[F.R. Doc. 66-6333; Filed, June 8, 1966; 8:47 a.m.]

### Chapter III—Agricultural Research Service, Department of Agriculture

#### PART 354—OVERTIME SERVICES RELATING TO IMPORTS AND EXPORTS

##### Commututed Travel Time Allowances

Pursuant to the authority conferred upon the Director of the Plant Quarantine Division by § 354.1 of the regulations concerning overtime services relating to imports and exports, effective November 7, 1965 (7 CFR 354.1), administrative instructions (7 CFR 354.2), effective January 27, 1966, as amended March 19, 1966, and April 23, 1966 (31 F.R. 1052, 4722, 6247), prescribing the commuted travel time that shall be included in each period of overtime duty are hereby amended by adding to the "list" therein as follows:

#### § 354.2 Administrative instructions prescribing commuted travel time.

\* \* \* \* \* OUTSIDE METROPOLITAN AREA

\* \* \* \* \* FOUR HOURS

Olmstead AFB, Middletown, Pa. (served from Philadelphia, Pa.).

This commuted travel time period has been established as nearly as may be practicable to cover the time necessarily spent in reporting to and returning from the place at which the employee performs such overtime duty when such travel is performed solely on account of such overtime duty. Such establishment depends upon facts within the knowledge of the Plant Quarantine Division. It is to the benefit of the public that these instructions be made effective at the earliest practicable date. Accordingly, pursuant to the provisions of section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and public procedure on these instructions are impracticable, unnecessary, and contrary to the public interest, and good cause is found for making these instructions effective less than 30 days after publication in the *FEDERAL REGISTER*.

(64 Stat. 561; 5 U.S.C. 576).

This amendment shall become effective June 9, 1966.

## RULES AND REGULATIONS

Done at Hyattsville, Md., this 6th day of June 1966.

[SEAL] F. A. JOHNSTON,  
Director, Plant Quarantine Division.  
[F.R. Doc. 66-6346; Filed, June 8, 1966;  
8:48 a.m.]

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

[Grapefruit Reg. 62]

**PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA**

**Limitation of Shipments**

Notice was published in the May 19, 1966, issue of the *FEDERAL REGISTER* (31 F.R. 7286) that consideration was being given to proposals of the Growers Administrative Committee, established under the marketing agreement, as amended, and Order No. 905, as amended (7 CFR Part 905), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), as the agency to administer the terms and provisions thereof, with respect to grade and size limitations to be made applicable to all grapefruit handled between the production area and any point outside thereof in the continental United States, Canada, or Mexico.

After consideration of all relevant matters presented, including the proposals set forth in the aforesaid notice, it is hereby found that the limitation of the shipment of grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

**§ 905.482 Grapefruit Regulation 62.**

(a) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the U.S. Standards for Florida Grapefruit (§§ 51.750-51.783 of this title).

(2) During the period beginning at 12:01 a.m., e.s.t., August 1, 1966, and ending at 12:01 a.m., e.s.t., September 12, 1966, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any grapefruit, grown in the production area, which do not grade at least U.S. No. 2 Russet;

(ii) Any seedless grapefruit, grown in the production area, which are smaller than  $3\frac{1}{16}$  inches in diameter, except that a tolerance of 10 percent, by count, of seedless grapefruit smaller than such minimum size shall be permitted, which tolerance shall be applied in accordance

with the provisions for the application of tolerances, specified in the U.S. Standards for Florida Grapefruit; or

(iii) Any seeded grapefruit, grown in the production area, which are smaller than  $3\frac{1}{16}$  inches in diameter, except that a tolerance of 10 percent, by count, of seeded grapefruit smaller than such minimum size shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances, specified in the U.S. Standards for Florida Grapefruit.

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

Dated, June 3, 1966, to become effective at 12:01 a.m., e.s.t., August 1, 1966.

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

[F.R. Doc. 66-6335; Filed, June 8, 1966;  
8:47 a.m.]

[Orange Reg. 53]

**PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA**

**Limitation of Shipments**

Notice was published in the May 19, 1966, issue of the *FEDERAL REGISTER* (31 F.R. 7287) that consideration was being given to proposals of the Growers Administrative Committee, established under the marketing agreement, as amended, and Order No. 905, as amended (7 CFR Part 905), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), as the agency to administer the terms and provisions thereof, with respect to grade and size limitations to be made applicable to all oranges handled between the production area and any point outside thereof in the continental United States, Canada, or Mexico.

After consideration of all relevant matters presented, including the proposals set forth in the aforesaid notice, it is hereby found that the limitation of the shipment of oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

**§ 905.483 Orange Regulation 53.**

(a) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the U.S. Standards for Florida Oranges and Tangelos (§§ 51.1140-51.1178 of this title).

(2) During the period beginning at 12:01 a.m., e.s.t., August 1, 1966, and ending at 12:01 a.m., e.s.t., September 12, 1966, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

side thereof in the continental United States, Canada, or Mexico:

(i) Any oranges, grown in the production area, which do not grade at least U.S. No. 2 Russet;

(ii) Any oranges, except Temple and Murcott Honey oranges, grown in the production area, which are of a size smaller than  $2\frac{1}{16}$  inches in diameter, except that a tolerance of 10 percent, by count, of oranges smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in the U.S. Standards for Florida Oranges and Tangelos: *Provided*, That in determining the percentage of oranges in any lot which are smaller than  $2\frac{1}{16}$  inches in diameter, such percentage shall be based only on those oranges in such lot which are of a size  $2\frac{1}{16}$  inches in diameter or smaller;

(iii) Any Temple oranges, grown in the production area, which are of a size smaller than  $2\frac{1}{16}$  inches in diameter, except that a tolerance of 10 percent, by count, of Temple oranges smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in the aforesaid U.S. Standards for Florida Oranges and Tangelos; or

(iv) Any Murcott Honey oranges, grown in the production area, which are of a size smaller than  $2\frac{1}{16}$  inches in diameter, except that a tolerance of 10 percent, by count, of Murcott Honey oranges smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in the aforesaid U.S. Standards for Florida Oranges and Tangelos.

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

Dated, June 3, 1966, to become effective at 12:01 a.m., e.s.t., August 1, 1966.

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

[F.R. Doc. 66-6334; Filed, June 8, 1966;  
8:47 a.m.]

[Plum Reg. 6]

**PART 917—FRESH PEARS, PLUMS, AND PEACHES GROWN IN CALIFORNIA**

**Plums; Size**

**§ 917.377 Plum Regulation 6 (El Dorado, Mariposa, Red Roy, Laroda, Ace, Elephant Heart, and Sharkey).**

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 917, as amended (7 CFR Part 917; 30 F.R. 15990), regulating the handling of fresh pears, plums, and peaches grown in 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 recommendations of the Plum Commodity Committee, established

under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of plums of the varieties hereinafter set forth, and in the manner herein provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the *FEDERAL REGISTER* (5 U.S.C. 1001-1011) in that, as hereinafter set forth, the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective not later than the date hereinafter specified. A reasonable determination as to the supply of, and the demand for, such plums must await the development of the crop thereof, and adequate information thereon was not available to the Plum Commodity Committee until the date hereinafter set forth on which an open meeting was held, after giving due notice thereof, to consider the need for, and the extent of, regulation of shipment of such plums. Interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; shipments of the current crop of such plums are expected to begin on or about the effective date hereof; this section should be applicable to all such shipments in order to effectuate the declared policy of the act; the provisions of this section are identical with the aforesaid recommendation of the committee; information concerning such provisions and effective time has been disseminated among handlers of such plums; and compliance with the provisions of this section will not require of handlers any preparation therefor which cannot be completed by the effective time hereof. Such committee meeting was held on May 31, 1966.

(b) *Order.* (1) During the period beginning at 12:01 a.m., P.S.T., June 10, 1966, and ending at 12:01 a.m., P.S.T., November 1, 1966, no handler shall ship any package or container of El Dorado, Mariposa, Red Roy, Laroda, Ace, Elephant Heart, or Sharkey plums unless such plums are of a size that, when packed in a standard basket, they will pack at least 3 x 4 x 5 standard pack.

(2) When used herein, "standard pack" shall have the same meaning as set forth in the U.S. Standards for Grades of Fresh Plums and Prunes (7 CFR 51.1520-1538; 31 F.R. 6240, 7169); "standard basket" shall mean the standard basket set forth in paragraph 1 of

section 828.1 of the Agricultural Code of California; and, except as otherwise specified, all other terms shall have the same meaning as when used in the amended marketing agreement and order.

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

Dated: June 8, 1966.

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

[F.R. Doc. 66-6419; Filed, June 8, 1966; 11:21 a.m.]

## Chapter X—Consumer and Marketing Service (Marketing Agreements and Orders; Milk), Department of Agriculture

[Milk Order 38]

### PART 1038—MILK IN ROCK RIVER VALLEY MARKETING AREA

#### Order Amending Order

##### § 1038.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of the said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Rock River Valley marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of in-

dustrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

(b) *Additional findings.* It is necessary in the public interest to make this order amending the order effective not later than June 1, 1966. Any delay beyond that date would tend to disrupt the orderly marketing of milk in the marketing area. The decision of the Assistant Secretary containing all amendment provisions of this order was issued May 31, 1966. The changes effected by this order will not require extensive preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order effective June 1, 1966, and that it would be contrary to the public interest to delay the effective date of this amendment for 30 days after its publication in the *FEDERAL REGISTER* (sec. 4(c), Administrative Procedure Act, 5 U.S.C. 1001-1011).

(c) *Determinations.* It is hereby determined that:

(1) The refusal or failure of handlers (excluding cooperative associations specified in section 8c(9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement, tends to prevent the effectuation of the declared policy of the Act;

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the Act of advancing the interests of producers as defined in the order as hereby amended; and

(3) The issuance of the order amending the order is approved or favored by at least two-thirds of the producers who during the determined representative period were engaged in the production of milk for sale in the marketing area.

*Order relative to handling.* It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Rock River Valley marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order as amended, and as hereby further amended, as follows:

Section 1038.44(c) and the introductory text of § 1038.44(d) is amended as follows:

##### § 1038.44 Transfers.

\* \* \* \* \*  
(c) As Class I milk, if transferred in packaged form to a nonpool plant that is not an other order plant;

(d) As Class I milk, if transferred in bulk or diverted to a nonpool plant that is neither an other order plant nor a producer-handler plant, unless the requirements of subparagraphs (1) and (2) of this paragraph are met in which case the skim milk and butterfat so transferred or diverted shall be classified in accordance with the assignment resulting from subparagraph (3) of this paragraph;

\* \* \* \* \*

## RULES AND REGULATIONS

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

*Effective date.* June 1, 1966.

Signed at Washington, D.C., on June 6, 1966.

JOHN A. SCHNITTNER,  
Acting Secretary.

[F.R. Doc. 66-6347; Filed, June 8, 1966;  
8:48 a.m.]

[Milk Order 39]

**PART 1039—MILK IN MILWAUKEE,  
WIS., MARKETING AREA**

**Order Amending Order**

**§ 1039.0 Findings and determinations.**

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of the said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Milwaukee, Wis., marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

(b) *Additional findings.* It is necessary in the public interest to make this order amending the order effective not later than May 1, 1966. Any delay be-

yond that date would tend to disrupt the orderly marketing of milk in the marketing area.

The provisions of the said order are known to handlers. The decision of the Assistant Secretary containing all amendment provisions of this order was issued May 31, 1966. The changes effected by this order will not require extensive preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order effective May 1, 1966, and that it would be contrary to the public interest to delay the effective date of this amendment for 30 days after its publication in the *FEDERAL REGISTER* (sec. 4(c), Administrative Procedure Act, 5 U.S.C. 1001-1011).

(c) *Determinations.* It is hereby determined that:

(1) The refusal or failure of handlers (excluding cooperative associations specified in section 8c(9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement, tends to prevent the effectuation of the declared policy of the Act;

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the Act of advancing the interests of producers as defined in the order as hereby amended; and

(3) The issuance of the order amending the order is approved or favored by at least three-fourths of the producers who during the determined representative period were engaged in the production of milk for sale in the marketing area.

*Order relative to handling.* It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Milwaukee, Wis., marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended, and as hereby further amended, as follows:

1. Section 1039.12(a) is revised as follows:

**§ 1039.12 Handler.**

(a) Any person in his capacity as the operator of a pool plant, except that any person who is the operator of a distributing plant or a supply plant that first became a pool plant under this part after May 1, 1966, upon written notification to, and subject to approval by the market administrator may be a separate handler for such distributing plant or supply plant if such distributing plant distributes in the current month less than 50 percent of its Grade A milk receipts in the Milwaukee marketing area or if such supply plant ships in the current month less than 50 percent of its Grade A milk receipts from dairy farmers to pool distributing plants which were pool plants under this part prior to May 1, 1966,

2. Section 1039.44(c) and the introductory text of § 1039.44(d) is revised as follows:

**§ 1039.44 Transfers.**

(c) As Class I milk if transferred in packaged form to a nonpool plant that is not an other order plant;

(d) As Class I milk if transferred in bulk or diverted to a nonpool plant that is neither an other order plant nor a producer-handler plant unless the requirements of subparagraphs (1) and (2) of this paragraph are met, in which case the skim milk and butterfat so transferred or diverted shall be classified in accordance with the assignment resulting from subparagraph (3) of this paragraph:

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

*Effective date.* May 1, 1966.

Signed at Washington, D.C., on June 6, 1966.

JOHN A. SCHNITTNER,  
Acting Secretary.

[F.R. Doc. 66-6348; Filed, June 8, 1966;  
8:48 a.m.]

**Title 41—PUBLIC CONTRACTS  
AND PROPERTY MANAGEMENT**

**Chapter 1—Federal Procurement  
Regulations**

**PART 1-3—PROCUREMENT BY  
NEGOTIATION**

**Subpart 1-3.2—Circumstances  
Permitting Negotiation**

**ARCHITECTURAL AND ENGINEERING SERVICES**

This amendment revises § 1-3.204 to delete the General Services Administration clearance requirement regarding the negotiation of contracts for professional engineering, architectural, and landscape architectural services, and to provide references to the appropriate sections of the Federal Property Management Regulations (41 CFR Chapter 101) with respect to contracts for engineering and architectural services and delegations of authority under section 15 of the Public Buildings Act of 1959 (40 U.S.C. 614).

Section 1-3.204 is revised as follows:

**§ 1-3.204 Personal or professional services.**

(b) *Limitations.* This authority shall not apply to the procurement by negotiation of any types of services authorized under any other provisions of this subpart. (For instructions regarding contracts for professional engineering, architectural, and landscape architectural services and delegations of author-

ity under section 15 of the Public Buildings Act of 1959 (40 U.S.C. 614), see Federal Property Management Regulations (§§ 101-17.402(c) and 101-17.501 of this title).)

(Sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c))

*Effective date.* This amendment is effective July 18, 1966, but may be observed earlier.

Dated: June 2, 1966.

J. E. MOODY,  
Acting Administrator  
of General Services.

[F.R. Doc. 66-6340; Filed, June 8, 1966;  
8:47 a.m.]

### Chapter 101—Federal Property Management Regulations

#### SUBCHAPTER D—PUBLIC BUILDINGS AND SPACE

#### PART 101-17—CONSTRUCTION AND ALTERATION OF PUBLIC BUILDINGS

##### Miscellaneous Amendments

This amendment prescribes the basis on which executive agencies may contract for professional engineering, architectural, and landscape architectural services and the policies and procedures regarding delegations of the Administrator's authorities and responsibilities under the Public Buildings Act of 1959 (40 U.S.C. 601-615).

##### Subpart 101-17.4—Construction Projects

Section 101-17.402(c) is revised to prescribe the basis on which executive agencies may contract for professional engineering, architectural, and landscape architectural services for projects which fall within the definition of a "public building" set forth in section 13 of the Public Buildings Act of 1959 (40 U.S.C. 612). As revised, the section reads as follows:

##### § 101-17.402 Architectural and engineering services.

(c) Executive agencies may contract for professional engineering, architectural, and landscape architectural services for projects which fall within the definition of a "public building" contained in section 13 of the Public Buildings Act of 1959 (40 U.S.C. 612) only when the Administrator of General Services has delegated his responsibilities and authorities pursuant to section 15 of that Act (40 U.S.C. 614). (See § 101-17.501 regarding delegations of authority.)

##### Subpart 101-17.5—Delegation of Authority

Section 101-17.501 is revised to limit its application to delegations of authority pursuant to section 15 of the Public Buildings Act of 1959 (40 U.S.C. 614),

and to prescribe criteria for granting such delegations. As revised, the section reads as follows:

##### § 101-17.501 Conditions justifying delegation.

The authorities and responsibilities of the Administrator of General Services under the provisions of the Public Buildings Act of 1959 (40 U.S.C. 601-615) shall, except for the authority in section 4 of that Act, upon request, be delegated to the appropriate executive agency where the estimated cost of the project does not exceed \$100,000 and may, in the Administrator's discretion, be delegated in cases exceeding that amount (see sec. 15 of the Act). When the estimated cost of the project exceeds \$100,000, the following criteria will be applied in determining whether a delegation will be made:

- (a) The staff capability of the requesting agency to negotiate and administer contracts for the various types of work involved; and
- (b) Whether such a delegation will promote efficiency and economy. See § 101-17.402(c) regarding contracts for professional engineering and architectural services.

(Sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c))

*Effective date.* This amendment is effective July 18, 1966, but may be observed earlier.

Dated: June 2, 1966.

J. E. MOODY,  
Acting Administrator  
of General Services.

[F.R. Doc. 66-6341; Filed, June 8, 1966;  
8:47 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

#### SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 65-CE-92]

#### PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

##### Alteration of Federal Airways

On August 28, 1965, a notice of proposed rule making was published in the *FEDERAL REGISTER* (30 F.R. 11146) stating that the Federal Aviation Agency was considering amendments to Part 71 of the Federal Aviation Regulations that would extend V-9 from Green Bay, Wis., via Iron Mountain, Mich., to Houghton, Mich., including an east alternate from Iron Mountain to Houghton via Marquette, Mich.; extend V-191 from Rhinelander, Wis., via Ironwood, Mich., to Duluth, Minn., and that would designate a segment of V-430 from Duluth via Ironwood and Iron Mountain to Escanaba, Mich. These actions would extend V-430 from Duluth via Ironwood and Iron Mountain to Escanaba, Mich. These actions would

provide Federal airways for scheduled air carriers serving certified permanent air carrier stops in Minnesota and lower Michigan. On November 18, 1965, an amendment to Part 71 of the Federal Aviation Regulations was published in the *FEDERAL REGISTER* (30 F.R. 14424) which designated these airway segments effective March 3, 1966. On April 11, 1966, it was determined that the Iron Mountain, Mich., VORTAC would not meet the standards to support air navigation. Accordingly, an amendment to Part 71 of the Federal Aviation Regulations revoking the above segments of V-9 and V-430 was published in the *FEDERAL REGISTER* (31 F.R. 5823).

On June 1, 1966, after modification of the Iron Mountain VORTAC, a flight inspection of the facility determined that it will now meet the standards required to support air navigation. As the airways are required to provide air traffic service to scheduled air carrier aircraft serving Ironwood, Mich., Iron Mountain, Mich., Escanaba, Mich., Green Bay, Wis., Marquette, Mich., and Houghton, Mich., action is taken herein to designate V-9 and V-430 as proposed in the notice.

Since there were no objections to the proposals as published in the notice and as these actions involve public convenience and safety, the Administrator has determined that notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0001 e.s.t., July 21, 1966, as hereinafter set forth.

Section 71.123 (31 F.R. 2009, 5823, 6484, 6582) is amended as follows:

1. In V-9 "to Green Bay, Wis." is deleted and "Green Bay, Wis.; Iron Mountain, Mich.; to Houghton, Mich., including an E alternate from Iron Mountain to Houghton via Marquette, Mich." is substituted therefor.

2. In V-430 "to Ironwood, Mich." is deleted and "Ironwood, Mich.; Iron Mountain, Mich.; to Escanaba, Mich." is substituted therefor.

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

Issued in Washington, D.C., on June 2, 1966.

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

[F.R. Doc. 66-6310; Filed, June 8, 1966;  
8:45 a.m.]

[Airspace Docket No. 65-EA-87]

#### PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

##### Alteration of Control Area and Reporting Point

###### Correction

In F.R. Doc. 66-6001 appearing in the issue for Thursday, June 2, 1966, at page 7827 in the 8th line of Control 1144 for § 71.163, "latitude 41°46'00" N." should read "latitude 41°06'00" N."

## RULES AND REGULATIONS

## SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 7351; Amdt. 481]

## PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

## Miscellaneous Amendments

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

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

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

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

## ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

From—	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
					2-engine or less	More than 2-engine, more than 65 knots	More than 2-engine, more than 65 knots
Augusta VOR	CCM RBn	Direct	2300	T-dn# C-dn S-dn A-dn	400-1 600-1 NA 800-2	400-1 600-1 NA 800-2	400-1 600-1 NA 800-2

Procedure turn W side of crs, 351° Outbnd, 171° Inbnd, 2300' within 10 miles.  
Minimum altitude over facility on final approach crs, 1200'.

Crs and distance, facility to airport, 171°—0.9 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.9 mile after passing CCM RBn, climb straight ahead on 171° bearing from CCM RBn to 1500', then right-climbing turn to 2300' direct CCM RBn. Hold N of CCM RBn, 171° Inbnd, 1-minute right turns.

NOTE: Approach from a holding pattern not authorized. Procedure turn required.

CAUTION: 507° antenna, 1.3 miles W of airport; 545° antenna, 0.9 mile SSE of airport.

#Runway 17 departures make left-climbing turn after takeoff.

MSA within 25 miles of facility: 000°-180°—2000'; 180°-270°—2500'; 270°-360°—3000'.

City, Augusta; State, Maine; Airport name, Augusta State; Elev., 257'; Fac. Class., MIIW; Ident., CCM; Procedure No. 2, Amdt. Orig.; Eff. date, 11 June 66

Lawson RBn	LOM	Direct	2200	T-dn	300-1	300-1	200-1/2
Columbus VOR	LOM	Direct	2200	C-dn	500-1	500-1	500-1/2
Geneva Int.	LOM	Direct	2200	S-dn-5°	500-1	500-1	500-1
Marvin Int.	LOM	Direct	2200	A-dn	800-2	800-2	800-2
Seale Int.	LOM (final)	Direct	2200				

Procedure turn W side of crs, 233° Outbnd, 033° Inbnd, 2300' within 10 miles of LOM.

Minimum altitude over facility on final approach crs, 2200' over LOM.

Crs and distance, facility to airport, 033°—6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing LOM, climb to 2200', proceed to Geneva Int via 049° bearing from CS LOM, or when directed by ATC, climb to 2200', turn left and return direct to LOM.

\* Reduction below  $\frac{3}{4}$  mile not authorized.

MSA within 25 miles of facility: 000°-090°—3400'; 090°-180°—3300'; 180°-270°—1800'; 270°-360°—2300'.

City, Columbus; State, Ga.; Airport name, Muscogee County; Elev., 397'; Fac. Class., LOM; Ident., CS; Procedure No. 1, Amdt. 14; Eff. date, 11 June 66; Sup. Amdt. No. 13; Dated, 14 May 66
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Salem VOR	LOM	Direct	2600	T-dn	300-1	300-1	200-1/2
Carleton VOR	LOM (final)	Direct	2300	C-dn	400-1	500-1	500-1/2
YIP LOM	LOM	Direct	2300	S-dn-3 L and R	400-1	400-1	400-1
Creek Int.	LOM (final)	Direct	2300	A-dn	800-2	800-2	800-2
Milan Int.	LOM	Direct	2300				

Radar available.

Procedure turn E side of crs, 212° Outbnd, 032° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 2300'.

Crs and distance, facility to Runway 3L, 032°—5.9 miles, to Runway 3R, 037°—8.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles after passing LOM, make right-climbing turn to 2300' and proceed to Park Int via QG VOR, R 268°, or when directed by ATC, make left-climbing turn to 2200' and return to DT LOM.

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

City, Detroit (Romulus); State, Mich.; Airport name, Detroit Metropolitan Wayne County; Elev., 639'; Fac. Class., LOM; Ident., DT; Procedure No. 1, Amdt. 15; Eff. Date, 11 June 66; Sup. Amdt. No. 14; Dated, 9 Oct. 65
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## ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

From—	To—	Transition	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
						2-engine or less	More than 65 knots	More than 2-engine, more than 65 knots
SVM VOR	DW LOM		Direct	2700	T-dn	300-1	300-1	200-1½
YIP VOR	DW LOM		Direct	2700	C-dn	500-1	500-1	500-1½
CRL VOR	DW LOM		Direct	2700	S-dn-21 R 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
<p>Radar available.</p> <p>Procedure turn N side of crs, 032° Outbnd, 212° Inbnd, 2700' within 10 miles.</p> <p>Minimum altitude over facility on final approach crs, 2400'.</p> <p>Crs and distance, facility to Runway 21R, 212°—5.2 miles; to Runway 21L, 205°—5.1 miles.</p> <p>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 2300', proceed direct to D'T LOM, (2) climb to 2300', make left turn, proceed to Rockwood Int via SVM, R 141°.</p> <p>#Reduction below ¼ mile not authorized.</p> <p>MSA within 25 miles of facility: 000°—090°—2800'; 090°—180°—2400'; 180°—270°—2300'; 270°—360°—2600'.</p>								
<p>City, Detroit (Romulus); State, Mich.; Airport name, Detroit Metropolitan Wayne County; Elev., 639'; Fac. Class., LOM; Ident., DW; Procedure No. 2, Amdt. 5; Eff. date, 11 June 66; Sup. Amdt. No. 4; Dated, 18 Dec. 65</p>								
Milan Int.	Mooreville Int.		Via SVM R 200°	2400	T-dn	300-1	300-1	200-1½
Milan Int.	LOM		Direct	2400	C-dn	500-1	500-1	500-1½
Mooreville Int.	LOM (final)		Direct	2300	S-dn-5 R and L	500-1	500-1	500-1
Salem VOR	LOM		Direct	2600	A-dn	800-2	800-2	800-2
<p>Radar available.</p> <p>Procedure turn W side of crs, 230° Outbnd, 050° Inbnd, 2400' within 10 miles.</p> <p>Minimum altitude over facility on final approach crs, 2300'.</p> <p>Crs and distance, facility to airport, 050°—5 miles.</p> <p>If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing LOM, make left-climbing turn to 2600' and proceed to Salem VOR on R 170°, or when directed by ATC, make left-climbing turn to 2400' and return to YI LOM.</p> <p>MSA within 25 miles of facility: 000°—090°—2800'; 090°—180°—2400'; 180°—270°—2400'; 270°—360°—2600'.</p>								
<p>City, Detroit; State, Mich.; Airport name, Willow Run; Elev., 716'; Fac. Class., LOM; Ident., YI; Procedure No. 1, Amdt. 20; Eff. date, 11 June 66; Sup. Amdt. No. 19; Dated 22 July 65</p>								
Coffeyville Int.	IDP RBn		Direct	2800	T-dn	300-1	300-1	200-1½
Liberty Int.	IDP RBn		Direct	2800	C-dn	700-1	700-1	700-1½
					S-d-31	700-1	700-1	700-1
					A-dn	NA	NA	NA
<p>Procedure turn E side of crs, 149° Outbnd, 329° Inbnd, 2000' within 10 miles.</p> <p>Minimum altitude over facility on final approach crs, 1520'.</p> <p>Facility on airport, breakoff point to Runway 31, 308°—0.95 mile.</p> <p>If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing IDP RBn, make left turn climbing to 2000' on 149° bearing from IDP RBn within 10 miles, make left turn and return to IDP RBn. Hold on 149° bearing from IDP RBn, 329° Inbnd.</p> <p>NOTES: (1) Lights operating Runways 35/17 only. (2) Use CN U altimeter setting.</p> <p>MSA within 25 miles of facility: 045°—135°—2300'; 135°—225°—2100'; 225°—315°—2000'; 315°—045°—2600'.</p>								
<p>City, Independence; State, Kans.; Airport name, Independence Municipal; Elev., 820'; Fac. Class., MH; Ident., IDP; Procedure No. 1, Amdt. 1; Eff. date, 11 June 66; Sup. Amdt. No. Orig.; Dated, 7 Jan. 65</p>								
Florence Int.	LOM		Direct	1900	T-dn	300-1	300-1	200-1½
Byram Int.	LOM		Direct	2000	C-dn	400-1	500-1	500-1½
Trace Int.	LOM		Direct	1900	S-dn-15L	400-1	400-1	400-1
Branch Int.	LOM		Direct	1900	A-dn	800-2	800-2	800-2
Rankin Int.	LOM		Direct	1900				
JAN VORTAC	LOM (final)		Direct	1900				
<p>Radar available.</p> <p>Procedure turn W side of crs, 333° Outbnd, 153° Inbnd, 1900' within 10 miles.</p> <p>Minimum altitude over facility on final approach crs, 1900'.</p> <p>Crs and distance, facility to airport, 153°—5.3 miles.</p> <p>If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles after passing JA LOM, turn right, climb to 2000' on JAN VORTAC, R 164° within 20 miles.</p> <p>MSA within 25 miles of facility: 000°—090°—1700'; 090°—180°—1800'; 180°—270°—3000'; 270°—360°—1700'.</p>								
<p>City, Jackson; State, Miss.; Airport name, Allen C. Thompson Field; Elev., 345'; Fac. Class., LOM; Ident., JA; Procedure No. 1, Amdt. 4; Eff. date, 11 June 66; Sup. Amdt. No. 3; Dated, 2 Oct. 65</p>								
JAN VORTAC	JAN RBn		Direct	1900	T-dn	300-1	300-1	200-1½
					C-dn	500-1	500-1	500-1½
					A-dn	800-2	800-2	800-2
<p>Radar available.</p> <p>Procedure turn W side of crs, 003° Outbnd, 183° Inbnd, 1900' within 10 miles.</p> <p>Minimum altitude over facility on final approach crs, 1400'.</p> <p>Crs and distance, facility to airport, 183°—2.3 miles.</p> <p>If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles after passing JAN RBn, climb to 2500' on crs, 183° from JAN RBn within 20 miles.</p> <p>CAUTION: Tower, 104° located 3.5 miles SW of airport.</p> <p>MSA within 25 miles of facility: 000°—090°—1700'; 090°—180°—1800'; 180°—270°—3000'; 270°—360°—1700'.</p>								
<p>City, Jackson; State, Miss.; Airport name, Hawkins Field; Elev., 343'; Fac. Class., H-SAB; Ident., JAN; Procedure No. 2, Amdt. 5; Eff. date, 11 June 66; Sup. Amdt. No. 4; Dated, 2 Oct. 65</p>								

## RULES AND REGULATIONS

## ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

From—	To—	Transition			Condition	Ceiling and visibility minimums		
		Course and distance	Minimum altitude (feet)	2-engine or less		More than 2-engine, more than 65 knots		
				65 knots or less	More than 65 knots			
Herndon VOR	DC RRn	Direct	2000	T-dn	300-1	300-1	200-1½	
Potomac Int.	DC RBn	Direct	2000	C-dn&	700-1	700-1	700-1½	
GTN RBn	DC RBn	Direct	2000	S-dn36°	500-1	500-1	500-1	
Ironsides Int.	DC RBn	Direct	2000	A-dn	800-2	800-2	800-2	

Radar available.

Procedure turn W side of crs, 181° Outbnd, 001° Inbnd, 2000' within 10 miles.

Nonstandard to avoid Andrews traffic.

Minimum altitude over facility on final approach crs, 1400'.

Crs and distance, facility to airport, 001°—4.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing DC RBn, make a left-climbing turn as soon as practicable, climb to 2000', proceed to GTN RBn, hold NW, GTN RBn on bearing, 144°, 1-minute right turns.

CAUTION: 442° monument, 1.7 miles W of final approach crs; 193° stacks, 1.3 miles S of airport; 595° monument, approximately 1.6 miles N of airport.

eReductions not authorized for turbojets.

SAll turbojet aircraft circling visibility minimums, 2 miles.

MSA within 25 miles of facility: 090°—270°—1700'; 270°—090°—2500'.

City, Washington, D.C.; Airport name, Washington National; Elev., 15'; Fac. Class., H-SAB; Ident., DC; Procedure No. 1, Amdt. 2; Eff. date, 11 June 66; Sup. Amdt. No. 1; Dated, 3 Oct. 64

From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less	More than 2-engine, more than 65 knots
Herndon VOR	GTN RBn	Direct	2000	T-dn	300-1	300-1
Unity Int.	GTN RBn	Direct	2000	C-dn*	900-1	900-1
Ironsides Int.	GTN RBn	Direct	2000	S-dn-15°†	900-1	900-1
DC RBn	GTN RBn	Direct	2000	A-dn	1000-2	1000-2

Radar available.

Procedure turn W side of crs, 324° Outbnd, 144° Inbnd, 2000' within 10 miles.

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

Crs and distance, facility to airport, 144°—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 GTN RBn, climb to 1000' on crs of 144°, make a right turn and proceed to DC RBn, 1800', climb in holding pattern to 2000', hold S, DC RBn on bearing, 181° Outbnd, 001° Inbnd, 1-minute left turns.

CAUTION: 596° monument, 1.6 miles N of airport.

eReduction not authorized.

\*All turbojet aircraft 900-2.

MSA within 25 miles of facility: 270°—090°—2500'; 090°—270°—1700'.

City, Washington, D.C.; Airport name, Washington National; Elev., 15'; Fac. Class., MHW; Ident., GTN; Procedure No. 2, Amdt. 2; Eff. date, 11 June 66; Sup. Amdt. No. 1; Dated, 3 Oct. 64

## 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.

From—	To—	Transition			Condition	Ceiling and visibility minimums		
		Course and distance	Minimum altitude (feet)	2-engine or less		More than 2-engine, more than 65 knots		
				65 knots or less	More than 65 knots			
				T-dn	300-1	300-1	NA	
				C-d	600-1	600-1	NA	
				C-n	600-2	600-2	NA	
				A-dn	NA	NA	NA	

Procedure turn W side of crs, 010° Outbnd, 190° Inbnd, 2900' within 10 miles.

Minimum altitude over facility on final approach crs, 1900'.

Crs and distance, facility to airport, 190°—1.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.8 miles after passing DLL VOR, make right-climbing turn to 2900' on R 010°, hold N on R 010°.

NOTES: (1) When weather is below 1300-2, aircraft departing southeastbound, flight below 2800' beyond 2 miles from airport is prohibited between radials 180° and 110° inclusive of the DLL VOR due to 2280' tower, 7 miles SE of airport. (2) No weather available. Obtain Lone Rock, Wis., altimeter setting. (3) Final approach from holding pattern at VOR not authorized. Procedure turn required. (4) Caution: Runways 4-22 unlighted.

MSA within 25 miles of the facility: 000°—090°—2100'; 090°—180°—3300'; 180°—360°—2500'.

City, Baraboo; State, Wis.; Airport name, Bell Aero Service; Elev., 980'; Fac. Class., L-BVOR; Ident., DLL; Procedure No. 1, Amdt. 1; Eff. date, 11 June 66; Sup. Amdt. No. Orig.; Dated, 6 Nov. 65

From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less	More than 2-engine, more than 65 knots
Lawson RBn	CSG VOR	Direct	2000	T-dn	300-1	300-1
Columbus LOM	CSG VOR	Direct	2000	C-dn	700-1	700-1
				A-dn	800-2	800-2

If Davis Int received, minimums become:

C-dn 500-1 500-1 500-1½

Procedure turn W side of crs, 328° Outbnd, 148° Inbnd, 2000' within 10 miles.

Minimum altitude over CSG VOR on final approach crs, 1700'; over Davis Int, 1100'.

Crs and distance, CSG VOR to airport, 148°—6.8 miles; Davis Int to airport, 148°—1.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.8 miles after passing VOR, turn left, climb to 2200' and proceed to Geneva Int via 049° bearing from CS LOM, or when directed by ATC, turn left, climb to 2200' and proceed to CSG VOR via R 147.

MSA within 25 miles of the facility: 000°—090°—3400'; 090°—180°—3200'; 180°—270°—2000'; 270°—360°—2200'.

City, Columbus; State, Ga.; Airport name, Muscogee County; Elev., 397'; Fac. Class., L-BVOR; Ident., CSG; Procedure No. 1, Amdt. 8; Eff. date, 11 June 66; Sup. Amdt. No. 7; Dated, 14 May 66

## VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

From—	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
					2-engine or less	More than 2-engine, more than 65 knots	
65 knots or less	More than 65 knots						
Border Int.	Taylor Int. (final)	Direct	1800	T-dn.	300-1	300-1	200-1½
Carleton VOR	Taylor Int.	Direct	2300	C-dn.	400-1	500-1	500-1½
YIP VOR	Taylor Int.	Direct	2300	S-dn-27	400-1	400-1	400-1
La Salle Int.	Border Int.	Direct	2300	A-dn.	800-2	800-2	800-2

Radar available.  
 Procedure turn S side of crs, 101° Outbnd, 281° Inbnd, 2300' within 10 miles of Taylor Int.  
 Minimum altitude over Taylor Int on final approach crs 1800'.  
 Crs and distance, Taylor Int to airport, 281°—4 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing Taylor Int, climb to 2300' and proceed to YIP VOR.

NOTE: Dual VOR equipment or radar identification of Taylor Int required.  
 MSA within 25 miles of facility: 000°—090°—2800'; 090°—180°—2400'; 180°—270°—2400'; 270°—360°—2000'.

City, Detroit; State, Mich.; Airport name, Detroit Metropolitan Wayne County; Elev., 639'; Fac. Class., T-VOR; Ident., YIP; Procedure No. 2, Amdt. 1; Eff. date, 11 June 66; Sup. Amdt. No. Orig.; Dated, 16 Apr. 66

T-dn.	300-1	300-1	200-1½
C-d.	1000-1	1000-1	1000-1½
C-n.	1000-2	1000-2	1000-2
A-dn.	1000-2	1000-2	1000-2
If 8.5-mile DME/Radar Fix or Fisher Int identified on final, minimums become:			
C-dn.	500-1	500-1	500-1½

Radar available.  
 Procedure turn W side crs, 010° Outbnd, 190° Inbnd, 1900' within 10 miles.  
 Minimum altitude over facility on final approach crs, 1900'; over 8.5-mile DME/Radar Fix or Fisher Int, 1300'.  
 Crs and distance, JAN VORTAC to airport, 190°—10.8 miles; 8.5-mile DME/Radar Fix or Fisher Int to airport, 190°—2.3 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 10.8 miles after passing JAN VORTAC, climb to 2500' on JAN VORTAC, R 190° within 20 miles, or, when directed by ATC, turn left, climb to 2300' on JAN VORTAC, R 091° within 20 miles.  
 NOTE: When authorized by ATC, DME may be used within 30 miles at 3000' to position aircraft for a straight-in approach with the elimination of a procedure turn.  
 CAUTION: Tower, 1049' located 3.5 miles SW of airport.  
 MSA within 25 miles of facility: 000°—090°—1700'; 090°—180°—1700'; 180°—270°—3000'; 270°—360°—1800'.

City, Jackson; State, Miss.; Airport name, Hawkins Field; Elev., 343'; Fac. Class., H-RVORTAC; Ident., JAN; Procedure No. 1, Amdt. 7; Eff. date, 11 June 66; Sup. Amdt. No. 6; Dated, 2 Oct. 65

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

## VOR/DME 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—	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
					2-engine or less	More than 2-engine, more than 65 knots	
65 knots or less	More than 65 knots						
DAY VOR	MGY VOR	Via DAY VOR R 163°	3000	T-dn.	300-1	300-1	200-1
Gladstone Int.	MGY VOR	Direct	2700	C-dn.	500-1	500-1	500-1½
Camden Int.	MGY VOR	Direct	2900	S-dn-20	500-1	500-1	500-1
Mount Holly Int.	MGY VOR	Direct	2700	A-dn.	NA	NA	NA
4-mile Radar Fix	MGY VOR (final)	Direct	1500				

Radar available.  
 Procedure turn E side of crs, 028° Outbnd, 208° Inbnd, 2700' within 10 miles.  
 Minimum altitude over 4-mile Radar Fix on final, 2000'.  
 Facility on airport.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of MGY VOR, make left turn, climb to 3000' R 136° to Mount Holly Int. Hold SW 1-minute left turns, 056° Inbnd.  
 MSA within 25 miles of facility: 000°—270°—2600'; 270°—360°—3100'.

City, Dayton; State, Ohio; Airport name, Montgomery County; Elev., 960'; Fac. Class., T-VOR; Ident., MGY; Procedure No. TerVOR-20, Amdt. 1; Eff. date, 11 June 66; Sup. Amdt. No. Orig.; Dated, 21 Aug. 65

From—	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
					2-engine or less	More than 2-engine, more than 65 knots	
65 knots or less	More than 65 knots						
Dayton VOR	MGY VOR	Via DAY VOR R 163°	3000	T-dn.	300-1	300-1	200-1
Gladstone Int.	MGY VOR	Direct	2700	C-dn.	700-1	700-1	700-1½
Camden Int.	MGY VOR	Direct	2900	A-dn.	NA	NA	NA
Mount Holly Int.	5-mile Radar Fix	Direct	2700				
5-mile Radar Fix	MGY VOR (final)	Direct	1700				

Radar available.  
 Procedure turn E side of crs, 136° Outbnd, 316° Inbnd, 2700' within 10 miles.  
 Facility on airport.  
 Minimum altitude over 5-mile Radar Fix on final, 1800'.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished after passing MGY VOR, make climbing right turn to 2700', hold SE on R 136° MGY VOR, 1-minute right turns.  
 MSA within 25 miles of facility: 000°—270°—2600'; 270°—360°—3100'.

City, Dayton; State, Ohio; Airport name, Montgomery County; Elev., 960'; Fac. Class., VORW; Ident., MGY; Procedure No. TerVOR R 136°, Amdt. 4; Eff. date, 11 June 66; Sup. Amdt. No. TerVOR R 146°, 3; Dated, 6 Apr. 65

## RULES AND REGULATIONS

## VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

From—	To—	Transition		Condition	Ceiling and visibility minimums		
		Course and distance	Minimum altitude (feet)		2-engine or less	More than 2-engine, more than 65 knots	
65 knots or less	More than 65 knots						
CRL VOR	YIP VOR	Direct	2600	T-dn	300-1	300-1	200-1½
SVM VOR	YIP VOR	Direct	2000	C-dn	700-1	700-1	500-1½
Milan Int	YIP VOR	Direct	2500	S-dn-5R*	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2
				Dual VOR R minimums, Dual VOR receivers required*			
				C-dn	500-1	500-1	500-1½
				S-dn-5R**	500-1	500-1	500-1

Radar available.  
Procedure turn S side of crs, 240° Outbnd, 060° Inbnd, 2500' within 10 miles.  
Minimum altitude over Track Int on final approach crs, 1416'.

Facility on airport.  
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of YIP VOR, make climbing left turn to 2600' and proceed to SVM VOR on SVM, R 170°, or when directed by ATC, climb to 2700' and proceed to Beacon Int.

\*700-1½ authorized with operative HIRL or ALS, except 4-engine turbojets, reduction below ¾ mile not authorized.

\*\*500-1½ authorized with operative HIRL or ALS, except 4-engine turbojets, reduction below ¾ mile not authorized.

MSA within 25 miles of facility: 000°-090°-2800'; 090°-180°-2400'; 180°-270°-2400'; 270°-360°-2600'.

City, Detroit; State, Mich.; Airport name, Willow Run; Elev., 716'; Fac. Class., VOR; Ident., YIP; Procedure No. Ter VOR-5R, Amdt. 4; Eff. date, 11 June 66; Sup. Amdt. No. 3; Dated, 23 Nov. 63

YIP VOR	Beacon Int.	Direct	2700	T-dn	300-1	300-1	200-1½
CRL VOR	Beacon Int.	Direct	2700	C-dn	500-1	500-1	500-1½
SVM VOR	Beacon Int.	Direct	2700	S-dn-23L#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.  
Procedure turn N side of crs, 040° Outbnd, 220° Inbnd, 2700' within 10 miles of Beacon Int.  
Minimum altitude over Beacon Int on final approach crs, 1700'.

Facility on airport.  
Beacon Int to YIP VOR, 220°-4.7 miles.  
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of YIP VOR, climb to 2400', proceed to Track Int, or when directed by ATC, climb to 2400', proceed to CRL VOR.

NOTES: (1) Dual omnireceivers required unless Radar Fix obtainable at Beacon Int. (2) Final approach from holding pattern at Beacon Int not authorized. Procedure turn required.

\*400-1½ authorized, with operative high-intensity runway lights, except 4-engine turbojets.

Reduction below 1 mile for RELL not authorized.

MSA within 25 miles of facility: 000°-090°-2800'; 090°-180°-2400'; 180°-270°-2400'; 270°-360°-2600'.

City, Detroit; State, Mich.; Airport name, Willow Run; Elev., 716'; Fac. Class., VOR; Ident., YIP; Procedure No. TerVOR-23L, Amdt. 5; Eff. date, 11 June 66; Sup. Amdt. No. 4; Dated, 23 Nov. 63

CRL VOR	YIP VOR	Direct	2300	T-dn	300-1	300-1	200-1½
SVM VOR	YIP VOR	Direct	2600	C-dn	500-1	500-1	500-1½
Trenton Int	Huron Int (final)	Via YIP R 108°	1900	S-dn-27L	500-1	500-1	500-1
La Salle Int	Trenton Int	Via Q/G R 250° and YIP R 108°	2300	A-dn	800-2	800-2	800-2
				Dual VOR Minimums	Dual VOR receivers required*		
				C-dn#	400-1	500-1	500-1½
				S-dn-27L#	400-1	400-1	400-1

Radar available.  
Procedure turn N side of crs, 108° Outbnd, 288° Inbnd, 2300' within 10 miles.  
Minimum altitude over Huron Int on final approach crs, 1216'.

Facility on airport.  
Huron Int# to Runway 27L, 4.9 miles.  
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of YIP VOR, make right turn, climb to 2300' proceed direct to SVM VOR, or, when directed by ATC, climb to 2400', proceed to YI LOM.

MSA within 25 miles of facility: 000°-090°-2800'; 090°-180°-2400'; 180°-270°-2400'; 270°-360°-2600'.

City, Detroit; State, Mich.; Airport name, Willow Run; Elev., 716'; Fac. Class., VOR; Ident., YIP; Procedure No. TerVOR-27L, Amdt. 4; Eff. date, 11 June 66; Sup. Amdt. No. 3; Dated, 23 Nov. 63

Leslie Int	JXN VOR	Direct	2300	T-dn	300-1	300-1	200-1½
Brooklyn Int	JXN VOR	Direct	2300	C-dn	500-1	500-1	500-1½
Litchfield VOR	JXN VOR	Direct	2700	S-dn-5	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				DME minimums	DME equipment required*		
				C-dn	400-1	500-1	500-1½
				S-dn-5	400-1	400-1	400-1

Procedure turn S side of crs, 240° Outbnd, 060° Inbnd, 2300' within 10 miles.  
Minimum altitude over 4-mile DME Fix on final approach crs, 1500'.

Crs and distance, breakoff point to Runway 5, 063°-0.25 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished over JXN VOR, climb to 2300' on R 060° within 10 miles, reverse crs, proceed to JXN VOR.

CAUTION: 1946' tower, 11.3 miles NW; 1330' tower, 2.2 miles SE; 1310' tower, 3 miles NE.

NOTE: When authorized by ATC, DME may be used via 10-mile DME Arc at 2600' altitude, between JXN VOR R 139° clockwise to R 315°, to position aircraft for straight-in approach with the elimination of the procedure turn.

MSA within 25 miles of facility: 000°-090°-2400'; 090°-180°-2500'; 180°-270°-2600'; 270°-360°-3000'.

City, Jackson; State, Mich.; Airport name, Reynolds Municipal; Elev., 1000'; Fac. Class., L-BVORTAC; Ident., JXN; Procedure No. TerVOR-5, Amdt. 2; Eff. date, 11 June 66; Sup. Amdt. No. 1; Dated, 28 Dec. 63

## VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

From—	To—	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
					2-engine or less	More than 2-engine, more than 65 knots	More than 2-engine, more than 65 knots
Leslie Int.	JXN VOR	Direct	2300	T-dn.....	300-1	300-1	200-1½
Brooklyn Int.	JXN VOR	Direct	2300	C-dn.....	500-1	500-1	500-1½
LFD VOR	JXN VOR	Direct	2700	S-dn-13.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2
				Dual VOR or DME minimums; dual VOR receivers or DME required:			
				C-dn.....	400-1	500-1	500-1½
				S-dn-13.....	400-1	400-1	400-1

Procedure turn W side of crs, 308° Outbnd, 128° Inbnd, 2300' within 10 miles.  
Facility on airport.

Minimum altitude over Cloverleaf Int on final approach crs, 1500'.

Crs and distance, breakoff point to Runway 13, 135°—0.3 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished over JXN VOR, climb to 2300' on R 128° within 10 miles.

Reverse crs, proceed to JXN VOR.

CAUTION: Tower, 11.3 miles NW, 1946'; tower, 2.2 miles SE, 1330'; tower, 3 miles NE, 1310'.

When authorized by ATC, DME may be used via 10-mile DME Arc at 2300' altitude, between JXN VOR R 180° clockwise to R 065°, to position aircraft for straight-in approach with the elimination of the procedure turn.

MSA within 25 miles of facility: 000°—090°—2400'; 090°—180°—2500'; 180°—270°—2600'; 270°—360°—3000'.

City, Jackson; State, Mich.; Airport name, Reynolds Municipal; Elev., 1000'; Fac. Class., BVORTAC; Ident., JXN; Procedure No. TerVOR-13, Amdt. 3; Eff. date, 11 June 66; Sup. Amdt. No. 2; Dated, 2 Jan. 65

Leslie Int.	JXN VOR	Direct	2300	T-dn.....	300-1	300-1	200-1½
Brooklyn Int.	JXN VOR	Direct	2300	C-dn.....	700-1	700-1	700-1½
Litchfield VOR	JXN VOR	Direct	2700	S-dn-23#.....	700-1	700-1	700-1
Pinckney Int.	JXN VOR	Direct	2400	A-dn.....	800-2	800-2	800-2
				Following minimums apply after passing JXN RBN:			
				C-dn.....	400-1	500-1	500-1½
				S-dn-23#.....	400-1	400-1	400-1

Procedure turn N side of crs, 046° Outbnd, 226° Inbnd, 2300' within 10 miles.

Minimum altitude abeam JXN RBN on final approach crs, 1700', over JXN VOR, authorized minimums.

Crs and distance, abeam JXN RBN to airport, 226°—2.1 miles.

Crs and distance, breakoff point to Runway 23, 233°—0.25 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished over JXN VOR, climb to 2300' on R 226° within 10 miles.

Reverse crs, proceed to JXN VOR.

CAUTION: 1946' tower, 11.3 miles NW; 1330' tower, 2.2 miles SE; 1310' tower, 3 miles NE.

NOTE: When authorized by ATC, DME may be used via 10-mile DME Arc at 2500' altitude, between JXN VOR, R 360° clockwise to R 160° to position aircraft for straight-in approach with the elimination of the procedure turn.

#Reduction not authorized for nonstandard REIL.

MSA within 25 miles of facility: 000°—090°—2400'; 090°—180°—2500'; 180°—270°—2600'; 270°—360°—3000'.

City, Jackson; State, Mich.; Airport name, Reynolds Municipal; Elev., 1000'; Fac. Class., L-BVORTAC; Ident., JXN; Procedure No. TerVOR-23, Amdt. 3; Eff. date, 11 June 66; Sup. Amdt. No. 2; Dated, 10 Feb. 66

Jackson VOR	Teton FM	Direct	11,300	T-dn%.....	1600-2	1600-2	1600-2
				C-dn%.....	1700-2	1700-2	1700-2
				A-dn**.....	NA	NA	NA

Procedure turn E side of crs, 183° Outbnd, 003° Inbnd, 11,300' within 11 miles of Teton FM.

Minimum altitude over Teton FM on final approach crs, 9100'.

Facility on airport. Crs and distance, Teton FM to airport, 003°—3 miles; 3.6 miles, Teton FM to VOR.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished when over Jackson VOR, climb to 13,000' via JAC VOR, R 012° to intercept DNW VOR, R 233°, thence direct to DNW VOR. Hold W of DNW VOR at 13,000' on DNW VOR, R 265°, or when directed by ATC, right-climbing turn, climb to 14,000' on JAC VOR, R 183° within 20 miles. No turns authorized below 11,500', all turns E.

NOTE: Final approach from holding pattern not authorized, procedure turn required.

CAUTION: High terrain all quadrants. Altimeter setting from IDA FSS. VOR and fan marker receivers required.

\*All turns W of airport, high terrain E.

\*\*Alternate minimums of 2400-3 authorized for air carriers with weather service at airport.

%IFR departures: Climb clear of clouds over airport to 8000', then climb on JAC VOR, R 012° within 10 miles, all turns E, to sufficient altitude to cross JAC VOR at: 10,000' NBND to DNW, 13,000' WBND to IDA, 12,000' SBND to MLD, 14,200' WBND to DBS.

MSA within 25 miles of facility: 000°—090°—14,000'; 090°—180°—13,800'; 180°—270°—13,200'; 270°—360°—15,800'.

City, Jackson; State, Wyo.; Airport name, Jackson's Hole; Elev., 6444'; Fac. Class., L-BVOR; Ident., JAC; Procedure No. VOR-1, Amdt. 1; Eff. date, 11 June 66; Sup. Amdt. No. Orig.; Dated, 2 Apr. 66

5-mile DME Fix on R 221°	JST VOR (final)	Direct	2700	T-dn.....	300-1	300-1	200-1½
				C-dn.....	600-1	600-1	600-1½
				S-dn-5.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2
				DME minimums—DME equipment required:			
				C-dn.....	400-1	500-1	500-1½
				S-dn-5.....	400-1	400-1	400-1

Procedure turn S side of crs, 221° Outbnd, 041° Inbnd, 3800' within 10 miles.

Minimum altitude over 5-mile DME Fix, 2884'.

Facility on airport. Breakoff point to Runway 5, 045°—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of JST VOR, climb to 4200' on JST R 050° within 10 miles. Hold NE, 1-minute right turns, 230° Inbnd.

\*Reduction based on lighting aids not authorized.

MSA within 25 miles of facility: 000°—360°—4200'.

City, Johnstown; State, Pa.; Airport name, Johnstown-Cambria County; Elev., 2284'; Fac. Class., BVORTAC; Ident., JST; Procedure No. TerVOR-5, Amdt. Orig.; Eff. date, 11 June 66

## 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	
5-mile DME Fix on R 326°	JST VOR (final)	Direct	2800	T-dn..... C-dn..... S-dn-15..... A-dn..... DME minimums— C-dn..... S-dn-15..... A-dn.....	300-1 1000-2 1000-2 1000-2 1000-2 500-1 500-1 800-2	300-1 1000-2 1000-2 1000-2 1000-2 500-1 500-1 800-2	200-1 1000-2 1000-2 1000-2 1000-2 500-1 500-1 800-2

Procedure turn W side of final approach crs, 326° Outbnd, 146° Inbnd, 4200' within 10 miles.  
Minimum altitude over 5-mile DME Fix, 3284'.

Crs and distance, breakoff point to end of Runway 15, 150°—0.3 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of JST VOR, climb to 4200' on R 146° within 10 miles of JST VOR, reverse crs to JST VOR, maintain 4200'. Hold NW, 1-minute right turns, 146° Inbnd.

\*Reduction based on lighting aids not authorized.

MSA within 25 miles of facility: 000°-360°—4200'.

City, Johnstown; State, Pa.; Airport name, Johnstown-Cambria County; Elev., 2284'; Fac. Class., BVORTAC; Ident., JST; Procedure No. TerVOR-15, Amdt. Orig.; Eff. date, 11 June 66

5-mile DME Fix on R 050°	JST VOR (final)	Direct	2700	T-dn..... C-dn..... S-dn-23..... A-dn..... DME minimums— C-dn..... S-dn-23.....	325-1 600-1 600-1 800-2 800-2 400-1 400-1	300-1 600-1 600-1 800-2 800-2 500-1 400-1	200-1 600-1 600-1 800-2 800-2 500-1 400-1

Procedure turn N side of crs, 050° Outbnd, 230° Inbnd, 4200' within 10 miles.  
Minimum altitude over 5-mile DME Fix, 2884'.

Crs and distance, breakoff point to end of Runway 23, 225°—0.3 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of JST VOR, climb to 4200' on JST VOR, R 230° within 10 miles. Make a left turn, return to VOR, hold NE, 1-minute right turns, 230° Inbnd.

\*Reduction based on lighting aids not authorized.

MSA within 25 miles of facility: 000°-360°—4200'.

City, Johnstown; State, Pa.; Airport name, Johnstown-Cambria County; Elev., 2284'; Fac. Class., BVORTAC; Ident., JST; Procedure No. TerVOR-23, Amdt. Orig.; Eff. date, 11 June 66

				T-dn%..... C-dn..... S-dn-20R#..... A-dn*.....	300-1 800-1 800-1 1000-2	300-1 800-1 800-1 1000-2	300-1 800-1 800-1 1000-2

Procedure turn N side of crs, 015° Outbnd, 195° Inbnd, 2100' within 10 miles.  
Minimum altitude over facility on final approach crs, 1203'.

Facility on airport.

Crs and distance, breakoff point to approach end of Runway 20R, 205°—0.7 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of VOR, turn left, climb to 3000' on R 111°, PSC VOR within 10 miles.

CAUTION: Restricted area 6 miles NW of airport.

\*Alternate minimums not authorized 2200 to 0400 local time. Alternate minimums authorized 24 hours daily for air carriers with weather reporting service at the airport. #Sliding scale not authorized.

%Takeoffs all runways: Climb on R 111°, PSC VOR within 10 miles, to cross PSC VOR at or above 1500' southbound on V-112W. All maneuvering N side R 111°, PSC VOR.

MSA within 25 miles of facility: 000°-090°—2600'; 090°-180°—3400'; 180°-270°—4300'; 270°-360°—4600'.

City, Pasco; State, Wash.; Airport name, Tri-Cities; Elev., 403'; Fac. Class., L-BVOR; Ident., PSC; Procedure No. VOR-20R, Amdt. 6; Eff. date, 11 June 66; Sup. Amdt. No. 5; Dated, 5 Feb. 66

				T-dn%..... C-dn..... S-dn-29R#..... A-dn*.....	300-1 800-1 800-1 1000-2	300-1 800-1 800-1 1000-2	300-1 800-1 800-1 1000-2

Procedure turn E side of crs, 111° Outbnd, 291° Inbnd, 2100' within 10 miles.  
Minimum altitude over facility on final approach crs, 1203'.

Crs and distance, breakoff point to approach end of Runway 29R, 295°—0.5 mile.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of VOR, turn right, climb to 3000' on R 015° within 10 miles.

CAUTION: Restricted area 6 miles NW of airport.

\*Alternate minimums not authorized 2200 to 0400 local time. Alternate minimums authorized 24 hours daily for air carriers with weather reporting service at the airport.

#Sliding scale not authorized.

%Takeoffs all runways: Climb on R 111°, PSC VOR within 10 miles, to cross PSC VOR at or above 1500' southbound on V-112W. All maneuvering N side R 111°, PSC VOR.

MSA within 25 miles of facility: 000°-090°—2600'; 090°-180°—3400'; 180°-270°—4300'; 270°-360°—4600'.

City, Pasco; State, Wash.; Airport name, Tri-Cities; Elev., 403'; Fac. Class., L-BVOR; Ident., PSC; Procedure No. VOR-29R, Amdt. 6; Eff. date, 11 June 66; Sup. Amdt. No. 5; Dated, 5 Feb. 66

## 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	65 knots or less	More than 65 knots
Potomac Int.	DCA VORTAC	Direct	2000	T-dn.....	300-1	300-1	200-1½	
Herndon VORTAC	DCA VORTAC	Direct	2000	C-dn#.....	700-1	700-1	700-1½	
Nottingham VORTAC	DCA VORTAC	Direct	2000	S-dn-15#.....	700-1	700-1	700-1	
				A-dn.....	800-2	800-2	800-2	800-2

Radar available.

Procedure turn S side, 320° Outbnd, 140° Inbnd, 2000' within 10 miles of Georgetown MHW.

Minimum altitude \*abeam GTN RBn on final approach crs, 1600', descend to landing minimums after passing abeam GTN RBn on crs, 140°.

Crs and distance, abeam GTN RBn to breakoff point 140°—5 miles; breakoff point to runway, 140°—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing DCA VOR, climb to 1000' on crs 140°, make a right turn and proceed to Washington RBn at 1500', climbing to 1800' in holding pattern 181° Outbnd, 001° Inbnd, 1-minute left turns.

CAUTION: Washington Monument, 590', 1.6 miles N of airport. Antenna on top of building, 400', 2.8 miles NW of airport.

\$Reduction not authorized.

#All Turbojet aircraft 700-2.

\*Maintain 1600' until abeam GTN RBn. If position abeam GTN RBn not identified, descent below 1600' not authorized.

MSA within 25 miles of facility: 090°-270°—1700'; 270°-090°—2500'.

City, Washington, D.C.; Airport name, Washington National; Elev., 15'; Fac. Class., BVO R; Ident., DCA; Procedure No. TerVOR-15, Amdt. 13; Eff. date, 11 June 66; Sup. Amdt. No. 12; Dated, 12 June 65

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	65 knots or less	More than 65 knots
Potomac Int.	DCA VOR	Direct	2000	T-dn.....	300-1	300-1	200-1½	
Herndon VOR	DCA VOR	Direct	2000	C-dn 15, 18, 21, 3. @	700-1	700-1	700-1½	
Nottingham VOR	DCA VOR	Direct	1600	C-dn-33# @..... S-dn-36#..... A-dn.....	500-1	500-1	500-1½	
					500-1	500-1	500-1	500-1
					800-2	800-2	800-2	800-2

Radar available.

Procedure turn W side of crs, 186° Outbnd, 006° Inbnd, 1500' within 10 miles of Washington RBn.

Minimum altitude over facility on final approach crs, 500'. Maintain 1400' until passing Alexandria Int. \*

Crs and distance, breakoff point to approach end of Runway 36, 003°—0.5 mile; Alexandria Int to approach end of Runway 36, 006°—4.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, make a left-climbing turn as soon as practical, climb to 2000' on R 320° DCA VOR and proceed to Potomac Int. Hold NW on DCA VOR, R 320°, 1-minute left turns.

CAUTION: Washington Monument 590', 1.6 miles N of airport; 193' stack, 1.3 miles SW of airport; 316' stack, 1.5 miles E of airport.

\$Reductions not authorized for turbojets.

5000-¾ for high-intensity runway lights and 500-½ for ALS authorized except for turbojet aircraft.

\*Descend to landing minimums after passing Alexandria Int.

#Circling to Runway 33 not authorized beyond the DCA VOR, R 157.

©All turbojet aircraft circling minimums: Runway 33, 000-2; Runways 3, 15, 18, 21, 700-2.

MSA within 25 miles of facility: 090°-270°—1700'; 270°-090°—2500'.

City, Washington, D.C.; Airport name, Washington National; Elev., 15'; Fac. Class., BVO R; Ident., DCA; Procedure No. TerVOR-36, Amdt. 12; Eff. date, 11 June 66; Sup. Amdt. No. 11; Dated, 21 Aug. 65

4. By amending the following very high frequency omnirange—distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 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	65 knots or less	More than 65 knots
					T-dn.....	300-1	300-1	200-1½
					C-dn.....	400-1	600-1	500-1½
					S-dn-33L#.....	400-1	400-1	400-1
					A-dn.....	800-2	800-2	800-2

Radar available.

Procedure turn E side of crs, 154° Outbnd, 334° Inbnd, 2000' between 19 miles and 29 miles of VORTAC or between 19 miles and 29 miles Radar Fixes.

Minimum altitude over 19-mile DME/Radar Fix on final approach crs, 2000'.

Crs and distance, 19-mile DME/Radar Fix to airport, 334°—5.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 14-mile DME/Radar Fix, turn right, climb to 2000' on JAN VORTAC, R 120°, proceed to Rankin Int. Hold SE, 1-minute right turns, 309° Inbnd.

NOTE: When authorized by ATC, DME may be used within 30 miles at 3000', to position aircraft for straight-in approach with the elimination of procedure turn.

#400-½ authorized with high-intensity runway lights except for 4-engine turbojet.

MSA within 25 miles of facility: 090°-090°—1700'; 090°-180°—1700'; 180°-270°—3000'; 270°-360°—1800'.

City, Jackson, State, Miss.; Airport name, Allen C. Thompson Field; Elev., 245'; Fac. Class., H-BVORTAC; Ident., JAN; Procedure No. VOR/DME No. 2, Amdt. Orig; Eff. date, 11 June 66

## PROCEDURE CANCELED, EFFECTIVE 11 JUNE 1966.

City, Johnstown, State, Pa.; Airport name, Johnstown-Cambria County; Elev., 2284'; Fac. Class., BVORTAC; Ident., JST; Procedure No. VOR/DME No. 1, Amdt. 2; Eff. date, 2 Apr. 66; Sup. Amdt. No. 1; Dated, 20 June 64

## PROCEDURE CANCELED, EFFECTIVE 11 JUNE 1966.

City, Johnstown, State, Pa.; Airport name, Johnstown-Cambria County; Elev., 2284'; Fac. Class., BVORTAC; Ident., JST; Procedure No. VOR/DME No. 2, Amdt. 2; Eff. date, 2 Apr. 66; Sup. Amdt. No. 1; Dated, 20 June 64

## PROCEDURE CANCELED, EFFECTIVE 11 JUNE 1966.

City, Johnstown, State, Pa.; Airport name, Johnstown-Cambria County; Elev., 2284'; Fac. Class., BVORTAC; Ident., JST; Procedure No. VOR/DME No. 3, Amdt. 1; Eff. date, 2 Apr. 66; Sup. Amdt. No. Orig.; Dated, 23 July 64

## RULES AND REGULATIONS

## TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
R 196°, DCA VOR clockwise, R 332° R 022°, DCA VOR counterclockwise, R 332°.	DCA VOR DCA VOR	Via 10 NM Arc. Via 10 NM Arc.	2500 2500	T-dn. C-dn# S-dn-18# A-dn	300-1 700-1 700-1 800-2	300-1 700-1 700-1 800-2	200-1½ 700-2 700-2 800-2

Radar available.

Procedure turn not authorized. Final approach crs, 152° Inbnd from 10-mile DME Fix.

Minimum altitude over 10-mile DME Fix, 2500'; 7-mile DME Fix (Cabin DME Fix), 2000' final; 5-mile DME Fix, 1400'; 3-mile DME Fix, 800'; over facility, 715'. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of DCA VOR, climb to 1000' on crs of 152°, make right turn and proceed to Washington RBn at 1500', climbing to 1800' in holding pattern, 181° Outbnd, 001° Inbnd, 1-minute left turns.

CAUTION: Washington Monument 596', 1.6 miles N of airport.

\*Reduction not authorized.

#All turbojet aircraft 700-2.

MSA within 25 miles of facility: 270°-090°-2500'; 090°-270°-1700'.

City, Washington, D.C.; Airport name, Washington National; Elev., 15'; Fac. Class., L-VORTAC; Ident., DCA; Procedure No. VOR/DME No. 1, Amdt. 2; Eff. date, 11 June 66; Sup. Amdt. No. 1; Dated, 30 Apr. 66

Potomac Int. Herndon VORTAC Nottingham VORTAC R 196°, DCA VOR clockwise, R 320° R 022°, DCA VOR counterclockwise, R 320°.	DCA VORTAC DCA VORTAC DCA VORTAC DCA VOR, 10-mile Arc. DCA VOR, 10-mile Arc.	Direct Direct Direct 2500 2500	2000 2000 2000 A-dn 2500	T-dn C-dn# S-dn-15# A-dn	300-1 700-1 700-1 800-2 800-2	300-1 700-1 700-1 800-2 800-2	200-1½ 700-1 700-1 800-2 800-2
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Radar available.

Procedure turn S side of crs, 320° Outbnd, 140° Inbnd, 2000' within 10 miles.

Minimum altitude over facility on final approach crs, 7-mile DME Fix (Steven DME Fix), 2000' final; over 5-mile DME Fix, 1400'; over 3-mile DME Fix, 800'; over facility, 715'.

Breakoff point to runway 1.1-mile DME Fix, 0.6 mile 130°.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing DCA VORTAC, climb to 1000' on crs, 140°, make right turn and proceed to Washington RBn at 1500', climbing to 1800' in holding pattern 181° Outbnd, 001° Inbnd, 1-minute left turns.

CAUTION: Washington Monument 596', 1.6 miles N of airport. Antenna 400', 2.8 miles NW of airport.

\*Reduction not authorized.

#All turbojet aircraft, 700-2.

MSA within 25 miles of facility: 270°-090°-2500'; 090°-270°-1700'.

City, Washington, D.C.; Airport name, Washington National; Elev., 15'; Fac. Class., LBVORTAC; Ident., DCA; Procedure No. VOR/DME No. 2, Amdt. 2; Eff. date, 11 June 66; Sup. Amdt. No. 1; Dated, 14 May 66

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

## ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Lawson RBn Columbus VOR Marvyn Int. Geneva Int. Seale Int.	LOM LOM LOM LOM LOM (final)	Direct Direct Direct Direct Direct	2200 2200 2200 2200 2200	T-dn C-dn S-dn-5# A-dn	300-1 500-1 300-3½ 600-2	300-1 500-1 300-3½ 600-2	200-1½ 500-1½ 300-3½ 600-2

Procedure turn W side of crs, 233° Outbnd, 053° Inbnd, 2200' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2200'.

Altitude of glide slope and distance to approach end of runway at OM, 2157'—6.0 miles; at MM, 623'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing LOM, climb to 2200', proceed to Geneva Int via 049° bearing from CS LOM, or when directed by ATC, climb to 2200' turn left and return direct to LOM.

NOTE: No approach lights.

\*500-3½ required when glide slope inoperative. Reduction not authorized.

City, Columbus; State, Ga.; Airport name, Muscogee County; Elev., 397'; Fac. Class., ILS; Ident., I-CSG; Procedure No. ILS-5, Amdt. 8; Eff. date, 11 June 66; Sup. Amdt. No. 7; Dated, 14 May 66

## ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

From—	To—	Transition		Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
		Course and distance	Altitude			2-engine or less	More than 2-engine, more than 65 knots	
65 knots or less	More than 65 knots							
Salem VOR	LOM	Direct	2600	T-dn*	300-1	300-1	200-1/2	
YIP LOM	LOM	Direct	2300	C-dn	400-1	500-1	500-1/2	
Creek Int.	LOM (final)	Direct	2300	S-dn-3L#**	200-1/2	200-1/2	200-1/2	
Carleton VOR	LOM (final)	Via C.R.L. R 010° and localizer crs.	2300	S-dn-3R#	400-1	400-1	400-1	
Milan Int.	LOM	Direct	2300	A-dn	600-2	600-2	600-2	

Radar available.  
 Procedure turn E side of crs, 212° Outbnd, 032° Inbnd, 2300' within 10 miles.  
 Minimum altitude at glide slope interception Inbnd, 2300'.  
 Altitude of glide slope and distance to approach end of runway at LOM, 2246'—5.9 miles; at LMM, 841'—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles after passing LOM, make right-climbing turn to 2300' and proceed to Park Int via Q.G. VOR, R 268°, or when directed by ATC, make left-climbing turn to 2300' and return to DT LOM.  
 §400-1/2 required when glide slope not utilized. 400-1/2 authorized, except for 4-engine turbojet aircraft, with operative A.L.S.

\*Crs and distance, OM to Runway 3R, 037°—6.6 miles.

\*\*RVR 2400' authorized.

\*\*RVR 2400'. Descent below 839' not authorized unless approach lights are visible.

City, Detroit (Romulus); State, Mich.; Airport name, Detroit Metropolitan Wayne County; Elev., 639'; Fac. Class., ILS; Ident., I-DTW; Procedure No. ILS-3L-R, Amdt. 15; Eff. date, 11 June 66; Sup. Amdt. No. 14; Dated, 9 Oct. 65

Mooreville Int.	LOM (final)	Direct	2300	T-dn*	300-1	300-1	200-1/2	
Salem VOR	LOM	Direct	2600	C-dn	500-1	500-1	500-1/2	
Milan Int.	LOM	Direct	2400	S-dn-5R#**	200-1/2	200-1/2	200-1/2	
Milan Int.	Mooreville Int.	Via SVM, R 200°	2400	S-dn-5L	400-1	400-1	400-1	

Radar available.  
 Procedure turn W side of crs, 230° Outbnd, 050° Inbnd, 2400' within 10 miles.  
 Minimum altitude at glide slope interception Inbnd, 2300'.  
 Altitude of glide slope and distance to approach end of runway at OM, 2251'—5 miles; at MM, 932'—0.5 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make left turn, climb to 2000' to Salem VOR on R 170°, or when directed by ATC, make left-climbing turn to 2400' and return to YI LOM.  
 \*RVR (2400) authorized Runway 5R.  
 \*\*2400' RVR, descent below 916' not authorized unless approach lights are visible.  
 \*\*400-1/2 when glide slope not utilized, reduction below 1/2 mile not authorized.

City, Detroit; State, Mich.; Airport name, Willow Run; Elev., 716'; Fac. Class., ILS; Ident., I-YIP; Procedure No. ILS-5R and L, Amdt. 19; Eff. date, 11 June 66; Sup. Amdt. No. 18; Dated, 22 July 65

Garden Int.	Ford Int (final)	Direct	1700	T-dn	300-1	300-1	200-1/2	
Salem VOR	Ford Int.	Direct	2700	C-dn	500-1	500-1	500-1/2	
Carleton VOR	Ford Int.	Direct	2700	S-dn-23 L-R*	400-1	400-1	400-1	
YIP VOR	Ford Int.	Direct	2700	A-dn	800-2	800-2	800-2	
Redford Int.	Garden Int.	Direct	2700					

Radar available.  
 Procedure turn N side of crs, 050° Outbnd, 230° Inbnd, 2700' within 10 miles of Ford Int.  
 Minimum altitude over Ford Int, 1700'.  
 Crs and distance, Ford Int to Runway 23L, 230°—4.1 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing Ford Int, climb to 2400', proceed to YIP LOM, or when directed by ATC, climb to 2400', proceed to C.R.L. VOR.  
 CAUTION: TV tower 1749', 15 miles NE of Ford Int.  
 NOTE: Final approach from holding pattern not authorized, procedure turn required.  
 \*400-1/2 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.  
 Reduction below 1 mile for REIL not authorized.

City, Detroit; State, Mich.; Airport name, Willow Run; Elev., 716'; Fac. Class., ILS; Ident., I-YIP; Procedure No. ILS-23 R and L, Amdt. 8; Eff. date, 11 June 66; Sup. Amdt. No. 7, Dated, 22 July 65

Prior Int via localizer crs	Snelling Int.	Direct	2500	T-dn	300-1	300-1	200-1/2	
White Bear Int.	NE crs ILS (final)	Via R 011°, FGT V.O.R.	2400	C-dn	500-1	500-1	500-1/2	
FGT VOR	Snelling Int.	Direct	2500	S-dn-224	500-1	500-1	500-1	

Radar available.  
 Procedure turn N side of crs, 030° Outbnd, 210° Inbnd, 2500' within 10 miles of Snelling Int.  
 No glide slope or markers.  
 Minimum altitude over Snelling Int on final approach crs, 2400'; over Highland Int on final approach crs, 1500'.  
 Crs and distance, Snelling Int to airport, 219°—5.1 miles; Highland Int to airport, 219°—2.1 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing Snelling Int, climb to 2200' on SW crs of ILS to AP LOM, or when directed by ATC, make left-climbing turn to 2500' and proceed to Snelling Int.  
 NOTE: This procedure authorized only for aircraft equipped to receive VOR and ILS simultaneously.  
 \*Reduction not authorized.

City, Minneapolis; State, Minn.; Airport name, Minneapolis-St. Paul International; Elev., 840'; Fac. Class., ILS; Ident., I-APL; Procedure No. ILS (back crs), Amdt. 5; Eff. date, 11 June 66; Sup. Amdt. No. 4; Dated, 29 Jan. 66

## RULES AND REGULATIONS

## ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

From—	To—	Transition		Condition	Ceiling and visibility minimums		
		Course and distance	Minimum altitude (feet)		2-engine or less	More than 2-engine, more than 65 knots	
65 knots or less	More than 65 knots						
Herndon VOR	LOM	Direct	2000	T-dn*	300-1	300-1	200-1½
Potomac Int.	LOM	Direct	2000	C-dn, 15, 18, 21,	700-1	700-1	700-1½
Nottingham VOR	LOM	Direct	2000	3.8\$	500-1	500-1	500-1½
Ironsides Int.	LOM	Direct	1500	C-dn-333\$#	\$200-1½	\$200-1½	\$200-1½
				S-dn-30°¢	700-2	700-2	700-2
				A-dn			

Radar available.

Procedure turn W side S crs, 183° Outbnd, 003° Inbnd, 1500' within 10 miles of OM.

Minimum altitude at glide slope interception Inbnd, 1400'.

Altitude of glide slope and distance to approach end of runway at OM, 1397'—4.6 miles, at MM, 209'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles from LOM, make climbing turn to left as soon as practicable and climb to 2000', proceed to Georgetown MHW. Hold NW GTN on bearing 144°, 1-minute right turns.

NOTE: After interception of localizer crs Inbnd, descent on glide slope to cross OM at 1397' on final is authorized.

CAUTION: Washington Monument 590', 1.6 miles N of airport; 193' stack, 1.3 miles SW of airport; 316' stack, 1.5 miles E of airport.

Reductions not authorized for turbojets.

\$All turbojet aircraft circling minimums: Runway 33—600-2; Runways 3, 15, 18, 21—700-2.

\*RVR 2000' authorized for 4-engine turbojet; RVR 1800' authorized all other aircraft Runway 36. Descent below 215' not authorized unless approach lights visible.

\$500-1 required when glide slope not utilized, 600-1½ for high-intensity runway lights and 500-1½ for ALS authorized, except for turbojet aircraft.

#Circling to Runway 33 not authorized beyond the DCA VOR, R 157°.

City, Washington, D.C.; Airport name, Washington National; Elev., 15'; Fac. Class., ILS; Ident., I-DCA; Procedure No. ILS-36, Amdt. 19; Eff. date, 11 June 66; Sup. Amdt. No. 18; Dated, 12 Feb. 66

ICT VOR	Kechi Int.	Direct	3000	T-dn	300-1	300-1	200-1½
Whitewater Int.	Kechi Int (final)	Via V-77 and N crs ICT ILS.	3000	C-dn	400-1	500-1	500-1½
DeGraff Int.	Kechi Int (final)	Via V-12 and N crs ICT ILS.	3000	S-dn-19@	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.

Procedure turn E side of crs, 011° Outbnd, 191° Inbnd, 3000' within 10 miles of Kechi Int.

Minimum altitude over Kechi Int on final approach crs, 3000'; over Goddard Int, 2100'.

Crs and distance, Kechi Int to airport, 191°—6 miles; Goddard Int to airport, 191°—2.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing Kechi Int, make right turn, climbing to 3400' Outbnd on ICT VOR, R 216°, within 20 miles of ICT VOR, or when directed by ATC, climb to 3000' on S crs, ICT ILS and proceed to Mayfield Int.

NOTES: (1) When radar not available, operating ILS and VOR receivers required to execute this procedure. (2) No glide slope. (3) Radar identification of Hechi and Goddard Int authorized. (4) When authorized by ATC, ICT VOR/TAC DME may be used via 10-mile DME Arc at 3400' altitude from ICT, R 181° clockwise to ICT, R 028°, to position aircraft for a straight-in approach with elimination of procedure turn.

@400-1½ authorized with operative high-intensity runway lights, except for 4-engine turbojets.

City, Wichita; State, Kans.; Airport name, Wichita Municipal; Elev., 1332'; Fac. Class., ILS; Ident., I-ICT; Procedure No. ILS-19 (back crs), Amdt. 6; Eff. date, 11 June 66; Sup. Amdt. No. 5; Dated, 11 Sept. 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 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.

From—	To—	Transition	Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
						2-engine or less		More than 2-engine, more than 65 knots
65 knots or less	More than 65 knots							
All sectors	Radar site		0-20 miles 20-30 miles	2500 3000		Precision approach		
					T-dn	300-1	300-1	200-1½
					C-dn	500-1	500-1	500-1½
					S-dn-20L*	300-¾	300-¾	300-¾
					A-dn	700-2	700-2	700-2
								Surveillance approach
					T-dn	300-1	300-1	200-1½
					C-dn-11R and 29L	500-1	500-1	500-1½
					C-dn-22	600-1	600-1	600-1½
					S-dn-29L#	400-1	400-1	400-1
					S-dn-11R#	400-1	400-1	400-1
					S-dn-22S	600-1	600-1	600-1
					C-dn-4	500-1	500-1	500-1½
					S-dn-4**	500-1	500-1	500-1
					A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 29L: Climb to 2500' on NW crs, MSP ILS to Loretto Int, or when directed by ATC, make left-climbing turn, climb to 2600' and return to MS LOM. Runway 11R: Climb to 2000' on SE crs, MSP ILS within 10 miles of MS LOM. Runway 4: Climb to 2500' on NE crs, APL ILS within 10 miles. Runway 22: Climb to 2300' on SW crs, APL ILS within 10 miles of AP LOM.

CAUTION: On approach to Runway 11R do not descend below 1400' until radar controller has advised passing tower located 2.5 miles from approach end Runway 11R. 400-¾ authorized except for 4-engine turbojet aircraft, with operative high-intensity runway lights. Visibility reduction not authorized for REIL.

400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. 400-¾ authorized except for 4-engine turbojet aircraft with operative SALS.

\*300-½ authorized, except for 4-engine turbojet aircraft with operative SALS.

\*\*500-¾ authorized except for 4-engine turbojet aircraft with operative high-intensity runway lights. 500-¾ authorized except for 4-engine turbojet aircraft with operative ALS.

City, Minneapolis; State, Minn.; Airport name, Minneapolis-St. Paul International (Wold-Chamberlain Field); Elev., 840'; Fac. Class, and Ident., Minneapolis Radar; Procedure No. 1, Amdt. 16; Eff. date, 11 June 66; Sup. Amdt. No. 15; Dated, 29 Jan. 66

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), and 601 of the 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 May 6, 1966.

JAMES F. RUDOLPH,  
Acting Director, Flight Standards Service.

[F.R. Doc. 66-6339; Filed, June 8, 1966; 8:45 a.m.]

## Title 33—NAVIGATION AND NAVIGABLE WATERS

### Chapter II—Corps of Engineers, Department of the Army

#### PART 204—DANGER ZONE REGULATIONS

##### Pacific Ocean, Hawaii

Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; U.S.C. 1), § 204.224a is hereby prescribed establishing and governing the use and navigation of a

danger zone in the Pacific Ocean at Barber's Point, Island of Oahu, Hawaii, effective 30 days after publication in the FEDERAL REGISTER, as follows:

##### § 204.224a Pacific Ocean at Barber's Point, Island of Oahu, Hawaii; danger zone.

(a) *The danger zone.* The waters within a rectangular area beginning at a point in latitude 21°17'56" N., longitude 158°05'21" W.; thence to latitude 21°17'30" N., longitude 158°05'21" W.; thence to latitude 21°17'58" N., longitude 158°02'49" W.; thence to latitude 21°18'24" N., longitude 158°02'49" W.

(b) *The regulations.* (1) The area is closed to all surface craft, swimmers, divers and fishermen except to craft and personnel authorized by the enforcing agency.

(2) The regulations in this section shall be enforced by the Commanding Officer, Naval Air Station, Barber's Point, FPO San Francisco, 96611, and such agencies as he may designate.

[Regs., May 24, 1966, ENGCW-ON] (Sec. 7, 40 Stat. 266; 33 U.S.C. 1)

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

[F.R. Doc. 66-6308; Filed, June 8, 1966; 8:45 a.m.]

# Proposed Rule Making

## DEPARTMENT OF THE INTERIOR

### Fish and Wildlife Service

#### [ 50 CFR Part 401 ]

### ANADROMOUS FISHERIES CONSERVATION, DEVELOPMENT AND ENHANCEMENT

#### Notice of Proposed Rule Making

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by the Anadromous Fish Act of 1965 (P.L. 89-304), it is proposed to adopt 50 CFR Part 401 as set forth below. The purpose of these regulations is to set forth procedures to be used by the Secretary in providing financial and other assistance, through cooperative agreements, to State agencies and other non-Federal interests in the conservation, development and enhancement of the commercial and sport anadromous fisheries resources of the Nation and fishes of the Great Lakes which ascend streams to spawn.

On February 14, 1966, a letter and a copy of the proposed regulations were sent concerned State Fishery agencies for their review. Also, on February 14, a letter signed by the Secretary of the Interior was sent the Governor of each State, with a copy of the Anadromous Fish Act, informing them of meetings scheduled as follows for discussion of the proposed regulations:

Boston, Mass.	Feb. 18
St. Petersburg Beach, Fla.	Feb. 24
Ann Arbor, Mich.	Mar. 8
Portland, Oreg.	Mar. 10

In addition, on February 15 a news release was given wide distribution which, among other things, invited non-Federal interests other than the State fishery agencies to attend the four meetings.

These meetings were held as scheduled and were attended by representatives of 20 of the 31 eligible States. Six non-Federal interests other than the States were also present. Reaction to the proposed regulations was very favorable and only minor revisions resulted.

Program objectives, goals and priorities, together with determination to be made of the distribution of funds to eligible grantees require further attention within the U.S. Fish and Wildlife Service.

Interested persons may submit written comments, suggestions, or objections with respect to the proposed regulations to the Director, Bureau of Commercial Fisheries or the Director, Bureau of Sport Fisheries and Wildlife, Department of the Interior, Washington, D.C., 20240, within 30 days after the date of publication of this notice in the **FEDERAL REGISTER**.

Sec.	
401.1	Definitions.
401.2	Submission of applications.
401.3	Prosecution of work.
401.4	General information for the Secretary.
401.5	Availability of funds.
401.6	Payments to cooperators.
401.7	Forms of vouchers.
401.8	Property as matching funds.
401.9	Economy and efficiency of operations.
401.10	Ownership of property.
401.11	Personnel.
401.12	Inspection.
401.13	Records retention.
401.14	Reporting.
401.15	Safety and accident prevention.
401.16	Contracts.
401.17	Statements and payrolls.
401.18	Officials not to benefit.
401.19	Patents and inventions.
401.20	Convict labor.
401.21	Civil rights.

**AUTHORITY:** The provisions of this Part 401 issued under P.L. 89-304.

#### § 401.1 Definitions.

As used in this part, terms shall have the meanings ascribed in this section.

(a) *Secretary.* The Secretary of the Interior or his authorized representatives.

(b) *Act.* Public Law 89-304, the Anadromous Fish Act of 1965.

(c) *State.* Any State of the United States which has had or now contains anadromous fish and the States bordering the Great Lakes.

(d) *State fishery agency.* Any department(s), division(s), commission(s), or official(s) of a State empowered under its laws to administer the commercial or sport fishery.

(e) *Non-Federal interest.* Any organization, association, institution, business, school, individual or group of individuals, municipality and others outside the Federal Government in addition to State fishery agencies who desire to cooperate within the terms of the Act.

(f) *Cooperator.* A State fishery agency or other non-Federal interest participating in a cooperative agreement with the Secretary.

(g) *Anadromous fish.* Aquatic, gill breathing, vertebrate animals bearing paired fins which migrate to and spawn in fresh water, but which spend part of their life in salt water; also, fish which spend part of their life in the Great Lakes and spawn in streams tributary to the Great Lakes.

(h) *Cooperative agreement.* (1) The documentation describing conservation, development, and enhancement activities to be carried on as provided by the Act. Such agreements shall set forth the responsibilities of the cooperators and the Secretary, the anticipated benefits of the undertaking, the estimated cost to each cooperator, the term of the agreement, disposition of real or personal properties, and such other information as is appropriate.

(2) Cooperative agreements constitute the basis for projects and shall conform to the documentation requirements prescribed by the Secretary.

(i) *Project.* Any undertaking involving the conservation, enhancement and development of anadromous fish. A project is established upon execution of a cooperative agreement.

#### § 401.2 Submission of applications.

Proposed cooperative agreements shall be submitted to the concerned Regional or Area Office.

#### § 401.3 Prosecution of work.

(a) The cooperator shall carry projects through to a stage of completion acceptable to the Secretary with reasonable promptness. Failure to render satisfactory progress reports or failure to complete the project to the satisfaction of the Secretary shall be cause for the Secretary to withhold further payments until the project provisions are satisfactorily met. Projects may be terminated upon determination by the Secretary that satisfactory progress has not been maintained. The Secretary shall have the right to inspect and review work being done at any time.

(b) Research and/or development work shall be continuously coordinated by the cooperator with studies conducted by others to avoid unnecessary duplication.

(c) All work shall be performed in accordance with applicable State laws, except when in conflict with Federal laws or regulations, in which case Federal laws or regulations shall prevail.

#### § 401.4 General information for the Secretary.

Before any Federal funds may be obligated for any project the cooperator shall furnish to the Secretary upon his request, information regarding the laws affecting anadromous fish and the authority of a cooperator to participate in the benefits of the Act.

(a) *Document signature.* Individuals authorized to sign project documents under the Commercial Fisheries Research and Development Act or the Federal Aid in Fish Restoration Act may likewise sign cooperative agreements under this Act.

(b) *Program information.* The Secretary may, from time to time, request, and the cooperators shall furnish, information relating to the administration and maintenance of any project established under the Act.

#### § 401.5 Availability of funds.

Language appearing in Appropriation Acts providing funds for this program will govern the period during which the funds may be obligated.

**§ 401.6 Payments to cooperators.**

Payments shall be made to cooperators as work described in cooperative agreements progresses and is completed.

**§ 401.7 Forms of vouchers.**

Vouchers on forms provided by the Secretary and certified as therein prescribed showing amounts expended on each project, and the Federal portion claimed to be due on account thereof, shall be submitted to the Secretary by the cooperator.

**§ 401.8 Property as matching funds.**

The non-Federal share of the cost of projects may be in the form of real or personal property. To establish the value of such property the cooperator shall furnish such market value appraisal information as the Secretary may require prior to execution of a cooperative agreement.

**§ 401.9 Economy and efficiency of operations.**

No cooperative agreement shall be executed until the cooperator has shown to the satisfaction of the Secretary that appropriate and adequate means shall be employed to achieve economy and efficiency in the completion of the project.

**§ 401.10 Ownership of property.**

When real property is acquired pursuant to the provisions of the Act, title to such property or interest therein shall be vested in the United States, and the conveying instrument shall recite the United States of America as the grantee. However, if the Secretary determines that under the terms of the cooperative agreement, the intent and purpose of the Act may be better served by State ownership of such property, an appropriate transfer may be made. When real or personal property is utilized by the State as matching funds, title to such property shall remain in the State. When real or personal property is utilized as matching funds by a cooperator other than the State, title shall be in the State unless otherwise specified in the cooperative agreement.

**§ 401.11 Personnel.**

The cooperator shall maintain an adequate and competent force of employees to initiate and carry cooperative agreements to satisfactory completion. Personnel employed on projects shall be selected on the basis of their competence to perform the services required and shall conduct their duties in a manner acceptable to the Secretary.

**§ 401.12 Inspection.**

Supervision of each project shall be as specified in the cooperative agreement and shall include adequate and continuous inspection. The project will be subject at all times to Federal inspection.

**§ 401.13 Records retention.**

All records of accounts and reports, with supporting documentation thereto, will be retained by the cooperator for a period of three years after final audit is made by the Federal Government.

**§ 401.14 Reporting.**

Progress and final reports shall be submitted to the Secretary by the cooperator in accordance with reporting requirements prescribed by the Secretary. Reports should be in the form of publications whenever appropriate. Progress and final reports will be placed in permanent depository for future reference.

**§ 401.15 Safety and accident prevention.**

In the performance of each project, the cooperator shall comply with all applicable Federal, State and local laws governing safety, health and sanitation. The cooperator shall be responsible for ascertaining that all safeguards, safety devices and protective equipment are provided. The cooperator will take any other needed actions reasonably necessary to protect the life and health of employees on the job, the safety of the public, and the protection of property used in connection with the performance of the work covered by plans, specifications, and estimates relating to the project.

**§ 401.16 Contracts.**

Supply, service, equipment and construction contracts, other than research and development contracts and contracts for professional services, involving an expenditure of \$2,500 or more entered into by a cooperator for the execution of approved project activities, shall be based upon free and open competitive bids. If a contract is awarded to other than the lowest responsible bidder, the payment of the Federal portion of the cost of the project shall be based on the lowest responsible bid, unless it is satisfactorily shown that it was advantageous to the project to accept a higher bid. Upon request, the cooperator shall certify and promptly furnish to the Secretary a copy of each contract executed and copies of all bids received concerning the contract. Contracts for research, development and professional services may be negotiated, provided that the Secretary is satisfied that adequate steps are taken to insure economical and efficient services and the impartial selection of contractors.

**§ 401.17 Statements and payrolls.**

The regulations of the Secretary of Labor applicable to contractors and subcontractors (29 CFR Part 3), made pursuant to the Copeland Act, as amended (40 U.S.C. 276c), and to aid in the enforcement of the Anti-Kickback Act (18 U.S.C. 874) are made a part of the regulations in this part by reference. The cooperator will comply with the regulations in this part and any amendments or modifications thereof and the cooperator's prime contractor will be responsible for the submission of statements required of subcontractors thereunder. The foregoing shall apply except as the Secretary of Labor may specifically provide for reasonable limitation, variations, tolerances, and exemptions.

**§ 401.18 Officials not to benefit.**

No Member of, or Delegate to, Congress, or Resident Commissioner, shall be admitted to any share or any part of

an agreement, or to any benefit that may arise therefrom; but this provision shall not be construed to extend to this agreement if made with a corporation for its general benefit.

**§ 401.19 Patents and inventions.**

Determination of the patent rights in any inventions or discoveries resulting from work under cooperative agreements entered into pursuant to the Act shall be governed by the Statement of Government Patent Policy promulgated by the President in his memorandum of October 10, 1963 (3 CFR, 1963 Supp., p. 238, 28 F.R. 10943).

**§ 401.20 Convict labor.**

In connection with the performance of work, the cooperator agrees not to employ any person undergoing sentence of imprisonment at hard labor.

**§ 401.21 Civil rights.**

Each cooperative agreement shall contain a statement of assurance executed by the cooperator providing that the project will be carried out in accordance with Title VI, Nondiscrimination in Federally Assisted Programs, of the Civil Rights Act of 1964 and with the Secretary's regulations promulgated thereunder.

STEWART L. UDALL,  
*Secretary of the Interior.*

JUNE 6, 1966.

[F.R. Doc. 66-6350; Filed, June 8, 1966;  
8:48 a.m.]

**DEPARTMENT OF AGRICULTURE****Consumer and Marketing Service****[7 CFR Part 1013]**

[Docket No. AO-286-A8]

**MILK IN SOUTHEASTERN FLORIDA MARKETING AREA****Notice of Extension of Time for Filing Exceptions to Recommended Decision on Proposed Amendments to Tentative Marketing Agreement and to Order**

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given that the time for filing exceptions to the recommended decision with respect to the proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Southeastern Florida marketing area, which was issued May 27, 1966 (31 F.R. 7829), is hereby extended until June 15, 1966.

Signed at Washington, D.C., on June 6, 1966.

CLARENCE H. GIRARD,  
*Deputy Administrator,  
Regulatory Programs.*

[F.R. Doc. 66-6349; Filed, June 8, 1966;  
8:48 a.m.]

## PROPOSED RULE MAKING

# FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 16601; RM-934]

## TABLE OF ASSIGNMENTS, FM BROADCAST STATIONS

### Order Extending Time To File Reply Comments

In the matter of amendment of § 73.202, *Table of Assignments, FM Broadcast Stations* (Mount Sterling, Ky., Litchfield, Minn., Oconto, Wis., Dodgeville, Wis., Clare, Mich., Tioga, N. Dak., Prentiss, Miss., Crossett, Ark., Bristow, Okla., Boone, Iowa, Oxford and Clarksdale, Miss., Warsaw, Va., Kingsport, Tenn., Norton, Va., and Neon, Ky.); Docket No. 16601, RM-921, RM-922, RM-

923, RM-925, RM-931, RM-932, RM-935, RM-938, RM-929, RM-933, RM-934, RM-939.

1. On April 22, 1966, the Commission issued a notice of proposed rule making (FCC 66-367, 31 F.R. 6429) in the above-entitled matter inviting comments on various proposals to change the FM Table of Assignments. Comments in this proceeding were due May 20, 1966, and reply comments on May 31, 1966.

2. On May 27, 1966, The Corinth Broadcasting Co., Inc., one of the parties which filed comments with respect to a proposal related to RM-934, filed a request for an extension of time to file reply comments until June 13, 1966. Corinth states that it is desirous of filing reply comments together with engineering exhibits but that its consulting engineer will be out of town for the next 10 days.

3. We are of the view that the requested extension will serve the public interest. In view of this: *It is ordered*, This 1st day of June 1966, that the Request for Extension of Time filed on May 27, 1966, by The Corinth Broadcasting Co., Inc., is granted, and that the time for filing reply comments concerning the proposal contained in RM-934 is extended from May 31, 1966, to June 13, 1966.

4. This action is taken pursuant to authority found in sections 4(i), 5(d)(1), and 303(r) of the Communications Act of 1934, as amended, and § 0.281(d)(8) of the Commission's rules.

Released: June 1, 1966.

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

[F.R. Doc. 66-6265; Filed, June 8, 1966;  
8:49 a.m.]

# Notices

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[Serial No. Idaho 017112]

#### IDAHO

#### Notice of Amendment of Proposed Withdrawal and Reservation of Lands and Partial Termination

JUNE 1, 1966.

The Department of Agriculture has filed an amendment to their application Serial Number Idaho 017112, for the withdrawal of lands. The lands described below are proposed for withdrawal from all forms of appropriation under the public land laws, including the mining laws but not the mineral leasing laws nor disposal of materials under the Act of July 31, 1947 (61 Stat. 681; 30 U.S.C. 601-604), as amended. The applicant desires the land for public purposes for an existing campground in the Challis National Forest.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Post Office Box 2237, Boise, Idaho, 83701.

The authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the Department of Agriculture.

The determination of the Secretary on the application will be published in the **FEDERAL REGISTER**. A separate notice will be sent to each interested party of record.

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

The lands involved in the application are:

#### BOISE MERIDIAN, IDAHO WEST FORK CAMPGROUND

T. 12 N., R. 15 E., unsurveyed, When surveyed will probably be in the W $\frac{1}{2}$ , Sec. 18, more particularly described as: Beginning at a reference point, being an iron stake set in the ground with 4 feet exposed and which is located 45 feet above high water line on the south bank of the mouth of Sawmill Creek which is on the west bank of the West Fork of Yankee Fork of the Salmon River, thence N. 29° W., 4,750 feet along the West Fork to corner No. 1 the true point of beginning; thence by metes and bounds:

- N. 82° W., 450 feet along West Fork to corner No. 2;
- N. 54° W., 527 feet along West Fork to corner No. 3;
- N. 27° W., 711 feet along West Fork to corner No. 4;
- S. 88° W., 295 feet along West Fork to corner No. 5;
- S. 82° W., 286 feet along West Fork to corner No. 6;
- N. 17° W., 521 feet across West Fork Road to corner No. 7;
- S. 81° E., 2,130 feet to corner No. 8;
- S. 4° E., 859 feet to corner No. 9;
- S. 39° W., 384 feet to corner No. 1, the point of beginning.

Totaling 39 acres, more or less. The applicant agency has canceled its application only insofar as it involves the lands described below, which were included in F.R. Doc. 66-2836 on page 4527 of the issue for March 17, 1966. Therefore, pursuant to the regulations contained in 43 CFR 2311, such lands are relieved of the segregative effect of the above-mentioned application at 10 a.m., June 16, 1966.

The lands terminated are:

#### BOISE MERIDIAN

#### WEST FORK CAMPGROUND

T. 12 N., R. 15 E., unsurveyed,

The area described by metes and bounds within the W $\frac{1}{2}$ , Sec. 8 and containing 39 acres, more or less.

ORVAL G. HADLEY,  
Manager, Land Office.

[F.R. Doc. 66-6323; Filed, June 8, 1966;  
8:46 a.m.]

[Utah 0148771]

#### UTAH

#### Order Opening Lands to Mineral Leasing and Location

MAY 31, 1966.

1. In an exchange of lands made under the provisions of Section 8 of the Act of June 28, 1934 (48 Stat. 1269), as amended (43 U.S.C. 315g), the following described lands have been reconveyed to the United States:

#### SALT LAKE MERIDIAN, UTAH

T. 12 S., R. 9 E., Sec. 16

The area described contains 640 acres.

2. The lands are located in Carbon County, about 8 miles northwest of the town of Helper. Topography is steep and mountainous with areas of rocky cliffs. Soils are mountain type, generally shallow.

3. Subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law, the lands are hereby opened to mineral leasing under applicable regulations and mineral location under the U.S. mining laws. All valid applications received at or prior to 10 a.m., on July 11, 1966, shall be considered as simultaneously filed at that time. Those received thereafter shall be considered in the order of filing. Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Post Office Box 11505, Salt Lake City, Utah, 84111.

R. D. NIELSON,  
State Director.

[F.R. Doc. 66-6324; Filed, June 8, 1966;  
8:46 a.m.]

#### ALASKA

#### Notice of Filing of Plat of Survey

1. Plat of survey of the lands described below will be officially filed in the Anchorage District and Land Office, Anchorage, Alaska, effective at 10:00 a.m., June 20, 1966.

#### SEWARD MERIDIAN

T. 7 N., R. 11 W.  
Sec. 9, Lots 1-11, S $\frac{1}{2}$ N $\frac{1}{2}$ , E $\frac{1}{2}$ SE $\frac{1}{4}$ , NW $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
Sec. 10, Lots 1-4, S $\frac{1}{2}$ N $\frac{1}{2}$ , S $\frac{1}{2}$ ;  
Sec. 11, Lots 1-4, S $\frac{1}{2}$ N $\frac{1}{2}$ , S $\frac{1}{2}$ ;  
Sec. 12, Lots 1-7, SW $\frac{1}{4}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ , SW $\frac{1}{4}$ W $\frac{1}{2}$ SE $\frac{1}{4}$ ;  
Sec. 13, Lots 1-8, W $\frac{1}{2}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$ , W $\frac{1}{2}$ SE $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
Sec. 14, Lots 1-6, W $\frac{1}{2}$ NE $\frac{1}{4}$ , W $\frac{1}{2}$ ;  
Sec. 15, All;  
Sec. 16, Lots 1-10, NE $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ ;  
Sec. 21, Lots 1-11, SE $\frac{1}{4}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ ;  
Sec. 28, Lots 1-10, N $\frac{1}{2}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ S $\frac{1}{2}$ ;  
Tract A.

Containing 8,332.88 acres.

2. The area surveyed is situated on the Kenai Peninsula about 10 miles north of the town of Kenai. The general elevation ranges from 115 to 300 feet above sea level; the highest point is a sharp ridge in sections 2 and 11. The soil is, for the most part, a good sandy loam more than 2 feet deep. There are 10 lakes in the survey that are meanderable, under existing regulations of meanderability, and many small ponds.

## NOTICES

[Order 4]

SUPERINTENDENTS, ET AL.,  
SOUTHWEST REGION

## Delegation of Authority

3. The public lands affected by this order are hereby restored to the operation of the public land laws, subject to any valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law, rules and regulations.

4. The greater part of the lands affected by this notice has been selected by the State of Alaska in accordance with an subject to the limitations and requirements of the Alaska Statehood Act of July 7, 1958 (72 Stat. 339), and the regulations in 43 CFR 2222.9-1(a) and 43 CFR 1840.

5. Inquiries concerning the lands should be addressed to the Manager, Anchorage District and Land Office, 555 Cordova Street, Anchorage, Alaska.

JAMES W. SCOTT,  
Manager,  
Anchorage District and Land Office.

[F.R. Doc. 66-6322; Filed, June 8, 1966;  
8:46 a.m.]

## National Park Service

[Order 2]

SAN FRANCISCO PLANNING AND  
SERVICE CENTERChief, Division of Contract Adminis-  
tration and Construction; Dele-  
gation of Authority

SECTION 1. The Chief, Division of Contract Administration and Construction, under the Chief, Office of Design and Construction, San Francisco Planning and Service Center, is hereby authorized to exercise the construction activities of the Service within the areas served by this office. In exercising these activities, the Chief, Division of Contract Administration and Construction may enter and administer the required contracts, and his staff may directly prosecute the construction contracting program.

SEC. 2. Authority to enter construction contracts granted by section 1 of this order shall be limited to contracts not to exceed \$200,000. Contracts are to be entered into subject to the provisions of applicable rules and regulations and after determination that funds are available and will be reserved to meet the contractual obligation being entered into. Authorizations for change orders and extra work orders are subject to the same requirements and limitations.

(National Park Service Order No. 33, 31 F.R. 769; 245 DM 1, 28 F.R. 915; 5 U.S.C. sec. 22; sec. 2 of Reorganization Plan No. 3 of 1950)

Dated: May 5, 1966.

WILLIAM L. BOWEN,  
Chief, Office of Design and Con-  
struction, San Francisco Plan-  
ning and Service Center.

[F.R. Doc. 66-6325; Filed, June 8, 1966;  
8:46 a.m.]

the advice and consent of the Design and Construction Office Chief.

SEC. 3. The Superintendents whose positions are allocated to Civil Service grades GS-10 and below in the administration, operation, and development of the areas under their supervision, are authorized to exercise all of the authority now or hereafter delegated to the Regional Director by the Director, except with respect to the following matters:

(a) Appointments and status changes involving personnel in the same Civil Service grade as, or higher grades than, the Superintendent making appointments or status changes.

(b) Classification of positions in any Civil Service or supervisory wage board grades.

(c) Establishment of permanent graded or ungraded positions.

(d) Establishment of wage rates.

(e) Issuance of revocable special use permits having a term of more than 3 years.

(f) Acceptance of donations of personal property valued in excess of \$5,000 and acceptance of donations of money in excess of \$5,000.

(g) Reimbursement of employees and other owners for property lost, damaged or destroyed.

(h) Hire, rental, or purchase of personal property from employees.

(i) Sales of timber pursuant to section 3 of the Act of August 25, 1916 (39 Stat. 535; 16 U.S.C., 1952 ed., sec. 3), in excess of \$1,000 for any one transaction.

(j) Acceptance of an offer in settlement of a timber trespass unless (1) the trespass is an innocent one, (2) the damages therefrom do not exceed \$500, and (3) payment of the full amount of the damages is offered.

(k) Issuance of concession permits having a term of more than 3 years.

(l) Authority with respect to the preservation of historical and archeological data (including relics and specimens) which might otherwise be lost as the result of the construction of a dam.

SEC. 2. The Superintendents whose positions are allocated to Civil Service grades GS-11, GS-12, and GS-13, inclusive, in the administration, operation, and development of the areas under their supervision, are authorized to exercise all of the authority now or hereafter delegated to the Regional Director by the Director, except with respect to the following matters:

(a) Appointments and status changes involving personnel in the same Civil Service grade as, or higher grades than, the Superintendent making appointments or status changes.

(b) Classification of positions in any Civil Service or supervisory wage board grades.

(c) Establishment of permanent graded or ungraded positions.

(d) Establishment of wage rates.

(e) Acceptance of an offer in settlement of a timber trespass unless (1) the trespass is an innocent one, (2) the damages therefrom do not exceed \$500, and (3) payment of the full amount of the damages is offered.

(f) Authority with respect to the preservation of historical and archeological data (including relics and specimens) which might otherwise be lost as the result of the construction of a dam.

(g) Approval of contracts for construction, supplies or services in excess of \$50,000, provided that construction contracts will be entered into only with

the advice and consent of the Design and Construction Office Chief.

SEC. 4. Assistant Regional Directors: The Assistant Regional Directors may execute and approve contracts not in excess of \$200,000 for construction, supplies, equipment and services, provided that construction contracts will be entered into only with the advice and consent of the Design and Construction Office Chief. This authority may be exercised by the Assistant Regional Directors in behalf of any office or area for which the Southwest Regional Office serves as the field finance office.

SEC. 5. Regional Chief, Division of Property Management and General Services: The Regional Chief, Division of Property Management and General Services may execute and approve contracts not in excess of \$50,000 for construction, supplies, equipment, and serv-

ices, provided that construction contracts will be entered into only with the advice and consent of the Design and Construction Office Chief. This authority may be exercised by the Regional Chief, Division of Property Management and General Services, in behalf of any office or area for which the Southwest Regional Office serves as the field finance office.

SEC. 6. Assistant Procurement and Property Management Officer and Procurement and Property Management Assistant: The Assistant Procurement and Property Management Officer and the Procurement and Property Management Assistant may issue purchase orders not in excess of \$2,500 for supplies or equipment in conformity with applicable regulations and statutory authority and subject to availability of allotted funds.

SEC. 7. Redelegation: A superintendent may, in writing, redelegate to any officer or employee the authority delegated to him by this order. Each redelegation shall be published in the *FEDERAL REGISTER*.

SEC. 8. Appeal: Except in matters relating to contracts for construction, supplies, equipment, or services, any party aggrieved by any action or decision of any superintendent shall have a right of appeal to the Regional Director. Any such appeal shall be in writing and shall be submitted to the Regional Director within 30 days after receipt by the aggrieved party of notice of the action taken or decision made by the superintendent.

SEC. 9. Revocation: This order supersedes Order No. 3, as amended; however, redelegations based thereon are continued in effect to the extent that they are not in conflict with this order.

(National Park Service Order No. 34 (31 F.R. 4255); 29 Stat. 535; 16 U.S.C. sec. 2)

Dated: April 18, 1966.

DANIEL B. BEARD,  
Regional Director, Southwest Region.

[F.R. Doc. 66-6326; Filed, June 8, 1966;  
8:46 a.m.]

[Order 5]

## PARK SUPERINTENDENTS, ET AL., NORTHEAST REGION

### Delegation of Authority

SECTION 1. The National Park Service superintendents in the Northeast Region whose positions are allocated to Civil Service grades GS-13 and above, in the administration, operation, and development of the areas under their supervision, are authorized to exercise all of the authority now or hereafter delegated to the Regional Director by the Director, except with respect to the following:

(a) Acceptance of an offer in settlement of a timber trespass unless (1) the trespass is an innocent one, (2) the damages therefrom do not exceed \$500 and (3) payment of the full amount of the damages is offered.

SEC. 2. The superintendents whose positions are allocated to Civil Service grades GS-11, and GS-12, in the administration, operation and development of

the areas under their supervision, are authorized to exercise all of the authority now or hereafter delegated to the Regional Director by the Director, except with respect to the following matters:

(a) Approval of contracts for construction, supplies or services in excess of \$50,000, provided that construction contracts will be entered into only with the advice and consent of the design and construction office chief.

(b) Acceptance of an offer in settlement of a timber trespass unless (1) the trespass is an innocent one, (2) the damages therefrom do not exceed \$500 and (3) payment of the full amount of the damages is offered.

SEC. 3. The superintendents whose positions are allocated to Civil Service grades GS-10 and below in the administration, operation, and development of the areas under their supervision, are authorized to exercise all of the authority now or hereafter delegated to the Regional Director by the Director, except with respect to the following matters:

(a) Execution or approval of contracts for construction, supplies, or services in excess of \$10,000; provided that construction contracts will be entered into only with the advice and consent of the design and construction office chief.

(b) Issuance of concession permits having a term of more than 3 years.

(c) Reimbursement of employees and other owners for property lost, damaged or destroyed.

(d) Sales of timber pursuant to section 3 of the act of August 25, 1916 (39 Stat. 535; 16 U.S.C., 1952 ed., sec. 3), in excess of \$1,000 for any one transaction.

(e) Acceptance of an offer in settlement of a timber trespass unless (1) the trespass is an innocent one, (2) the damages therefrom do not exceed \$500, and (3) payment of the full amount of the damages is offered.

(f) Acceptance of donations of personal property valued in excess of \$5,000, and acceptance of donations of money in excess of \$5,000.

SEC. 4. Associate Regional Director: The Associate Regional Director may execute and approve contracts not in excess of \$200,000 for construction, supplies, equipment, and services; provided that construction contracts will be entered into only with the advice and consent of the design and construction office chief. This authority may be exercised by the Associate Regional Director in behalf of any office or area for which the Northeast Regional Office serves as the field finance office.

SEC. 5. Regional Chief, Division of Property Management and General Services: The Regional Chief, Division of Property Management and General Services may execute and approve contracts not in excess of \$50,000 for construction, supplies, equipment and services; provided, that construction contracts will be entered into only with the advice and consent of the design and construction office chief. This authority may be exercised by the Regional Chief, Division of Property Management and General Services in behalf of any area or office

for which the Northeast Regional Office serves as the field office.

SEC. 6. Redelegation: A superintendent may, in writing, redelegate to any officer or employee the authority delegated to him by this order. Each redelegation shall be published in the *FEDERAL REGISTER*.

SEC. 7. Revocation: This order supersedes Northeast Regional Office Order No. 4, however, redelegations based thereon are continued in effect to the extent that they are not in conflict with this order.

(National Park Service Order No. 34 (31 F.R. 4255); 29 Stat. 535; 16 U.S.C., sec. 2)

LEMUEL A. GARRISON,  
Regional Director, Northeast Region.

[F.R. Doc. 66-6327; Filed, June 8, 1966;  
8:46 a.m.]

[Order 4]

## PARK SUPERINTENDENTS, ET AL., SOUTHEAST REGION

### Delegation of Authority

SECTION 1. The National Park Service Superintendents in the Southeast Region, whose positions are allocated to Civil Service Grades GS-13 and above, in the administration, operation and development of the areas under their supervision, are authorized to exercise all of the authority now or hereafter delegated to the Regional Director by the Director, except with respect to the following:

(a) Acceptance of an offer in settlement of a timber trespass unless (1) the trespass is an innocent one, (2) the damages therefrom do not exceed \$500, and (3) payment of the full amount of the damages is offered.

(b) Authority with respect to the preservation of historical and archeological data (including relics and specimens) which might otherwise be lost as a result of the construction of a dam.

SEC. 2. The superintendents whose positions are allocated to Civil Service Grades GS-11 and -12, in the administration, operation and development of the areas under their supervision, are authorized to exercise all of the authority now or hereafter delegated to the Regional Director by the Director, except with respect to the following matters:

(a) Approval of contracts for construction, supplies or services in excess of \$50,000, provided that construction contracts will be entered into only with the advice and consent of the design and construction office chief.

(b) Acceptance of an offer in settlement of a timber trespass unless (1) the trespass is an innocent one, (2) the damages therefrom do not exceed \$500, and (3) payment of the full amount of the damages is offered.

(c) Authority with respect to the preservation of historical and archeological data (including relics and specimens) which might otherwise be lost as a result of the construction of a dam.

SEC. 3. The superintendents whose positions are allocated to Civil Service

## NOTICES

Grades GS-10 and below in the administration, operation and development of the areas under their supervision, are authorized to exercise all of the authority now or hereafter delegated to the Regional Director by the Director, except with respect to the following matters:

(a) Execution or approval of contracts for construction, supplies, or services in excess of \$10,000, provided that construction contracts will be entered into only with the advice and consent of the design and construction office chief.

(b) Issuance of revocable special use permits having a term of more than 3 years.

(c) Acceptance of donations of personal property valued in excess of \$5,000, and acceptance of donations of money in excess of \$5,000.

(d) Reimbursement of employees and other owners for property lost, damaged, or destroyed.

(e) Sales of timber pursuant to section 3 of the Act of August 25, 1916 (39 Stat. 535; 16 U.S.C., 1952 ed., sec. 3), in excess of \$1,000 for any one transaction.

(f) Acceptance of an offer in settlement of a timber trespass unless (1) the trespass is an innocent one, (2) the damages therefrom do not exceed \$500, and (3) payment of the full amount of the damages is offered.

(g) Issuance of concession permits having a term of more than 3 years.

(h) Authority with respect to the preservation of historical and archeological data (including relics and specimens) which might otherwise be lost as a result of the construction of a dam.

(i) Hire, rental, or purchase of personal property from employees.

SEC. 4. Assistant Regional Directors: The Assistant Regional Directors may execute and approve contracts not in excess of \$200,000 for construction, supplies, equipment, and services, provided that construction contracts will be entered into only with the advice and consent of the design and construction office chief. This authority may be exercised by the Assistant Regional Directors in behalf of any office or area for which the Southeast Regional Office serves as the field finance office.

SEC. 5. The Regional Chief, Division of Property Management and General Services: The Regional Chief, Division of Property Management and General Services, may execute and approve contracts not in excess of \$50,000 for construction, supplies, equipment and services, provided that construction contracts will be entered into only with the advice and consent of the design and construction office chief. This authority may be exercised by the Regional Chief, Division of Property Management and General Services, in behalf of any area or office for which the Southeast Regional Office serves as the field finance office.

SEC. 6. A superintendent may, in writing, redelegate to any officer or employee the authority delegated to him by this order. Each redelegation shall be published in the *FEDERAL REGISTER*.

SEC. 7. Revocation: This order supersedes Southeast Regional Office Order No. 3 as amended; however, redelega-

tions based thereon are continued in effect to the extent that they are not in conflict with this order.

(National Park Service Order No. 34 (31 F.R. 4255); 39 Stat. 535, 16 U.S.C., sec. 2)

Dated: April 28, 1966.

ELBERT COX,  
Regional Director, Southeast Region.

[F.R. Doc. 66-6328; Filed, June 8, 1966; 8:47 a.m.]

## DEPARTMENT OF COMMERCE

## Bureau of International Commerce

[File 23(65)-49]

CARGO CONSOLIDATION SERVICES,  
LTD., ET AL.Order Extending Temporary Denial of  
Export Privileges

In the matter of Cargo Consolidation Services, Ltd., Pump Lane, Hayes, Middlesex, England; Albert Sydney Bone, 32 Station Road, Hounslow, Middlesex, England, respondents; Cargo Consolidation Services (Forwarding), Ltd., Cargo Consolidation Services (Holdings), Ltd., A. S. Bone (Merchandising) Ltd., Pump Lane, Hayes, Middlesex, England, related parties; File 23(65)-49.

An order temporarily denying export privileges for a period of 60 days was entered against the above named respondents and related parties on April 6, 1966 (31 F.R. 6206). Said order was issued in connection with an investigation instituted by the Investigations Division, Office of Export Control, Bureau of International Commerce, into the disposition of certain U.S.-origin spare parts received by the respondent firm. There was reasonable basis to believe that in the course of said investigation the respondent, Bone, on behalf of said firm made false statements to an official of the U.S. Government. A charging letter dated April 8, 1966, was issued against respondents and was served on them April 21, 1966. The respondents have denied certain of the allegations in the charging letter and have raised certain legal questions. They have been given the opportunity to present information and documents relating to the matter not previously submitted.

The compliance proceedings will not be disposed of before the expiration of the temporary denial order and the Director of the Investigations Division has applied under § 382.11 of the Export Regulations for an extension of said order. The matter has been considered by the Compliance Commissioner and he has reported his recommendation to me that the temporary denial order be extended for 45 days. He has found that such an extension is reasonably necessary to protect the public interest and for effective enforcement of the law. I confirm these findings.

*Accordingly, it is hereby ordered,*

I. The prohibitions and restrictions of the temporary denial order issued on April 6, 1966 (31 F.R. 6206), against the above-named respondents and re-

lated parties are hereby continued in full force and effect.

II. The respondents, their successors, assigns, partners, representatives, agents, and employees hereby are denied all privileges of participating, directly or indirectly, in any manner or capacity, in any transaction involving commodities or technical data exported from the United States in whole or in part, or to be exported, or which are otherwise subject to the Export Regulations. Without limitation of the generality of the foregoing, participation prohibited in any such transaction, either in the United States or abroad, shall include participation, directly or indirectly, in any manner or capacity: (a) As a party or as a representative of a party to any validated export license application; (b) in the preparation or filing of any export license application or reexportation authorization, or any document to be submitted therewith; (c) in the obtaining or using of any validated or general export license or other export control document; (d) in the carrying on of negotiations with respect to or in the receiving, ordering, buying, selling, delivering, storing, using, or disposing of any commodities or technical data in whole or in part exported or to be exported from the United States; and (e) in the financing, forwarding, transporting, or other servicing of such commodities or technical data.

III. Such denial of export privileges shall extend not only to the respondents, but also to their agents and employees and to any successor and to any person, firm, corporation, or business organization with which they now or hereafter may be related by affiliation, ownership, control, position of responsibility, or other connection in the conduct of trade or services connected therewith.

IV. This order continues in full force and effect the temporary denial order which was entered on April 6, 1966, and shall remain in effect for a period of 45 days from the expiration of said temporary denial order, to wit, through July 20, 1966, unless it is hereafter amended, modified, or vacated in accordance with the provisions of U.S. Export Regulations.

V. No person, firm, corporation, partnership, or other business organization, whether in the United States or elsewhere, without prior disclosure to and specific authorization from the Bureau of International Commerce, shall do any of the following acts, directly or indirectly, or carry on negotiations with respect thereto, in any manner or capacity, on behalf of or in any association with respondents or any related party, or whereby the respondents or related party may obtain any benefit therefrom or have any interest or participation therein, directly or indirectly: (a) Apply for, obtain, transfer, or use any license, Shipper's Export Declaration, bill of lading, or other export control document relating to any exportation, reexportation, transhipment, or diversion of any commodity or technical data exported or to be exported from the United States, by, to, or for any such respondent or

related party denied export privileges; or (b) order, buy, receive, use, sell, deliver, store, dispose of, forward, transport, finance, or otherwise service or participate in any exportation, reexportation, transshipment, or diversion of any commodity or technical data exported or to be exported from the United States.

VI. A copy of this order shall be served upon the respondents and the named related parties.

VII. In accordance with the provisions of § 382.11(c) of the Export Regulations, the respondents or any related party may move at any time to vacate or modify this temporary denial order by filing an appropriate motion therefor, supported by evidence, with the Compliance Commissioner and may request an oral hearing thereon which, if requested, shall be held before the Compliance Commissioner in Washington, D.C., at the earliest convenient date.

Dated: June 1, 1966.

RAUER H. MEYER,  
Director, Office of Export Control.

[F.R. Doc. 66-6337; Filed, June 8, 1966;  
8:47 a.m.]

**Maritime Administration  
UNITED STATES LINES CO.**

**Notice of Application for Approval of Certain Cruises**

Notice is hereby given that United States Lines Co., acting pursuant to Public Law 87-45, has applied to the Maritime Administration for approval of the following cruises with the SS *United States*.

Sails New York	Returns New York	Itinerary
Nov. 23, 1966	Nov. 28, 1966	Nassau.
Dec. 22, 1966	Jan. 2, 1967	Nassau, Cristobal, Curacao, St. Thomas.

Any person, firm or corporation having any interest, within the meaning of Public Law 87-45, in the foregoing who desires to offer data, views or arguments should submit the same in writing, in triplicate, to the Secretary, Maritime Subsidy Board, Washington, D.C., 20235, by the close of business on June 24, 1966.

In the event an opportunity to present oral argument is also desired, specific reason for such request should also be included. The Maritime Subsidy Board will consider these comments and views and take such action with respect thereto as in its discretion it deems warranted.

Dated: June 7, 1966.

By Order of the Maritime Subsidy Board.

JAMES S. DAWSON, Jr.,  
Secretary.

[F.R. Doc. 66-6382; Filed, June 8, 1966;  
8:49 a.m.]

**ATOMIC ENERGY COMMISSION**

**STATE OF ALABAMA**

**Proposed Agreement for Assumption of Certain AEC Regulatory Authority**

Notice is hereby given that the U.S. Atomic Energy Commission is publishing for public comment, prior to action thereon, a proposed agreement received from the Governor of the State of Alabama for the assumption of certain of the Commission's regulatory authority pursuant to section 274 of the Atomic Energy Act of 1954, as amended.

A resume, prepared by the State of Alabama and summarizing the State's proposed program, was also submitted to the Commission and is set forth below as an appendix to this notice. A copy of the program, including proposed Alabama regulations, is available for public inspection in the Commission's Public Document Room, 1717 H Street NW, Washington, D.C., or may be obtained by writing to the Director, Division of State and Licensee Relations, U.S. Atomic Energy Commission, Washington, D.C., 20545. All interested persons desiring to submit comments and suggestions for the consideration of the Commission in connection with the proposed agreement should send them, in triplicate, to the Secretary, U.S. Atomic Energy Commission, Washington, D.C., 20545, within 30 days after initial publication in the *FEDERAL REGISTER*.

Exemptions from the Commission's regulatory authority which would implement this proposed agreement, as well as other agreements which may be entered into under section 274 of the Atomic Energy Act, as amended, were published as Part 150 of the Commission's regulations in *FEDERAL REGISTER* issuances of February 14, 1962, 27 F.R. 1351; April 3, 1965, 30 F.R. 4352; September 22, 1965, 30 F.R. 12069; and March 19, 1966, 31 F.R. 4668. In reviewing this proposed agreement, interested persons should also consider the aforementioned exemptions.

Dated at Washington, D.C., this 27th day of May 1966.

For the Atomic Energy Commission.

W. B. McCool,  
Secretary.

**PROPOSED AGREEMENT BETWEEN THE U.S. ATOMIC ENERGY COMMISSION AND THE STATE OF ALABAMA FOR DISCONTINUANCE OF CERTAIN COMMISSION REGULATORY AUTHORITY AND RESPONSIBILITY WITHIN THE STATE PURSUANT TO SECTION 274 OF THE ATOMIC ENERGY ACT OF 1954, AS AMENDED**

Whereas, the U.S. Atomic Energy Commission (hereinafter referred to as the Commission) is authorized under section 274 of the Atomic Energy Act of 1954, as amended (hereinafter referred to as the Act) to enter into agreements with the Governor of any State providing for discontinuance of the regulatory authority of the Commission within the State under chapters 6, 7, and 8 and section 161 of the Act with respect to by-

product materials, source materials, and special nuclear materials in quantities not sufficient to form a critical mass; and

Whereas, the Governor of the State of Alabama is authorized under Act Number 582, Regular Session, 1963, to enter into this Agreement with the Commission; and

Whereas, the Governor of the State of Alabama certified on April 25, 1966, that the State of Alabama (hereinafter referred to as the State) has a program for the control of radiation hazards adequate to protect the public health and safety with respect to the materials within the State covered by this Agreement, and that the State desires to assume regulatory responsibility for such materials; and

Whereas, the Commission found on \_\_\_\_\_ that the program of the State for the regulation of the materials covered by this Agreement is compatible with the Commission's program for the regulation of such materials and is adequate to protect the public health and safety; and

Whereas, the State and the Commission recognize the desirability and importance of cooperation between the Commission and the State in the formulation of standards for protection against hazards of radiation and in assuring that State and Commission programs for protection against hazards of radiation will be coordinated and compatible; and

Whereas, the Commission and the State recognize the desirability of reciprocal recognition of licenses and exemption from licensing of those materials subject to this Agreement; and

Whereas, this agreement is entered into pursuant to the provisions of the Atomic Energy Act of 1954, as amended;

Now, therefore, it is hereby agreed between the Commission and the Governor of the State, acting in behalf of the State, as follows:

ARTICLE I. Subject to the exceptions provided in Articles II, III, and IV, the Commission shall discontinue, as of the effective date of this Agreement, the regulatory authority of the Commission in the State under chapters 6, 7, and 8, and section 161 of the Act with respect to the following materials:

- A. Byproduct materials;
- B. Source materials; and
- C. Special nuclear materials in quantities not sufficient to form a critical mass.

ART. II. This Agreement does not provide for discontinuance of any authority and the Commission shall retain authority and responsibility with respect to regulation of:

- A. The construction and operation of any production or utilization facility;
- B. The export from or import into the United States of byproduct, source, or special nuclear material, or of any production or utilization facility;
- C. The disposal into the ocean or sea of byproduct, source, or special nuclear waste materials as defined in regulations or orders of the Commission;

D. The disposal of such other byproduct, source, or special nuclear material as the Commission from time to time determines by regulation or order should, because of the hazards or potential hazards thereof, not be so disposed of without a license from the Commission.

ART. III. Notwithstanding this Agreement, the Commission may from time to time by rule, regulation, or order, require that the manufacturer, processor, or producer of any equipment, device, commodity, or other product containing source, byproduct, or special nuclear material shall not transfer possession or control of such product except pursuant to a license or an exemption from licensing issued by the Commission.

## NOTICES

ART. IV. This Agreement shall not affect the authority of the Commission under subsection 161 b. or i. of the Act to issue rules, regulations, or orders to protect the common defense and security, to protect restricted data or to guard against the loss or diversion of special nuclear material.

ART. V. The Commission will use its best efforts to cooperate with the State and other agreement states in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that State and Commission programs for protection against hazards of radiation will be coordinated and compatible. The State will use its best efforts to cooperate with the Commission and other agreement States in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that the State's program will continue to be compatible with the program of the Commission for the regulation of like materials. The State and the Commission will use their best efforts to keep each other informed of proposed changes in their respective rules and regulations and licensing, inspection and enforcement policies and criteria, and to obtain the comments and assistance of the other party thereon.

ART. VI. The Commission and the State agree that it is desirable to provide for reciprocal recognition of licenses for the materials listed in Article I licensed by the other party or by any agreement State. Accordingly, the Commission and the State agree to use their best efforts to develop appropriate rules, regulations, and procedures by which such reciprocity will be accorded.

ART. VII. The Commission, upon its own initiative after reasonable notice and opportunity for hearing to the State, or upon request of the Governor of the State, may terminate or suspend this Agreement and reassert the licensing and regulatory authority vested in it under the Act if the Commission finds that such termination or suspension is required to protect the public health and safety.

ART. VIII. This Agreement shall become effective on October 1, 1966, and shall remain in effect unless, and until such time as it is terminated pursuant to Article VII.

Done at Montgomery, State of Alabama, in triplicate, this day of \_\_\_\_\_.

For the United States Atomic Energy Commission.

For the State of Alabama.

GEORGE C. WALLACE,  
Governor.

POLICIES AND PROCEDURES FOR THE CONTROL OF RADIATION

FOREWORD

The 1963 Regular Session of the Legislature of the State of Alabama enacted a Radiation Control Law which authorizes the Governor of Alabama to enter into an agreement with the U.S. Atomic Energy Commission for the purpose of assuming from the Commission certain regulatory functions for the use of byproduct material, source material, and special nuclear material in quantities not sufficient to form a critical mass. Among other provisions, the Radiation Control Law authorizes the State:

(1) To institute and maintain a regulatory program for all sources of ionizing radiation so as to provide for (a) compatibility with the standards and regulatory programs of the Federal Government, (b) a single, effective system of regulation within the State, and (c) a system consonant insofar as possible with those of other states; and

(2) To institute and maintain a program to permit development and utilization of sources of ionizing radiation for peaceful purposes consistent with the health and safety of the public.

Act 582, Regular Session, 1963, establishes the State Board of Health as the state radiation control agency for regulating, licensing, and inspecting sources and uses of radioactive materials including radium and accelerator produced isotopes, and machines and devices producing ionizing radiation. A Radiation Advisory Board of Health consisting of nine members appointed by the Governor was established under the provisions of this Act to advise the State Board of Health in carrying out the provisions of the law.

In this narrative a chronology outlining the development of the present system of radiation protection and control in Alabama will be presented along with plans, practices, and policies which will be undertaken by the Agency.

*History.* The Alabama State Department of Public Health became initially involved in limited control and study of the uses of ionizing radiation in 1953 when the Bureau of Sanitation made a study of fluoroscopic shoe fitting machines in Alabama. The possession or use of these machines is now prohibited by regulations adopted by the State Board of Health.

In 1957, the State of Alabama, Water Improvement Commission, which is housed within the Alabama State Department of Public Health, became interested in the levels of radioactivity in the streams of the State. Accordingly, plans were made, equipment purchased, and stream sampling stations were established throughout the State. During the summer of 1958, samples were collected from these sampling stations and analyzed for gross alpha and beta activity. This activity has continued since that time. In 1964, this activity was taken over and expanded by the newly formed Division of Radiological Health—an organizational division of the Bureau of Sanitation.

In 1963, a physical survey was conducted of all known dental X-ray units in the State; and, when necessary, filtration and collimation were added to bring them into compliance with the recommendations of the American Academy of Oral Roentgenology. A total of 945 dental X-ray units were surveyed. Currently, all dental X-ray units which are registered with the Agency are in compliance with the recommendations for filtration and collimation of the American Academy of Oral Roentgenology.

The Jefferson County Board of Health organized a radiological health program in 1962 and initiated a physical survey of all medical X-ray units during the same year. Since this time, a program has been in progress to bring all of the medical X-ray units in Jefferson County into compliance with the recommendations contained in National Bureau of Standards Handbook 76. Presently, over 98 percent of the 340 units in Jefferson County are in compliance with these recommendations.

In 1964, all X-ray units in the State were registered. Units were located by letters to all members of the healing arts profession listed in the roster of the Medical Association of the State of Alabama and to selected industries as shown in the Directory of Industries published by the Alabama State Chamber of Commerce. Following registration, the Division of Radiological Health performed a physical survey of the medical X-ray units in Alabama, except those in Jefferson County which had been previously surveyed. A total of 828 radiographic and 439 fluoroscopic units were inspected. Letters were written to the owners of deficient units requesting that the deficiencies noted in the

survey be corrected. On May 19, 1965, the State Board of Health adopted rules and regulations governing the use of X-rays in the healing arts.

A radium leak testing program was conducted jointly by personnel of the Alabama State Department of Public Health and the Jefferson County Board of Health in Jefferson County during 1964. This program revealed that 4 of the 10 radium facilities in Jefferson County had leaking or contaminated sources. The following year personnel of the Alabama State Department of Public Health extended this leak testing program to all counties in the State. Of the additional 30 facilities, a total of 13 were found to have leaking or contaminated sources of radium. All owners of leaking or contaminated sources of radium voluntarily disposed of the leaking radium or had it reencapsulated.

Shortly after its establishment in 1963, the Division of Radiological Health became interested in Project Dribble. This project was a joint undertaking of the U.S. Department of Defense and the U.S. Atomic Energy Commission in which a 5 kiloton nuclear device was detonated in a salt dome located near Hattiesburg, Miss. The Division was concerned with the possibility that the detonation might vent and thus spread radioactive fallout in Alabama. Although the U.S. Public Health Service was responsible for off-site monitoring during this project, the Division of Radiological Health established a sampling program to determine the quantity of radioactive materials present in the air, in milk from samples collected throughout the State, and in the streams of the State both prior to and following the detonation. No venting occurred following the detonation but valuable experience was gained by laboratory personnel.

Members of the staff of the Alabama State Department of Public Health have accompanied members of the AEC staff on their inspections of licensees within the State for many years. Within the last 3 years, Alabama personnel have accompanied AEC inspectors on 81 percent of the inspections within the State. During this period they have become familiar with the inspection of licensees of radioactive materials. Also during this period, staff members have accompanied AEC personnel on investigations of incidents involving radioactive materials in Alabama. Further experience was gained when on several occasions staff members were requested to locate lost radium needles.

*Program description.* The State Board of Health was designated by Act 582, Regular Session, 1963, as the State Radiation Control Agency in Alabama and has the authority for regulating, licensing, and inspecting sources and uses of radioactive materials and machines and devices producing ionizing radiation. The radiation control program will be carried out by the Division of Radiological Health—an organizational division of the Bureau of Sanitation. Through an understanding with the Agency, medical X-ray registration and inspection activities may be conducted at the county level; however, licensing and inspection of radioactive materials will be conducted exclusively by the Agency.

The Agency is responsible for responding to emergency situations and is adequately staffed with qualified personnel. Emergency supplies and equipment to carry out this responsibility are available. Communications within the Agency and with county health departments have been established. Arrangements will be made with the State Highway Patrol to provide prompt notification of any transportation accident involving radioactive materials.

*Licensing and registration.* The radiation control program of the State of Alabama will regulate all sources of ionizing radiation

including radium, accelerator-produced nuclides in non-exempt quantities, and machine-produced radiation such as medical and dental X-ray units. All X-ray units have been registered with the Agency. Specific licenses will be issued to authorize the possession and use of radioactive materials, including radium and accelerator-produced nuclides, in quantities not exempted or generally licensed by the Agency. Criteria for the possession of byproduct, source, and special nuclear materials will be compatible with those established by the U.S. Atomic Energy Commission.

The licensing program will be essentially the same as that presently used by the U.S. Atomic Energy Commission. The Agency will utilize applicable criteria contained in Atomic Energy Commission publications as general guides in the evaluation of license applications. The director and assistant director of the Division of Radiological Health will evaluate all license applications. Other individuals will assist in this function as they acquire competence through experience and training. Prelicensing visits will be made when determined necessary. For routine applications, both medical and non-medical, the State Health Officer will issue specific licenses on behalf of the State Board of Health.

A Medical Advisory Committee will advise the State Board of Health through the State Health Officer on nonroutine medical uses of radioactive materials. This Committee currently consists of four radiologists and an internist who are experienced in the medical use of radioisotones.

**Inspections.** Staff personnel will conduct inspections of licensees and registrants to determine compliance with regulations promulgated by the Agency and to determine the adequacy of the radiation protection program. Inspections will be performed under the supervision of the assistant director of the Division of Radiological Health. A radiation physicist and two radiation specialists will perform inspections of radiation producing machines. Three radiation physicists assigned to the radioactive materials program will perform all materials inspections. Inspection personnel are qualified by training in the field of radiological health to perform these inspections. Materials inspections will be compatible with those now performed by the Division of Compliance of the U.S. Atomic Energy Commission.

Staff members will be kept current on developments in the field of radioactive materials by continued training in appropriate courses conducted by the USAEC and USPHS. The following frequency for the inspection of licensees in Alabama is proposed but may be either increased or decreased depending upon individual circumstances and the experience of the Agency.

Industrial radiographers—once each 6 months.

Operations involving waste disposal—once each 6 months.

Academic—once each 12 months.  
Medical—

Medical and hospital—once each 12 months.

Other categories—depending on the hazards associated with the program.

It is anticipated that all specific licensees will be inspected at least once each calendar year. The inspections may be announced or unannounced, except prelicensing evaluations will be scheduled.

Before the termination of each inspection, the inspector will confer with the licensee to discuss the results of his inspection, presenting oral recommendations or suggestions if indicated. The inspector will submit in writing comprehensive reports to the Director of the Division of Radiological Health relating facts and circumstances observed during

the inspection. The report will enumerate violations, if any, and include recommendations. Recommendations made by field personnel will be subject to the critical review of senior staff members of the Division of Radiological Health. The licensee will be notified of the results of the inspection, including any indicated recommendations, by letter from the Agency as soon as practical.

If items of noncompliance of a more serious nature are found, the licensee will be required to correct such items within a specified period of time. The licensee will be required to inform the Agency in writing within thirty days, or less if specified, of the corrective action taken and the date the corrective action was completed. Follow-up inspections may be conducted by the Agency or the matter may be reviewed at the next regular inspection of the licensee to insure that adequate corrective action has been accomplished. In certain cases, items of noncompliance may be enforced by administrative procedures such as amending the license.

Under the provisions of Act Number 582 of the Alabama Law, Regular Session, 1963, the Agency has authority to initiate immediate legal action against a licensee who is in violation of the rules and regulations issued under the provisions of this Act. If in the opinion of the Agency a person is engaged in or is about to engage in any act or practice in violation of the provisions of this Act or rules and regulations issued thereunder, the State's Attorney General at the request of the Agency may make application for a court order enjoining such acts or practices or direct compliance with the rules and regulations promulgated under the provisions of this Act.

If the Agency should determine that an emergency exists, it has the authority to impound or order the impounding of any

source of ionizing radiation in the possession of any person who is not equipped to observe or who fails to observe the provisions of the Act or any rules or regulations issued thereunder.

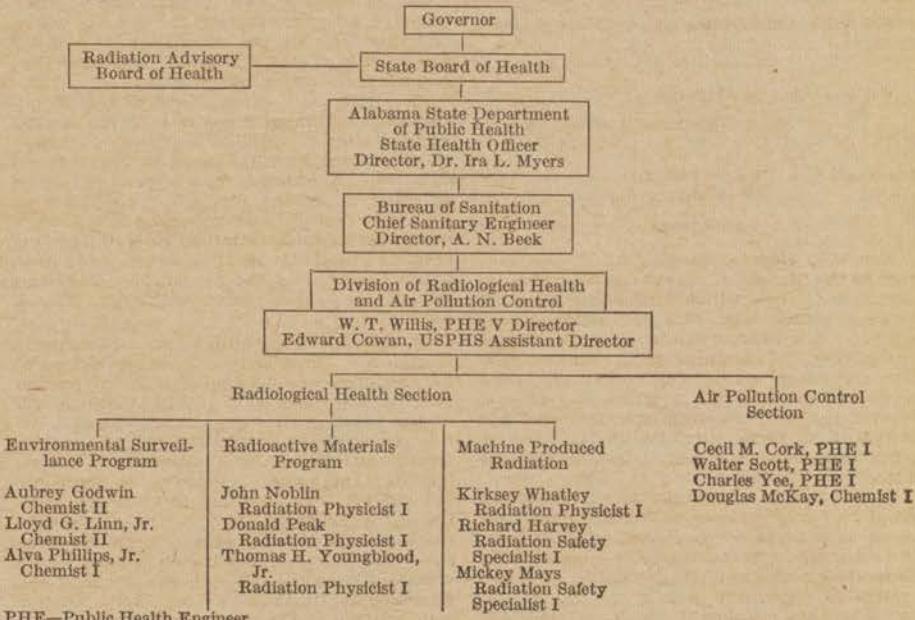
It is proposed that full legal measures will be employed only in those instances where there is continued noncompliance after notice, willful negligence on the part of the licensee, or where a serious potential hazard exists. Provisions of the Act provide for appropriate punishment of any violations of the Act or rules and regulations promulgated under the provisions of the Act.

Act Number 582 duly authorizes representatives of the Agency to enter at all reasonable times upon any private or public property for the purpose of determining whether or not there is compliance with or violations of the provisions of this Act or rules and regulations issued thereunder.

*Hearings.* Act Number 582 provides for a hearing on the record upon the request by any person whose interest may be affected by the issuance or modification of rules and regulations relating to the control of sources of ionizing radiation or for granting or suspending, revoking or amending a license or for determining compliance with rules and regulations of the Agency. Whenever the Agency finds that an emergency exists requiring immediate action to protect the public health and safety, the Agency may without notice or hearing issue a regulation or order reciting the existence of such emergency and requiring that such action be taken as is necessary to meet the emergency. Such regulation or order shall become effective immediately. However, anyone aggrieved by such order shall on application to the Agency be afforded a hearing within thirty days. On the basis of such hearing, the emergency regulation or order shall be continued, modified, or revoked within thirty days after such hearing.

Any final order entered in any proceeding shall be subject to judicial review by the Circuit Court of Montgomery County in the manner prescribed for taking appeals from orders of the Alabama Public Service Commission as provided in Code 1960, Title 48, section 79 and following.

## ORGANIZATIONAL CHART



## NOTICES

## ALABAMA RADIATION CONTROL PERSONNEL

The Division of Radiological Health is an existing organizational unit of the Bureau of Sanitation, Alabama State Department of Public Health. Technical personnel engaged in the existing programs of the Division are listed below; also, listed below are personnel of the air pollution program who will be used in radiological health in emergency and unusual situations where additional personnel are needed.

Bureau of Sanitation—Chief, Arthur N. Beck, B.S., M.S.

Division of Radiological Health—Director, W. T. Willis, B.S., M.S.; Assistant Director, J. Edward Cowan, B.S., M.P.H.; Radiation Physicist I: John Noblin, B.S., Donald W. Peak, A.B., Kirksey E. Whatley, B.S., Thomas H. Youngblood, Jr., B.S.; Chemist II: Aubrey V. Godwin, B.S., Lloyd G. Linn, Jr., B.S.; Chemist I: Alva Phillips, B.S.; Radiation Safety Specialist: Richard E. Harvey, R. X-Ray Technician, Mickey T. Mays, R. X-Ray Technician.

Air Pollution Program—Director, W. T. Willis, B.S., M.S.; Public Health Engineer I: Charles Yee, B.S., Cecil M. Cork, B.S., Walter E. Scott, B.S.; Chemist I: Douglas McKay, B.S.

Education and Experience of staff members:

## WILLIAM THOMAS WILLIS

## EDUCATION AND TRAINING

B.S. Civil Engineering, Alabama Polytechnic Institute, 1948.  
S.M. Sanitary Engineering, Harvard University, 1952.

U.S. Public Health Service Courses:  
One week—Detection and Control of Radioactive Pollutants in Water.

Two weeks—Sanitary Engineering Aspects of Nuclear Energy Course.

Two weeks—Basic Radiological Health Course.

One week—Medical X-Ray Protection Course.  
Two weeks—Occupational Radiation Protection.

One week—Engineering Management of Radiation Accidents.

One week—Civil Defense Training Course for Food and Drug Officials.

Two weeks—Reactor Safety and Hazards Evaluation.

One week—Community Air Pollution.

One week—Measurement of Airborne Radioactivity.

One week—Elements of Air Quality Management.

One week—Control of Particulate Emissions.

One week—Control of Gaseous Emissions.

One week—Meteorological Aspects of Air Pollution.

Atomic Energy Commission Courses:  
Three weeks—Orientation Course in AEC Regulatory Practices and Procedures, Bethesda.

## EXPERIENCE

Seventeen years total experience in Sanitary Engineering, Alabama State Department of Public Health. Fifteen years in stream pollution control. Two years as Director of Division of Radiological Health, responsibilities for directing and administering a comprehensive program in radiation control involving the medical and industrial x-ray field, radioactive materials regulatory program, environmental surveillance and the environmental health laboratory.

## JAMES EDWARD COWAN

## EDUCATION AND TECHNICAL TRAINING

B.A. Science, Western Carolina College, 1949.  
M.S. P.H., Sanitary Science, University of North Carolina, 1950.

M.P.H., Radiation Health, University of Pittsburgh, 1961.

U.S. Public Health Service Courses:  
Two weeks—Basic Radiological Health.  
Two weeks—Reactor Safety and Hazards Evaluation.

Two weeks—Radionuclide Protection.

One week—Medical X-Ray Protection.

One week—Management of Nuclear Emergencies.

Two weeks—Medical Aspects of Radiological Health.

One week—Radium Hazards and Control.

Atomic Energy Commission Courses:

Two weeks—Orientation Course in AEC Regulatory Practices and Procedures, Bethesda.

One week—Dose and Dosimetric Determinations, ANL, Chicago.

Other Training:

Three weeks—Presbyterian Hospital, X-Ray Department, Pittsburgh.

Five weeks—Westinghouse Testing Reactor, Health Physics Department, Pittsburgh.

One week—Radiological Monitors Instructor Course—FCDA, Austin, Texas.

## EXPERIENCE

Regular Corps, U.S. Public Health Service; 12 years generalized public health experience in local, State, and Federal agencies; 2 years, Radiation Control Program, Division of Occupational Health and Radiation Control, Texas State Department of Health; 2 years, Division of Radiological Health, Alabama State Department of Health, experienced in licensing, inspection, and other aspects of radiological health.

## CECIL MERRITT CORK

## EDUCATION AND TECHNICAL TRAINING

B.S. Civil Engineering, Auburn University, 1964.

U.S. Public Health Service Courses:

One week—Community Air Pollution.

One week—Elements of Air Quality Management.

One week—Control of Particulate Emissions.

One week—Source Sampling for Atmospheric Survey.

One week—Combustion Evaluation—Sources and Control Devices.

One week—Design of Air Pollutant Sampling Trains.

Two weeks—Atmospheric Survey.

One week—Control of Gaseous Emissions.

## EXPERIENCE

One year, Public Health Engineer I, Division of Radiological Health, Alabama State Department of Public Health. Has accompanied Radiation Physicists on radium surveys.

## AUBREY V. GODWIN

## EDUCATION AND TECHNICAL TRAINING

A.A. Chemistry, Southwest Mississippi Junior College, 1958.

B.A. Chemistry, University of Mississippi, 1961.

Educational Leave, Mr. Godwin is presently on educational leave attending the University of Michigan where he will receive an MPH degree in 1966.

U.S. Public Health Service Courses:

Two weeks—Basic Radiological Health.

Two weeks—Occupational Radiation Protection.

Two weeks—Radionuclide Analysis by Gamma Spectroscopy.

Two weeks—Radiochemical Analysis and Instrumentation, On-the-job training, Southeastern Radiological Health Laboratory, Montgomery.

Other Training:

Two weeks—C.B.R. Refresher Course, Fort McClellan.

One week—Civil Defense for Food and Drug Officials, Montgomery.

## EXPERIENCE

Two and one-half years experience as Chemist, Water Quality Surveillance, Alabama State Department of Public Health; Two years experience in all aspects of radiochemistry, Division of Radiological Health, Alabama State Department of Public Health. Duties have included broad experience in chemical preparation of samples, and operation of counting equipment, including a 400-channel gamma spectrometer. For seven months, served as Chief Chemist with responsibilities for the operation of the Division's Environmental Radiation Laboratory. Concurrently, 3 years in C.R.B., Army National Guard.

## RICHARD E. HARVEY

## EDUCATION AND TECHNICAL TRAINING

Registered X-ray Technician. Two years X-ray technician course, Norwood Clinic, Birmingham, Alabama.

U.S. Public Health Service Courses:

Two weeks—Basic Radiological Health.

One week—Radium Hazards and Control.

Two weeks—Medical X-Ray Protection.

One week—Radiological Health for X-Ray Technologist.

## EXPERIENCE

Six months experience with medical X-ray program, Division of Radiological Health.

## LLOYD G. LINN, JR.

## EDUCATION AND TECHNICAL TRAINING

B.S. Chemistry, Birmingham Southern College, 1963.

U.S. Public Health Service Courses:

Two weeks—Radionuclide Analysis by Gamma Spectroscopy.

Two weeks—Basic Radiological Health.

One week—Measurement of Airborne Radioactivity.

Two weeks—Analysis of Radionuclides in Water.

Two weeks—Radiochemical Analysis and Instrumentation, On-the-job training, Southeastern Radiological Health Laboratory, Montgomery.

Two weeks—Chemical Analyses for Water Quality.

One week—Pesticide Residue Analysis of Foods.

Other Training:

Infrared Spectroscopy, ACS Short Course School, 150th Annual ACS National Convention, Atlantic City.

RCA Course in Nuclear Instrumentation.

One week—Gas Chromatography.

## EXPERIENCE

One year, 4 months experience as chemist, water quality surveillance, Alabama State Department of Public Health. Two years experience in all aspects of radiochemistry, Division of Radiological Health, Alabama State Department of Public Health. Duties have included all phases of sample preparation and radioanalysis. Serving as Acting Chief Chemist with responsibilities for the operation of the Division's Environmental Radiation Laboratory while Mr. Godwin is on educational leave.

## MICKEY T. MAYS

## EDUCATION AND TECHNICAL TRAINING

Registered X-Ray Technician, Air Force Medical Service School, Gunter Air Force Base, Montgomery, Alabama.

U.S. Public Health Service Courses:

Two weeks—Basic Radiological Health.

Two weeks—Medical X-ray Protection.

## EXPERIENCE

Four years as X-ray technician, Maxwell Air Force Base, Montgomery, Alabama.

Douglas L. McKay

## EDUCATION AND TECHNICAL TRAINING

B.S., Chemistry, Florence State College, 1966. U.S. Public Health Service Courses: Two weeks—Basic Radiological Health. Two weeks—Analysis of Atmospheric Organics.

## EXPERIENCE

Three months, chemist, Jefferson County Health Department, Birmingham, Alabama. Three months, chemist, Alabama State Department of Public Health, Montgomery, Alabama.

John W. Noblin

## EDUCATION AND TECHNICAL TRAINING

B.S., Mathematics, Troy State College, 1962. U.S. Public Health Service Courses: One week—Radium Hazards and Control. Two weeks—Basic Radiological Health. Two weeks—Occupational Radiation Protection. Two weeks—Medical X-ray Protection. One week—Measurement of Airborne Radioactivity. One week—Radionuclide Analysis by Gamma Spectroscopy. U.S. Atomic Energy Commission Courses: Three weeks—Orientation Course in AEC Regulatory Practices and Procedures, Bethesda. Ten weeks—Health Physics, Institute of Nuclear Studies, Oak Ridge. Other Training: One week—Radiological Defense Officer Course.

## EXPERIENCE

Two years experience as Radiation Physicist, Division of Radiological Health. Experienced in survey and inspection techniques of radioactive materials. Planned and conducted statewide onsite survey of all radium facilities in Alabama.

Donald W. Peak

## EDUCATION AND TECHNICAL TRAINING

A.B. in Physics and Mathematics, Huntingdon College. One and one-half years graduate study, Nuclear Science, Auburn University. Educational Leave, Mr. Peak is presently on educational leave attending North Carolina State College where he will receive an M.S. degree in Radiation Protection and Safety in 1966. U.S. Public Health Service Courses: Two weeks—Basic Radiological Health. One week—Radium Hazards and Control. Two weeks—Occupational Radiation Protection. Two weeks—Medical X-ray Protection.

## EXPERIENCE

Ten months experience with Division of Radiological Health, Alabama State Department of Public Health. Experience includes work in the Alabama state-wide radium survey.

Alva Phillips, Jr.

## EDUCATION AND TECHNICAL TRAINING

B.S., Engineering Technology, Troy State College, 1965. U.S. Public Health Service Courses: Two weeks—Basic Radiological Health. Two weeks—Radionuclide Analysis by Gamma Spectroscopy.

## EXPERIENCE

Three months, Chemist, Division of Radiological Health.

WALTER E. SCOTT

## EDUCATION AND TECHNICAL TRAINING

B.S., Civil Engineering, University of Alabama, 1966. U.S. Public Health Service Courses: Two weeks—Basic Radiological Health. One week—Elements of Air Quality Management. One week—Source Sampling for Atmospheric Pollutants. One week—Design of Pollutant Sampling Trains.

## EXPERIENCE

Three months, Engineer, Air Pollution Control Program.

Kirksey E. Whatley

## EDUCATION AND TECHNICAL TRAINING

B.S., Mathematics, Troy State College, 1965. U.S. Public Health Service Course: Two weeks—Basic Radiological Health.

## EXPERIENCE

Two months, Division of Radiological Health.

CHARLES K. YEE

## EDUCATION AND TECHNICAL TRAINING

B.S., Chemical Engineering, Auburn University, 1963.

U.S. Public Health Service Courses: One week—Meteorological Aspects of Air Pollution. One week—Elements of Air Quality Management. One week—Combustion Evaluation—Sources and Control Devices. One week—Analysis of Atmospheric Inorganic. Two weeks—Analysis of Atmospheric Organic.

## EXPERIENCE

Nine months Public Health Engineer I, Environmental Health Laboratory, Alabama State Department of Public Health.

THOMAS H. YOUNGLOOD, JR.

## EDUCATION AND TECHNICAL TRAINING

B.S. in Science, Troy State College, 1965. U.S. Public Health Service Courses: Two weeks—Basic Radiological Health. Two weeks—Occupational Radiation Protection. Two weeks—Medical X-Ray Protection. One week—Radium Hazards and Control. U.S. Atomic Energy Commission: Ten weeks—Health Physics, Institute of Nuclear Studies, Oak Ridge.

## EXPERIENCE

Nine months, Division of Radiological Health, Alabama State Department of Public Health. Worked with state-wide radium survey program.

[F.R. Doc. 66-6021; Filed, June 1, 1966; 8:46 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 16465, 16466; FCC 66M-790]

### BROWN BROADCASTING CO., INC., AND DIXIE BROADCASTING CORP.

## Order Scheduling Hearing

In re applications of Brown Broadcasting Co., Inc., Jacksonville, N.C., Docket No. 16465, File No. BP-16700;

Dixie Broadcasting Corp., Aurora, N.C., Docket No. 16466, File No. BP-17036; for construction permits.

A further prehearing conference in the above-entitled proceeding having been held as scheduled on June 3, 1966.

*It is ordered*, This 3d day of June 1966, that the procedural ground rules established at said conference are hereby approved and that the transcript of said conference, incorporated herein by reference with the same force and effect as if set forth at length, shall control as to any question bearing on the established ground rules; and

*It is further ordered*, That the hearing herein shall convene at 10 a.m., July 25, 1966, at the Commission's offices, Washington, D.C.

Released: June 6, 1966.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL] BEN F. WAPLE,

Secretary.

[F.R. Doc. 66-6351; Filed, June 8, 1966; 8:48 a.m.]

[Docket Nos. 16368, 16369; FCC 66M-787]

### CENTRAL BROADCASTING CORP., AND SECOND THURSDAY CORP.

## Order Continuing Hearing

In re applications of Central Broadcasting Corp., Madison, Tenn., Docket No. 16368, File No. BPH-3773; Second Thursday Corp., Nashville, Tenn., Docket No. 16369, File No. BPH-3778; for construction permits.

The Hearing Examiner having under consideration the joint motion for indefinite continuance filed May 31, 1966, by the applicants herein and the opposition thereto filed June 2, 1966, by the Broadcast Bureau;

It appearing, that, as basis for the requested continuance it is alleged that an agreement has been reached which provides, *inter alia*, for dismissal of the application of Central Broadcasting Corp. and a joint motion for approval of the agreement will be filed as soon as the agreement and required supporting affidavits can be completed;

It further appearing, that by its opposition the Broadcast Bureau opposes the requested indefinite continuance, but does not oppose a continuance to June 6, 1966, for exchange of exhibits and to June 20, 1966, for commencement of hearing for the reason that should the application of Central Broadcasting Corp. be dismissed there would remain outstanding issues relative to the application of Second Thursday Corp. which must be resolved in hearing;

It further appearing, that the indefinite continuance requested is not warranted in view of the fact that the proceeding would not be terminated upon approval of the proposed agreement, but the dates proposed by the Broadcast Bureau would not afford adequate time for filing and disposition of the motion for approval of agreement

## NOTICES

and exchange of exhibits deemed relevant in the light of the action taken on such motion;

*It is ordered,* This 3d day of June 1966, that the motion for indefinite continuance of hearing is denied;

*It is further ordered,* On the Hearing Examiner's own motion, that the date for exchange of exhibits is continued from May 31, 1966, to July 5, 1966, and the date for hearing is continued from June 6, 1966, to July 11, 1966, commencing at 10 a.m. in the offices of the Commission at Washington, D.C.

Released: June 6, 1966.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 66-6352; Filed, June 8, 1966;  
8:49 a.m.]

[Docket No. 16617; FCC 66M-7881]

**RAYMOND W. GILL**

**Order Scheduling Hearing**

In the matter of Raymond W. Gill, Dunn Loring, Va.; order to show cause why the license for Radio Station KMI-3224 in the Citizens Radio Service should not be revoked; Docket No. 16617.

*It is ordered,* This 3d day of June 1966, that Isadore A. Honig shall serve as Presiding Officer in the above-entitled proceeding; and that the hearing therein shall be held in the offices of the Commission, Washington, D.C., on July 7, 1966, commencing at 10 a.m.

Released: June 6, 1966.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 66-6353; Filed, June 8, 1966;  
8:49 a.m.]

[Docket No. 16533; FCC 66M-786]

**WASHINGTON BROADCASTING CO.,  
AND WOL, INC.**

**Order Rescheduling Hearing**

In re application of Washington Broadcasting Co. (assignor) and WOL, Inc. (assignee), Docket No. 16533, File Nos. BAL-5418, BALH-780, BALRE-1237; for assignment of licenses of Stations WOL AM and FM Washington, D.C.

Pursuant to a telephone conversation with the Hearing Examiner, counsel for WOL, Inc., as of this date, has forwarded a written request that the hearing conference now scheduled for June 8, 1966, be rescheduled for June 13, 1966, 2 p.m.;

It appearing, that counsel for WOL, Inc., has a prior commitment for June 8, 1966, to argue an appeal from a Commission order in another proceeding;

It further appearing, that good cause exists why said request should be granted;

*Accordingly, it is ordered,* This 3d day of June 1966, that the request is granted and the hearing conference now

scheduled for June 8, 1966, be, and it hereby is, rescheduled for June 13, 1966, 2 p.m., in the Commission's offices, Washington, D.C.

Released: June 3, 1966.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 66-6354; Filed, June 8, 1966;  
8:49 a.m.]

**FEDERAL MARITIME COMMISSION**

[No. 66-2]

**PRACTICES OF INDEPENDENT OCEAN  
FREIGHT FORWARDERS, OCEAN  
FREIGHT BROKERS, AND OCEAN-  
GOING COMMON CARRIERS**

**Scheduling of Oral Argument**

JUNE 7, 1966.

Oral argument in this proceeding, previously scheduled to be heard on June 15, 1966, is hereby rescheduled to be heard June 13, 1966, beginning at 10 a.m., in Room 114, 1321 H Street NW, Washington, D.C.

THOMAS LISI,  
Secretary.

[F.R. Doc. 66-6399; Filed, June 8, 1966;  
9:39 a.m.]

natural gas available to the village of Cobden and prospective customers in Cobden and along the proposed transmission pipeline, all of which are now without natural gas. The village of Cobden has filed its own application pursuant to section 7(a) of the Natural Gas Act in Docket No. CP66-382.

Specifically, Applicant proposes to interconnect a lateral pipeline with Respondent's pipeline near the point where it crosses Illinois State Highway No. 127. From this point of connection, Applicant proposes to construct a 4-inch high pressure lateral extending northward along said highway a distance of approximately 4 miles to the existing town border station presently located at the east side of the city of Jonesboro. Applicant also proposes to serve prospective customers along the transmission pipeline, as well as the village of Cobden.

The total estimated cost of the facilities to be constructed by Applicant is \$71,000, which will be financed from funds on hand in the City's Gas Fund.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before June 27, 1966.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-6311; Filed, June 8, 1966;  
8:45 a.m.]

[Docket No. E-7275]

**COMMONWEALTH EDISON CO. AND  
CENTRAL ILLINOIS ELECTRIC & GAS  
CO.**

**Order Providing for Hearing**

JUNE 3, 1966.

Upon consideration of the joint application submitted on behalf of Commonwealth Edison Co. (Commonwealth) and Central Illinois Electric & Gas Co. (Central) for authorization to merge their respective facilities and operations submitted March 2, 1966, the Commission deems it in the public interest to afford applicants and all other interested parties opportunity for oral hearings prior to disposition of the application on the merits. Important legal and policy considerations affecting this Commission's administration of its overall regulatory responsibilities under the Federal Power Act are presented by its determination as to whether the proposed merger is consistent with the public interest. These responsibilities embrace accounting, corporate, facility interconnection and coordination, financial and rate making considerations, sections, 202, 205, 206, and 301 of the Federal Power Act. And see also the Public Utility Holding Act, 15 U.S.C. 79 et seq.

Underlying our consideration in setting this matter for hearing is the Commission's view that the public interest and the requirements of the Federal Power Act will generally be best served by setting for hearing all applications requesting approval of the merger and

consolidation of two or more Class A electric utilities.<sup>1</sup> In the near future a formal statement of this Commission's policy will be included as a part of the Commission's rules of practice and procedure, Part II General Policy and Interpretations (18 CFR).<sup>2</sup>

As filed the joint application of Commonwealth and Central includes substantial supporting factual information. To date, the Commission has received comments unfavorable to the proposed merger transaction submitted upon behalf of the Utility Users League and named individuals.<sup>3</sup> Presumably, factual data included in the joint application will be submitted in support of the applicants' positions during the hearing provided herein. Additionally, the applicants and all interested parties should address themselves to the general considerations raised by the proposed merger and the overall requirements of the Federal Power Act: relating to the advantages and disadvantages of corporate integration to the respective customers of the facilities and operations of Commonwealth and Central balanced against the advantages and disadvantages arising from their present nonaffiliated status or those which might result from increased coordination and operation of the properties of the two companies without corporate integration.

To afford all parties and any prospective interveners opportunity to prepare for presentations at the oral hearing in this matter without unduly delaying our ultimate disposition of the joint application filed by Commonwealth and Central, we deem it necessary to prescribe certain procedural rulings governing the hearing as hereinafter provided. The petition for leave to intervene submitted upon behalf of the Utility Users League and named individuals and the answer thereto submitted upon behalf of Commonwealth and Central on April 14, 1966, will be considered subsequently together with any other petitions to intervene.

The Commission orders:

(A) A public hearing shall commence in a hearing room of the Federal Power Commission on July 11, 1966, at 10 a.m. e.d.s.t., 441 G Street, Washington, D.C., to consider the issues raised by the joint application of Commonwealth and Central submitted in the above-entitled matter on March 2, 1966, and the issues set forth in the recital above. Any interested person, State or local public authorities desiring to participate in the hearing as provided herein shall submit petitions for leave to intervene or notices of intervention, as appropriate, on or before June 20, 1966, in accordance with §§ 1.8 and 1.37 of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37).

<sup>1</sup> Electric utilities having annual electric operating revenues of \$2,500,000 or more.

<sup>2</sup> We note that the Illinois Commerce Commission similarly provides for hearings on mergers of this type.

<sup>3</sup> Petition for leave to intervene upon behalf of petitioners Utility Users League, Nickolas J. Barnes, Sidney J. Rosenberg, and Harry R. Booth, received Apr. 7, 1966.

(B) The Presiding Examiner shall convene a prehearing conference at the commencement of the hearing for purposes of receiving any factual stipulations, statements of position; and shall dispose of all prehearing procedural questions including the time for presentation of evidence and cross examination thereof.

By the Commission.<sup>4</sup>

[SEAL] JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-6312; Filed, June 8, 1966;  
8:45 a.m.]

[Project No. 2338]

**CONSOLIDATED EDISON COMPANY  
OF NEW YORK, INC.**

**Notice of Amendment of Application  
for License for Unconstructed Project**

JUNE 3, 1966.

Public notice is hereby given that Consolidated Edison Co. of New York, Inc. (Applicant or Consolidated Edison), has filed an amendment to its application under the Federal Power Act (16 U.S.C. 791a-825r) for a license for unconstructed Project No. 2338, the Cornwall Pumped Storage Project, to be located on the Hudson River, in the village of Cornwall and towns of Cornwall and Highlands, Orange County, N.Y.

The project, as proposed in the amended application, will consist of: Five earth and rockfill dams forming an upper storage reservoir located in a natural basin at the crest of the Hudson Highlands on the west bank of the Hudson River; a reservoir with a capacity of 25,000 acre-feet and a surface area of about 240 acres at full pool elevation of 1,160 feet (MSL Datum); an ungated intake of the morning glory type leading to a 40-foot diameter concrete-lined tunnel extending about 10,000 feet to a manifold and thence to eight steel-lined, concrete encased, penstocks; an underground powerhouse containing eight pump-turbine motor-generator units each having a nameplate rating of 258 mva at 0.90 power factor; an underground step-up substation; underground tailrace tunnels; submarine and underground cables extending from the underground substation to the Cornwall East Switching Station to be located at Nelsonville, N.Y., approximately 0.6 mile from the Hudson River; and a double circuit overhead 345 kv transmission line extending from the Cornwall East Switching Station to a point on the existing transmission line right-of-way which extends from Pleasant Valley, N.Y., to Millwood, in Westchester County, and to the Sprain Brook Substation in the city of Yonkers, N.Y. Power will be transmitted to the load by replacing existing lines on the aforementioned right-of-way.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in ac-

cordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is July 25, 1966. The amendment to the application is on file with the Commission for public inspection.

A hearing in this proceeding has been fixed to commence in New York City on November 14, 1966, at a place to be designated by notice of the Presiding Examiner. The Commission's order of June 3, 1966, should be consulted for the schedule fixed for the filing by interveners of direct testimony and motions. Evidence at the hearing will include the amended application in addition to the matters previously raised in this proceeding.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-6313; Filed, June 8, 1966;  
8:45 a.m.]

[Project No. 2338]

**CONSOLIDATED EDISON COMPANY  
OF NEW YORK, INC.**

**Order Granting Continuance and  
Denying Motion for Additional Pre-  
hearing Conference and Stay of  
Proceeding**

JUNE 3, 1966.

In *Scenic Hudson Preservation Conference v. F.P.C.*, 354 F. 2d 608 (CA2), cert. denied, May 16, 1966, the Court set aside three orders of the Commission including the order of March 9, 1965 (Op. No. 452, 33 FPC 428), granting a license to Consolidated Edison Co. of New York, Inc. (Consolidated Edison, or Applicant), for the construction and operation of the Cornwall Pumped Storage Project, Project No. 2338. In accordance with the direction of the Court, the Commission, by its order of January 25, 1966, fixed a hearing on remand, and it ordered a prehearing conference which was held in New York City on March 22 and 23, 1966.

Consolidated Edison applied for a license on January 29, 1963. The application, as amended on September 13, 1963, sought authorization to construct and operate certain project works, including a powerhouse, of the modified outdoor type, mostly underground, to be recessed into the base of the north face of Storm King Mountain on the Hudson River near Newburgh, N.Y. On May 31, 1966, the Applicant filed an amended application providing, among other things, for placing all powerhouse structures and facilities and the step up substation underground in the village and town of Cornwall, N.Y., near the previous powerhouse site.

At the prehearing conference in March 1966, the Presiding Examiner prescribed a schedule for the filing of prepared direct testimony prior to the hearing and ruled that the hearing should commence in New York City on October 17, 1966. On April 15, 1966, the Scenic Hudson Preservation Conference, the town of Putnam Valley, and the Sierra Club and the Atlantic Chapter of

<sup>4</sup> Commissioner Bagge dissenting.

## NOTICES

the Sierra Club, filed a motion, supported by other interveners,<sup>1</sup> that the date designated by the Presiding Examiner for submission of prepared testimony and commencement of the hearing be vacated, that another prehearing conference be held, and that a stay be granted for all purposes.

At the prehearing conference the Applicant indicated its intention to study the feasibility of an underground powerhouse and stated it proposed to file any amended license application providing therefor by April 29, 1966. The Presiding Examiner fixed dates, including those for the filing of direct testimony, on the assumption that the amended application would be filed on April 29, 1966. However, as the Applicant did not file the amended application until May 31, 1966, it is appropriate that the interveners opposing the project be given a month's extension of time in which to file their direct case.<sup>2</sup>

The requests for a stay and for another prehearing conference were based on the fact that at the time the motion was filed a petition for certiorari had been filed by the Applicant and was then pending. On May 16, 1966, certiorari was denied by the Supreme Court. No substantial reason has been advanced for another prehearing conference or for a stay of the proceeding. If for other reasons, based on the amended application, the moving parties feel that another prehearing conference should be held, they are, of course, free to make application to the Presiding Examiner. At the prehearing conference the Presiding Examiner prescribed a procedure substantially as hereinafter provided. For the convenience of the participants this procedure is outlined below with the dates adjusted in accordance with this order, including the date for the commencement of the hearing.

The Commission finds:

(1) The dates set forth in the procedural schedule prescribed by the Presiding Examiner should be adjusted to permit interveners in opposition to the

<sup>1</sup> The Secretary of the Interior and the following other interveners supported the motion: Town of Philipstown; Philipstown Citizens Association; the Cortland Conservation Association, Inc., and the Hudson River Fishermen's Association.

<sup>2</sup> The Presiding Examiner ruled that prior to the hearing interveners in opposition to the project shall serve testimony on (1) gas turbines as an alternative to the project; (2) air pollution; (3) the impact of project facilities (including overhead transmission lines) on scenic beauty, community planning and recreational resources; (4) possible seepage from the project reservoir; (5) the general safety of dike structures.

It was also ruled at the prehearing conference that Scenic Hudson and other interveners in opposition to the project might defer their testimony on the following subjects (until after that of the Applicant, the Secretary of the Interior, and the staff had been received): (1) Alternative power sources (other than gas turbines but including interconnections); (2) underground transmission cost; (3) fish protection; (4) Hudson River development, including alternative hydroelectric powersites.

project an additional month to prepare their direct testimony.

(2) The motion of the Scenic Hudson Preservation Conference, the town of Putnam Valley, and the Sierra Club and the Atlantic Chapter of the Sierra Club for another prehearing conference and for a stay of this proceeding should be denied.

The Commission orders:

(A) The motion of the above-named interveners for another prehearing conference and for a stay of this proceeding, is hereby denied.

(B) The filing schedule in this proceeding, and the date of commencement of the hearing are as follows:

1. The Applicant and interveners supporting the application shall file by September 7, 1966, with the Secretary of the Commission an original and 10 copies of all testimony, including qualifications of the witnesses, and exhibits to be presented in Applicant's direct case.

2. The Secretary of the Interior and interveners opposing the project shall file with the Secretary, by October 13, 1966, an original and 10 copies of all direct testimony and exhibits including qualifications of witnesses.

3. The direct case of the staff of the Commission shall be filed by October 27, 1966.

4. All motions to strike shall be filed with the Presiding Examiner by November 3, 1966, with replies to such motions to be filed by November 10, 1966.

5. Copies of all filings specified herein shall be served on all other parties.

6. On November 14, 1966, the hearing in this proceeding shall commence in New York City.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-6314; Filed, June 8, 1966;  
8:45 a.m.]

[Docket No. G-669]

#### MICHIGAN WISCONSIN PIPE LINE CO.

##### Notice of Petition To Amend

JUNE 2, 1966.

Take notice that on May 23, 1966, Michigan Wisconsin Pipe Line Co. (Petitioner), 1 Woodward Avenue, Detroit, Mich., 48226, filed in Docket No. G-669 a petition to amend the certificate of public convenience and necessity issued in said docket on November 30, 1946, and previously amended on March 2, 1950, by authorizing the relocation of certain natural gas facilities, as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

Petitioner was authorized, *inter alia*, to construct and operate 3.9 miles of 8-inch transmission pipeline extending from the takeoff point of its De Pere, Wis., lateral to Green Bay, Wis., for the delivery and sale of natural gas to Wisconsin Public Service Corp. for distribution and resale in Green Bay.

Petitioner states that due to population growth the pipeline is now located in a residential area which is relatively densely populated, and municipal officials have urged the relocation of existing facilities. Petitioner further states that the 8-inch pipeline does not have sufficient capacity to meet the estimated 1966-67 peak hour requirements and, because of the population density, looping of the pipeline is infeasible.

Petitioner proposes to install and operate a new meter station and 2.9 miles of 16-inch pipeline to substitute for the existing 3.9 miles of 8-inch pipeline.

The estimated cost of construction is \$286,490, which will be financed from funds on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (§ 157.10) on or before June 24, 1966.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-6315; Filed, June 8, 1966;  
8:45 a.m.]

[Docket No. CP66-384]

#### MISSOURI NATURAL GAS CO. AND MISSISSIPPI RIVER TRANSMISSION CORP.

##### Notice of Application

JUNE 2, 1966.

Take notice that on May 23, 1966, Missouri Natural Gas Co. (Applicant), Drawer 230, Farmington, Mo., 63640, filed in Docket No. CP66-384 an application pursuant to section 7(a) of the Natural Gas Act for an order directing Mississippi River Transmission Corp. (Respondent) to establish a physical connection of its natural gas transmission facilities with the facilities proposed to be constructed by Applicant and to sell and deliver to Applicant up to 364 Mcf of natural gas per day for resale and distribution in the unincorporated community of Selma, in Jefferson County, Mo., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that Selma has a population of approximately 650 inhabitants and estimates the natural gas requirements of the community during the first 3 years of proposed operations to be as follows:

	First year	Second year	Third year
Annual (Mcf) .....	17,697	23,829	30,364
Peak day (Mcf) .....	214	289	364

Applicant proposes to construct and operate approximately 15,000 feet of 4-inch pipeline lateral and a distribution system to serve Selma. The estimated cost of the proposed construction is \$175,500.

Protests or petitions to intervene may be filed with the Federal Power Com-

mission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before June 27, 1966.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-6316; Filed, June 8, 1966;  
8:45 a.m.]

[Docket No. CP66-385]

**MISSOURI NATURAL GAS CO. AND  
MISSISSIPPI RIVER TRANSMISSION  
CORP.**

**Notice of Application**

JUNE 2, 1966.

Take notice that on May 23, 1966, Missouri Natural Gas Co. (Applicant), 314 North Broadway, 16th Floor, St. Louis, Mo., 63102, filed in Docket No. CP66-385 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Mississippi River Transmission Corp. (Respondent) to establish physical connection of its transportation facilities with the facilities proposed to be constructed by Applicant and to sell and deliver to Applicant volumes of natural gas for resale and distribution in the city of Leadwood, St. Francois County, Mo., and its environs, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to construct, own and operate distribution facilities within the city of Leadwood. Applicant states that such facilities will connect with Respondent's existing, but essentially unused, pipeline which passes along the southern edge of Leadwood, where it formerly served the total requirements of a St. Joseph Lead Co. plant.

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

	First year	Second year	Third year
Annual (McF)	24,835	32,669	36,668
Peak day (McF)	323	425	476

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before June 27, 1966.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-6317; Filed, June 8, 1966;  
8:45 a.m.]

[Docket No. CP66-386]

**NATURAL GAS PIPELINE COMPANY  
OF AMERICA**

**Notice of Application**

JUNE 2, 1966.

Take notice that on May 24, 1966, Natural Gas Pipeline Co. of America (Applicant), 122 South Michigan Avenue,

Chicago, Ill., 60603, filed in Docket No. CP66-386 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of facilities to permit increased flexibility in the operation of its Gulf Coast pipeline, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization to construct and operate approximately 22.5 miles of 30-inch loop pipeline on its Gulf Coast pipeline in Victoria and Jackson Counties, Tex., and modification to its Compressor Station No. 341 gas turbine engines to increase the horsepower thereof to 6,330.

Applicant states that the added flexibility to be achieved through the facilities proposed by the instant application will afford it the ability to attach gas supplies to its system sought of its Compressor Station No. 301 for periods of short or long duration in the event of a supply curtailment on its system, as well as the attachment and utilization of new long term contracted supplies.

The total estimated cost of Applicant's proposed facilities is \$2,832,292, which cost will be financed from funds on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (§ 157.10) on or before June 27, 1966.

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

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

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-6318; Filed, June 8, 1966;  
8:46 a.m.]

[Docket No. E-7295]

**NORTHERN STATES POWER CO.**

**Notice of Application**

JUNE 2, 1966.

Take notice that on May 27, 1966, Northern States Power Co. (Applicant), filed an application with the Federal Power Commission seeking an order pur-

suant to section 204 of the Federal Power Act authorizing the issuance of \$45,000,000 principal amount of First Mortgage Bonds.

Applicant is incorporated under the laws of the State of Minnesota and is qualified to do business in the States of South Dakota and North Dakota with its principal place of business office in Minneapolis, Minn.

Applicant proposes to issue and sell the bonds at competitive bidding in accordance with the Commission's Regulations under the Federal Power Act. The bonds are to mature on August 1, 1996, and to be issued under and secured by the Trust Indenture dated February 1, 1937, from Applicant to Harris Trust & Savings Bank, Trustee, as supplemented and as to be further supplemented on August 1, 1966.

The proceeds from the sale of the bonds will be added to the general funds of the Applicant and will be used to pay part of the 1966 expenditures under its continuing construction program and to pay outstanding bank loans which are estimated to aggregate as of the date of the issuance and delivery of the new bonds about \$32,000,000. Applicant's 1966 construction program is presently estimated at \$74.6 million. Included among Applicant's principal expenditures for its 1966 construction program are approximately \$29,500,000 for its Allen S. King plant in Oak Park Heights, Minn., \$3,800,000 for construction of approximately 100 miles of 345 kv transmission line from the Red Rock Substation to Adams Substation, \$484,000 for the installation of transmission line outlet facilities at the Allen S. King plant, \$502,000 for construction of 23.5 miles of 345 kv transmission line from Allen S. King plant to Terminal Substation, \$779,000 for the installation of Terminal facilities at the Red Rock Substation, \$1,535,000 for the installation of substation and line terminal facilities for the Allen S. King plant, and approximately \$17,969,000 for distribution facilities.

Any person desiring to be heard or to make any protest with reference to said application should on or before June 27, 1966, file with the Federal Power Commission, Washington, D.C., 20426, petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file and available for public inspection.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-6319; Filed, June 8, 1966;  
8:46 a.m.]

[Docket No. E-7291]

**PACIFIC POWER & LIGHT CO.**

**Notice of Application**

JUNE 2, 1966.

Take notice that on May 12, 1966, Pacific Power & Light Co. (Applicant) incorporated under the laws of the State of Maine and qualified to transact business in the States of Oregon, Washing-

## NOTICES

ton, California, Montana, and Idaho, with its principal place of business office at Portland, Oreg., filed an application with the Federal Power Commission pursuant to section 203 of the Federal Power Act seeking authority to acquire certain electric facilities from Portland General Electric Co. (Portland), an Oregon corporation.

Ordinance No. 120617 passed by the City Council of the City of Portland, Oreg., on June 30, 1965, designates certain areas within the city of Portland as Underground Wiring Districts and as Underground Wiring Control Districts and further designates areas within such districts to be served exclusively by Applicant and by Portland, respectively. Pursuant to this Ordinance Applicant and Portland entered into an agreement dated March 25, 1966, whereby the Applicant has agreed to acquire certain electric utility property belonging to Portland in exchange for certain of Applicant's properties and the payment by Applicant to Portland of the sum of \$161,105. These facilities comprise certain electric distribution systems and associated facilities including underground conduits, conductors and line transformers located within the city of Portland. The depreciated original cost of the property to be transferred by Applicant to Portland is \$938,718, and the depreciated original cost of the property to be transferred by Portland to Applicant is \$1,062,864. In effect Applicant will transfer approximately 370 customers to Portland of which 348 will be commercial customers and 22 will be residential customers. Portland will transfer to Applicant approximately 254 customers of which 251 will be commercial customers and 3 will be residential customers.

Applicant represents that the proposed acquisition will be consistent with the public interest in that it will promote the installation of underground facilities in the core area of the city of Portland in the most economical and effective manner and will eliminate areas where there are now duplicating systems.

Any person desiring to be heard or to make any protest with reference to said application should on or before June 27, 1966, file with the Federal Power Commission, Washington, D.C., 20426, petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file and available for public inspection.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-6320; Filed, June 8, 1966;  
8:46 a.m.]

[Docket No. CP63-159]

## PANHANDLE EASTERN PIPE LINE CO.

## Notice of Petition To Amend

JUNE 3, 1966.

Take notice that on May 25, 1966, Panhandle Eastern Pipe Line Co. (Petitioner), 3444 Broadway, Kansas City, Mo., 64111, filed in Docket No. CP63-

159 a petition to amend the certificate of public convenience and necessity issued in said docket on November 12, 1963 (Opinion 410), requesting authorization for the transportation of natural gas for the purpose of hydrocarbon extraction by National Helium Corp. (National Helium) at its plant located in the vicinity of Liberal, Kans., all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

The petition to amend states that Petitioner entered into a contract dated October 2, 1961, to provide National Helium with volumes of gas for the extraction of helium and hydrocarbons and for fuel and that National Helium, in turn, entered into a contract dated October 13, 1961, with the United States pursuant to the Helium Act amendments of 1961, providing for the supply of a helium-gas mixture to be used in the Government's helium conservation program.

Following hearings before the Commission, Petitioner received a certificate of public convenience and necessity, issued in the instant docket on November 12, 1963, for the transportation of fuel to National Helium's plant, conditioned upon Petitioner seeking authorization to transport natural gas for the purpose of hydrocarbon extraction to be performed by National Helium.

Petitioner states that because of the condition referred to above, it did not exercise the authorization granted by the aforementioned certificate, and sought rehearing and court review of the Commission's order. On April 27, 1966, the U.S. Court of Appeals for the Eighth Circuit affirmed the Commission's order in Panhandle Eastern Pipe Line Co. v. FPC.

By the instant filing, Petitioner requests authorization for the transportation of natural gas for the purpose of hydrocarbon extraction by National Helium at its plant located in the vicinity of Liberal, Kans.

Petitioner states that the average shrinkage due to the extraction of hydrocarbons will be about 22,000 Mcf daily or about 8,000,000 Mcf annually. Petitioner further states that it has ample gas supply to meet the needs of National Helium without any significant effect upon Petitioner's ability to deliver necessary volumes of gas to its existing customers, and that its sales to existing customers will not be impaired because the deliveries to National Helium will be made at a point where gas from its several supply sources is commingled, and prior to the entry of the gas stream into Petitioner's main line transmission system.

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 July 1, 1966.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-6321; Filed, June 8, 1966;  
8:46 a.m.]

## OFFICE OF EMERGENCY PLANNING

## TEXAS

## Notice of Major Disaster

Pursuant to the authority vested in me by the President under Executive Order 10427 of January 16, 1953, Executive Order 10737 of October 29, 1957, and Executive Order 11051 of September 27, 1962 (18 F.R. 407, 22 F.R. 8799, 27 F.R. 9683); Reorganization Plan No. 1 of 1958; Public Law 85-763, and Public Law 87-296; by virtue of the Act of September 30, 1950, entitled "An Act to authorize Federal assistance to States and local governments in major disasters, and for other purposes" (42 U.S.C. 1855-1855g), as amended; notice is hereby given of a declaration of "major disaster" by the President in his letter dated May 12, 1966, reading in part as follows:

I have determined that the damage in the areas adversely affected by severe storms and flooding beginning on or about April 22, 1966, in the State of Texas, is of sufficient severity and magnitude to warrant Federal disaster assistance to supplement State and local efforts.

I do hereby determine the following areas in the State of Texas to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of May 12, 1966:

The counties of:

Anderson.	Leon.
Bowie.	Marion.
Camp.	Morris.
Cass.	Navarro.
Collin.	Rains.
Dallas.	Red River.
Fannin.	Rockwall.
Freestone.	Rusk.
Gregg.	Shelby.
Harrison.	Titus.
Henderson.	Upshur.
Lamar.	

Dated: June 3, 1966.

FARRIS BRYANT,  
Director,

Office of Emergency Planning.

[F.R. Doc. 66-6309; Filed, June 8, 1966;  
8:45 a.m.]

## SMALL BUSINESS ADMINISTRATION

[Delegation of Authority 30-6 (SW Area—Dallas); Disaster 7]

## DISASTER LOAN GROUP, DISASTER FIELD OFFICE, NEW ORLEANS, LA.

## Rescission of Delegation of Authority

Notice is hereby given that Delegation of Authority No. 30-6, Disaster No. 7, 31 F.R. 3042, dated February 22, 1966, is hereby rescinded in its entirety.

Effective date: June 1, 1966.

JAMES R. WOODALL,  
Program Coordinator,  
Disaster Area, State of Louisiana.

[F.R. Doc. 66-6329; Filed, June 8, 1966;  
8:47 a.m.]

[Delegation of Authority 30-6 (SW Area-Dallas); Disaster 7]

**MANAGER, DISASTER FIELD OFFICE,  
NEW ORLEANS, LA.**

**Rescission of Delegation of Authority**

Notice is hereby given that Delegation of Authority No. 30-6, Disaster No. 7, 31 F.R. 3042, dated February 22, 1966, is hereby rescinded in its entirety.

*Effective date. June 1, 1966.*

JAMES R. WOODALL,  
Program Coordinator,  
Disaster Area, State of Louisiana.

[F.R. Doc. 66-6330; Filed, June 8, 1966;  
8:47 a.m.]

**CHAIRMAN AND MEMBERS OF DISASTER LOAN GROUP, SOUTHWESTERN AREA**

**Revocation of Designation**

Pursuant to the authority contained in I.B. of Delegation of Authority of Program Coordinator, Disaster Area, State of Louisiana (No. 30-6, SW Area-Dallas, Disaster No. 7, 31 F.R. 3043, dated Feb. 22, 1966, effective Feb. 1, 1966), I hereby revoke in its entirety the designation of Chairman and Members of Disaster Loan Group, Southwestern Area.

*Effective date. June 1, 1966.*

JAMES R. WOODALL,  
Program Coordinator,  
Disaster Area, State of Louisiana.

[F.R. Doc. 66-6331; Filed, June 8, 1966;  
8:47 a.m.]

**INTERSTATE COMMERCE  
COMMISSION**

[Notice 931]

**MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS**

JUNE 3, 1966.

The following applications are governed by Special Rule 1.247<sup>1</sup> of the Commission's general rules of practice (49 CFR, as amended), published in the FEDERAL REGISTER issue of April 20, 1966, effective May 20, 1966. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 1.247(d)(3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the

proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and one (1) copy of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such request shall meet the requirements of § 1.247(d)(4) of the special rule, and shall include the certification required therein.

Section 1.247(f) of the Commission's rules of practice further provides that each applicant shall, if protests to its application have been filed, and within 60 days of the date of this publication, notify the Commission in writing (1) that it is ready to proceed and prosecute the application, or (2) that it wishes to withdraw the application, failure in which the application will be dismissed by the Commission. Further processing steps (whether modified procedure, oral hearing, or other procedures) will be determined generally in accordance with the Commission's General Policy Statement Concerning Motor Carrier Licensing Procedures, published in the FEDERAL REGISTER issue of May 3, 1966. This assignment will be by Commission order which will be served on each party of record.

The publications hereinafter set forth reflect the scope of the applications as filed by applicants, 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.

No. MC 200 (Sub-No. 214), filed May 18, 1966. Applicant: RISS & COMPANY, INC., 903 Grand Avenue, Kansas City, Mo. Applicant's representative: Ivan E. Moody, 1111 Scarritt Building, B.A. 1-2288, Kansas City, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities (except those of unusual value, classes A and B explosives and household goods as defined by the Commission), between points in Putnam County, Ill., on the one hand, and, on the other, points in Iowa, Nebraska, Colorado, Kansas, Oklahoma, Texas, Arkansas, Missouri, Illinois, Indiana, Ohio, Michigan, Kentucky, Pennsylvania, Virginia, West Virginia, Maryland, New Jersey, New York, Connecticut, Massachusetts, and Rhode Island. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 531 (Sub-No. 208), filed May 13, 1966. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, Houston, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Chemicals, in bulk, in tank vehicles, from North Seadrift, Tex., to points in Arizona, California, Colorado, Idaho, New Mexico, Nevada, Montana, Oregon, Utah, Washington, and Wyoming. Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 610 (Sub-No. 4) (Amendment), filed March 25, 1966, published FEDERAL REGISTER issue of April 21, 1966, amended May 25, 1966, and republished as amended, this issue. Applicant: H. M. SKINNER & SONS, INC., New Bethlehem Pa. Applicant's representative: H. Ray Pope, Jr., 10 Grant Street, Clarion, Pa., 16214. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, between points in the townships of Redbank, Mahoning, Madison, Pine, Sugar Creek, Brady's Bend, the village of Cowansville, and the Borough of South Bethlehem, all located in Armstrong County, Pa. and the townships of Redbank, Porter, Brady, Madison, Toby, Licking, Piney, Monroe, Limestone, Clarion, Paint, Highland, Knox, Farmington, Washington, the Boroughs of Hawthorn, New Bethlehem, East Brady, Ringersburg, Callensburg, Sligo, Cullsville, Clarion, and Strattanville, all located in Clarion County, Pa., and the city of Pittsburgh, Allegheny County, Pa., excluding the transportation of household goods, motor vehicles and commodities in bulk in tank vehicles, the point of interchange to be Pittsburgh, Pa. only. Note: The purpose of this republication is to more clearly set forth the proposed operation. If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 906 (Sub-No. 83), filed May 19, 1966. Applicant: CONSOLIDATED FORWARDING CO., a corporation, 1300 North 10th Street, St. Louis, Mo. Applicant's representative: Thomas F. Kilroy, Suite 913 Colorado Building, 1341 G Street NW, Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen foods, including meats and meat byproducts, requiring temperature control, in vehicles equipped with mechanical refrigeration, in less-than-truckload shipments, between points in Illinois, Indiana, Kansas, Missouri, Ohio, Oklahoma, Texas, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 1042 (Sub-No. 5), filed May 18, 1966. Applicant: C. P. T. FREIGHT, INC., 2600 Calumet Avenue, Hammond, Ind. Applicant's representative: Eugene L. Cohn, One North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities (except those of unusual value, classes A and B ex-

<sup>1</sup> Copies of Special Rule 1.247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C., 20423.

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plosives, household goods as defined by the Commission and commodities in bulk, *including commodities requiring special equipment*, between points in Putnam County, Ill., on the one hand, and, on the other, points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Wisconsin, and Nebraska. *NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.*

No. MC 2452 (Sub-No. 8), filed May 19, 1966. Applicant: HAJEK TRUCKING CO., INC., 7635 West Lawndale Avenue, Summit, Ill. Applicant's representative: Eugene L. Cohn, One North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, as described in appendix V to the Report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, between Burns Harbor and Portage, Ind., Chicago Heights, Joliet, and Waukegan, Ill., and points in the Chicago commercial zone as defined by the Commission, on the one hand, and, on the other, points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, and Ohio. *NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.*

No. MC 2593 (Sub-No. 13), filed May 16, 1966. Applicant: BAUMANN BROS. TRANSPORTATION, INC., 1813 Yolande, Post Office Box 1524, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Eggs, egg case fillers, cartons, and containers*, between Lincoln, Nebr., and Nashville, Ill., as follows: (1) From Lincoln, over U.S. Highway 6 to junction U.S. Highway 51, thence over U.S. Highway 51 to junction U.S. Highway 460, thence over U.S. Highway 460 to Nashville; (2) from Lincoln, over U.S. Highway 2 to junction U.S. Highway 75, thence over U.S. Highway 75 to junction U.S. Highway 36, thence over U.S. Highway 36 to junction U.S. Highway 71, thence over U.S. Highway 71 to junction U.S. Highway 40, thence over U.S. Highway 40 to junction U.S. Highway 460, thence over U.S. Highway 460 to Nashville; and (3) from Lincoln, over U.S. Highway 34 to junction U.S. Highway 61, thence over U.S. Highway 61 to junction U.S. Highway 40, thence over U.S. Highway 40 as specified immediately above to Nashville; and return over the same routes, serving all intermediate points and the off-route points of Champaign, Peoria, and Springfield, Ill.; Boone, Carroll, Cedar Rapids, and Clarinda, Iowa; Emporia, Lawrence, and Topeka, Kans.; and Columbus, Nebr. *NOTE: Applicant states that it will transport exempt commodities on return. If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.*

No. MC 8973 (Sub-No. 9), filed May 19, 1966. Applicant: METROPOLITAN TRUCKING, INC., 2424 95th Street, North Bergen, N.J. Applicant's representative: Charles J. Williams, 1060 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular

routes, transporting: *Crude rubber and balata gums*, except shipments in bulk thereof, from Port Newark and Jersey City, N.J., and the piers at New York, N.Y., to Sparta, N.J., and Hatfield, Pa. *NOTE: If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.*

No. MC 13123 (Sub-No. 38) (Amendment), filed April 22, 1966, published in *FEDERAL REGISTER*, issue of May 12, 1966, amended May 20, 1966, and republished as amended, this issue. Applicant: WILSON FREIGHT COMPANY, a corporation, 3636 Follett Avenue, Cincinnati, Ohio, 45223. Applicant's representative: Milton H. Bortz (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, and household goods), between points in Putnam County, Ill., on the one hand, and, on the other, points in Alabama, 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, and Wisconsin, and the District of Columbia. *NOTE: The purpose of this republication is to enlarge the commodity authorization. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.*

No. MC 15167 (Sub-No. 32), filed May 18, 1966. Applicant: CULLUM TRUCKING CO., a corporation, 1281 West Side Avenue, Jersey City, N.J. Applicant's representative: Charles J. Williams, 1060 Broad Street, Newark, N.J., 07102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Synthetic resins*, in bulk, in tank vehicles, from the plantsite of Archer Daniels Midland Co. at Newark and Bayway, N.J., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, and Virginia, and the District of Columbia; under a continuing contract or contracts with Archer Daniels Midland Co., of Minneapolis, Minn. *NOTE: If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.*

No. MC 18459 (Sub-No. 4), filed May 17, 1966. Applicant: BRITTON MOTOR SERVICE, INC., 740 Westminster Street, St. Paul, Minn., 55101. Applicant's representative: Donald A. Morken, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, as defined by the Commission in *Ex Parte MC-45*, between points in Putnam County, Ill., on the one hand, and, on the other, points in Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin. *NOTE: If a*

hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 21170 (Sub-No. 222), filed May 12, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers*, from Elk Township (Clarion County), Pa., to points in Indiana, Ohio, Illinois, Michigan, Wisconsin, Kentucky, and St. Louis, Mo., and points in New York on and west of a line beginning at the New York-Pennsylvania State line and extending along U.S. Highway 11 to Binghamton, N.Y., thence along New York Highway 12 to Clayton, N.Y., and *pallets and skids*, on return. *NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind., Pittsburgh, Pa., or Washington, D.C.*

MC 21170 (Sub-No. 228), filed May 18, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food-stuffs*, canned, preserved or prepared, from points in Fulton County, Ohio, to points in Illinois, except Chicago, Ill., and its commercial zone. *NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.*

No. MC 22254 (Sub-No. 49), filed May 17, 1966. Applicant: TRANS-AMERICAN VAN SERVICE, INC., 7540 South Western Avenue, Chicago, Ill., 60620. Applicant's representative: Eugene L. Cohn, One North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Unrated self-propelled power sweepers* (other than self-propelled street sweepers, uncrated) and *accessories and parts therefor* when accompanying said vehicles, between Pomona, Calif., and points in the United States (except Alaska and Hawaii). *NOTE: If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.*

No. MC 27598 (Sub-No. 6), filed May 13, 1966. Applicant BOWARD MOVING AND STORAGE, INC., Post Office Box 244, Commerce Road, Staunton, Va. Applicant's representative: M. Bruce Morgan, 206 Azar Building, Glen Burnie, Md., 21061. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission (1) between Staunton, Va., and points in Virginia within 50 miles of Staunton; and (2) between Waynesboro, Va., and points within 50 miles of Waynesboro, on the one hand, and, on the other, points in Connecticut, Delaware, Florida, Georgia, Maryland, New Jersey, New York, North Carolina, Pennsylvania, South Carolina, Tennessee, and West Virginia, and the District of Columbia. *NOTE: If a hearing is deemed necessary, applicant requests it be held at Staunton, Va.*

No. MC 29079 (Sub-No. 30), filed May 19, 1966. Applicant: BRADA MILLER FREIGHT SYSTEM, INC., 1200 Home

Avenue, Kokomo, Ind., 46901. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, from Burns Harbor and Portage, Ind.; and Chicago, Chicago Heights, Joliet, and Waukegan, Ill.; to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Ohio, Oklahoma, Pennsylvania, North Dakota, South Dakota, Tennessee, Texas, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 29553 (Sub-No. 7), filed May 18, 1966. Applicant: LAMBERT'S EXPRESS, INC., 100 South Fourth Street, Harrison, N.J. Applicant's representative: Charles J. Williams, 1060 Broad Street, Newark, N.J., 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Kitchen sinks and household and electrical appliances*, from Newark, N.J., to points in Chittenden County, Vt., Albany and Clinton Counties, N.Y., and Chester County, Pa., and *returned shipments*, on return. Note: If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 29886 (Sub-No. 227), filed May 13, 1966. Applicant: DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample Street, South Bend, Ind. Applicant's representative: Charles M. Pieroni (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor vehicles* (except passenger automobiles) and *chassis*, in initial and secondary movements in driveaway service, and bodies, cabs, and parts of, and accessories for, such vehicles when moving in connection therewith, from ports of entry on the international boundary line between Canada and the States of Washington and Idaho to points in the United States except Alaska and Hawaii, and from the ports of entry on the international boundary line between Canada and Alaska to points in Alaska, restricted to traffic moving in foreign commerce from foreign plantsites of the White Motor Co. (including its foreign affiliates and subsidiaries). Note: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash., or Chicago, Ill.

No. MC 30844 (Sub-No. 220), filed May 13, 1966. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 5000, Waterloo, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from points in Connecticut, New York, and Pennsylvania, to points in Indiana. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 30844 (Sub-No. 221), filed May 18, 1966. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 5000, Waterloo, Iowa. Authority

sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods and groceries*, from Bowling Green, Fremont, Orrville, and Vermilion, Ohio; and Pittsburgh, Pa., to Minneapolis and St. Paul, Minn. Note: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 30900 (Sub-No. 16), filed May 19, 1966. Applicant: FILKINS TRANSPORTATION COMPANY, INC., 723 Crane Avenue, Pittsfield, Mass. Applicant's representative: William L. Mobley, Rooms 311-315, 1694 Main Street, Springfield, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hides, leather, and machinery, chemicals, and other materials* used in or incidental to the manufacture and processing of leather, between North Adams, Mass., and Lebanon, N.H. Note: Applicant states that it proposes to tack the above authority to authority presently held by it, in which it is authorized to operate in the States of Connecticut, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, and Vermont. Note: If a hearing is deemed necessary, applicant requests it be held at Springfield, Mass.

No. MC 31444 (Sub-No. 52), filed May 18, 1966. Applicant: SCHREIBER TRUCKING CO., INC., 1391 Washington Boulevard, Pittsburgh, Pa. Applicant's representative: Louis E. Smith, Suite 511 Fidelity Building, Indianapolis, Ind., 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, between points in Putnam County, Ill., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii). Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 31879 (Sub-No. 21), filed May 17, 1966. Applicant: EXHIBITORS FILM DELIVERY & SERVICE CO., INC., 101 West 10th Avenue, North Kansas City, Mo., 64116. Applicant's representative: James W. Wrape, 2111 Sterick Building, Memphis, Tenn., 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except dangerous explosives, household goods as defined by the Commission, commodities in bulk, and livestock), between points in Jasper, Newton, and Greene Counties, Mo., on the one hand, and, on the other, points in Kansas. Restriction: No service shall be rendered in the transportation of any parcels, packages, or articles weighing in the aggregate more than 100 pounds from one consignor at any one location to one consignee at any one location on any one day. Note: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 33780 (Sub-No. 2), filed May 18, 1966. Applicant: FRED W. WITTING, Wayland, N.Y. Applicant's representative: Robert V. Gianniny, 900 Midtown Tower, Rochester, N.Y., 14604. Authority sought to operate as a *common*

*carrier*, by motor vehicle, over irregular routes, transporting: *New furniture, crated and uncrated*, from Wayland, N.Y., to points in Maine, New Hampshire, and Vermont, and *refused, rejected and returned shipment* on return. Note: If a hearing is deemed necessary, applicant requests it be held at Rochester, N.Y.

No. MC 37473 (Sub-No. 26), filed May 19, 1966. Applicant: DETROIT-PITTSBURGH MOTOR FREIGHT, INC., 5324 Grant Avenue, Cleveland, Ohio, 44127. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, from Burns Harbor and Portage, Ind., Chicago, Chicago Heights, Joliet, and Waukegan, Ill., to point in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Ohio, Oklahoma, Pennsylvania, North Dakota, South Dakota, Tennessee, Texas, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 41255 (Sub-No. 60), filed May 16, 1966. Applicant: GLOSSON MOTOR LINES, INC., Hargrave Road, Lexington, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen vegetables and frozen fruits*, (a) from Plant City, Lakeland, Tampa, and Bartow, Fla., to points in the District of Columbia, Maryland, New Jersey, Pennsylvania, New York, Connecticut, Rhode Island and Massachusetts, and returned, rejected and refused shipments on return, (b) between points in New York and Florida. Note: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 41255 (Sub-No. 61), filed May 17, 1966. Applicant: GLOSSON MOTOR LINES, INC., Hargrave Road, Lexington, N.C. Applicant's representative: Harry Ross, 848 Warner Bldg., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal, poultry, fish, food, and feed and feed ingredients and supplements thereof* (except in bulk in tank vehicles), from points in LaFourche Parish, La., to points in Florida, Mississippi, Alabama, Georgia, North Carolina, South Carolina, Virginia, Tennessee, Kentucky, West Virginia, Maryland, Pennsylvania, District of Columbia and Massachusetts. Note: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 41406 (Sub-No. 17), filed May 26, 1966. Applicant: J. ARTIM & SONS, INC., 7105 Kennedy Avenue, Hammond, Ind. Applicant's representative: Walter F. Jones, Jr., 601 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, from Chicago Heights, Waukegan, Joliet, and Chicago, Ill.; and

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points in Lake and Porter Counties, Ind.; (1) to points in Iowa west of a line beginning at the Iowa-Illinois State line at Keokuk, Iowa, and extending along U.S. Highway 218 to Cedar Rapids, Iowa, thence along Iowa Highway 13 to Marquette, Iowa, at the Iowa-Wisconsin State line; (2) to points in Wisconsin (except points in Columbia, Crawford, Dane, Dodge, Fond du Lac, Grant, Green, Iowa, Jefferson, Lafayette, Kenosha, Ozaukee, Racine, Richland, Rock, Sauk, Sheboygan, Walworth, Washington, and Waukesha Counties, Wis.); (3) to points in Ohio east of a line beginning at the Ohio-Michigan State line at Toledo, Ohio, and extending along U.S. Highway 23 to Columbus, Ohio, thence along U.S. Highway 62 to Washington Courthouse, Ohio, and thence along U.S. Highway 22 to Cincinnati, Ohio, at the Ohio-Kentucky State line; (4) to points in Kentucky (except Henderson, Louisville, Owensboro, and Paducah, Ky.); and (5) to points in North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Minnesota, Missouri, Arkansas, Tennessee, Mississippi, Louisiana, Alabama, Georgia, Florida, Colorado, and Texas; and steel mill supplies, on return. Note: Applicant states that no duplicate authority is sought. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 42487 (Sub-No. 653), filed May 18, 1966. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fruit juice and fruit juice concentrate*, in bulk, in tank vehicles, from Ontario and Corona, Calif., to Glen Roy, Pa., and Chicago, Ill. Note: If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 44761 (Sub-No. 7), filed May 18, 1966. Applicant: LEE BROS. INC., 3659 South Normal Avenue, Chicago, Ill. Applicant's representative: Joseph M. Scanlan, 111 West Washington Street, Chicago, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel, and iron and steel articles*, the size and weight of which do not require special equipment, from points in Putnam County, Ill., to points in Iowa, Missouri, Wisconsin, Illinois, Michigan, Indiana, Nebraska, Kansas, Minnesota, and Ohio. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 44932 (Sub-No. 15), filed May 18, 1966. Applicant: W. W. YOUNG & SON, INC., 11861 South Cottage Grove Avenue, Chicago, Ill., 60628. Applicant's representative: Eugene L. Cohn, One North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission), *including commodities requiring special equipment and commodities in bulk*, between points in Putnam County,

Ill., on the one hand, and, on the other, points in Illinois, Indiana, Michigan, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 46280 (Sub-No. 61), filed May 19, 1966. Applicant: DARLING FREIGHT, INC., 4000 Division Avenue, South, Grand Rapids, Mich. Applicant's representative: Rex Eames, 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in Putnam County, Ill., on the one hand, and, on the other, points in Illinois, Indiana, Michigan, Ohio, Pennsylvania, Wisconsin, Minnesota, Iowa, and Kentucky. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 49387 (Sub-No. 28), filed May 18, 1966. Applicant: ORSCHELN BROS. TRUCK LINES, INC., Highway 24 East, Moberly, Mo. Applicant's representative: G. F. Gunn, Jr., Suite 1230, Boatmen's Bank Building, St. Louis, Mo., 63102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Refractories and refractory supplies*, from points in Audrain, Callaway, and Montgomery Counties, Mo., to points in Illinois and Indiana on and north of U.S. Highway 40. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 49387 (Sub-No. 29), filed May 18, 1966. Applicant: ORSCHELN BROS. TRUCK LINES, INC., Highway 24 East, Moberly, Mo. Applicant's representative: G. F. Gunn, Jr., Suite 1230, Boatmen's Bank Building, St. Louis, Mo., 63102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen prepared food and pies*, not baked, and *poultry*, dressed or eviscerated, frozen, from Carrollton, Macon, Marshall, Milan, and Moberly, Mo., to points in Illinois, Indiana, Kentucky, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 52574 (Sub-No. 26) (Amendment) filed March 4, 1966, published FEDERAL REGISTER issue of March 31, 1966, amended May 31, 1966, and republished as amended this issue. Applicant: ELIZABETH FREIGHT FORWARDING CORP., 120 South 20th Street, Irvington, N.J., 07111. Applicant's representative: A. David Millner, 1060 Broad Street, Newark, N.J., 07102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Household appliances and housewares*, from Union, N.J., to New York, N.Y., points in Nassau, Suffolk, Westchester, Rockland, and Orange Counties, N.Y., Lehigh and Northampton Counties, Pa., and *returned and rejected merchandise*, on return, restricted to service to be performed under a continuing contract

or contracts with H. Schultz & Sons, of Union, N.J. Note: The purpose of this republication is to redescribe the commodity description. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 55236 (Sub-No. 133), filed May 13, 1966. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer and fertilizer ingredients*, in bulk, from Thorntown and Eaton, Ind., to points in Ohio. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 55236 (Sub-No. 137), filed May 19, 1966. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Textile softener*, in bulk, from Clinton, Iowa, to points in the United States (except Alaska and Hawaii). Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 59120 (Sub-No. 24), filed May 19, 1966. Applicant: EAZOR EXPRESS, INC., Eazor Square, 30th Street, Pittsburgh, Pa., 15201. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, and commodities in bulk, in tank vehicles), between points in Putnam County, Ill., on the one hand, and, on the other, points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Ohio, Oklahoma, North Dakota, South Dakota, Tennessee, Texas, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 59367 (Sub-No. 45), filed May 16, 1966. Applicant: DECKER TRUCK LINE, INC., Post Office Box 915, Fort Dodge, Iowa, 50501. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from points in Mills County, Iowa, to points in Wisconsin and the Upper Peninsula of Michigan. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 59384 (Sub-No. 2), filed May 18, 1966. Applicant: EMPIRE CARRIERS CORPORATION, 555 West 34th Street, New York, N.Y. Applicant's representative: Herbert Burstein, 160 Broadway, New York, N.Y., 10038. Authority

sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wearing apparel* as described in appendix X in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and accessories, including, but not limited to handbags, purses, mufflers, scarfs, shawls, costume jewelry, wallets and umbrellas, and dry goods including, but not limited to, linens, tablecloths, blankets, sheets, pillow cases, napkins, shades, curtains, spreads, towels, bath mats and piece goods, between New York, N.Y., and points in New Jersey within 25 miles of New York, N.Y., on the one hand, and, on the other, points in Nassau and Suffolk Counties, N.Y. Note: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 59640 (Sub-No. 3), filed May 18, 1966. Applicant: PAULS TRUCKING CORPORATION, 209 Walter Street, South Plainfield, N.J. Applicant's representative: Charles J. Williams, 1060 Broad Street, Newark, N.J., 07102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise* as is dealt in by wholesale, retail, and chain grocery and food business houses, and in connection therewith, *equipment, materials, and supplies* used in the conduct of such business (except commodities in bulk, in tank vehicles), between Cranford, N.J., on the one hand, and, on the other, points in Westchester and Rockland Counties, N.Y., New Castle and Kent Counties, Del., Delaware County, Pa., Wicomico County, Md., and Fairfield and New Haven Counties, Conn., under a continuing contract or contracts with Supermarkets General Corp. Note: If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 59868 (Sub-No. 2) (Clarification) filed March 17, 1966, published *FEDERAL REGISTER* issue of April 7, 1966, clarified May 17, 1966, and republished, as clarified, this issue. Applicant: CARGO DISTRIBUTION CORPORATION, 309 West 37th Street, New York, N.Y. Applicant's representative: A. David Millner, 1060 Broad Street, Newark, N.J., 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between points in Nassau County, N.Y., on the one hand, and, on the other, points in Suffolk County, N.Y. Note: Applicant states it proposes to tack the proposed authority, if granted, with its existing authority between New York, N.Y., and points in Hudson County, N.J., on the one hand, and, on the other, points in Bergen, Essex, Hudson, Middlesex, Monmouth, Passaic, and Union Counties, N.J., Nassau, Suffolk, Westchester, Rockland, Orange, Sullivan, Ulster, Greene, Columbia, Dutchess, and Putnam Counties, N.Y., and Fairfield and New Haven Counties, Conn. The purpose of this re-

publication is to show the tacking provision. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 60879 (Sub-No. 2), filed May 19, 1966. Applicant: F. T. TRUCKING CO., INC., Post Office Box 33, Bremen Station, St. Louis, Mo., 63160. Applicant's representative R. W. Burgess, 1507 Papin Street, St. Louis 3, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, between points in Putnam County, Ill., and points in Kentucky, Ohio, Tennessee, Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Texas, Kansas, Colorado, Missouri, Iowa, Michigan, Indiana, Minnesota, Wisconsin, Nebraska, North Dakota, South Dakota, Oklahoma, Illinois, Montana, Wyoming, New Mexico, Arizona, Utah, Idaho, Nevada, California, and Oregon. Note: If a hearing is deemed necessary, applicant requests it be held at Springfield, or Chicago, Ill.

No. MC 60879 (Sub-No. 3), filed May 19, 1966. Applicant: F. T. TRUCKING CO., INC., Post Office Box 33, Bremen Station, St. Louis, Mo., 63160. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum scrap, dross, residues, ingots, shot, and billets*, between points in Iowa, Kansas, Oklahoma, Indiana, Kentucky, Texas, Ohio, Louisiana, Missouri, Arkansas, Wisconsin, Illinois, Minnesota, Michigan, Pennsylvania, West Virginia, Tennessee, Georgia, Alabama, and Mississippi. Note: Applicant states the proposed operation will be performed under a continuing contract or contracts with United States Reduction Co. of East Chicago, Ind. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Chicago, Ill.

No. MC 61592 (Sub-No. 71) (Amendment), filed March 30, 1966, published in *FEDERAL REGISTER* issue of April 14, 1966, amended May 19, 1966, and republished as amended, this issue. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa, 52722. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, millwork, and wood products*, from points in California, Idaho, Montana, Oregon, and Washington, to points in the United States (except Alaska and Hawaii). Note: The purpose of this republication is to add additional destination territory and to change location requested for hearing. If a hearing is deemed necessary, applicant requests it be held at Portland, Oreg.

No. MC 61592 (Sub-No. 75), filed May 19, 1966. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa, 52722. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural machinery and agricultural implements and parts thereof*, from points in Tennessee on and east of U.S. Highway 41 beginning at the Kentucky-Tennessee State line to Nashville, Tenn., and on and east of U.S. Highway 31 from Nashville to the Tennessee-Alabama State line, to points in the United States (including points in Tennessee west of the above described boundary) except Hawaii, Arkansas, Alabama, Mississippi, Louisiana, Texas, Florida, Georgia, North Carolina, Kentucky, and South Carolina. Note: If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 61592 (Sub-No. 76), filed May 19, 1966. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa, 52722. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tractors* (except truck tractors and except those which because of size or weight require the use of special equipment), from Houston, Tex.; New Orleans, La.; Duluth, Minn.; and ports of entry on the international boundary line between the United States and Canada, located in Maine; to points in Colorado, Idaho, Montana, Nebraska, North Dakota, South Dakota, Utah, and Wyoming. Note: Applicant states that shipper is to be afforded storage-in-transit privileges. If a hearing is deemed necessary, applicant requests it be held at Billings, Mont.

No. MC 64994 (Sub-No. 77), filed May 16, 1966. Applicant: HENNIS FREIGHT LINES, INC., Post Office Box 612, Winston-Salem, N.C., 27102. Applicant's representative: Frank C. Philips (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, from points in Putnam County, Ill., to points in Indiana, Kentucky, Michigan, Ohio, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 67200 (Sub-No. 23), filed May 19, 1966. Applicant: THE FURNITURE TRANSPORT COMPANY, INC., Furniture Row, Milford, Conn. Applicant's representative: Arthur J. Piken, 160-16 Jamaica Avenue, Jamaica 32, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, from points in North Carolina to Hickory, High Point, and Lenoir, N.C., for movement via pool-car or pool-truck to Milford, Conn., for distribution in the States of Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, and New Jersey. Note: Applicant has also filed Freight Forwarder Application, assigned No. FF-334, published this issue of the *FEDERAL REGISTER*. The application is also accompanied by a Petition to Dismiss. If a hearing is deemed necessary, applicant requests it be held at Hartford, Conn., or Boston, Mass.

## NOTICES

No. MC 67450 (Sub-No. 22), filed May 19, 1966. Applicant: PETERLIN CARGO CO., a corporation, 9651 South Ewing Avenue, Chicago, Ill. Applicant's representative: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food, foodstuffs, food preparations, cooking oils, shortening, and matches and such materials, supplies, and equipment as are used or are useful to persons engaged in the manufacture, selling, and distribution of the forgoing commodities, from Toledo, Ohio, to points in Illinois, Indiana, Michigan, Ohio, Kentucky, New York, Wisconsin, Pennsylvania, and West Virginia.* Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 67691 (Sub-No. 4), filed May 17, 1966. Applicant: VALLEY FILM SERVICE, INC., 518 South Main Avenue, San Antonio, Tex. Applicant's representative: David A. Sutherland, 1120 Connecticut Avenue NW, Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except classes A and B explosives, household goods as defined by the Commission, and commodities in bulk), having a prior or subsequent movement by air, between airports located in Bexar and Harris Counties, Tex., and points in Texas over the routes described as follows: (1) From San Antonio, Tex., over U.S. Highway 281, to Corpus Christi, Tex., and return over the same route, (2) from Beeville, Tex., over Texas Highway 202, to Refugio, Tex., thence over Texas Highway 774 to junction Texas Highways 774 and 35, and thence over Texas Highway 35 to junction Texas Highway 35 and U.S. Highway 181, and return over the same route, (3) from Corpus Christi, Tex., over Texas Highway 44, to Alice, Tex., and return over the same route, (4) from Alice, Tex., over Texas Highway 665, to Driscoll, Tex., and return over the same route, (5) from Alice, Tex., over U.S. Highway 281, to Pharr, Tex., and return over the same route, (6) from Houston, Tex., over U.S. Highway 59, to Victoria, Tex., and thence over U.S. Highway 77 to Brownsville, Tex., and return over the same route, (7) from San Manuel, Tex., over Texas Highway 186, to Raymondville, Tex., and return over the same route, (8) from junction Texas Highways 681 and 107, over Texas Highway 107 to junction Texas Highway 107 and U.S. Highway 77, and return over the same route, (9) from junction Texas Highways 681 and 107, over Texas Highway 681 to McAllen, Tex., and return over the same route, and (10) from McAllen, Tex., over U.S. Highway 83, to Harlingen, Tex., and return over the same route, serving all intermediate points and points in the following Counties as off-route points: Bexar, Wilson, De Witt, Lavaca, Wharton, Fort Bend, Harris, Brazoria, Matagorda, Jackson, Victoria, Goliad, Karnes, Bee, Refugio, San Patricio, Jim Wells, Nueces, Kleberg, Kenedy, Brooks, Hidalgo, Wallacy, and Cameron Counties, Tex.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at San Antonio, Tex.

No. MC 67866 (Sub-No. 21), filed May 18, 1966. Applicant: FILM TRANSIT, INC., 311 South Second Street, Post Office Box 444, Memphis, Tenn. Applicant's representative: James W. Wrape, 2111 Sterick Building, Memphis, Tenn., 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except dangerous explosives, household goods as defined by the Commission, commodities in bulk, and livestock), between Memphis, Tenn., on the one hand, and, on the other, points in Mississippi on and north of U.S. Highway 82, and Moorhead, Itta Bena, and State College, Miss.; restricted to shipments of 100 pounds or less, and further restricted to perform no service for the transportation of any package or article weighing in excess of 70 pounds per package or article, nor in excess of 100 pounds per day from one consignor at one location to one consignee at one location. Note: If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 72243 (Sub-No. 18) (Amendment), filed May 6, 1966, published FEDERAL REGISTER issue of May 26, 1966, amended and republished, this issue. Applicant: THE AETNA FREIGHT LINES, INC., 2507 Youngstown Road SE, Warren, Ohio. Applicant's representative: James M. Burtch, Columbus Center, 100 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel products, and steel mill equipment, materials and supplies*, between points in Putnam County, Ill., on the one hand, and, on the other, points in the United States (except Hawaii and Alaska). Note: The purpose of this republication is to increase the territorial scope of the application to include the States of Maine, New Hampshire, New York, Pennsylvania, Vermont, and West Virginia. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 72423 (Sub-No. 1), filed May 18, 1966. Applicant: R. D. HOUNSELL, doing business as STERLING TRANSFER CO., 111 East Chestnut Street, Sterling, Colo. Applicant's representative: Marion F. Jones, Suite 420 Denver Club Building, Denver, Colo., 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, between Snyder, Colo., and points within 50 miles thereof, on the one hand, and, on the other, points in Wyoming. Note: Applicant states he presently has authority between Snyder, Colo. and points within 50 miles thereof, on the one hand, and, on the other, points in Kansas and Nebraska. He also has authority to transport livestock and agricultural commodities, from the same area to points in New Mexico, Wyoming, and Kansas. If a hearing is deemed

necessary, applicant requests it be held at Denver, Colo.

No. MC 73464 (Sub-No. 102) (Amendment), filed March 7, 1966, published in FEDERAL REGISTER, issue of March 31, 1966, amended May 23, 1966, and republished as amended, this issue. Applicant: JACK COLE COMPANY, a corporation, 1900 Vanderbilt Road, Birmingham, Ala., 35201. Applicant's representative: R. J. Reynolds, III, Suite 403-411, Healey Building, Atlanta, Ga., 30302. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except explosives, commodities in bulk, and commodities requiring special equipment), between the plantsite of Revere Copper and Brass, Inc., located approximately 6 miles south of Scottsboro, Ala., on the one hand, and, on the other, points in the Philadelphia, Pa., commercial zone, as defined by the Commission in 17 M.C.C. 533; points in the New York, N.Y., commercial zone, as defined by the Commission in 1 M.C.C. 665 and 2 M.C.C. 191; Ann Arbor, Bay City, East Lansing, Flint, Jackson, Lansing, Midland, Pontiac, Saginaw, Swartz Creek, Troy, Willow Run, Ypsilanti, and Detroit, Mich.; and points in the Detroit, Mich., commercial zone; Edwardsville, Kewanee, and Litchfield, Ill.; points in Indiana, points in Ohio; and points in that part of Illinois on, east, and south of a line beginning at Cairo, Ill., and extending along U.S. Highway 51 to La Salle, Ill., thence along U.S. Highway 6 to Joliet, Ill., thence along Alternate U.S. Highway 66 to junction U.S. Highway 66, and thence along U.S. Highway 66 to Chicago, Ill. Note: Applicant states that it intends to tack the proposed authority with that presently held in MC 73464 (Sub-No. 89), so as to provide single line service between the proposed plantsite at or near Scottsboro, Ala., on the one hand, and, on the other, points in New Jersey, New York, and Pennsylvania, presently served under the aforesaid Sub 89 authority. Applicant further states that it intends to interchange with other carriers, thereby participating in the movement of the subject traffic between the plantsite at or near Scottsboro, Ala., on the one hand, and, on the other, points beyond the territory applicant proposes to serve directly in the States of Illinois, Indiana, Ohio, Michigan, New Jersey, New York, and Pennsylvania. The purpose of this republication is to more clearly set forth the proposed operation. If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala.

No. MC 75185 (Sub-No. 267), filed May 16, 1966. Applicant: SERVICE TRUCKING CO., INC., Post Office Box 276, Federalsburg, Md., 21632. Applicant's representative: James W. Lawson, 1000 16th Street NW, Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods*, from points in Delaware east of the Chesapeake Bay and south of the Chesapeake and Delaware

Canal, to points in Kentucky, Tennessee, Arkansas, Louisiana, Mississippi, and Alabama. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 77005 (Sub-No. 7), filed May 19, 1966. Applicant: THE CORAO-POLIS TRANSFER AND STORAGE COMPANY, a corporation, First and Talbot Streets, Box 484, Braddock, Pa., 15104. Applicant's representative: Richard J. Smith, 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, and household goods as defined by the Commission), between points in Putnam County, Ill., on the one hand, and, on the other, points in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Washington, Wisconsin, and Wyoming. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 85934 (Sub-No. 45), filed May 19, 1966. Applicant: MICHIGAN TRANSPORTATION COMPANY, a corporation, 3601 Wyoming, Dearborn, Mich. Applicant's representative: Rex Eames, 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry plastics*, in bulk, in tank vehicles, from Detroit, Mich., to points in Illinois, Indiana, Michigan, and Ohio. Note: Common control may be involved. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 92983 (Sub-No. 523), filed May 16, 1966. Applicant: ELDON MILLER, INC., Post Office Drawer 617, Kansas City, Mo., 64141. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fats and oils, including blends and products thereof* in bulk, from points in Iowa to points in Illinois, Louisiana, and Oklahoma. Note: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 92983 (Sub-No. 525), filed May 18, 1966. Applicant: ELDON MILLER, INC., Post Office Drawer 617, Kansas City, Mo., 64141. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cider, juices, vinegar, and wines*, in bulk, from points in Oregon and Washington to points in Colorado, Kansas, Montana, Nebraska, North Dakota, South Dakota, and Wyoming. Note: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 92983 (Sub-No. 526), filed May 19, 1966. Applicant: ELDON MILLER, INC., Post Office Drawer 617, Kansas City, Mo., 64141. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting:

*Beverages and spirits*, in bulk, from points in Platte County, Mo., to points in Kansas, Nebraska, and South Dakota. Note: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 94265 (Sub-No. 181), filed May 18, 1966. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Albert Lea, Fairmont, Mankato, Winnebago, and Worthington, Minn., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, the Lower Peninsula of Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 94265 (Sub-No. 182), filed May 18, 1966. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, packinghouse products, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Madison, Wis., to Charleston, W. Va. Restriction: The above authority is restricted to shipments which are stopped in Charleston, W. Va., for partial unloading with final deliveries being made in Virginia and/or North Carolina. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 94265 (Sub-No. 183), filed May 19, 1966. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Madison, Wis., to points in Indiana, Maryland, North Carolina, Ohio, South Carolina, Virginia, and West Virginia, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 94265 (Sub-No. 184), filed May 19, 1966. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Military Highway, Norfolk, Va. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from points in Michigan, on and north of U.S. Highway 21, to points in Illinois, Indiana, Ohio, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 94265 (Sub-No. 185), filed May 19, 1966. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Military Highway, Norfolk, Va. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, raw and manufactured, from Chicago, Ill., to points in Indiana, Maryland, North Carolina, Ohio, South Carolina, Virginia, and West Virginia, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 94265 (Sub-No. 186), filed May 19, 1966. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Military Highway, Norfolk, Va. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, raw and manufactured, from Chicago, Ill., to points in Indiana, Maryland, North Carolina, Ohio, South Carolina, Virginia, and West Virginia, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 94265 (Sub-No. 187), filed May 19, 1966. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Military Highway, Norfolk, Va. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, raw and manufactured, from Chicago, Ill., to points in Indiana, Maryland, North Carolina, Ohio, South Carolina, Virginia, and West Virginia, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 94265 (Sub-No. 188), filed May 19, 1966. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Military Highway, Norfolk, Va. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from points in Michigan, on and north of U.S. Highway 21, to points in Illinois, Indiana, Ohio, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 94265 (Sub-No. 189), filed May 19, 1966. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Military Highway, Norfolk, Va. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, in vehicles equipped with mechanical refrigeration, from Memphis, Tenn., to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, and West Virginia, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

## NOTICES

No. MC 94265 (Sub-No. 189), filed May 19, 1966. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except commodities in bulk), and *advertising materials, supplies, and premiums when moving in the same vehicle*, from the facilities of American Home Foods Division, American Home Products Corp., located at La Porte, Ind., to points in Illinois, Iowa, Wisconsin, Minnesota, Missouri, Kansas, Nebraska, Rhode Island, Connecticut, Massachusetts, Delaware, Virginia, West Virginia, Ohio, Kentucky, Tennessee, North Carolina, New Jersey, New York, Pennsylvania, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 103880 (Sub-No. 371), filed May 13, 1966. Applicant: PRODUCERS TRANSPORT, INC., 215 East Waterloo Road, Akron, Ohio, 44306. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Resins*, liquid, in bulk, in tank vehicles, from Toledo, Ohio, to Tupelo, Miss. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 103880 (Sub-No. 372), filed May 13, 1966. Applicant: PRODUCERS TRANSPORT, INC., 215 East Waterloo Road, Akron, Ohio, 44306. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic materials, liquid, vinyl acetate, and latex*, in bulk, in tank vehicles, from Iliopolis, Ill., to points in Colorado, Minnesota, Missouri, Kansas, Ohio, Wisconsin, Texas (except points within 50 miles of Houston), Indiana (except Wabash), Georgia (except Austell and Dalton), Pennsylvania (except Bloomsburg and New Carlyle), Massachusetts, Newark, N.J., and Glen Cove, Long Island, N.Y., and Saugerties, N.Y. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 105813 (Sub-No. 143), filed May 19, 1966. Applicant: BELFORD TRUCKING CO., INC., 3500 Northwest 79th Avenue, Miami, Fla., 33144. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from Guyman, Okla., to points in Florida, Georgia, Alabama, North Carolina, and South Carolina. Note: If a

hearing is deemed necessary, applicant does not specify a location.

No. MC 106603 (Sub-No. 85), filed May 16, 1966. Applicant: DIRECT TRANSIT LINES, INC., 200 Colrain Street SW, Grand Rapids, Mich. Applicant's representative: Rex Eames, 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay sewer pipe and fittings therefore, clay coping, clay flue linings, clay liner plates, clay drain tiles and firebrick*, from East Liverpool, Ohio, to points in Illinois, Indiana, Michigan and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 106644 (Sub-No. 66) (Amendment), filed May 9, 1966, published *FEDERAL REGISTER*, issue of June 3, 1966, and republished as amended this issue. Applicant: SUPERIOR TRUCKING COMPANY, INC., 2770 Peyton Road NW, Atlanta, Ga. Applicant's representative: Guy H. Postell, Suite 693, 1375 Peachtree Street NE, Atlanta 9, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plywood and composition board, including flakeboard, and particleboard*, from the plantsites of the Georgia-Pacific Corp. at or near Louisville and Gloster, Miss., to points in Alabama, Florida, Georgia, Arkansas, North Carolina, South Carolina, Tennessee, Louisiana, Texas, Oklahoma, Kansas, Missouri, Iowa, Wisconsin, Michigan, Illinois, Indiana, Maine, Ohio, Kentucky, Virginia, West Virginia, Maryland, Delaware, Pennsylvania, New Jersey, New York, Connecticut, Massachusetts, Rhode Island, Vermont, New Hampshire, and the District of Columbia. Note: The purpose of this republication is to show that the application has been amended to add Maine and the District of Columbia. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 106644 (Sub-No. 67) (Amendment), filed May 9, 1966, published *FEDERAL REGISTER*, issue of June 3, 1966, and republished as amended this issue. Applicant: SUPERIOR TRUCKING COMPANY, INC., 2770 Peyton Road NW, Atlanta, Ga. Applicant's representative: Guy H. Postell, Suite 693, 1375 Peachtree Street NE, Atlanta, Ga., 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum and aluminum products, including aluminum scrap*, between the plantsite of Revere Copper and Brass, Inc., on Goose Pond Island (approximately 6 miles south of Scottsboro, Ala.), on the one hand, and, on the other, points in Arkansas, Alabama, Georgia, Florida, South Carolina, North Carolina, Kentucky, Tennessee, Louisiana, Texas, Oklahoma, Missouri, Wisconsin, Ohio, Michigan, Illinois, Indiana, New York, Virginia, West Virginia, Maryland, Delaware, New Jersey, Connecticut, Rhode Island, Massachusetts, Pennsylvania, and the District of Columbia. Note: The purpose of this republication is to show that the appli-

cation has been amended to include aluminum scrap, and also seeks a between movement, rather than a from and to movement. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 106674 (Sub-No. 58), filed May 16, 1966. Applicant: SCHILLI MOTOR LINES, INC., Second and St. Clair Avenue, East St. Louis, Ill. Applicant's representative: Thomas F. Kilroy, Colorado Building, 1341 G Street NW, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Manufactured dry fertilizers*, from the site of the facilities of the Monsanto Chemical Co., located within 5 miles of the Crab Orchard Arsenal, at Ordill, Ill., to points in Arkansas, Indiana, Iowa, Kansas, Kentucky, Michigan, Missouri, Ohio, Tennessee, and Wisconsin, and (2) *manufactured dry fertilizers, including ammonium nitrate urea*, from Cairo, Ill., to points in Arkansas, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio, Tennessee, and Wisconsin. Note: Applicant states the authority here applied for as set forth above is the same as the presently-held contract carrier authority of Schilli Transportation, Inc. The purpose of this application is to convert this contract carrier authority to common carrier authority. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 106674 (Sub-No. 59), filed May 16, 1966. Applicant: SCHILLI MOTOR LINES, INC., Second and St. Clair Avenue, East St. Louis, Ill. Applicant's representative: Thomas F. Kilroy, 1341 G Street NW, Colorado Building, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer solutions and ingredients*, in bulk, in tank vehicles, (1) from Thorntown, Ind., to points in Ohio, (2) from Wausau, Ind., to points in Illinois and Ohio, and (3) from Eaton, Ind., to points in Ohio, except Mount Sterling and Washington Court House. Note: Applicant states it proposes to transport exempt commodities on return. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 107295 (Sub-No. 93), filed May 13, 1966. Applicant: PRE-FAB TRANSIT CO., a corporation, Post Office Box 146, Farmer City, Ill. Applicant's representative: Mack Stephenson, 42 Fox Mill Lane, Springfield, Ill., 62707. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plywood, lumber, pulp, paper, and other forest products*, from points in Oregon, Washington, California, Idaho, Montana, Wyoming, and Colorado, to points in Minnesota, Wisconsin, Illinois, Indiana, Michigan, Ohio, Kentucky, Tennessee, and Missouri. Note: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 108460 (Sub-No. 17), filed May 17, 1966. Applicant: PETROLEUM

CARRIERS COMPANY, a corporation, 5104 West 14th Street, Sioux Falls, S. Dak., 57101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, as described in appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from the sites of the Terminal Outlets of Kaneb Pipeline Co. at or near Aberdeen, Mitchell, and Wolsey, S. Dak., and Jamestown, N. Dak., to the sites of the Kaneb Pipeline Co. at or near Geneva, and Norfolk, Nebr. Note: If a hearing is deemed necessary, applicant requests it be held at Sioux Falls, S. Dak.

No. MC 108736 (Sub-No. 11), filed May 13, 1966. Applicant: A. H. VIETOR, doing business as ALBERT LEA TRANSFER CO., 423 Adams Avenue, Albert Lea, Minn. Applicant's representative: Kenneth F. Dudley, 901 South Madison Avenue, Post Office Box 279, Ottumwa, Iowa, 52501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed and feed ingredients*, (1) from Chicago, Danville, and Tiskilwa, Ill.; Cedar Rapids, Des Moines, and Marion, Iowa, to points in Minnesota on and west of U.S. Highway 52, beginning at the Iowa-Minnesota State line and extending to junction Minnesota Highway 60, thence on and south of Minnesota Highway 60 to junction Minnesota Highway 15 at Madelia, Minn., thence on and east of Minnesota Highway 15 to the Iowa-Minnesota State line (except to points in Faribault and Freeborn Counties, Minn.), (2) from Decatur and Waukegan, Ill.; Terre Haute, Ind., Alden, Clinton, and Muscatine, Iowa; and Hannibal and Concordia, Mo., and Fremont, Nebr., to points in Minnesota on and west of U.S. Highway 52, beginning at the Iowa-Minnesota State line and extending to junction Minnesota Highway 60, thence on and south of Minnesota Highway 60 to junction Minnesota Highway 15 at Madelia, Minn., thence on and east of Minnesota Highway 15 to the Iowa-Minnesota State line. Note: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn., or Chicago, Ill.

No. MC 108859 (Sub-No. 44), filed May 18, 1966. Applicant: CLAIRMONT TRANSFER CO., a corporation, 1803 Seventh Avenue North, Escanaba, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, and iron and steel articles*, from points in Putnam County, Ill., to points in Michigan, Wisconsin, and Indiana, Henderson, Ky., and the Louisville, Ky., commercial zone (as defined by the Commission). Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 109326 (Sub-No. 91), filed May 13, 1966. Applicant: C & D TRANSPORTATION CO., INC., Post Office Box 1503, Mobile, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh and frozen foods*, in vehicles

equipped with mechanical refrigeration, from Lexington, N.C., to points in South Carolina, Tennessee, Georgia, Florida, Alabama, Mississippi, and Louisiana. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 109478 (Sub-No. 97), filed May 16, 1966. Applicant: WORSTER MOTOR LINES, INC., East Main Road, Rural Delivery No. 1, North East, Pa. Applicant's representative: William W. Knox, 23 West 10th Street, Erie, Pa., 16501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers, glass bottles, and parts for glass containers and glass bottles*, from Fairmont, W. Va., to points in New Hampshire, Connecticut, Massachusetts, Rhode Island, and Vermont. Note: Applicant states that the purpose of this application is to eliminate gateway to the New England points of Connecticut, Massachusetts, and Rhode Island, and also to add the States of Vermont and New Hampshire to its present authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 109818 (Sub-No. 17), filed May 12, 1966. Applicant: WENGER TRUCK LINE, INC., Beaver, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, as described in appendix V to the Report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from points in Putnam County, Ill., to points in Iowa, Nebraska, and South Dakota. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 110193 (Sub-No. 149), filed May 18, 1966. Applicant: SAFEWAY TRUCK LINES, INC., 20450 Ireland Road, Post Office Box 2628, South Bend, Ind. Applicant's representative: Walter J. Kobos (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Materials, supplies and component parts used in the manufacture and assembly of mobile homes and pallets*, from Millville, Pa., to Elkhart, Ind. Note: If a hearing is deemed necessary, applicant requests it be held at South Bend, Ind.

No. MC 110325 (Sub-No. 39), filed May 19, 1966. Applicant: TRANS CON LINES, 1206 South Maple Avenue, Los Angeles, Calif., 90015. Applicant's representative: Frank W. Taylor, Jr., 1221 Baltimore Avenue, Suite 812, Kansas City, Mo., 64105. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, livestock, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), serving the plantsite of Hussman Refrigerator Co. located in Bridgeton, St. Louis County, Mo., as an off-route point in connection with ap-

plicant's presently authorized regular-route authority. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 110988 (Sub-No. 221), filed May 17, 1966. Applicant: KAMPO TRANSIT, INC., 200 Cecil Street, Neenah, Wis. Applicant's representative: E. Stephen Heisley, 529 Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid carbon dioxide*, in bulk, in tank vehicles, from Fort Madison, Iowa, to points in Illinois, Indiana, Ohio, Michigan, Missouri, Minnesota, Nebraska, Kansas, Oklahoma, Iowa, Kentucky, Tennessee, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis.

No. MC 110988 (Sub-No. 222), filed May 17, 1966. Applicant: KAMPO TRANSIT, INC., 200 Cecil Street, Neenah, Wis. Applicant's representative: E. Stephen Heisley, 529 Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer solutions, and fertilizer ingredients*, in bulk, in tank vehicles, from Calamine, Dane, Fall River, and Sun Prairie, Wis., to points in Illinois, on and north of Illinois Highway 64. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 110988 (Sub-No. 223), filed May 18, 1966. Applicant: KAMPO TRANSIT, INC., 200 Cecil Street, Neenah, Wis., 54957. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Perlite and vermiculite*, in bulk, from De Kalb and Chicago, Ill., to points in Minnesota, Iowa, Missouri, Wisconsin, Michigan, Indiana, and Ohio. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 110988 (Sub-No. 224), filed May 19, 1966. Applicant: KAMPO TRANSIT, INC., 200 Cecil Street, Neenah, Wis. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products and equipment materials and supplies used in the manufacture and distribution of paper and paper products*, between Neenah and Menasha, Wis., on the one hand, and, on the other, points in Illinois, Indiana, Iowa, Michigan, Minnesota, North Dakota, Ohio, and South Dakota. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 111231 (Sub-No. 149), filed May 12, 1966. Applicant: JONES TRUCK LINES, INC., 610 East Emma Avenue, Springdale, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Unfinished lumber, finished lumber, finished mill work, staves*,

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treated and untreated posts and poles, pallets and pallet materials, blocking lumber, crating lumber, dimension lumber, wooden flooring, ties, wooden fencing materials, wooden boxes, wooden crates, wooden shapes, wooden windows and wooden doors, from points in Missouri, located on, west and north of a line commencing at the Mississippi River at St. Louis, Mo., thence along U.S. Highway 50 to Jefferson City, Mo., thence along U.S. Highway 54 to Missouri-Kansas State line, to points in Illinois, Indiana, Arkansas, Kentucky, Tennessee, and Iowa. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 111401 (Sub-No. 199), filed May 16, 1966. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, Post Office Box 632, Enid, Okla., 73701. Applicant's representative: Alvin J. Meiklejohn Jr., Suite 420 Denver Club Building, Denver, Colo., 80202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from points in Texas, to points in the United States (except Alaska and Hawaii). Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112617 (Sub-No. 231), filed May 19, 1966. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville, Ky. Applicant's representatives: Leonard A. Jaskiewicz and Ronald N. Cobert, Madison Building, 1155 15th Street NW, Washington, D.C., 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk, from the rail-motor interchange facilities of the New York Central Railroad Co., exclusive of team tracks and public facilities, at or near Jeffersontown, Ind., to points in Indiana, Kentucky, Tennessee, Ohio on and south of U.S. Highway 40, and Illinois on and south of U.S. Highway 36, restricted to shipments having a prior movement by rail. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112617 (Sub-No. 232), filed May 19, 1966. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville, Ky. Applicant's representatives: Ronald N. Cobert and Leonard A. Jaskiewicz, Madison Building, 1155 15th Street NW, Washington, D.C., 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk, from the rail-motor interchange facilities of the New York Central Railroad Co., exclusive of team tracks and public facilities, at or near Indianapolis, Ind., to points in Indiana, Kentucky, Illinois, and Ohio on and west of U.S. Highway 21; restricted to shipments having a prior movement by rail. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112617 (Sub-No. 233), filed May 19, 1966. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box

5135, Cherokee Station, Louisville, Ky. Applicant's representatives: Ronald N. Cobert and Leonard A. Jaskiewicz, Madison Building, 1155 15th Street NW, Washington, D.C., 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk, from the rail-motor interchange facilities of the New York Central Railroad Co., exclusive of team tracks and public facilities, in Butler, Clermont, Hamilton, and Warren Counties, Ohio, to points in Indiana, Kentucky, Ohio, and West Virginia; restricted to shipments having a prior movement by rail. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112697 (Sub-No. 10), filed May 18, 1966. Applicant: SAMUEL A. BRASFIELD, doing business as B & S ENTERPRISES, 1727 Osborn Drive, Memphis, Tenn., 38127. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Used cotton ties and bagging*, from points in South Carolina, North Carolina, and Georgia to points in Alabama, Tennessee, Mississippi, Louisiana, Arkansas, Texas, and Missouri. Note: If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 112697 (Sub-No. 11), filed May 18, 1966. Applicant: SAMUEL A. BRASFIELD, doing business as B & S ENTERPRISES, 1727 Osborn Drive, Memphis, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Agricultural machinery, agricultural implements, and component parts and attachments moving therewith* (except those which because of their size or weight requires the use of special equipment) and trailers, from points in Arkansas and Mississippi, to points in the United States except Alaska and Hawaii. Note: If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 112697 (Sub-No. 12), filed May 18, 1966. Applicant: SAMUEL A. BRASFIELD, doing business as B & S ENTERPRISES, 1727 Osborn Drive, Memphis, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Scrap, waste, surplus and salvaged, junked, used, disassembled and inoperative equipment, machinery, and vehicles, and parts, attachments and accessories* (except commodities which because of their size or weight requires the use of special equipment), from points in the United States, except Alaska and Hawaii, to Memphis, Tenn. Note: If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 112750 (Sub-No. 223), filed May 18, 1966. 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. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Commercial papers, documents, and*

written instruments, including originals and copies of checks, drafts, notes, money orders, travelers' checks, and canceled bonds, and accounting papers relating thereto, including originals and copies of cash letters, letters of transmittal, summary sheets, adding machine tapes, deposit records, withdrawal slips, and debit and credit records (except coin, currency, bullion, and negotiable securities) under continuing contracts with banks and bank institutions only; namely, national banks, State banks, Federal Reserve banks, savings and loan associations, and savings banks, (a) between points in Greene County, Ind., and St. Louis, Mo., and (b) between Chicago, Ill., on the one hand, and, on the other, Cleveland and Toledo, Ohio. Note: Applicant holds common carrier authority under MC 111729 and subs, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio.

No. MC 112801 (Sub-No. 49), filed May 18, 1966. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Chicago, Ill. Applicant's representative: Robert H. Levy, 29 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry plastics and plastic materials*, in bulk, in tank vehicles or hopper type vehicles, from the plantsite of Rexall Drug & Chemical Co. located approximately 4 miles southeast of Channahon, Ill., to points in Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania, Tennessee, West Virginia, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 112801 (Sub-No. 51), filed May 18, 1966. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Chicago, Ill. Applicant's representative: Robert H. Levy, 29 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from the plantsite of Chevron Chemical Co. located at or near Sugar Creek, Mo., to points in Iowa, Kansas, Missouri, and Nebraska. Note: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 113325 (Sub-No. 100), filed May 16, 1966. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo., 63104. Applicant's representative: Chester A. Zyblut, 1522 K Street NW, Washington, D.C., 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Corn products*, in bulk, in tank or hopper type vehicles, from Danville, Ill., to points in Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 113325 (Sub-No. 101), filed May 16, 1966. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South

Seventh Street, St. Louis, Mo., 63104. Applicant's representative: Chester A. Zyblut, 1522 K Street NW, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed and feed ingredients*, in bulk, from Louisville, Ky., to points in Alabama, Arkansas, Florida, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, North Carolina, Oklahoma, and Texas. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 113325 (Sub-No. 102), filed May 16, 1966. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo., 63104. Applicant's representative: Chester A. Zyblut, 1522 K Street NW, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic materials*, in bulk, in tank vehicles, from Kenton, Ohio, to points in Alabama, Georgia, Illinois, Indiana, Iowa, Michigan, Nebraska, North Carolina, Oregon, Pennsylvania, and Tennessee. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113325 (Sub-No. 104), filed May 18, 1966. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo., 63104. Applicant's representative: Chester A. Zyblut, 1522 K Street NW, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commercial chemicals and fertilizers*, in bulk, from points in Woodbury County, Iowa, to points in Nebraska, South Dakota, North Dakota, Minnesota, Wisconsin, Wyoming, Montana, and Colorado. Note: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 113325 (Sub-No. 105), filed May 18, 1966. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo., 63104. Applicant's representative: Chester A. Zyblut, 1522 K Street NW, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic materials, liquid vinyl acetate, and latex*, in bulk, from Indianapolis, Ill., to points in Colorado, Minnesota, Missouri, Kansas, Ohio, Wisconsin, Texas (except Houston and 50 miles), Indiana (except Wabash), Georgia (except Dalton and Austell), Pennsylvania (except Bloomsburg and New Carlyle), Massachusetts, Newark, N.J., and Glen Cove, Long Island, and Saugerties, N.Y. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 113325 (Sub-No. 106), filed May 18, 1966. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo., 63104. Applicant's representative: Chester A. Zyblut, 1522 K Street NW, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transport-

ing: *Dry plastics*, in bulk, in tank or hopper vehicles, from Henry, Ill., to points in Delaware, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, Virginia, West Virginia, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113325 (Sub-No. 107), filed May 18, 1966. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo., 63104. Applicant's representative: Chester A. Zyblut, 1522 K Street NW, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid carbon dioxide*, in bulk, in tank vehicles, from Fort Madison, Iowa, to points in Illinois, Indiana, Ohio, Michigan, Missouri, Minnesota, Nebraska, Kansas, Oklahoma, Iowa, Kentucky, Tennessee, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 113459 (Sub-No. 37), filed May 19, 1966. Applicant: H. J. JEFFRIES TRUCK LINE, INC., 4720 South Shields Boulevard, Oklahoma City 29, Okla. Applicant's representative: James W. Hightower, Wynnewood Professional Building, Dallas 24, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and lumber products*, from (1) Pagosa Springs and Durango, Colo., and (2) points in McKinley and Otero Counties, N. Mex., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Missouri, Ohio, Oklahoma, Tennessee, Texas, and Wisconsin, and *damaged and rejected shipments of the commodities specified*, on return. Note: If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 113855 (Sub-No. 133), filed May 16, 1966. Applicant: INTERNATIONAL TRANSPORT, INC., Highway 52 South, Rochester, Minn. Applicant's representative: Gene P. Johnson, 502 First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural machinery, agricultural implements, front end loaders, lift trucks, and attachments and parts*, from Fargo, N. Dak., to points in the United States, except Hawaii. Note: If a hearing is deemed necessary, applicant requests it be held at Fargo, N. Dak.

No. MC 113855 (Sub-No. 134), filed May 16, 1966. Applicant: INTERNATIONAL TRANSPORT, INC., Highway 52 South, Rochester, Minn. Applicant's representative: Gene Johnson, 502 First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Loaders, conveyors, screens, grizzlies, bins, light towers, idlers, prefabricated concrete forms, steel scaffolding and attachments, parts and accessories for the specified commodities*, from Yankton, S. Dak., and points within 2 miles thereof, to points in the United States, except Hawaii.

Note: If a hearing is deemed necessary, applicant requests it be held at Sioux Falls, S. Dak.

No. MC 114019 (Sub-No. 160), filed May 19, 1966. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago, Ill., 60629. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 203 and 766 (except hides and commodities in bulk), from Guyman, Okla., to points in Kansas, Colorado, Nebraska, North Dakota, South Dakota, Missouri, Iowa, Minnesota, Wisconsin, Illinois, Indiana, Michigan, Ohio, Kentucky, West Virginia, Maryland, Delaware, Pennsylvania, New York, New Jersey, Maine, New Hampshire, Vermont, Connecticut, Massachusetts, Rhode Island, and the District of Columbia. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 114084 (Sub-No. 9), filed May 19, 1966. Applicant: S AND S TRUCKING COMPANY, a corporation, 118 South Oakland Avenue, Post Office Box 1392, Statesville, N.C. Applicant's representative: H. Overton Kemp, Post Office Box 20202, Room 101-327, North Tryon Street, Charlotte, N.C., 28202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Antique furniture, crated and uncrated and used household and office furniture* (except household goods as defined by the Commission in *Ex Parte No. MC 19*), from points in New York, New Jersey, Pennsylvania, Maryland, and the District of Columbia, and points in the commercial zone thereof, as determined by the Commission in *Ex Parte No. MC 37*, to points in Alabama, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Ohio, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia, and points in the commercial zone thereof, as defined by the Commission in *Ex Parte No. MC 37*. Note: Applicant states if the authority sought above is granted, it is willing to file a petition of dismissal of the authority in MC 14084, Sub 2, coincidental with the issuance of the authority sought in this application. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 114098 (Sub-No. 47), filed May 19, 1966. Applicant: LOWTHER TRUCKING COMPANY, a corporation, Post Office Box 2115, 521 Penman Street, Charlotte, N.C., 28201. Applicant's representative: H. Overton Kemp, 327 North Tryon Street, Room 101, Post Office Box 20202, Charlotte, N.C., 28202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plywood and molding*, in flatbed trailers, between Charlotte, N.C., on the one hand, and, on the other, points in Alabama, Arkansas,

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Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, Vermont, West Virginia, Wisconsin, and Wilmington, N.C., and the District of Columbia, and rejected, refused or damaged plywood and molding, on return. Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 114211 (Sub-No. 101), filed May 16, 1966. Applicant: WARREN TRANSPORT, INC., Post Office Box 420, Waterloo, Iowa. Applicant's representative: Charles W. Singer, 33 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Plastic pipe, tubing, conduit, valves or fittings, compound, joint sealer, bonding cement, primer, coating, thinner, and accessories used in the installation of such products, and rejected shipments on return, from points in Oklahoma County, Okla., to points in Kansas, Colorado, Wyoming, Nebraska, North Dakota, South Dakota, Minnesota, Wisconsin, Iowa, Missouri, Illinois, Indiana, and Michigan. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 114360 (Sub-No. 15), filed May 18, 1966. Applicant: SOUTHERN EXPRESS COMPANY, a corporation, 3333 South Cicero Avenue, Cicero, Ill., 60650. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Iron and steel and iron and steel articles, from Burns Harbor and Portage, Ind., Chicago, Chicago Heights, Joliet, and Waukegan, Ill., to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Ohio, Oklahoma, Pennsylvania, North Dakota, South Dakota, Tennessee, Texas, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114364 (Sub-No. 121), filed May 13, 1966. Applicant: WRIGHT MOTOR LINES, INC., Post Office Box 672, Rocky Ford, Colo. Applicant's representative: Alvin J. Meiklejohn, Jr., Suite 420, Denver Club Building, Denver, Colo., 80202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Iron and steel articles (except oil field tubular goods), from Pueblo (Minnequa), Colo., to points in Arizona, Arkansas, Idaho, Kansas, Louisiana, Missouri, Nebraska, New Mexico, Oklahoma, South Dakota, Texas, Utah, and Wyoming. Note: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 114457 (Sub-No. 61), filed May 19, 1966. Applicant: DART TRANSIT

COMPANY, 780 North Prior Avenue, St. Paul, Minn. Applicant's representative: Charles W. Singer, Tower Suite 3600, 33 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Iron and steel, iron and steel products, and steel mill equipment, materials and supplies, between points in Putnam County, Ill., on the one hand, and, on the other, points in Illinois, Wisconsin, Minnesota, the Upper Peninsula of Michigan, Iowa, North Dakota, South Dakota, Nebraska, Kansas, and Missouri. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114552 (Sub-No. 28), filed May 16, 1966. Applicant: SENN TRUCKING COMPANY, a corporation, Post Office Box 333, Newberry, S.C. Applicant's representative: Frank A. Graham, Jr., 707 Security Federal Building, Columbia, S.C., 29201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Hardboard, from Louisburg, N.C., and points within 5 miles thereof, to points in Alabama, Connecticut, Delaware, Florida, Georgia, Kentucky, Illinois, Indiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, West Virginia, Virginia, Wisconsin, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C.

No. MC 114569 (Sub-No. 79), filed May 13, 1966. Applicant: SHAFFER TRUCKING, INC., Box 418, New Kingstown, Pa. Applicant's representative: James Hagar, Esq., Commerce Building, Box 432, Harrisburg, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Canned, prepared and preserved foodstuffs, from points in Dauphin and Northumberland Counties, Pa., to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, and South Carolina. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 114569 (Sub-No. 80), filed May 18, 1966. Applicant: SHAFFER TRUCKING, INC., New Kingstown, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Foodstuffs (excluding frozen foods and commodities in bulk, in tank or hopper type vehicles), from Menomonie, Vesper, Oconomowas, Astigo, and Rice Lake, Wis., to points in New York, Pennsylvania, Maryland, Delaware, New Jersey, Connecticut, Massachusetts, Vermont, New Hampshire, Rhode Island, Maine, and the District of Columbia; (2) dairy products, from Green Bay and Fon du Lac, Wis., to points in Connecticut, Massachusetts, Vermont, New Hampshire, Rhode Island, and Maine. Note: If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 115162 (Sub-No. 130), filed May 13, 1966. Applicant: WALTER

POOLE, doing business as POOLE TRUCK LINE, Post Office Box 310, Evergreen, Ala. Applicant's representative: Robert E. Tate, Suite 2025-2028, City Federal Building, Birmingham, Ala., 35203. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes transporting: Honeycomb pulpboard (unexpanded), from Trenton, N.J., to Dothan, Ala. Note: This traffic will originate in Trenton, N.J., and destined in Dothan, Ala. If a hearing is deemed necessary, applicant requests it be held at Montgomery, Ala.

No. MC 115331 (Sub-No. 195), filed May 16, 1966. Applicant: TRUCK TRANSPORT, INCORPORATED, 707 Market Street, St. Louis, Mo., 63101. Applicant's representative: Thomas F. Kilroy, 1341 G Street NW., Colorado Building, Washington, D.C., 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fertilizer, except in liquid form, transported in tank vehicles, (1) between Perry, Atlantic, Independence, and Cherokee, Iowa, and points in Colorado, Illinois, Minnesota, Nebraska, South Dakota, Wisconsin, Kansas, and Missouri, (2) between West Liberty, Iowa, and points in Colorado, Nebraska, South Dakota, Illinois, Kansas, Minnesota, and Missouri, and (3) between Elkhorn, Nebr., and points in Colorado, Iowa, Minnesota, South Dakota, Kansas, and Missouri, and exempt commodities, on return. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115331 (Sub-No. 196), filed May 16, 1966. Applicant: TRUCK TRANSPORT, INCORPORATED, 707 Market Street, St. Louis, Mo., 63101. Applicant's representative: Thomas F. Kilroy, 1341 G Street NW., Colorado Building, Washington, D.C., 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Refractories and refractory products, from points in Audrain, Calloway, and Montgomery Counties, Mo., to points in Arkansas, Colorado, Connecticut, Delaware, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115651 (Sub-No. 13), filed May 19, 1966. Applicant: KANEY TRANSPORTATION, INC., Freeport, Ill., 61022. Applicant's representative: Mack Stephenson, 42 Fox Mill Lane, Springfield, Ill., 62707. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Acids, chemicals, fertilizers, and fertilizer ingredients, in bulk, in tank vehicles (except cryogenic liquids), from Apple River Chemical Co.'s site at Niota, Ill., to points in Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, South Dakota,

and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115821 (Sub-No. 9), filed May 18, 1966. Applicant: FRANK BEELMAN, JR., St. Libory, Ill. Applicant's representative: Ernest A. Brooks II, 1301-02 Ambassador Building, St. Louis, Mo., 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crushed rock, limestone, and limestone products*, from points in Monroe County, Ill., to points in Kentucky, Tennessee, Missouri, and Mississippi. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 115826 (Sub-No. 140), filed May 17, 1966. Applicant: W. J. DIGBY, INC., 1960 31st Street, Post Office Box 5088, Terminal Annex, Denver, Colo., 80217. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, as described in appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from Guymon, Okla., to points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, and Washington. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 115826 (Sub-No. 142), filed May 18, 1966. Applicant: W. J. DIGBY, INC., Post Office Box 5088, Terminal Annex, Denver, Colo., 80217. Applicant's representative: Duane W. Acklie, Post Office Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from the plantsite of Snyder Packing Co. at or near Hastings, Nebr., to points in Utah, restricted to traffic originating at Snyder Packing Co. at or near Hastings, Nebr. NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 116014 (Sub-No. 26), filed May 16, 1966. Applicant: OLIVER TRUCKING CO., INC., North Bloomfield Road, Winchester, Ky. Applicant's representative: Robert M. Pearce, Central Building, 1033 State Street, Bowling Green, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cooperative stock and material*, from Greenville, Tenn., Wilson, N.C., and Mullins, S.C., to points in Alabama, Georgia, Florida, Kentucky, Maryland, Missouri, South Carolina, North Carolina, Ohio, Tennessee, Virginia, and West Virginia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 116014 (Sub-No. 28), filed May 16, 1966. Applicant: OLIVER

TRUCKING COMPANY, INC., North Bloomfield Road, Winchester, Ky. Applicant's representative: Robert M. Pearce, Central Building, 1033 State Street, Bowling Green, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wooden barrels*, from Louisville, Ky., to points in Arkansas, Delaware, Iowa, Maryland, Missouri, New Jersey, New York, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 116273 (Sub-No. 67), filed May 13, 1966. Applicant: D & L TRANSPORT, INC., 2800 South Laramie Avenue, Cicero, Ill., 60650. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic materials, liquid, vinyl acetate and latex*, in bulk, in tank vehicles, from Indianapolis, Ill., to points in Colorado, Minnesota, Missouri, Kansas, Ohio, Wisconsin, Texas (except points within 50 miles of Houston), Indiana (except Wabash), Georgia (except Austell and Dalton), Pennsylvania (except Bloomsburg and New Carlisle), and Massachusetts; and Newark, N.J.; Glen Cove, Long Island, N.Y.; and Saugerties, N.Y. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 116273 (Sub-No. 68), filed May 13, 1966. Applicant: D & L TRANSPORT, INC., 3800 South Laramie Avenue, Cicero, Ill., 60650. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry plastics and plastic materials*, in bulk, in tank or hopper type vehicles, from the plantsite of Rexall Drug & Chemical Co., located approximately 4 miles southeast of Channahon, Ill., to points in Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania, Tennessee, West Virginia, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 116273 (Sub-No. 69), filed May 13, 1966. Applicant: D & L TRANSPORT, INC., 3800 South Laramie Avenue, Cicero, Ill., 60650. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemicals*, in bulk, in pneumatic type trailers, from the plantsite of Cowles Chemical Co., located at or near Joliet, Ill., to points in Iowa, Wisconsin, Michigan, Missouri, Indiana, and Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 116544 (Sub-No. 77), filed May 17, 1966. Applicant: WILSON BROTHERS TRUCK LINE, INC., 700 East Fairview Avenue, Carthage, Mo. Applicant's representative: Harry Ross,

Warner Building, Washington, D.C., 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal, poultry, fish, food, and feed and feed ingredients and supplements thereto* (except in bulk in tank vehicles) from points in Lafourche Parish, La., and Mississippi to points in Georgia, Florida, and Alabama. NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 116763 (Sub-No. 89), filed May 13, 1966. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Building materials and building supplies*, from points in Kentucky to points in Florida and points in Georgia on and south of U.S. Highway 80; and (2) *building materials and building supplies*, from points in West Virginia and points in Pennsylvania on and west of U.S. Highway 219, to points in Alabama, Louisiana, Mississippi, Florida, and points in Georgia on and south of U.S. Highway 80. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 116763 (Sub-No. 90), filed May 13, 1966. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Building materials and building supplies* (except stone finished and unfinished), from points in Mississippi and Tennessee (except Chattanooga and Nashville) to points in Illinois, Indiana, Kentucky, Michigan; that part of New York on and west of Interstate Highway 81; Ohio; that part of Pennsylvania on and west of U.S. Highway 220; West Virginia; and Wisconsin; and (2) *building materials and building supplies* (except stone finished and unfinished), from points in Illinois (except Breese, Carlinville, Centralia, Flora, Irvington, and Sparta); points in Indiana (except Elkhart, Indianapolis, Kokomo, and South Bend); points in the Lower Peninsula of Michigan; and points in Ohio, to points in Alabama (except Bibb, Cullman, Blount, Jefferson, Saint Clair, Shelby, Talladega, Tuscaloosa, and Walker Counties); Louisiana, Mississippi, and Tennessee (except Chattanooga and Nashville). NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 116763 (Sub-No. 91), filed May 16, 1966. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods, animal and poultry feed and/or food, and supplements therefor*, from points in Louisiana south of U.S. Highway 84 (except Baton Rouge, Cecilia, New Orleans, and Villa Platte, La.), to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, West Virginia, and Wisconsin; to be restricted against tacking or

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interlining. **NOTE:** Applicant states that no duplicating authority is requested. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 117119 (Sub-No. 374), filed May 16, 1966. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foodstuffs and potato products*, not frozen, from points in Washington, Oregon, and Idaho, to points in Kansas, Iowa, Missouri, Illinois, Indiana, Ohio, Wisconsin, Michigan, and Kentucky. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 117119 (Sub-No. 375), filed May 16, 1966. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Oleomargarine, shortening, lard, tallow, vegetable oils, salad dressings, and table sauces* (except commodities in bulk, in tank vehicles), in temperature-controlled vehicles, from points in Fresno County, Calif., to points in Oregon, Washington, Idaho, Utah, Nevada, Colorado, Montana, and Wyoming. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Dallas, Tex.

No. MC 117200 (Sub-No. 8), filed May 11, 1966. Applicant: TISCH AND DREWS, INC., 212 Green Bay Avenue, Oconto Falls, Wis., 54154. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Ground wood pulp*, from Tomahawk, Wis., to points in Minnesota, for and as directed by Tomahawk Power & Pulp Co., Tomahawk, Wis. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 117730 (Sub-No. 10), filed May 16, 1966. Applicant: KOUBENECK MOTOR SERVICE, INC., 641 Maple Lane, Batavia, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, in bulk, from Wedron, Ill., to Mishawaka, Walkerton, Warsaw, Fort Wayne, South Bend, and Indianapolis, Ind. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 118196 (Sub-No. 75), filed May 16, 1966. Applicant: RAYE & COMPANY TRANSPORTS, INC., Post Office Box 613, Highway 71 North, Carthage, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packing-houses* as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from Great Falls,

Mont., to points in Washington, Oregon, Idaho, California, Nevada, Utah, Arizona, and Colorado. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Great Falls, Mont.

No. MC 118196 (Sub-No. 76), filed May 16, 1966. Applicant: RAYE & COMPANY TRANSPORTS, INC., Post Office Box 613, U.S. Highway 71 North, Carthage, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packing-houses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from Great Falls, Mont., to points in Minnesota, Iowa, Wisconsin, Illinois, Indiana, Michigan, and Ohio. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Great Falls, Mont.

No. MC 118696 (Sub-No. 2), filed May 16, 1966. Applicant: FERREE MOVING AND STORAGE, INC., 9450 South Calumet Avenue, Munster, Ind. Applicant's representative: Walter F. Jones, Jr., 601 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mattresses, new furniture, and kitchen cabinets*, from points in Indiana (except Munster, Ind.) to points in Kentucky, Ohio, Pennsylvania, North Carolina, New York, Virginia, Wisconsin, Illinois, Missouri, Iowa, Michigan, Rhode Island, Connecticut, Massachusetts, and Maryland. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind., or Louisville, Ky.

No. MC 118916 (Sub-No. 3), filed May 12, 1966. Applicant: LEONARD L. POWELL, 520 South Ella Street, Sandpoint, Idaho, 83864. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Dairy products*, as described in section B of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and *Ice cream and Sherbert*, both in vehicles equipped with temperature control devices, and *Bakery products*, from Troy, Mont., to Libby, Mont.; serving no intermediate points, from Troy over U.S. Highway 2 to Libby, Mont., and return over the same route. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Spokane, Wash.

No. MC 119474 (Sub-No. 2), filed May 16, 1966. Applicant: OSENGA'S TRUCKING SERVICE, INC., 1148 West 95th Place, Chicago, Ill. Applicant's representative: Robert H. Levy, 29 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed, animal and poultry feed concentrates, and animal and poultry feed ingredients*, from Bloomington, Bedford, and La Porte, Ind., to points in Illinois, Wisconsin, and the Lower Peninsula of Michigan. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119474 (Sub-No. 3), filed May 16, 1966. Applicant: OSENGA'S TRUCKING SERVICE, INC., 1148 West 95th Place, Chicago, Ill. Applicant's representative: Robert H. Levy, 29 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed, animal and poultry feed concentrates, and animal and poultry feed ingredients*, between Sylvania, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, Wisconsin, and the Lower Peninsula of Michigan. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119489 (Sub-No. 10), filed May 19, 1966. Applicant: PAUL ABELER, doing business as CENTRAL TRANSPORT COMPANY, 906 South 13th Street, Post Office Box 596. Applicant's representative: J. Max Harding, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, between points in Iowa, Nebraska, Colorado, and South Dakota. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 119507 (Sub-No. 17), filed May 17, 1966. Applicant: GRAUN TRANSPORTATION, INC., Emma Street, Bettsville, Ohio. Applicant's representative: Taylor C. Burneson, 88 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime*, quick or hydrated, in bulk, from Buffington, Lake County, Ind., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119670 (Sub-No. 9), filed May 19, 1966. Applicant: THE VICTOR TRANSIT CORPORATION, Post Office Box 115, Winton Place Station, Cincinnati, Ohio. Applicant's representative: Robert H. Kinker, 711 McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper, paper products, and pulpboard* (other than corrugated), from Cincinnati and Middletown, Ohio, to Tullahoma, Tenn. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn., or Cincinnati, Ohio.

No. MC 119710 (Sub-No. 9), filed May 16, 1966. Applicant: JOHN L. SHUPE and IVAN D. SHUPE, a partnership, doing business as SHUPE BROS., Post Office Box 919, Greeley, Colo. Applicant's representative: Paul F. Sullivan, Suite 913, Colorado Building, Washington, D.C., 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feeds*, from Garden City, Kans., to points in Colorado, Nebraska, New Mexico, Okla-

homa, and Texas, restricted to a transportation service performed under a continuing contract or contracts with W. R. Grace & Co., and exempt commodities, on return. Note: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 119777 (Sub-No. 58), filed May 16, 1966. Applicant: LIGON SPECIALIZED HAULERS, INC., Post Office Box 31, Madisonville, Ky. Applicant's representative: Robert M. Pearce, 1033 State Street, Central Building, Bowling Green, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pipe, conduit, tubing, and fittings, and connections*, from Fairbury, Ill., and points within 5 miles thereof, to points in Alabama, Arkansas, Georgia, Florida, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Texas. Note: Applicant states it proposes to tack the authority sought with present authority in paragraphs 15 and 16 of certificate No. MC 119777. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119777 (Sub-No. 59), filed May 16, 1966. Applicant: LIGON SPECIALIZED HAULER, INC., Post Office Box 31, Madisonville, Ky. Applicant's representative: Robert M. Pearce, Central Building, Bowling Green, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles, and steel mill materials, supplies and equipment*, between points in Putnam County, Ill., on the one hand, and, on the other, points in the United States including Alaska and Hawaii (but excluding Idaho, Montana, Oregon, Washington, and Wyoming). Note: Applicant states it proposes to tack the authority sought herein with presently held authority in MC 119777 and Subs 10, 21, 22, and 27 wherein it is authorized to perform operations in the States of Alabama, Arkansas, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Mississippi, Missouri, Ohio, Pennsylvania, Tennessee, Texas, West Virginia, and Wisconsin. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 119777 (Sub-No. 60), filed May 16, 1966. Applicant: LIGON SPECIALIZED HAULER, INC., Post Office Box 31, Madisonville, Ky. Applicant's representative: Robert M. Pearce, Central Building, Bowling Green, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles* (except those requiring special equipment), between points in Illinois, Indiana, Kentucky, and Tennessee. Note: Applicant states it proposes to tack the authority sought herein with presently held authority in MC 119777 and Subs 10, 21, 22, and 27 wherein it is authorized to perform operations in the States of Alabama, Arkansas, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Mississippi, Missouri, Ohio, Pennsylvania, Tennessee, Texas, West Virginia, and Wisconsin. Common control

may be involved. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 119789 (Sub-No. 21), filed May 17, 1966. Applicant: CARAVAN REFRIGERATED CARGO, INC., Post Office Box 6, Opelousas, La. Applicant's representative: Robert E. Born, Suite 1600, First Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Boxes and crates*, from Hazlehurst, Port Gibson, and Magnolia, Miss., to points in Brooks, Cameron, Crockett, Dimmit, Duval, Edwards, Frio, Hidalgo, Jim Hogg, Kenedy, Kleberg, Kinney, La Salle, Maverick, McMullen, Real, Starr, Sutton, Terrell, Uvalde, Val Verde, Webb, Jim Wells, Willacy, Zapata, and Zavala Counties, Tex. Note: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 119864 (Sub-No. 34), filed May 19, 1966. Applicant: HOFER MOTOR TRANSPORTATION CO., a corporation, 26740 Eckel Road, Perrysburg, Ohio, 43551. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glassware, glass containers, caps, covers and stoppers, paper or fiberboard cartons*, from Streator, Ill., to points in Indiana, Wisconsin, The Lower Peninsula of Michigan, and Louisville, Ky. Note: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 119934 (Sub-No. 117), filed May 19, 1966. Applicant: ECOFF TRUCKING, INC., 625 East Broadway, Fortville, Ind. Applicant's representatives: Leonard A. Jaskiewicz and Ronald N. Cobert, Madison Building, 1155 15th Street NW, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk, from the rail-motor interchange facilities of New York Central Railroad Co., exclusive of team tracks and public facilities, in Butler, Clermont, Hamilton, and Warren Counties, Ohio, to points in Indiana, Kentucky, Ohio, and West Virginia, restricted to shipments having a prior movement by rail. Note: Applicant has pending an application for contract carrier authority in MC 128161. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 120737 (Sub-No. 2), filed May 18, 1966. Applicant: STAR DELIVERY & TRANSFER, INC., 948 North Fifth Avenue, Canton, Ill. Applicant's representative: Donald W. Smith, Suite 511, Fidelity Building, Indianapolis, Ind., 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *(1) Agricultural machinery, implements, and parts* as described in appendix 12 to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 (except commodities the transportation of which, because of size or weight, require the use of special equipment) and *tractors, tractor parts and attachments*, from Canton and Chicago, Ill., to points in Wisconsin,

Michigan, Iowa, Missouri, Mississippi, Alabama, Georgia, Illinois, Tennessee, Indiana, Ohio, Pennsylvania, Virginia, North Carolina, South Carolina, Kentucky, Minnesota, and Nebraska, and (2) *general commodities* (except those of unusual value, classes 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), (a) between points within 50 miles of Pottstown, Ill., (b) between points within 50 miles of Pottstown, Ill., on the one hand, and, on the other, Chicago, Rock Island, East St. Louis, and Moline, Ill., and (c) between Aurora, Montgomery, Joliet, and Decatur, Ill., on the one hand, and, on the other, Peoria and East Peoria, Ill., authority in (2) to be restricted against tacking with authority in (1) above. Note: Applicant states it is not requesting any duplicating authority and agrees to submit its certificate of registration MC 120737, Sub 1, in the event this application is granted. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 120777 (Sub-No. 3), filed May 17, 1966. Applicant: REED FILM SERVICE, INC., 518 South Main Avenue, San Antonio, Tex. Applicant's representative: David A. Sutherland, 1120 Connecticut Avenue NW, Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except classes A and B explosives, household goods as defined by the Commission, and commodities in bulk), having a prior or subsequent movement by air, between airports located in Bexar County, Tex., and points in Texas over the routes described as follows: (1) From San Antonio, Tex., over U.S. Highway 90, to Del Rio, Tex., and return over the same route, (2) from Del Rio, Tex., over U.S. Highway 277, to Carrizo Springs, Tex., and return over the same route, (3) from Carrizo Springs, Tex., over Texas Highway 85, to Dilley, Tex., and return over the same route, (4) from Eagle Pass, Tex., over Texas Highway 76 to Moore, Tex., and return over the same route, (5) from San Antonio, Tex., over U.S. Highway 81 (and/or Interstate Highway 35), to Laredo, Tex., and return over the same route, (6) from Uvalde, Tex., over U.S. Highway 83, to McAllen, Tex., and return over the same route, (7) from San Antonio, Tex., over Texas Highway 346, to Jourdanton, Tex., thence over Texas Highway 173 to Freer, Tex., and thence over Texas Highway 339 to Benavides, Tex., and return over the same route, (8) from Laredo, Tex., over Texas Highway 359 to San Diego, Tex., and return over the same route, (9) from Freer, Tex., over Texas Highway 44, to Alice, Tex., and return over the same route, and (10) from San Antonio, Tex., over Texas Highway 281, to Alice, Tex., and return over the same route, serving all intermediate points and points in the following Counties as off-route points: Bexar, Atascosa, Medina, Uvalde, Kinney, Val Verde, Maverick, Zavala, Dimmit, Frio, La Salle, McMullen, Live Oak, Webb, Du-

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val, Jim Wells Zapata, Jim Hogg, and Star Counties, Tex. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at San Antonio, Tex.

No. MC 121495 (Sub-No. 2), filed May 19, 1966. Applicant: ENGLEWOOD TRANSIT COMPANY, a corporation, 1125 West 46th Avenue, Denver, Colo. Applicant's representative: Edward C. Hastings, 330 Petroleum Club Building, Denver, Colo., 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, between Elkhart, Kans., and the Colorado-Kansas State line, near Holly, Colo.; from Elkhart over Kansas Highway 27 to junction U.S. Highway 50, and thence over U.S. Highway 50 to the Colorado-Kansas State line near Holly, and return over the same route, serving the intermediate point of Richfield, Kans. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Elkhart, Kans.

No. MC 123639 (Sub-No. 94), filed May 19, 1966. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver, Colo. Applicant's representative: Charles W. Singer, 33 North La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, iron and steel products, and steel mill equipment, materials and supplies*, between points in Putnam County, Ill., on the one hand, and, on the other, points in Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, Nebraska, and Colorado. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124083 (Sub-No. 27), filed May 18, 1966. Applicant: SKINNER MOTOR EXPRESS, INC., 1035 Keystone Avenue, Indianapolis, Ind. Applicant's representative: James J. Williams, 1012 14th Street NW, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coke*, in bulk, in dump vehicles, from Indianapolis, Ind., to points in St. Louis County, Mo. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 124359 (Sub-No. 6), filed May 19, 1966. Applicant: WIL-HELEN, INC., 1409 16th Avenue, Greeley, Colo., 80631. Applicant's representative: Paul F. Sullivan, Colorado Building, 1341 G Street NW, Washington, D.C., 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Stair treads, floor and wall tile, linoleum and other floor coverings, and related materials and supplies used in the installation of the above*, from Middlefield, Ohio, and Newark and Kearney, N.J., to points in Bent, Boulder, Crowley, Denver, El Paso, Fremont, Jefferson, Kit Carson, Larimer, Las Animas, Mesa, Morgan, Otero, Pueblo, Sedgwick, and Weld Counties, Colo., and Lamar, Colo., points in Albany, Fremont, Goshen, Laramie, Natrona, Park, and Sheridan Counties, Wyo., Cheyenne, Kimball, Perkins, and Scottsbluff Counties, Nebr.,

and Rapid City, S. Dak., restricted to service performed under a continuing contract or contracts with the Western Corp. of Denver, Colo. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 124363 (Sub-No. 6) filed May 19, 1966. Applicant: DENVER PACIFIC EXPRESS, INC., 3737 Blake Street, Denver, Colo., 80205. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packing houses*, as described in appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from Phoenix, Ariz., to points in Washington, Oregon, California, Texas, Missouri, and Illinois. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 125420 (Sub-No. 11), filed May 12, 1966. Applicant: MERCURY TANKLINES LIMITED, Post Office Box 5858, South Edmonton, Alberta, Canada. Applicant's representative: J. F. Meglen, 207 Behner Building, 2822 3d Avenue North, Billings, Mont., 59103. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Alcoholic beverages*, in bulk, in tank vehicles, for the account of Canadian Park & Tilford Ltd., from the international boundary line between the United States and Canada at the port of entry, at or near Blaine, Wash., to Fresno, Calif. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Billings, Mont.

No. MC 125640 (Sub-No. 2) (Amendment), filed March 10, 1966, published FEDERAL REGISTER issue of April 7, 1966, amended May 26, 1966, and republished, as amended, this issue. Applicant: ATLANTIC-PACIFIC DRIVE-AWAYS, INC., 51 East 42d St., New York, N.Y. Applicant's representative: S. Harrison Kahn, 733 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used passenger automobiles*, in driveway service, between points in New York, New Jersey, Connecticut, Pennsylvania, and Massachusetts, on the one hand, and, on the other, points in the United States (except Alaska and Hawaii). **NOTE:** The purpose of this re-publication is to broaden the scope of the proposed operation. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 125717 (Sub-No. 7), filed May 19, 1966. Applicant: NORMAN JOSEPH CHOPLIN, doing business as JOE CHOPLIN, 1301 North Spring, Independence, Mo. Applicant's representative: Frank W. Taylor, Jr., 1221 Baltimore Avenue, Kansas City, Mo., 64105. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dairy replacement products*, from Kansas City, Mo., to points in Arkansas and Louisiana, and rejected, returned or damaged shipments, on return; and (2) *pulpboard*

boxes (other than corrugated), knocked down flat, from Garland, Tex., to Kansas City, Mo. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 127215 (Sub-No. 23), filed May 19, 1966. Applicant: KENDRICK CARTAGE CO., a corporation, Post Office Box 63, Salem, Ill. Applicant's representative: Thomas F. Kilroy, Colorado Building, 1341 G Street NW, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products, coal tar, and coal tar products*, in bulk, between points in Hamilton County, Ohio, on the one hand, and, on the other, points in Alabama, Florida, Georgia, Iowa, Indiana, Kansas, Kentucky, Louisiana, Mississippi, Missouri, Nebraska, Oklahoma, South Dakota, Tennessee, and Texas. **NOTE:** If a hearing is deemed necessary, applicant does not specify a location.

No. MC 127451 (Sub-No. 1), filed May 17, 1966. Applicant: A. D. GAVIN, E. P. GAVIN, and R. G. PEEL, a partnership, doing business as PEEL AND GAVIN TRUCKING CO., 6057 Braemar Street, South Burnaby, British Columbia, Canada. Applicant's representative: J. Stewart Black, 1322 Laburnum Street, Vancouver 9, British Columbia. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, lumber products, poles, and piling*, between Blaine, Sumas, or Lynden, Wash., at the international boundary between the United States and Canada, on the one hand, and, on the other, points in Whatcom, Skagit, Snohomish King, Lewis, Cowlitz, and Pierce Counties, Wash., and Portland, Oreg., on traffic originating at or destined to points in British Columbia, Canada. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 127505 (Sub-No. 4), filed May 19, 1966. Applicant: RALPH H. BOELK, doing business as R. H. BOELK TRUCK LINE, 1201 14th Avenue, Mendota, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, in tank vehicles), between points in Putnam County, Ill., on the one hand, and, on the other, points in Nebraska, Kansas, Minnesota, Iowa, Missouri, Wisconsin, Illinois, Michigan, Indiana, Ohio, and Kentucky. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 127505 (Sub-No. 5), filed May 19, 1966. Applicant: RALPH H. BOELK, doing business as R. H. BOELK TRUCK LINES, 1201 14th Avenue, Mendota, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Refractories and refractory products*, from points in Audrain, Calloway, and Montgomery Counties, Mo., to points in Illi-

inois and Indiana, on and north of U.S. Highway 36 (applicable to both states). Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 127535 (Sub-No. 3), filed May 19, 1966. Applicant: TROY NEWS COMPANY, INC., Post Office Box 696, Troy, N.Y. Applicant's representative: Charles W. Singer, Tower Suite 3600, 33 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Magazines, television guides, inserts, supplements, and parts*, between Albany and Troy, N.Y., on the one hand, and, on the other, Amsterdam, Schenectady, Glens Falls, Gloversville, Plattsburgh, Rochester, Saranac Lake, Saratoga Springs, Hudson, Kingston, Monticello, Middletown, Newburgh, Poughkeepsie, Syracuse, and Utica, N.Y.; Brattleboro, Burlington, and Rutland, Vt.; and West Lebanon and Keene, N.H. Note: Applicant states that it will transport exempt commodities on return. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127840 (Sub-No. 7), filed May 18, 1966. Applicant: MONTGOMERY TANK LINES, INC., 7727 South Kedzie Street, Chicago, Ill. Applicant's representative: Charles W. Singer, 33 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Compounds organic*, derived from inedible fatty materials, in bulk, in stainless steel tank vehicles, (1) from Mapleton, Ill., to Ossining, N.Y. and (2) from Ossining, N.Y., to McCook, Ill. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 127840 (Sub-No. 8), filed May 18, 1966. Applicant: MONTGOMERY TANK LINES, INC., 7727 South Kedzie, Chicago, Ill. Applicant's representative: Charles W. Singer, Tower Suite 3600, 33 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Corn products*, in bulk, in tank or hopper type vehicles, from Danville, Ill., to points in Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 127840 (Sub-No. 15), filed May 18, 1966. Applicant: MONTGOMERY TANK LINES, INC., 7727 South Kedzie, Chicago, Ill. Applicant's representative: Charles W. Singer, Tower Suite 3600, 33 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sugar and blends, mixtures and products thereof*, from Louisville, Ky., to points in Illinois, Indiana, Kentucky, Michigan, Missouri, Ohio, Tennessee, Virginia, and West Virginia. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 127840 (Sub-No. 18), filed May 19, 1966. Applicant: MONTGOMERY

TANK LINES, INC., 7727 South Kedzie Street, Chicago, Ill. Applicant's representative: Charles W. Singer, 33 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Synthetic plastics and resins*, in bulk, in tank vehicles, from Meredosia, Ill., to points in New Jersey, New York, Oklahoma, Massachusetts, Pennsylvania, and Texas, except points in Harris County. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 127840 (Sub-No. 19), filed May 19, 1966. Applicant: MONTGOMERY TANK LINES, INC., 7727 South Kedzie, Chicago, Ill. Applicant's representative: Charles W. Singer, Tower Suite 3600, 33 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, from Davenport, Iowa, and points within 5 miles thereof, to points in Illinois, Iowa, Minnesota, Missouri, and Wisconsin. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 127891 (Sub-No. 3), filed May 12, 1966. Applicant: M. C. SHUTT, doing business as GIRARD ELEVATOR CO., a corporation, Girard, Ill. Applicant's representative: Harvey B. Stephens, 714 First National Bank Building, Springfield, Ill., 62701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer materials, and ingredients*, in bulk, from Springfield, Ill., to points in Iowa, and *grain* from points in Iowa to Springfield, Ill. Note: If a hearing is deemed necessary, applicant requests it be held at Springfield, Ill.

No. MC 127933 (Sub-No. 1), filed May 18, 1966. Applicant: GLEN NYLANDER, doing business as NYLANDER TRANSIT, Brandon, Minn. Applicant's representative: Gene P. Johnson, 502 First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Jams, jellies and preserves*, from Fargo, N. Dak., to points in the United States (except Alaska and Hawaii); (2) *glass containers and jars, and cartons*, from Wheeling, W. Va.; Washington, Pa.; Ada and Muskogee, Okla.; and points in Illinois and Minnesota, to Fargo, N. Dak.; (3) *pectin*, from Kansas City, Kans., and Chicago, Ill., to Fargo, N. Dak.; (4) *citric acid*, from Chicago, Ill., and Minneapolis, Minn., to Fargo, N. Dak.; (5) *bottle closures, covers and caps*, from Chicago, Ill., and Wheeling, W. Va., to Fargo, N. Dak.; (6) *sugar*, from Billings, Mont., to Fargo, N. Dak.; and (7) *fresh iced and fresh frozen fruit*, from points in the United States (except Alaska and Hawaii) to Fargo, N. Dak. Note: If a hearing is deemed necessary, applicant requests it be held at Fargo, N. Dak.

No. MC 127949 (Sub-No. 1), filed April 28, 1966. Applicant: LOWELL G. KINNISON, doing business as KIN-

NISON TRUCK LINES, Post Office Box 381, Red Oak, Iowa, 51566. Applicant's representative: Clyde E. Herring, 640 Shoreham Building, Washington, D.C., 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as is dealt in by wholesale, retail and chain grocery and food business houses* (except commodities in bulk), from points in Alameda, Contra Costa, San Benito, San Francisco, San Joaquin, Santa Clara, and Stanislaus Counties, Calif., to Grand Island, Lincoln, and Omaha, Nebr., and Sioux City and Des Moines, Iowa, and *returned, damaged, and defective shipments* of the above-described commodities, and *empty containers* used in transporting such commodities, on return, restricted to service under continuing contracts with Kaplan Wholesale Grocer, Sioux City, Iowa; Omaha Institutional Service, Omaha, Nebr.; Skag-Way Department Stores, Inc., Grand Island, Nebr.; Hockenberg-Rubin Co., Des Moines, Iowa; and Bovis Coffee Tea & Spice Co., Sioux City, Iowa. Note: Applicant states it will also transport exempt agricultural products on return. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 128133 (Sub-No. 2), filed May 12, 1966. Applicant: H. HERSCHEL OMPS, Route 5, Winchester, Va. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, in bulk, in dump vehicles, from points in Allegheny and Garrett Counties, Md., and points in Mineral and Grant Counties, W. Va., to points in Frederick and Warren Counties, Va. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 128164 (Sub-No. 1), filed May 16, 1966. Applicant: BUEL I. LOWDER, 2710 Highway 96 East, Pueblo, Colo., 81001. Applicant's representative: Bert L. Penn, 30 South Emerson Street, Denver, Colo., 80209. 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, commodities injurious or contaminating to other lading, and household goods), between Pueblo, Colo., and Scott City, Kans., over Colorado State Highway 96 and Kansas State Highway 96, and return over the same route, serving the intermediate points of Blende, Baxter, Vineland, Avondale, North Avondale, Boone, Olney Springs, Crowley, Sugar City, Ordway, Arlington, Haswell, Eads, Chivington, Brandon, Sheridan Lake, and Towner, Colo.; and Tribune, Whitelaw, Selkirk, Leoti, Marienthal, and Modoc, Kans. Note: If a hearing is deemed necessary, applicant requests it be held at Pueblo, Colo.

No. MC 128187, filed May 5, 1966. Applicant: SOUTHERN NEW MEXICO WAREHOUSE, INC., 103 East Greene (Box 1416), Carlsbad, N. Mex., 88220. Authority sought to operate as a *com-*

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mon carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, household goods as defined by the Commission, commodities in bulk and commodities requiring special equipment) (1) between Carlsbad, N. Mex., and El Paso, Tex., over combined U.S. Highways 62 and 180, serving all intermediate points and the off-route points of Dell City, Tex., and Carlsbad Caverns, N. Mex., and those within 35 miles of Carlsbad, and (2) between Carlsbad, N. Mex., and Artesia, N. Mex., over U.S. Highway 285, serving all intermediate points and off-route point of Carlsbad Cavern, N. Mex., and those within 35 miles of Carlsbad. Note: If a hearing is deemed necessary, applicant requests it be held at Carlsbad, N. Mex.

No. MC 128196 (Sub-No. 1), filed May 17, 1966. Applicant: KARL ARTHUR WEBER, 2408 North 20th Drive, Phoenix, Ariz. Applicant's representative: Lester Engler, 400 West Camelback Road, Phoenix, Ariz., 85013. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: Lumber and wood products; restricted to wood building materials; between points in Arizona and ports of entry on the international boundary line between the United States and Mexico, on the one hand, and, on the other, points in California, Colorado, Idaho, New Mexico, Oklahoma, Oregon, Washington, Louisiana, Mississippi, and Texas. Note: If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz.

No. MC 128200 (Sub-No. 1), filed May 18, 1966. Applicant: BORDER TRANSFER & STORAGE CO., a corporation, 6979 Market Avenue, El Paso, Tex. Applicant's representative: Alan F. Wohlsteller, 1 Farragut Square South, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, between points in El Paso County, Tex., restricted to shipments having a prior or subsequent movement beyond said points in containers, and further restricted to pickup and delivery service incidental to and in connection with packing, crating, and containerization, or unpacking, uncrating, and decontainerization of such shipments. Note: If a hearing is deemed necessary, applicant requests it be held at El Paso, Tex.

No. MC 128202 (Sub-No. 1), filed May 16, 1966. Applicant: HARBOR SEAFOODS COMPANY, INC., Box 191, Wrangell, Alaska. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: General commodities, between Wrangell, Alaska, and Tacoma and Seattle, Wash. Note: If a hearing is deemed necessary, applicant requests it be held at Wrangell, Alaska.

No. MC 128214, filed May 18, 1966. Applicant: CHARLES M. READER, doing business as Q TRUCKING COMPANY, a corporation, Post Office Box 355, Nome, Alaska. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes,

transporting: General commodities, between points in that part of the Seward Peninsula of Alaska, bounded on the south by Norton Sound and the Bering Sea, on the west by the Bering Strait, on the north by Kotzebue Sound and the Arctic Ocean, and on the east by a line beginning at Selawik and extending in a southeasterly direction to Shaktoolik. Note: If a hearing is deemed necessary, applicant requests it be held at Fairbanks, Alaska.

No. MC 128215, filed May 17, 1966. Applicant: MARTIN TRAILER TOWERS, INC., 4038 Jefferson Highway, New Orleans, La., 70121. Applicant's representative: Harold R. Ainsworth, 2307 American Bank Building, New Orleans, La., 70130. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: House trailers or mobile homes, to be drawn by motive power, between points in Alabama, Arkansas, Florida, Louisiana, Mississippi, and Texas. Note: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 128216, filed May 16, 1966. Applicant: VALER LUPU, doing business as VALER TRANSPORTATION COMPANY, 18615 Dix Avenue, Melvindale, Mich. Applicant's representative: Rex Eames, 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: Malt beverages, (1) from St. Louis, Mo., and Columbus, Ohio, to Detroit, Pontiac, Monroe, and Jackson, Mich.; (2) from Fort Wayne, Ind., to Detroit and Pontiac, Mich.; and (3) from Sheboygan and La Crosse, Wis., to Detroit, Mich. Note: Applicant states that it presently holds contract carrier authority in MC 125608 and subs thereunder that is largely co-extensive with the common carrier authority sought above. Applicant further states that if the requested common carrier authority is granted, applicant proposes to tender its contract carrier authority for cancellation. If a hearing is deemed necessary, applicant requests it be held at Detroit or Lansing, Mich.

No. MC 128217, filed May 18, 1966. Applicant: REINHART MAYER, doing business as MAYER TRUCK LINE, 1205 South Riverside Drive, Jamestown, N. Dak. Applicant's representative: Gene P. Johnson, 502 First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) Iron and steel articles as described in Group III of appendix V to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, (a) from Broadview, Chicago, Chicago Heights, Granite City, and Sterling, Ill., and Duluth and Minneapolis, Minn., to points in Montana, North Dakota, and South Dakota, and (b) from Jamestown, N. Dak., to points in Montana and South Dakota, traffic from Broadview, Chicago, and Chicago Heights, Ill., and South Dakota is restricted to shipments moving in combination loads with shipments originating at Jamestown, N. Dak., and destined to points in South Dakota, and

(2) asphalt, asphalt roof shingles, roofing and accessories, from Phillipsburg, Kans., to points in North Dakota. Note: Applicant has common carrier Docket No. MC 120978 Sub 1, pending, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Fargo or Bismarck, N. Dak.

No. MC 128219, filed May 16, 1966. Applicant: SALVATORE T. ZIZZO, doing business as FRANKLIN TRUCK LINES, W 156 N8116 Pilgrim Road, Menomonee Falls, Wis. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: Insulation products, its raw materials and any parts or products used in producing insulation products, from Merton, Wis., to points in Wisconsin, Minnesota, South Dakota, Iowa, Illinois, Indiana, Ohio, and Michigan, and raw products and all materials used in making and maintaining an insulation manufacturing plant, on return. Note: If a hearing is deemed necessary, applicant requests it be held at Milwaukee, Wis.

No. MC 128220, filed May 16, 1966. Applicant: RALPH LATHEM, doing business as LATHEM TRUCKING COMPANY, Post Office Box 508, Burnside, Ky. Applicant's representative: Robert M. Pearce, Central Building, Bowling Green, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: Charcoal, charcoal briquettes, wood chips, vermiculite, lighter fluid, and associated items used or useful in the preparation of barbecue, from Burnside, Ky., to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee (except Knoxville), and rejected shipments, on return. Note: If a hearing is deemed necessary, applicant requests it to be held at Louisville, Ky.

No. MC 128224, filed May 19, 1966. Applicant: GEORGE F. JOHNSON, Rural Delivery No. 1, New Stanton, Pa. Applicant's representative: John A. Vuono, 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: Plastic mold steel and component parts thereof, between the Borough of Youngwood, Westmoreland County, Pa., on the one hand, and, on the other, Hillside, N.J., Detroit, Mich., Chicago, Ill., and Cleveland, Ohio. Note: Applicant states that the above proposed operation will be restricted to a service to be performed under a continuing contract or contracts with D-M-E Corp. If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 128227, filed May 18, 1966. Applicant: JOSEPH MISCH, doing business as HARTIG EXPRESS, 2301 Copepen Street, Cincinnati, Ohio, 45206. Applicant's representative: Eugene M. Malickin, 1825 Jefferson Place NW, Washington, D.C., 20036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: Such merchandise as is manufactured and distributed by drug

manufacturing companies, in packages, when moving from, to or between plants, warehouses, or other facilities of such companies, from points in Hamilton County, Ohio, to points in Campbell, Kenton, and Boone Counties, Ky., and Dearborn County, Ind., restricted to operations to be performed under a continuing contract or contracts with Parke, Davis & Co. of Detroit, Mich., and William S. Merrell Co. of Cincinnati, Ohio. Note: If a hearing is deemed necessary, applicant requests it be held at Cincinnati, Ohio, or Washington, D.C.

No. MC 128228, filed May 16, 1966. Applicant: H. F. LLOYD TRUCKING, INC., 410 Wicks Lane, Billings, Mont., 59101. Applicant's representative: Jerome Anderson, Suite 300, First National Bank Building, Billings, Mont., 59101. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, timbers, poles, posts and piling, plywood and hardboard*, between White Sulphur Springs, Mont., and points within 5 miles thereof, on the one hand, and, on the other, points in North Dakota, South Dakota, Nebraska, Kansas, Minnesota, Iowa, Wisconsin, Illinois, Indiana, and Utah. Note: If a hearing is deemed necessary, applicant requests it be held at Billings, Mont.

No. MC 128232, filed May 18, 1966. Applicant: DORRIS CLOUSE, Licking, Mo. Applicant's representative: B. W. LaTourette, Jr., Suite 1230, Boatmen's Bank Building, St. Louis, Mo., 63102. Authority sought to operate as a *contract carrier* by motor vehicle, over irregular routes, transporting: *Lumber, lumber products and pallets, poles, posts, and logs*, from points in Howell, Shannon, Texas, and Oregon Counties, Mo., to points in Illinois on and north of U.S. Highway 24 and points in Indiana on and north of U.S. Highway 24. Note: Applicant states the proposed transportation will be performed under a continuing contract with McVickers Lumber Co. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 128238, filed May 19, 1966. Applicant: DALE COURTER, 704 Mulberry Street, Valley Falls, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mill feeds in bags or sacks in bulk and agricultural chemicals in boxes, bottles, bags, sacks, and containers*, (1) from St. Joseph, Mo., to Valley Falls, Kans. (2) between farms in Jefferson, Atchison, Jackson, Brown, Leavenworth, Wyandotte, and Doniphan Counties, Kans. Note: If a hearing is deemed necessary, applicant requests it be held at Topeka, Kans.

No. MC 128240, filed May 19, 1966. Applicant: TRANS-CRAFT, INCORPORATED, Durham-Chapel Hill Boulevard, Durham, N.C. Applicant's representative: Harry C. Ames, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Boats*, from Miami and Jupiter, Fla., and Greenville, N.C., to points in Alabama, Connecticut, Del-

aware, Florida, Georgia, Louisiana, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Virginia, West Virginia, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 128241, filed May 16, 1966. Applicant: CHRIS DRAKOS, doing business as MONTANA BRAND PRODUCE CO., 160 Pacific Avenue, Salt Lake City, Utah. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Bananas* (2) *agricultural products* and those commodities embraced in section 203(b)(6) of Part II of the Interstate Commerce Act, when moving in the same vehicle with bananas, (1) from points in California to points in Utah, and (2) from points in Utah to points in Colorado, Idaho, Montana, and Wyoming. Note: Applicant states he will transport exempt commodities on return. If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 128243, filed May 19, 1966. Applicant: PARKWAY EXPEDITERS, INC., 1009 Second Avenue, Asbury Park, N.J. Applicant's representative: Charles J. Williams, 1060 Broad Street, Newark, N.J., 07102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Ironing boards, bed frames, and juvenile toys, games, and playtime goods such as rocking horses, snow discs, table and chair sets, rubber balls, and tricycles*, from the warehouse site of Parkway Expediters, Inc., at Asbury Park, N.J., to Philadelphia, Pa., New York, N.Y., and points in Suffolk and Nassau Counties, N.Y., and *returned shipments*, on return, under a continuing contract or contracts with Garton Toy Co. of Sheboygan, Wis., The Delphos Bending Co., of Delphos, Ohio, The Barr Rubber Products Co., of Sandusky, Ohio, Seymour Industries, Inc., of Seymour, Ind., and Blazon, Inc., of Akron, Ohio. Note: This application is filed with a Motion to Dismiss. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 84728 (Sub-No. 54), filed May 17, 1966. Applicant: SAFEWAY TRAILS, INC., 1200 Eye Street NW, Washington, D.C. Applicant's representative: James E. Wilson, 1735 K Street NW, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers* in the same vehicle with passengers, between junction Interstate Highway 95 and Virginia Highway 644 at Springfield, Va., and junction Interstate Highway 495 and Maryland Highway 97, as follows: From junction Interstate Highway 95 and Virginia Highway 644, over Interstate Highway 95 to junction Interstate Highway 495, thence over Interstate Highway 495 to junction Maryland Highway 97, and re-

turn over the same route, serving no intermediate points, but serving Exits 29, 27, 25, and 23 for joinder purposes only. Note: Applicant states that service to and from junction Interstate Highway 95 and Virginia Highway 644 and junction Interstate Highway 495 and Maryland Highway 97 is restricted to interchange services only. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 108531 (Sub-No. 9), filed May 19, 1966. Applicant: BLUE BIRD COACH LINES, INC., 502-504 North Barry Street, Olean, N.Y. Applicant's representative: Albert J. Tener, Bank of Jamestown Building, Jamestown, N.Y., 14701. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers*, in the same vehicle with passengers, between Port Allegany, Pa., and St. Marys, Pa., as follows: From Port Allegany, over U.S. Highway 6 to Kane, Pa., thence over Pennsylvania Highway 321 to Wilcox, Pa., thence over U.S. Highway 219 to Johnsonburg, Pa., thence over Pennsylvania Highway 255 to St. Marys, and return over the same route, serving all intermediate points. Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 116921 (Sub-No. 6), filed May 18, 1966. Applicant: WEST FORDHAM TRANSPORTATION CORP., Harriman, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage and express and newspapers*, in the same vehicle with passengers, between New York, N.Y., and Pittsfield, Mass.; from New York over city streets and highways to the Major Deegan Highway, thence over Major Deegan Highway to the Thomas E. Dewey Thruway, thence over Thomas E. Dewey Thruway to access roads leading to and from U.S. Highway 9, thence over access roadways to junction U.S. Highway 9, thence over U.S. Highway 9 to junction New York Highway 82 near Fishkill, N.Y., thence over New York Highway 82 to junction U.S. Highway 44, thence over U.S. Highway 44 to junction New York Highway 22 near Millerton, N.Y., thence over New York Highway 22 to junction New York Highway 23 near Hillsdale, N.Y., thence over New York Highway 23 to junction Massachusetts Highway 23 at the New York-Massachusetts State line, thence over Massachusetts Highway 23 to junction U.S. Highway 7, thence over U.S. Highway 7 to Pittsfield, Mass., and return over the same route, serving all intermediate points. Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 123473 (Sub-No. 5), filed May 18, 1966. Applicant: WEST HUNTERDON TRANSIT CO., INC., Routes 202 and 69, Flemington, N.J. Applicant's representative: Edward F. Bowes, 1060 Broad Street, Newark, N.J., 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular

## NOTICES

routes, transporting: *Passengers and their baggage and express and newspapers* in the same vehicles with passengers between Frenchtown, N.J., and the village of Upper Black Eddy, Pa., from Flemington, N.J., over N.J. Highway 12 to Frenchtown, thence (1) over Hunterdon County Highway 19 to Milford, N.J., thence, over the bridge between Milford and Upper Black Eddy to Upper Black Eddy, or (2) across the Frenchtown, Tinicum Township Bridge to Tinicum, Pa., thence, over Pennsylvania Highway 32 to Upper Black Eddy, and return over the same routes serving all intermediate points: Note: If a hearing is deemed necessary, applicant requests that it be held at Newark, N.J.

## APPLICATION FOR BROKERAGE LICENSE

No. MC 12739 (Sub-No. 2), filed May 17, 1966. Applicant: PEAK TOURS, INC., 142A North Franklin Street, Hempstead, N.Y., 11550. Applicant's representative: William D. Traub, 10 East 40th Street, New York, N.Y., 10016. For a license (BMC 5) to engage in operations as a *broker* at New York, N.Y., in arranging for the transportation by motor vehicle, in interstate or foreign commerce of *passengers and their baggage*, in the same vehicle, in round-trip, all expense tours, beginning and ending at New York, N.Y., and extending to points in the United States (except Alaska and Hawaii).

## FREIGHT FORWARDER APPLICATIONS

## FREIGHT FORWARDERS OF PROPERTY

No. FF-96 (Sub-No. 2) (New England Forwarding Company, Inc., Extension—Import-Export), filed May 18, 1966. Applicant: NEW ENGLAND FORWARDING COMPANY, INC., 20 Wyola Place, Boston, Mass., 02121. Applicant's representative: William J. Lippman, 1824 R Street NW, Washington, D.C., 20009. Authority sought under section 410, Part IV of the Interstate Commerce Act to extend operations as a freight forwarder, in interstate or foreign commerce, through use of the facilities of common carriers by railroad, express, water, and motor vehicle, in the transportation of: *General commodities*, between points in North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, and points in all States east thereof within the continental United States, including the District of Columbia, on the one hand, and, on the other, (1) all ports located on the Atlantic and Gulf Coasts of the United States; and (2) all airports located in North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas and in all States east thereof within the continental United States, including the District of Columbia, restricted to import and export shipments having an immediate prior or subsequent movement in foreign commerce.

No. FF-334 (The Furniture Transport Company, Inc., Freight Forwarder Application), filed May 19, 1966. Applicant: THE FURNITURE TRANSPORT COMPANY, INC., Furniture Row, Milford, Conn. Applicant's representative: Arthur J. Piken, 160-16 Jamaica 32, N.Y.

Authority sought under section 410, Part IV of the Interstate Commerce Act, for a permit to institute operation as a freight forwarder, in interstate or foreign commerce, in the transportation of *new furniture*, from manufacturers of furniture throughout the State of North Carolina, which merchandise is to be consolidated at Hickory and High Point, Lenoir, N.C., for pool car or pool truck movement to applicant's warehouse and rail siding at Milford, Conn., for distribution to furniture dealers, stores, and distributors throughout the New England States and the States of New York and New Jersey. Note: Applicant has also filed a Form BMC 78 application, assigned No. MC 67200 Sub 23, published this issue of the *FEDERAL REGISTER*. The application is also accompanied by a Petition to Dismiss.

## APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

No. MC 2229 (Sub-No. 139), filed May 17, 1966. Applicant: RED BALL MOTOR FREIGHT, INC., 3177 Irving Boulevard, Post Office Box 10837, Dallas, Tex., 75207. Applicant's representative: Charles D. Mathews (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities, including classes A and B explosives*, but (excluding household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), serving the plantsite of Magna American Corp., at or near Raymond, Miss., as an off-route point in connection with applicant's authorized regular route operations in certificate MC 2229 and subs thereto, coordinating this service with all authorized services under said certificates.

No. MC 2229 (Sub-No. 140), filed May 17, 1966. Applicant: RED BALL MOTOR FREIGHT, INC., 3177 Irving Boulevard, Post Office Box, 10837, Dallas, Tex., 75207. Applicant's representative: Charles D. Mathews (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities, including classes A and B explosives* (but excluding household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), serving the plantsite of St. Regis Paper Co. at or near Ferguson, Miss., as an off-route point in connection with applicant's authorized regular-route operations in MC 2229 and subs thereof, coordinating such service with all existing services under said certificates.

No. MC 42487 (Sub-No. 654), filed May 19, 1966. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Applicant's representative: Robert K. Lancefield (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A and B explosives*, between Curtiss and Tucson, Ariz. Note: Common control may be involved.

No. MC 111103 (Sub-No. 18), filed May 13, 1966. Applicant: PROTECTIVE MOTOR SERVICE COMPANY, INC., 725-29 South Broad Street, Philadelphia, Pa., 19147. Applicant's representative: Morris Cheston, Jr., Land Title Building, Philadelphia, Pa., 19110. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Exposed and processed film and prints, complementary replacement film, incidental dealer handling supplies and advertising literature* moving therewith (excluding motion picture film used primarily for commercial theater and television exhibition), between Philadelphia, Pa., on the one hand, and, on the other, points in Bucks and Lancaster Counties, Pa.; restricted to shipments having a prior or subsequent out-of-state movement.

No. MC 124553 (Sub-No. 2), filed May 19, 1966. Applicant: CLYDE S. HOLLAND, Sudith, Ky. Applicant's representative: Ollie L. Merchant, Suite 202, 140 South Fifth Street, Louisville, Ky., 40202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Feeds*, from Cincinnati, Ohio, to points in Morgan County, Ky., under contract with Mrs. Curtis Elliott, Denzil R. Elliott, Lowell S. Elliott, Emil L. Elliott, and Mrs. Barletta Sheets, a partnership, doing business as Morgan Farmers Store of West Liberty, Ky.

By the Commission.

[SEAL]

H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-6304; Filed, June 8, 1966;  
8:45 a.m.]

[Notice 933]

## MOTOR CARRIER OF PROPERTY

JUNE 6, 1966.

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 CARRIER OF PROPERTY

No. MC-F-9443. Authority sought for purchase by THE YOUNGSTOWN CARTAGE CO., 825 West Federal Street, Youngstown, Ohio, 44501, of the operating rights and property of DE ROSA TRANSPORTATION, INC., 1500 West 33d Street, Chicago, Ill., 60608, and for acquisition by WILLIAM F. WOLFF, also of Youngstown, Ohio, 44501, of control of such rights and property through the purchase. Applicants' attorney and representative: John P. McMahon, 100 East Broad Street, Columbus, Ohio, and Robert Cronin, 1 North La Salle Street, Chicago, Ill. 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

Chicago, Ill., and Delavan, Wis., serving all intermediate and certain off-route points; *general commodities*, with exceptions as stated above, over irregular routes, between Chicago, Ill. (not including points in Indiana lying within the Chicago, Ill., commercial zone as defined by the Commission), on the one hand, and, on the other, Libertyville and Grayslake, Ill., between points in Cook, McHenry, and Lake Counties, Ill., on the one hand, and, on the other, points in Kenosha and Walworth Counties, Wis., between Chicago, Ill., and points in Illinois within 25 miles of Chicago, and those in Lake County, Ind., on and north of U.S. Highway 30, on the one hand, and, on the other, certain specified points in Michigan, between points in Chicago, Ill., between Chicago, Ill., on the one hand, and, on the other, points in Illinois within 25 miles of Chicago; between points in Cook County, Ill., on the one hand, and, on the other, points in Lake and Porter Counties, Ind., on and north of U.S. Highway 30, between points in Cook County, Ill., on and south of U.S. Highway 34, and those in Lake County, Ind., on and north of U.S. Highway 30, on the one hand, and, on the other, points in Michigan on and south of U.S. Highway 12. *Restriction: Service is not authorized between Chicago, Ill., and Detroit, Mich. Vendee is authorized to operate as a common carrier in Pennsylvania, West Virginia, Ohio, New York, New Jersey, Michigan, Massachusetts, Rhode Island, Connecticut, Delaware, Maryland, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).*

By the Commission.

[SEAL]

H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-6342; Filed, June 8, 1966;  
8:48 a.m.]

[S.O. 981; 2d Rev. Pfahler's Car Dist. Dir. 4]

**BALTIMORE & OHIO RAILROAD CO.,  
AND SOO LINE RAILROAD CO.**

#### Boxcar Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Interstate Commerce Commission Service Order No. 981:

*It is ordered, That:*

(1) Each common carrier by railroad subject to the Interstate Commerce Act shall comply with the following distribution directions.

(a) The Baltimore & Ohio Railroad Co. shall deliver to the Soo Line Railroad Co. a weekly total of 175 empty, plain, serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships and cars included in Service Orders Nos. 983 and 985.

*It is further ordered, That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full*

delivery required for that period shall have been made.

*It is further ordered, That cars applied under this direction shall be so identified on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.*

(b) The carrier delivering the empty boxcars as described above must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m.

(c) The carrier receiving the cars described above must advise Agent R. D. Pfahler each Wednesday as to the number of cars received during the preceding week, ending each Sunday at 11:59 p.m.

(2) *Regulations suspended: The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.*

(3) *Effective date: This direction shall become effective at 12:01 a.m., June 6, 1966.*

(4) *Expiration date: This direction shall expire at 11:59 p.m., July 3, 1966, unless otherwise modified, changed, or suspended by order of this Commission.*

*It is further ordered, That a copy of this direction 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 that notice of this direction be given to the general public by depositing a copy in the Office of the Secretary of the Commission in Washington, D.C., and by filing it with the Director, Office of the Federal Register.*

Issued at Washington, D.C., June 3, 1966.

INTERSTATE COMMERCE  
COMMISSION,

R. D. PFAHLER,  
Agent.

[F.R. Doc. 66-6343; Filed, June 8, 1966;  
8:48 a.m.]

[S.O. 981; Pfahler's Car Dist. Dir. 11]

**LOUISVILLE & NASHVILLE RAILROAD  
CO. AND CHICAGO & NORTH  
WESTERN RAILWAY CO.**

#### Boxcar Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Interstate Commerce Commission Service Order No. 981:

*It is ordered, That:*

(1) Each common carrier by railroad subject to the Interstate Commerce Act shall comply with the following distribution directions:

(a) The Louisville & Nashville Railroad Co. shall deliver to the Chicago & North Western Railway Co. a weekly total of 175 empty plain serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships and cars included in Service Orders Nos. 983 and 985.

*It is further ordered, That the rate of delivery specified in this direction shall*

be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

*It is further ordered, That cars applied under this direction shall be so identified on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.*

(b) The carrier delivering the empty boxcars as described above must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m.

(c) The carrier receiving the cars described above must advise Agent R. D. Pfahler each Wednesday as to the number of cars received during the preceding week, ending each Sunday at 11:59 p.m.

(2) *Regulations suspended: The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.*

(3) *Effective date: This direction shall become effective at 12:01 a.m., June 6, 1966.*

(4) *Expiration date: This direction shall expire at 11:59 p.m., July 3, 1966, unless otherwise modified, changed, or suspended by order of this Commission.*

*It is further ordered, That a copy of this direction 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 that notice of this direction be given to the general public by depositing a copy in the Office of the Secretary of the Commission in Washington, D.C., and by filing it with the Director, Office of the Federal Register.*

Issued at Washington, D.C., June 3, 1966.

INTERSTATE COMMERCE  
COMMISSION,

R. D. PFAHLER,  
Agent.

[F.R. Doc. 66-6344; Filed, June 8, 1966;  
8:48 a.m.]

[S.O. 981; 2d Rev. Pfahler's Car Dist. Dir. 8]

**PENNSYLVANIA RAILROAD CO. AND  
SOO LINE RAILROAD CO.**

#### Boxcar Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Interstate Commerce Commission Service Order No. 981:

*It is ordered, That:*

(1) Each common carrier by railroad subject to the Interstate Commerce Act shall comply with the following distribution directions:

(a) The Pennsylvania Railroad Co. shall deliver to the Soo Line Railroad Co. a weekly total of 175 empty plain serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships and cars included in Service Orders Nos. 983 and 985.

*It is further ordered, That the rate of delivery specified in this direction shall*

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*It is further ordered.* That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

*It is further ordered.* That cars applied under this direction shall be so identified on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.

(b) The carrier delivering the empty boxcars as described above must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m.

(c) The carrier receiving the cars described above must advise Agent R. D. Pfahler each Wednesday as to the number of cars received during the preceding week, ending each Sunday at 11:59 p.m.

(2) Regulations suspended: The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.

(3) Effective date: This direction shall become effective at 12:01 a.m., June 6, 1966.

(4) Expiration date: This direction shall expire at 11:59 p.m., July 3, 1966, unless otherwise modified, changed or suspended by order of this Commission.

*It is further ordered.* That a copy of this direction 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 that notice of this direction be given to the general public by depositing a copy in the Office of the Secretary of the Commission in Washington, D.C., and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., June 3, 1966.

INTERSTATE COMMERCE  
COMMISSION,  
R. D. PFAHLER,  
Agent.

[F.R. Doc. 66-6345: Filed, June 8, 1966;  
8:48 a.m.]

## CUMULATIVE LIST OF PARTS AFFECTED—JUNE

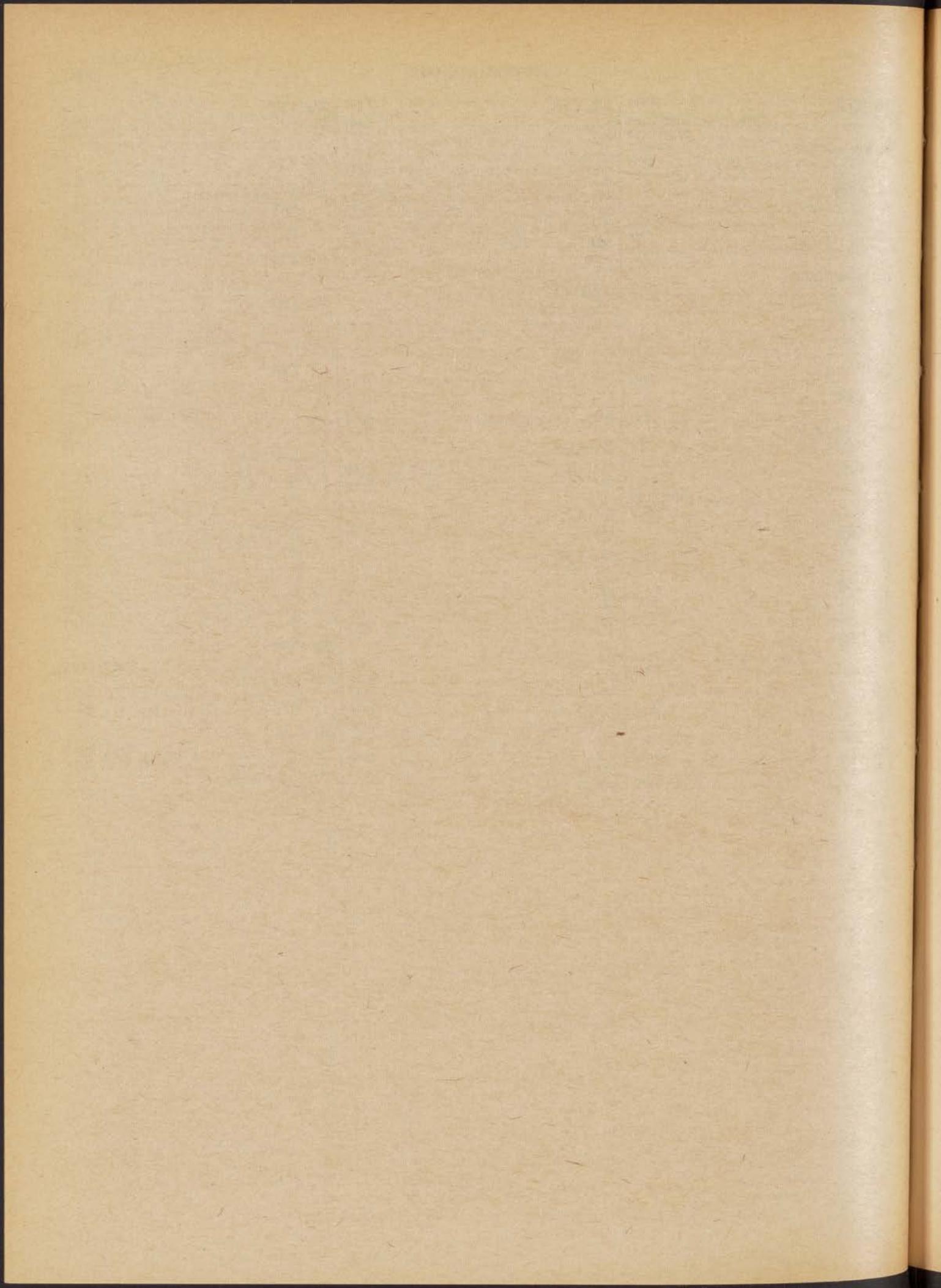
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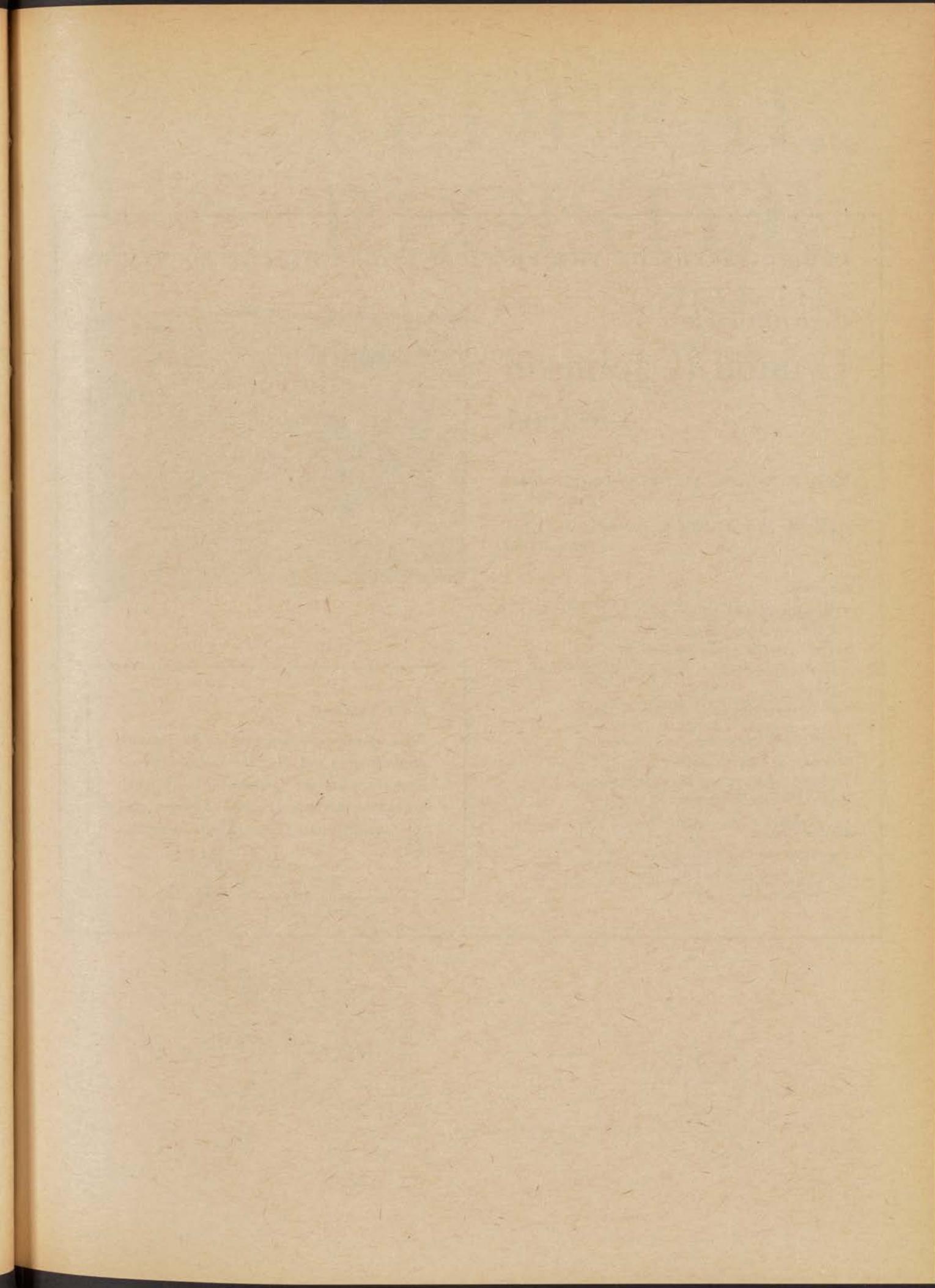
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