

FEDERAL REGISTER

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Pages 9587-9638

(Part II begins on page 9627)

Agencies in this issue—

The President
Agricultural Research Service
Atomic Energy Commission
Civil Aeronautics Board
Commodity Credit Corporation
Consumer and Marketing Service
Federal Aviation Agency
Federal Communications Commission
Federal Maritime Commission
Federal Power Commission
Food and Drug Administration
Foreign Assets Control Office
General Services Administration
Interagency Textile Administrative
Committee
Interior Department
Interstate Commerce Commission
Land Management Bureau
Maritime Administration
National Park Service
Small Business Administration
Special Representative for Trade
Negotiations Office
Treasury Department
Veterans Administration

Detailed list of Contents appears inside.



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[Revised as of January 1, 1966]

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Contents

THE PRESIDENT

PROCLAMATION

Fire Prevention Week, 1966..... 9591

EXECUTIVE AGENCIES

AGRICULTURAL RESEARCH SERVICE

Rules and Regulations

Overtime services relating to imports and exports; commuted travel time allowances..... 9593

AGRICULTURE DEPARTMENT

See Agricultural Research Service; Commodity Credit Corporation; Consumer and Marketing Service.

ATOMIC ENERGY COMMISSION

Notices

Certifications:

Bush, Dr. Spencer H..... 9610
Hanauer, Dr. Stephen H..... 9610
Monson, Dr. Harry O..... 9611
Okrent, Dr. David..... 9611
Palladino, Nunzio J..... 9611
Thompson, Dr. Theos J..... 9611

Puerto Rico Water Resources Authority; issuance of operating authorization..... 9610

CIVIL AERONAUTICS BOARD

Notices

Hearings, etc.:

British Overseas Airways Corp... 9611
Frontier Airlines, Inc..... 9611
International Air Transport Association..... 9612

COMMERCE DEPARTMENT

See Maritime Administration.

COMMODITY CREDIT CORPORATION

Rules and Regulations

Grain price support resale loan program; 1966-67 storage period supplement..... 9600
Wheat; 1966 loan and purchase program..... 9594

CONSUMER AND MARKETING SERVICE

Rules and Regulations

Milk in suburban St. Louis marketing area; handling..... 9593

FEDERAL AVIATION AGENCY

Rules and Regulations

Control zone and transition area; alteration..... 9602
Federal airways; alteration; correction..... 9602

Proposed Rule Making

Control zones and transition areas:
Proposed alteration..... 9606
Proposed alteration and revocation..... 9607

FEDERAL COMMUNICATIONS COMMISSION

Rules and Regulations

Frequency allocations and treaty matters; miscellaneous amendments..... 9603

Proposed Rule Making

Ship radiotelephone stations which operate on VHF; permission to operate on more than one public correspondence frequency..... 9607

Notices

Hearings, etc.:

Gould, Charles M..... 9613
Jupiter Associates, Inc., and Somerset County Broadcasting Co..... 9613
McCulloch County Translator Co-op, et al..... 9613

FEDERAL MARITIME COMMISSION

Notices

Agreements filed for approval:

M.A.N.Z. and Sea-Land Service, Inc..... 9615
Sea-Land Service, Inc., and Azta Shipping Co..... 9615
States Steamship Co., and Bank Line, Ltd..... 9615
All Nations Forwarding Co.; revocation of license..... 9615

FEDERAL POWER COMMISSION

Notices

Hearings, etc.:

Abercrombie, A. L., et al..... 9616
Atlantic Seaboard Corp..... 9617
El Paso Products Co..... 9618
Hartford Electric Light Co..... 9618
Northern Natural Gas Co..... 9618
Sunray DX Oil Co., et al..... 9617
Wisconsin Public Service Corp..... 9618

FOOD AND DRUG ADMINISTRATION

Rules and Regulations

Edam cheese; amendment of identity standard regarding coating colors..... 9602

Notices

Rohm and Haas Co.; notice of filing of petition regarding pesticides..... 9610

FOREIGN ASSETS CONTROL OFFICE

Notices

Importation of certain merchandise directly from Republic of Indonesia; available certifications..... 9609

GENERAL SERVICES ADMINISTRATION

Rules and Regulations

Standard safety devices for automotive vehicles..... 9628

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

See Food and Drug Administration.

INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

Notices

Certain cotton textiles; announcement of ITAC actions..... 9619

INTERIOR DEPARTMENT

See also Land Management Bureau; National Park Service.

Notices

Delegations of authority:
Commissioner of Indian Affairs... 9610
Solicitor, Department of the Interior..... 9610

INTERSTATE COMMERCE COMMISSION

Notices

Fourth section applications for relief..... 9622
Motor carrier transfer proceedings..... 9622

LAND MANAGEMENT BUREAU

Rules and Regulations

New Mexico; public land order... 9601

Notices

Colorado; proposed withdrawal and reservation of lands..... 9609

MARITIME ADMINISTRATION

Notices

Bankers Trust Co.; notice of approval of applicant as trustee... 9610

NATIONAL PARK SERVICE

Notices

Texas; jurisdiction over lands and waters at Padre Island National Seashore..... 9609

(Continued on next page)

SMALL BUSINESS ADMINISTRATION

Notices

Newark Regional Office; delegation of authority to conduct program activities.....	9621
North Dakota; declaration of disaster area.....	9622

SPECIAL REPRESENTATIVE FOR TRADE NEGOTIATIONS OFFICE

Notices

Tariff Information Committee; consideration of an international agreement on antidumping.....	9619
-----------------------------------------------------------------------------------------------	------

TREASURY DEPARTMENT

See also Foreign Assets Control Office.

Notices

Shoes from Poland; notice of intent to discontinue investigation and to make determination that no sales exist below fair market value.....	9609
---------------------------------------------------------------------------------------------------------------------------------------------	------

VETERANS ADMINISTRATION

Rules and Regulations

Waiver of overpayments.....	9605
-----------------------------	------

List of CFR Parts Affected

(Codification Guide)

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date appears at the end of each issue beginning with the second issue of the month.

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1966, and specifies how they are affected.

3 CFR

PROCLAMATION:	
3733.....	9591
EXECUTIVE ORDERS:	
June 24, 1914 (revoked in part by PLO 4048).....	9601
July 10, 1919 (revoked in part by PLO 4048).....	9601
April 17, 1926 (revoked in part by PLO 4048).....	9601

7 CFR

354.....	9593
1032.....	9593
1421 (2 documents).....	9594, 9600

14 CFR

71 (2 documents).....	9602
PROPOSED RULES:	
71 (2 documents).....	9606, 9607
21 CFR	
19.....	9602

38 CFR

3.....	9605
--------	------

41 CFR

101-29.....	9628
-------------	------

43 CFR

PUBLIC LAND ORDERS:	
4048.....	9601

47 CFR

2.....	9603
PROPOSED RULES:	
83.....	9607

Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3733

FIRE PREVENTION WEEK, 1966

By the President of the United States of America

A Proclamation

Destructive fires—many of which could be avoided by eliminating known fire hazards—result in the tragic waste of life, property, and irreplaceable natural resources.

Inevitably such fires bring sorrow and financial difficulties to many families.

The toll of life and property occasioned by fire has been sharply reduced in those communities where fire prevention programs have been conducted.

Further progress is essential. Further progress can be made if every individual assumes the responsibility for removing the hazards and reforming the habits which cause fires.

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, do hereby designate the week beginning October 9, 1966, as Fire Prevention Week.

I urge State and local governments, the Chamber of Commerce of the United States, the American Red Cross, the National Fire Protection Association, and business, labor, farm and youth organizations, as well as schools, civic groups, and public information agencies to observe Fire Prevention Week, to provide useful fire safety information to the public, and to enlist the active participation of all citizens in year-round fire prevention programs.

I bid all citizens to support earnestly the fire prevention and control efforts of their community fire departments.

I also direct the appropriate Federal agencies to assist in this effort to reduce the needless waste of life and property caused by preventable fires.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this twelfth day of July in the year of our Lord nineteen hundred and sixty-six, and of the [SEAL] Independence of the United States of America the one hundred and ninety-first.

LYNDON B. JOHNSON

By the President:

DEAN RUSK,
Secretary of State.

[F.R. Doc. 66-7764; Filed, July 13, 1966; 2:02 p.m.]

Presidential Documents

Rules and Regulations

Title 7—AGRICULTURE

Chapter III—Agricultural Research Service, Department of Agriculture

PART 354—OVERTIME SERVICES RELATING TO IMPORTS AND EXPORTS

Commuted 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, April 23, 1966, June 9, 1966 (31 F.R. 1052, 4722, 6247, 8113), prescribing the commuted travel time that shall be included in each period of overtime duty are hereby amended by deleting from and adding to the "lists" therein as follows:

§ 354.2 Administrative instructions prescribing commuted travel time.

WITHIN METROPOLITAN AREA

ONE HOUR

Delete: Tecate, Calif.

* * * * *

TWO HOURS

Add: Tecate, Calif.

* * * * *

OUTSIDE METROPOLITAN AREA

ONE HOUR

Delete: Amon Carter Field (served from Dallas, Tex.).

Add: Alamo, Tex. (served from Hidalgo, Tex.). Falcon Heights, Tex. (served from Roma, Tex.).

Add: Greater Southwest International Airport (served from Dallas, Tex.). Pharr, Tex. (served from Hidalgo, Tex.). Rio Grande City, Tex. (served from Roma, Tex.). San Juan, Tex. (served from Hidalgo, Tex.).

* * * * *

TWO HOURS

Add: Edinburg, Tex. (served from Hidalgo, Tex.). La Feria, Tex. (served from Hidalgo, Tex.). Mercedes, Tex. (served from Hidalgo, Tex.).

* * * * *

THREE HOURS

Add: Any undesignated Arizona port served from Nogales, Ariz.

* * * * *

FOUR HOURS

Add: Point Comfort, Tex. (served from Corpus Christi, Tex.). Port Lavaca, Tex. (served from Corpus Christi, Tex.).

* * * * *

FIVE HOURS

Delete: Port Comfort, Tex. (served from Corpus Christi, Tex.). Port Lavaca, Tex. (served from Corpus Christi, Tex.).

Add: Phoenix, Ariz. (served from Nogales, Ariz.).

* * * * *

These commuted travel time periods have 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 July 15, 1966.

Done at Hyattsville, Md., this 12th day of July, 1966.

[SEAL]

F. A. JOHNSTON,
Director, Plant Quarantine Division.

[F.R. Doc. 66-7710; Filed, July 14, 1966; 8:47 a.m.]

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

[Milk Order 32]

PART 1032—MILK IN THE SUBURBAN ST. LOUIS MARKETING AREA

Order Amending Order

§ 1032.0 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 Suburban St. Louis 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.* (1) It is necessary in the public interest to make this order amending the order effective not later than August 1, 1966. Any delay beyond that date would tend to disrupt the orderly marketing of milk in the marketing area.

(2) The provisions of the said order are known to handlers. The recommended decision of the Deputy Administrator, Regulatory Programs, was issued April 26, 1966, and the decision of the Secretary containing all amendment provisions of this order was issued June 16, 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 August 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 Suburban St. Louis 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 1032.14(b) (2), (4), and (5) are revised and a new subparagraph (6) is added to read as follows:

§ 1032.14 Producer milk.

(b) * * *

(2) Milk of a producer diverted from a pool plant to a nonpool plant(s) at which the handling of milk is not fully subject to the pricing and pooling provisions of another order issued pursuant to the Act on any day during the months of May and June and in any other month for not more than 8 days of production of producer milk by such producer;

(4) Milk diverted for the account of a handler in his capacity as operator of a pool plant shall be deemed to have been received at the pool plant from which diverted, except as provided in subparagraph (6) of this paragraph;

(5) Milk diverted for the account of a cooperative association shall be deemed to have been received by the cooperative association at a pool plant at the location of the pool plant from which diverted, except as provided in subparagraph (6) of this paragraph; and

(6) For pricing purposes milk diverted pursuant to subparagraph (2) of this paragraph, to a plant located more than 50 miles (by the shortest highway distance as determined by the market administrator) from the pool plant from which diverted, shall be deemed to be received by the diverting handler at the location of the plant to which diverted. (Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Effective date. August 1, 1966.

Signed at Washington, D.C., on: July 12, 1966.

GEORGE L. MEHREN,
Assistant Secretary.

[F.R. Doc. 66-7721; Filed, July 14, 1966; 8:47 a.m.]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[CCC Grain Price Support Regs., 1966 Crop Wheat Supplement]

PART 1421—GRAINS AND SIMILARLY HANDLED COMMODITIES

Subpart—1966 Crop Wheat Loan and Purchase Program

The General Regulations Governing Price Support for the 1964 and Subsequent Crops (Revision 1) (31 F.R. 5941)

and the 1966 and Subsequent Crops Wheat Supplement (31 F.R. 9414) which contain regulations of a general nature with respect to price support operations are further supplemented for the 1966 crop of wheat as follows:

- Sec.
- 1421.2175 Availability.
- 1421.2176 Compliance requirements.
- 1421.2177 Warehouse charges.
- 1421.2178 Maturity of loans.
- 1421.2179 Support rates, premiums and discounts.

AUTHORITY: The provisions of this subpart issued under sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 107, 401, 63 Stat. 1051, 1054; 15 U.S.C. 714c, 7 U.S.C. 1441, 1421.

§ 1421.2175 Availability.

A producer desiring a price support loan must request a loan on his eligible wheat on or before April 30, 1967, on wheat stored in Idaho, Minnesota, Montana, North Dakota, Oregon, Washington, and Wyoming, and on or before March 31, 1967, on wheat stored in all other States. To obtain price support through a sale to CCC, a producer must give the appropriate ASCS county office notice of his intent to sell his eligible wheat to CCC on or before May 31, 1967, for wheat stored in the States named in this section and on or before April 30, 1967, for wheat stored in any other State.

§ 1421.2176 Compliance requirements.

A producer shall be eligible for a loan or purchase if he is eligible to receive wheat marketing certificates on wheat of the 1966 crop on the farm on which the wheat tendered for loan or purchase is produced under the Regulations Pertaining to Farm Acreage Allotments, Yields, Wheat Diversion, and Wheat Certificate Programs for the Crop Years 1966 Through 1969 issued as separate regulations under Part 728 of this Title 7 (see 31 F.R. 8758, June 24 1966).

§ 1421.2177 Warehouse charges.

Subject to the provisions of § 1421.2169, the following schedule of deductions for wheat stored in an approved warehouse operating under the Uniform Grain Storage Agreement shall apply:

SCHEDULE OF DEDUCTIONS FOR STORAGE CHARGES BY MATURITY DATES

Maturity date of April 30, 1967	Deduction (cents per bushel)	Maturity date of May 31, 1967
Prior to May 16, 1966	13	Prior to June 16, 1966
May 16-June 12, 1966	12	June 16-July 13, 1966
June 13-July 10, 1966	11	July 14-Aug. 10, 1966
July 11-Aug. 7, 1966	10	Aug. 11-Sept. 7, 1966
Aug. 8-Sept. 4, 1966	9	Sept. 8-Oct. 5, 1966
Sept. 5-Oct. 2, 1966	8	Oct. 6-Nov. 2, 1966
Oct. 3-Oct. 30, 1966	7	Nov. 3-Nov. 30, 1966
Oct. 31-Nov. 27, 1966	6	Dec. 1-Dec. 28, 1966
Nov. 28-Dec. 25, 1966	5	Dec. 29, 1966-Jan. 25, 1967
Dec. 26, 1966-Jan. 22, 1967	4	Jan. 26-Feb. 22, 1967
Jan. 23-Feb. 19, 1967	3	Feb. 23-Mar. 22, 1967
Feb. 20-Mar. 19, 1967	2	Mar. 23-Apr. 19, 1967
Mar. 20-Apr. 30, 1967	1	Apr. 20-May 31, 1967

¹ Date storage charges start, all dates inclusive.

§ 1421.2178 Maturity of loans.

Loans mature on demand but not later than: May 31, 1967 on wheat stored in the States of Idaho, Minnesota, Montana, North Dakota, Oregon, Washington, and Wyoming; April 30, 1967, on wheat stored in all other States.

§ 1421.2179 Support rates, premiums and discounts.

(a) Basic support rates (terminals). Basic support rates for loan and settlement purposes for grade No. 1 wheat stored in approved warehouses at the terminal markets listed below are as follows:

Terminal Market	Rate per bushel
Astoria, Oreg	\$1.46
Portland, Oreg	1.46
Kalama, Wash	1.46
Longview, Wash	1.46
Seattle, Wash	1.46
Tacoma, Wash	1.46
Vancouver, Wash	1.46
Long Beach, Calif	1.54
Los Angeles, Calif	1.54
Oakland, Calif	1.54
San Francisco, Calif	1.54
Stockton, Calif	1.54
Wilmingon, Calif	1.54
Louisville, Ky	1.48
Memphis, Tenn	1.48
Atchison, Kans	1.43
Council Bluffs, Iowa	1.43
Kansas City, Kans	1.43
Kansas City, Mo	1.43
St. Joseph, Mo	1.43
Omaha, Nebr	1.43
Sioux City, Iowa	1.43
Calro, Ill	1.49
Chicago, Ill	1.49
East St. Louis, Ill	1.49
Milwaukee, Wis	1.49
St. Louis, Mo	1.49
Duluth, Minn	1.56
Minneapolis, Minn	1.56
St. Paul, Minn	1.56
Superior, Wis	1.56
Albany, N.Y	1.64
Baltimore, Md	1.64
Norfolk, Va	1.64
Philadelphia, Pa	1.64
New York, N.Y	1.64
Corpus Christi, Tex	1.67
Galveston, Tex	1.67
Houston, Tex	1.67
Beaumont, Tex	1.67
Port Arthur, Tex	1.67
New Orleans, La	1.67
Baton Rouge, La	1.67

(b) Basic support rates (counties). Basic county support rates per bushel for loan and settlement purposes for farm-stored and country warehouse-stored wheat are established for wheat grading No. 1 and are as follows:

ALABAMA		Rate per bushel	
County	Rate per bushel	Rate per bushel	
All counties		\$1.95	
ARIZONA			
County	Rate per bushel	County	Rate per bushel
Apache	\$0.96	Mohave	\$1.02
Cochise	1.25	Navajo	.96
Coconino	.96	Pima	1.30
Gila	1.03	Pinal	1.23
Graham	1.18	Santa Cruz	1.27
Greenlee	1.03	Yavapai	.99
Maricopa	1.33	Yuma	1.35

RULES AND REGULATIONS

9595

ARKANSAS

County	Rate per bushel	County	Rate per bushel
Arkansas	\$1.36	Lee	\$1.39
Ashley	1.34	Lincoln	1.34
Baxter	1.24	Little River	1.34
Benton	1.19	Logan	1.20
Boone	1.22	Lonoke	1.36
Bradley	1.33	Madison	1.20
Calhoun	1.32	Marion	1.23
Carroll	1.19	Miller	1.35
Chicot	1.35	Mississippi	1.39
Clark	1.31	Monroe	1.38
Clay	1.36	Montgomery	1.24
Cleburne	1.36	Nevada	1.33
Cleveland	1.30	Newton	1.22
Columbia	1.35	Ouachita	1.33
Conway	1.33	Perry	1.25
Craighead	1.38	Phillips	1.33
Crawford	1.20	Pike	1.25
Crittenden	1.41	Poinsett	1.40
Cross	1.40	Polk	1.24
Dallas	1.31	Pope	1.24
Desha	1.35	Prairie	1.37
Drew	1.34	Pulaski	1.35
Faulkner	1.34	Randolph	1.37
Franklin	1.21	St. Francis	1.40
Fulton	1.29	Saline	1.29
Garland	1.28	Scott	1.24
Grant	1.30	Searcy	1.23
Greene	1.37	Sebastian	1.23
Hempstead	1.34	Sevier	1.26
Hot Spring	1.29	Sharp	1.29
Howard	1.26	Stone	1.27
Independence	1.32	Union	1.35
Izard	1.26	Van Buren	1.33
Jackson	1.36	Washington	1.20
Jefferson	1.35	White	1.37
Johnson	1.23	Woodruff	1.38
Lafayette	1.35	Yell	1.24
Lawrence	1.37		

CALIFORNIA

County	Rate per bushel	County	Rate per bushel
Alameda	\$1.41	Placer	\$1.40
Alpine	1.30	Plumas	1.30
Amador	1.41	Riverside	1.36
Butte	1.38	Sacramento	1.41
Calaveras	1.41	San Benito	1.39
Colusa	1.40	San Bernar-	
Contra Costa	1.41	dino	1.39
El Dorado	1.38	San Diego	1.35
Fresno	1.39	San Joaquin	1.43
Glenn	1.39	San Luis	
Humboldt	1.24	Obispo	1.35
Imperial	1.37	San Mateo	1.41
Inyo	1.20	Santa Barbara	1.34
Kern	1.38	Santa Clara	1.40
Kings	1.39	Santa Cruz	1.38
Lake	1.36	Shasta	1.28
Lassen	1.23	Sierra	1.22
Los Angeles	1.40	Siskiyou	1.28
Madera	1.41	Solano	1.40
Marin	1.41	Sonoma	1.40
Mariposa	1.42	Stanislaus	1.42
Mendocino	1.32	Sutter	1.39
Merced	1.42	Tehama	1.33
Modoc	1.27	Tulare	1.38
Mono	1.16	Tuolumne	1.42
Monterey	1.37	Ventura	1.39
Napa	1.40	Yola	1.41
Orange	1.39	Yuba	1.39

COLORADO

County	Rate per bushel	County	Rate per bushel
Adams	\$1.11	Douglas	\$1.11
Alamosa	.94	Eagle	.93
Arapahoe	1.11	Elbert	1.11
Archuleta	.94	El Paso	1.11
Baca	1.13	Fremont	1.04
Bent	1.12	Garfield	.93
Boulder	1.11	Grand	.95
Chaffee	.93	Huerfano	1.06
Cheyenne	1.13	Jackson	.97
Conejos	.93	Jefferson	1.11
Costilla	.95	Kiowa	1.13
Crowley	1.11	Kit Carson	1.13
Custer	1.02	La Plata	.94
Delta	.92	Larimer	1.11
Denver	1.11	Las Animas	1.10
Dolores	.94	Lincoln	1.11

COLORADO—Continued

County	Rate per bushel	County	Rate per bushel
Logan	\$1.11	Pueblo	\$1.11
Mesa	.93	Rio Blanco	.94
Moffat	.95	Rio Grande	.93
Montezuma	.94	Routt	.95
Montrose	.92	Saguache	.93
Morgan	1.11	San Miguel	.92
Otero	1.11	Sedgwick	1.14
Ouray	.92	Summit	.93
Phillips	1.13	Washington	1.11
Pitkin	.93	Weld	1.11
Prowers	1.13	Yuma	1.13

CONNECTICUT

All counties	\$1.42
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DELAWARE

Kent	\$1.47	Sussex	\$1.46
New Castle	1.47		

FLORIDA

All counties	\$1.38
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GEORGIA

All counties	\$1.38
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IDAHO

County	Rate per bushel	County	Rate per bushel
Ada	\$1.17	Gem	\$1.17
Adams	1.17	Gooding	1.15
Bannock	1.13	Idaho	1.20
Bear Lake	1.10	Jefferson	1.10
Benewah	1.23	Jerome	1.16
Bingham	1.11	Kottental	1.22
Blaine	1.13	Latah	1.23
Boise	1.17	Lemhi	1.10
Bonner	1.16	Lewis	1.20
Bonneville	1.10	Lincoln	1.14
Boundary	1.15	Madison	1.09
Butte	1.11	Minidoka	1.16
Camas	1.13	Nez Perce	1.23
Canyon	1.17	Oneida	1.15
Caribou	1.12	Owyhee	1.17
Cassia	1.16	Payette	1.17
Clark	1.08	Power	1.13
Clearwater	1.20	Shoshone	1.11
Custer	1.11	Teton	1.07
Elmore	1.16	Twin Falls	1.18
Franklin	1.15	Valley	1.16
Fremont	1.08	Washington	1.17

ILLINOIS

County	Rate per bushel	County	Rate per bushel
Adams	\$1.30	Iroquois	\$1.35
Alexander	1.32	Jackson	1.35
Bond	1.35	Jasper	1.32
Boone	1.35	Jefferson	1.35
Brown	1.30	Jersey	1.36
Bureau	1.34	Jo Daviess	1.31
Calhoun	1.35	Johnson	1.23
Carroll	1.33	Kane	1.36
Cass	1.27	Kankakee	1.35
Champaign	1.32	Kendall	1.36
Christian	1.32	Knox	1.32
Clark	1.30	Lake	1.35
Clay	1.27	LaSalle	1.35
Clinton	1.34	Lawrence	1.26
Coles	1.30	Lee	1.35
Cook	1.36	Livingston	1.34
Crawford	1.30	Logan	1.29
Cumberland	1.32	McDonough	1.28
De Kalb	1.35	McHenry	1.35
DeWitt	1.30	McLean	1.32
Douglas	1.30	Macon	1.33
DuPage	1.36	Macoupin	1.35
Edgar	1.28	Madison	1.36
Edwards	1.32	Marion	1.35
Effingham	1.33	Marshall	1.33
Fayette	1.35	Mason	1.29
Ford	1.33	Massac	1.28
Franklin	1.35	Menard	1.30
Fulton	1.31	Mercer	1.32
Gallatin	1.26	Monroe	1.35
Greene	1.36	Montgomery	1.35
Grundy	1.36	Morgan	1.31
Hamilton	1.32	Moultrie	1.31
Hancock	1.28	Ogle	1.35
Hardin	1.22	Peoria	1.32
Henderson	1.31	Perry	1.36
Henry	1.32	Piatt	1.31

ILLINOIS—Continued

County	Rate per bushel	County	Rate per bushel
Pike	\$1.30	Stephenson	\$1.34
Pope	1.26	Tazewell	1.30
Pulaski	1.32	Union	1.33
Putnam	1.32	Vermilion	1.33
Randolph	1.35	Wabash	1.29
Richland	1.30	Warren	1.32
Rock Island	1.32	Washington	1.35
Saint Clair	1.35	Wayne	1.30
Saline	1.25	White	1.28
Sangamon	1.31	Whiteside	1.34
Schuyler	1.30	Will	1.36
Scott	1.34	Williamson	1.34
Shelby	1.33	Winnebago	1.35
Stark	1.32	Woodford	1.32

INDIANA

County	Rate per bushel	County	Rate per bushel
Adams	\$1.23	Lawrence	\$1.29
Allen	1.23	Madison	1.24
Bartholomew	1.28	Marion	1.25
Benton	1.29	Marshall	1.34
Blackford	1.25	Martin	1.23
Boone	1.24	Miami	1.28
Brown	1.25	Monroe	1.31
Carroll	1.28	Montgomery	1.24
Cass	1.29	Morgan	1.23
Clark	1.32	Newton	1.35
Clay	1.26	Noble	1.24
Clinton	1.26	Ohio	1.25
Crawford	1.32	Orange	1.32
Daviess	1.22	Owen	1.23
Dearborn	1.25	Parke	1.24
Decatur	1.27	Perry	1.32
De Kalb	1.23	Pike	1.27
Delaware	1.23	Porter	1.35
Dubois	1.32	Posey	1.26
Elkhart	1.29	Pulaski	1.35
Fayette	1.25	Putnam	1.24
Floyd	1.32	Randolph	1.24
Fountain	1.24	Ripley	1.26
Franklin	1.25	Rush	1.25
Fulton	1.34	Saint Joseph	1.34
Gibson	1.26	Scott	1.29
Grant	1.24	Shelby	1.25
Greene	1.23	Spencer	1.32
Hamilton	1.24	Starke	1.35
Hancock	1.25	Steuben	1.23
Harrison	1.32	Sullivan	1.26
Hendricks	1.25	Switzerland	1.26
Henry	1.25	Tiptecanoe	1.27
Howard	1.26	Tipton	1.24
Huntington	1.23	Union	1.25
Jackson	1.29	Vanderburgh	1.31
Jasper	1.34	Vermillion	1.33
Jay	1.23	Vigo	1.31
Jefferson	1.26	Wabash	1.26
Jennings	1.27	Warren	1.29
Johnson	1.25	Warrick	1.32
Knox	1.24	Washington	1.31
Kosciusko	1.28	Wayne	1.24
Lagrange	1.24	Wells	1.23
Lake	1.35	White	1.35
La Porte	1.35	Whitley	1.25

IOWA

County	Rate per bushel	County	Rate per bushel
Adair	\$1.25	Crawford	\$1.28
Adams	1.30	Dallas	1.28
Allamakee	1.31	Davis	1.24
Appanoose	1.24	Decatur	1.24
Audubon	1.25	Delaware	1.29
Benton	1.29	Des Moines	1.25
Black Hawk	1.30	Dickinson	1.31
Boone	1.28	Dubuque	1.28
Bremer	1.30	Emmet	1.33
Buchanan	1.29	Fayette	1.30
Buena Vista	1.29	Floyd	1.32
Butler	1.30	Franklin	1.30
Calhoun	1.29	Fremont	1.30
Carroll	1.28	Greene	1.28
Cass	1.25	Grundy	1.29
Cedar	1.28	Guthrie	1.27
Cero Gordo	1.32	Hamilton	1.30
Cherokee	1.28	Hancock	1.32
Chickasaw	1.31	Hardin	1.30
Clarke	1.26	Harrison	1.26
Clay	1.31	Henry	1.24
Clayton	1.29	Howard	1.32
Clinton	1.25	Humboldt	1.30

RULES AND REGULATIONS

Iowa—Continued

County	Rate per bushel	County	Rate per bushel
Ida	\$1.27	Palo Alto	\$1.31
Iowa	1.27	Plymouth	1.31
Jackson	1.27	Pocahontas	1.30
Jasper	1.28	Polk	1.28
Jefferson	1.24	Pottawat-	
Johnson	1.28	tamie	1.27
Jones	1.28	Poweshiek	1.27
Keokuk	1.25	Ringgold	1.25
Kossuth	1.81	Sac	1.28
Lee	1.26	Scott	1.25
Linn	1.29	Shelby	1.25
Louisa	1.24	Sioux	1.32
Lucas	1.28	Story	1.28
Lyon	1.30	Tama	1.29
Madison	1.25	Taylor	1.27
Mahaska	1.26	Union	1.28
Marion	1.26	Van Buren	1.22
Marshall	1.29	Wapello	1.24
Mills	1.30	Warren	1.26
Mitchell	1.33	Washington	1.25
Monona	1.28	Wayne	1.23
Monroe	1.24	Webster	1.30
Montgomery	1.30	Winnebago	1.33
Muscatine	1.26	Winneshiek	1.31
O'Brien	1.30	Woodbury	1.28
Osceola	1.31	Worth	1.33
Page	1.30	Wright	1.30

KANSAS

Allen	\$1.27	Linn	\$1.30
Anderson	1.29	Logan	1.17
Atchison	1.30	Lyon	1.27
Barber	1.21	McPherson	1.22
Barton	1.20	Marion	1.23
Bourbon	1.29	Marshall	1.27
Brown	1.30	Meade	1.17
Butler	1.23	Miami	1.30
Chase	1.25	Mitchell	1.22
Chautauqua	1.25	Montgomery	1.27
Cherokee	1.27	Morris	1.25
Cheyenne	1.16	Morton	1.19
Clark	1.17	Nemaha	1.28
Clay	1.24	Neosho	1.27
Cloud	1.23	Ness	1.20
Coffey	1.28	Norton	1.20
Comanche	1.18	Osage	1.28
Cowley	1.23	Osborne	1.22
Crawford	1.27	Ottawa	1.23
Decatur	1.18	Pawnee	1.20
Dickinson	1.23	Phillips	1.20
Doniphan	1.30	Pottawa-	
Douglas	1.30	tomie	1.27
Edwards	1.20	Pratt	1.20
Elk	1.25	Rawlins	1.17
Ellis	1.20	Reno	1.22
Ellsworth	1.22	Republic	1.23
Finney	1.17	Rice	1.22
Ford	1.19	Riley	1.27
Franklin	1.30	Rooks	1.21
Geary	1.25	Rush	1.20
Gove	1.18	Russell	1.21
Graham	1.20	Saline	1.23
Grant	1.16	Scott	1.17
Gray	1.18	Sedgwick	1.23
Greenley	1.16	Seward	1.20
Greenwood	1.26	Shawnee	1.29
Hamilton	1.16	Sheridan	1.18
Harper	1.22	Sherman	1.16
Harvey	1.23	Smith	1.22
Haskell	1.17	Stafford	1.20
Hodgeman	1.20	Stanton	1.14
Jackson	1.29	Stevens	1.16
Jefferson	1.30	Sumner	1.23
Jewell	1.22	Thomas	1.17
Johnson	1.30	Trego	1.20
Kearny	1.16	Wabaunsee	1.27
Kingman	1.22	Wallace	1.16
Kiowa	1.20	Washington	1.24
Labette	1.27	Wichita	1.16
Lane	1.18	Wilson	1.27
Leavenworth	1.30	Woodson	1.27
Lincoln	1.22	Wyandotte	1.30

KENTUCKY

Adair	\$1.33	Ballard	\$1.30
Allen	1.32	Barren	1.32
Anderson	1.34	Bath	1.34

KENTUCKY—Continued

County	Rate per bushel	County	Rate per bushel
Bell	\$1.33	Laurel	\$1.34
Boone	1.33	Lawrence	1.34
Bourbon	1.35	Lee	1.34
Boyd	1.35	Lewis	1.35
Boyle	1.35	Lincoln	1.35
Bracken	1.34	Livingston	1.30
Breathitt	1.33	Logan	1.31
Brecken-		Lyon	1.31
ridge	1.31	McCracken	1.30
Bullitt	1.33	McCreary	1.33
Butler	1.31	McLean	1.30
Caldwell	1.31	Madison	1.35
Calloway	1.30	Magoffin	1.33
Campbell	1.33	Marion	1.34
Carlisle	1.30	Marshall	1.30
Carroll	1.33	Mason	1.34
Carter	1.34	Meade	1.31
Casey	1.34	Menifee	1.33
Christian	1.31	Mercer	1.35
Clark	1.35	Metcalfe	1.32
Clay	1.33	Monroe	1.33
Clinton	1.34	Montgomery	1.34
Crittenden	1.30	Morgan	1.33
Cumberland	1.33	Muhlenberg	1.31
Davies	1.30	Nelson	1.34
Edmonson	1.31	Nicholas	1.34
Elliott	1.34	Ohio	1.31
Estill	1.34	Oldham	1.33
Fayette	1.35	Owen	1.34
Fleming	1.34	Owsley	1.33
Franklin	1.34	Pendleton	1.34
Fulton	1.30	Powell	1.34
Gallatin	1.33	Pulaski	1.35
Garrard	1.35	Robertson	1.34
Grant	1.34	Rockcastle	1.35
Graves	1.30	Rowan	1.35
Grayson	1.32	Russell	1.33
Green	1.34	Scott	1.34
Greenup	1.35	Shelby	1.33
Hancock	1.31	Simpson	1.32
Hardin	1.32	Spencer	1.33
Harrison	1.34	Taylor	1.34
Hart	1.32	Todd	1.31
Henderson	1.30	Trigg	1.31
Henry	1.33	Trimble	1.33
Hickman	1.30	Union	1.30
Hopkins	1.31	Warren	1.31
Jackson	1.33	Washington	1.35
Jefferson	1.33	Wayne	1.34
Jessamine	1.35	Webster	1.30
Johnson	1.33	Whitley	1.33
Kenton	1.33	Wolfe	1.33
Knox	1.33	Woodford	1.35
Larue	1.33		

LOUISIANA

All parishes	\$1.36
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MAINE

All counties	\$1.38
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MARYLAND

Allegany	\$1.38	Howard	\$1.50
Anne		Kent	1.47
Arundel	1.46	Montgomery	1.45
Baltimore	1.46	Prince	
Calvert	1.44	Georges	1.45
Caroline	1.47	Queen	
Carroll	1.46	Annes	1.47
Cecil	1.46	St. Marys	1.45
Charles	1.44	Somerset	1.44
Dorchester	1.46	Talbot	1.47
Frederick	1.45	Washington	1.42
Garrett	1.37	Wicomico	1.46
Harford	1.47	Worcester	1.45

MASSACHUSETTS

All counties	\$1.41
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MICHIGAN

Alcona	\$1.16	Bay	\$1.19
Alger	1.21	Benzie	1.19
Allegan	1.22	Berrien	1.31
Alpena	1.15	Branch	1.23
Antrim	1.17	Calhoun	1.26
Arenac	1.17	Cass	1.26
Baraga	1.27	Charlevoix	1.16
Barry	1.22	Cheboygan	1.15

MICHIGAN—Continued

County	Rate per bushel	County	Rate per bushel
Chippewa	\$1.09	Manistee	\$1.19
Clare	1.19	Marquette	1.24
Clinton	1.21	Mason	1.19
Crawford	1.17	Mecosta	1.19
Delta	1.21	Menominee	1.21
Dickinson	1.21	Midland	1.19
Eaton	1.22	Missaukee	1.19
Emmet	1.15	Monroe	1.27
Genesee	1.22	Montcalm	1.19
Gladwin	1.18	Mont-	
Gogebic	1.30	morency	1.16
Grand		Muskegon	1.19
Traverse	1.18	Newaygo	1.19
Gratiot	1.21	Oakland	1.24
Hillsdale	1.23	Oceana	1.19
Houghton	1.23	Ogemaw	1.17
Huron	1.22	Ontonagon	1.22
Ingham	1.22	Osceola	1.19
Ionia	1.21	Oscoda	1.17
Iosco	1.16	Otsego	1.16
Iron	1.24	Ottawa	1.23
Isabella	1.19	Presque Isle	1.14
Jackson	1.26	Roscommon	1.18
Kalamazoo	1.25	Saginaw	1.21
Kalkaska	1.18	Saint Clair	1.25
Kent	1.21	Saint Joseph	1.25
Keweenaw	1.23	Sanilac	1.22
Lake	1.19	Schoolcraft	1.20
Lapeer	1.22	Shiawassee	1.22
Leelanau	1.18	Tuscola	1.22
Lenawee	1.27	Van Buren	1.24
Livingston	1.22	Washtenaw	1.24
Luce	1.09	Wayne	1.25
Mackinac	1.09	Wexford	1.19
Macomb	1.26		

MINNESOTA

Aitkin	\$1.45	Martin	\$1.41
Anoka	1.43	Meeke	1.43
Becker	1.37	Mille Lacs	1.43
Beltrami	1.39	Morrison	1.42
Benton	1.43	Mower	1.43
Big Stone	1.39	Murray	1.39
Blue Earth	1.43	Nicollet	1.43
Brown	1.43	Nobles	1.35
Carlton	1.45	Norman	1.35
Carver	1.43	Olmstead	1.43
Cass	1.42	Otter Tail	1.39
Chippewa	1.42	Pennington	1.35
Chisago	1.43	Pine	1.44
Clay	1.36	Pipestone	1.36
Clearwater	1.38	Polk	1.35
Cottonwood	1.40	Pope	1.42
Crow Wing	1.43	Ramsey	1.43
Dakota	1.43	Red Lake	1.36
Dodge	1.43	Redwood	1.42
Douglas	1.41	Renville	1.43
Faribault	1.42	Rice	1.43
Fillmore	1.40	Rock	1.34
Freeborn	1.42	Roseau	1.32
Goodhue	1.43	Saint Louis	1.38
Grant	1.40	Scott	1.43
Hennepin	1.43	Sherburne	1.43
Houston	1.38	Sibley	1.43
Hubbard	1.39	Stearns	1.43
Isanti	1.43	Steele	1.43
Itasca	1.44	Stevens	1.41
Jackson	1.40	Swift	1.42
Kanabec	1.43	Todd	1.42
Kandiyohi	1.43	Traverse	1.38
Kittson	1.31	Wabasha	1.43
Koochiching	1.37	Wadena	1.41
Lac qui Parle	1.40	Waseca	1.43
Lake of the		Washington	1.43
Woods	1.35	Watsonwan	1.42
Le Sueur	1.43	Wilkin	1.38
Lincoln	1.38	Wright	1.43
Lyon	1.40	Wrona	1.43
McLeod	1.43	Yellow	
Mahanomen	1.36	Medicine	1.41
Marshall	1.33		

MISSISSIPPI

All counties	\$1.29
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RULES AND REGULATIONS

MISSOURI				MONTANA—Continued				NEW YORK				
County	Rate per bushel	County	Rate per bushel	County	Rate per bushel	County	Rate per bushel	County	Rate per bushel	County	Rate per bushel	
Adair	\$1.28	Livingston	\$1.29	Sweet Grass	\$1.08	Valley	\$1.08	Albany	\$1.48	Oneida	\$1.43	
Andrew	1.30	McDonald	1.25	Teton	1.08	Wheatland	1.08	Allegany	1.41	Onondaga	1.41	
Atchison	1.29	Macon	1.27	Toole	1.08	Wibaux	1.16	Broome	1.41	Ontario	1.41	
Audrain	1.34	Madison	1.33	Treasure	1.08	Yellowstone	1.08	Cattaraugus	1.37	Orange	1.44	
Barry	1.25	Maries	1.35	NEBRASKA				Cayuga	1.41	Orleans	1.41	
Barton	1.27	Marion	1.30	Adams	\$1.25	Jefferson	\$1.27	Chautauqua	1.32	Oswego	1.41	
Bates	1.30	Mercer	1.26	Antelope	1.27	Johnson	1.29	Chemung	1.41	Otsego	1.43	
Benton	1.28	Miller	1.32	Arthur	1.16	Kearney	1.23	Chenango	1.41	Putnam	1.44	
Bollinger	1.32	Mississippi	1.35	Banner	1.11	Keith	1.16	Clinton	1.38	Rensselaer	1.47	
Boone	1.32	Moniteau	1.30	Blaine	1.20	Keya Paha	1.20	Columbia	1.46	Rockland	1.43	
Buchanan	1.30	Monroe	1.31	Boone	1.27	Kimball	1.11	Cortland	1.41	St. Lawrence	1.37	
Butler	1.35	Montgomery	1.35	Box Butte	1.15	Knox	1.26	Delaware	1.42	Saratoga	1.46	
Caldwell	1.30	Morgan	1.29	Boyd	1.25	Lancaster	1.30	Dutchess	1.44	Schenectady	1.47	
Callaway	1.33	New Madrid	1.36	Brown	1.20	Lincoln	1.19	Erie	1.38	Schoharie	1.45	
Camden	1.29	Newton	1.25	Buffalo	1.25	Logan	1.20	Essex	1.41	Schuyler	1.41	
Cape		Nodaway	1.30	Burt	1.30	Loup	1.23	Franklin	1.35	Seneca	1.41	
Girardeau	1.34	Oregon	1.29	Butler	1.30	McPherson	1.20	Fulton	1.42	Steuben	1.41	
Carroll	1.30	Osage	1.33	Cass	1.30	Madison	1.28	Genessee	1.41	Suffolk	1.43	
Carter	1.30	Ozark	1.24	Cedar	1.26	Merrick	1.27	Greene	1.45	Sullivan	1.39	
Cass	1.30	Pemiscot	1.36	Chase	1.16	Morrill	1.14	Herkimer	1.44	Tioga	1.41	
Cedar	1.29	Perry	1.33	Cherry	1.18	Nance	1.28	Jefferson	1.38	Tompkins	1.41	
Charlton	1.29	Pettis	1.28	Cheyenne	1.12	Nemaha	1.29	Lewis	1.39	Ulster	1.44	
Christian	1.25	Phelps	1.32	Clay	1.25	Nuckolls	1.25	Livingston	1.41	Warren	1.44	
Clark	1.28	Pike	1.34	Colfax	1.30	Otoe	1.30	Madison	1.41	Washington	1.45	
Clay	1.30	Platte	1.30	Cuming	1.30	Pawnee	1.28	Monroe	1.41	Wayne	1.41	
Clinton	1.30	Polk	1.27	Custer	1.22	Perkins	1.16	Montgomery	1.47	Westchester	1.46	
Cole	1.32	Pulaski	1.30	Dakota	1.27	Phelps	1.23	Nassau	1.42	Wyoming	1.41	
Cole	1.32	Putnam	1.25	Dawes	1.12	Pierce	1.28	Niagara	1.41	Yates	1.41	
Cooper	1.30	Ralls	1.31	Dawson	1.23	Platte	1.29	NORTH CAROLINA				
Crawford	1.34	Randolph	1.31	Deuel	1.15	Polk	1.29	All counties			\$1.40	
Dade	1.27	Ray	1.30	Dixon	1.27	Red Willow	1.20	NORTH DAKOTA				
Dallas	1.26	Reynolds	1.29	Dodge	1.30	Richardson	1.28	Adams	\$1.22	McLean	\$1.21	
Davless	1.29	Ripley	1.34	Douglas	1.30	Rock	1.21	Barnes	1.31	Mercer	1.21	
De Kalb	1.30	Saint Charles	1.37	Dundy	1.16	Saline	1.29	Benson	1.24	Morton	1.23	
Dent	1.31	Saint Clair	1.29	Fillmore	1.27	Sarpy	1.30	Billings	1.21	Mountrail	1.17	
Douglas	1.23	Sainte Genevieve	1.35	Franklin	1.23	Saunders	1.30	Bottineau	1.18	Nelson	1.29	
Dunklin	1.36	Saint Francis	1.34	Frontier	1.20	Scotts Bluff	1.12	Bowman	1.21	Oliver	1.22	
Franklin	1.36	Saint Louis	1.37	Gage	1.29	Sheridan	1.14	Burke	1.17	Pembina	1.29	
Gasconade	1.35	Saltine	1.29	Garden	1.15	Sherman	1.25	Burleigh	1.24	Pierce	1.22	
Gentry	1.30	Schuyler	1.28	Garfield	1.24	Sioux	1.12	Cass	1.33	Ramsey	1.26	
Greene	1.25	Saint Louis	1.37	Gosper	1.22	Stanton	1.29	Cavalier	1.25	Ransom	1.33	
Grundy	1.28	Saline	1.29	Grant	1.16	Thayer	1.27	Dickey	1.32	Renville	1.17	
Harrison	1.28	Schuyler	1.28	Greeley	1.26	Thomas	1.20	Divide	1.15	Richland	1.36	
Henry	1.30	Scotland	1.29	Hall	1.26	Thurston	1.29	Dunn	1.20	Rolette	1.20	
Hickory	1.27	Scott	1.34	Hamilton	1.27	Valley	1.24	Eddy	1.26	Sargent	1.35	
Holt	1.30	Shannon	1.27	Harlan	1.22	Washington	1.30	Emmons	1.25	Sheridan	1.23	
Howard	1.31	Shelby	1.30	Hayes	1.17	Wayne	1.26	Foster	1.28	Sioux	1.24	
Howell	1.26	Stoddard	1.34	Hitchcock	1.18	Webster	1.24	Golden Valley	1.17	Slope	1.21	
Iron	1.33	Stone	1.24	Holt	1.24	Wheeler	1.27	Grand Forks	1.32	Stark	1.21	
Jackson	1.30	Sullivan	1.27	Hooker	1.18	York	1.28	Grant	1.23	Steele	1.31	
Jasper	1.27	Taney	1.23	Howard	1.26	NEVADA						
Jefferson	1.36	Texas	1.22	All counties				\$1.22	Griggs	1.30	Stutsman	1.29
Johnson	1.28	Vernon	1.29	NEW HAMPSHIRE				Hettinger	1.22	Towner	1.22	
Knox	1.29	Warren	1.37	All counties				\$1.40	Kidder	1.25	Trall	1.32
Laclede	1.28	Washington	1.35	NEW JERSEY				La Moure	1.30	Walsh	1.30	
Lafayette	1.30	Wayne	1.31	Bergen	\$1.46	Middlesex	\$1.46	Logan	1.27	Ward	1.18	
Lawrence	1.25	Webster	1.26	Burlington	1.46	Monmouth	1.45	McHenry	1.20	Wells	1.25	
Lewis	1.29	Worth	1.30	Camden	1.47	Morris	1.45	McIntosh	1.27	Williams	1.16	
Lincoln	1.36	Wright	1.23	Cape May	1.43	Ocean	1.45	McKenzie	1.14	OHIO		
Linn	1.28			Cumberland	1.46	Passaic	1.46	Adams	\$1.25	Fulton	\$1.25	
MONTANA				Essex	1.46	Salem	1.47	Allen	1.26	Gallia	1.25	
Beaverhead	\$1.10	Lewis and Clark	\$1.08	Gloucester	1.47	Somerset	1.45	Ashland	1.28	Geauga	1.31	
Big Horn	1.08	Liberty	1.08	Hunterdon	1.44	Sussex	1.45	Ashtabula	1.31	Greene	1.25	
Blaine	1.08	Lincoln	1.08	Mercer	1.46	Warren	1.43	Athens	1.27	Guernsey	1.28	
Broadwater	1.08	McCone	1.12	NEW MEXICO				Auglaze	1.25	Hamilton	1.25	
Carbon	1.08	Madison	1.10	Bernalillo	\$1.13	Mora	\$1.13	Belmont	1.28	Hancock	1.27	
Carter	1.16	Meagher	1.08	Catron	1.01	Otero	1.16	Brown	1.25	Hardin	1.27	
Cascade	1.08	Mineral	1.11	Chaves	1.20	Quay	1.24	Butler	1.25	Harrison	1.28	
Chouteau	1.08	Missoula	1.11	Colfax	1.12	Rio Arriba	.94	Carroll	1.28	Henry	1.25	
Custer	1.12	Musselshell	1.08	Curry	1.25	Roosevelt	1.23	Champaign	1.25	Highland	1.25	
Daniels	1.09	Park	1.08	De Baca	1.19	Sandoval	1.13	Clark	1.25	Hocking	1.27	
Dawson	1.13	Petroleum	1.08	Dona Ana	1.13	San Juan	.94	Clermont	1.25	Holmes	1.28	
Deer Lodge	1.10	Phillips	1.08	Eddy	1.19	San Miguel	1.13	Clinton	1.25	Huron	1.27	
Fallon	1.16	Pondera	1.08	Grant	1.00	Santa Fe	1.14	Columbiana	1.29	Jackson	1.25	
Fergus	1.08	Powder River	1.10	Guadalupe	1.18	Sierra	1.13	Coshocton	1.28	Jefferson	1.29	
Flathead	1.08	Powell	1.10	Harding	1.22	Socorro	1.13	Crawford	1.27	Knox	1.27	
Gallatin	1.10	Prairie	1.13	Hidalgo	1.13	Taos	.95	Cuyahoga	1.28	Lake	1.29	
Garfield	1.11	Ravalli	1.08	Lea	1.22	Torrance	1.15	Darke	1.25	Lawrence	1.25	
Glacier	1.08	Richland	1.12	Lincoln	1.16	Union	1.21	Defiance	1.25	Licking	1.27	
Golden	1.08	Roosevelt	1.11	Luna	1.13	Valencia	1.06	Delaware	1.27	Logan	1.25	
Valley		Rosebud	1.08	McKinley	.94			Erie	1.27	Lorain	1.28	
Granite	1.08	Sanders	1.11					Fairfield	1.27	Lucas	1.26	
Hill	1.08	Sheridan	1.12					Fayette	1.25	Madison	1.26	
Jefferson	1.08	Silver Bow	1.10					Franklin	1.27	Mahoning	1.30	
Judith Basin	1.08	Stillwater	1.08									
Lake	1.08											

RULES AND REGULATIONS

OHIO—Continued

County	Rate per bushel	County	Rate per bushel
Marion	\$1.27	Richland	\$1.28
Medina	1.28	Ross	1.26
Meigs	1.25	Sandusky	1.27
Mercer	1.25	Scioto	1.25
Miami	1.25	Seneca	1.27
Monroe	1.28	Shelby	1.25
Montgomery	1.25	Stark	1.28
Morgan	1.28	Summit	1.28
Morrow	1.27	Trumbull	1.31
Muskingum	1.28	Tuscarawas	1.28
Noble	1.28	Union	1.27
Ottawa	1.27	Van Wert	1.25
Pawling	1.25	Vinton	1.27
Perry	1.27	Warren	1.25
Pickaway	1.26	Washington	1.28
Pike	1.25	Wayne	1.28
Portage	1.28	Williams	1.25
Preble	1.25	Wood	1.27
Putnam	1.25	Wyandot	1.27

OKLAHOMA

Adair	\$1.25	Le Flore	\$1.25
Alfalfa	1.24	Lincoln	1.25
Atoka	1.25	Logan	1.25
Beaver	1.22	Love	1.25
Beckham	1.25	McCain	1.25
Blaine	1.25	McCurtain	1.25
Bryan	1.25	McIntosh	1.25
Caddo	1.25	Major	1.25
Canadian	1.25	Marshall	1.25
Carter	1.25	Mayes	1.24
Cherokee	1.25	Murray	1.25
Choctaw	1.25	Muskogee	1.25
Cimarron	1.20	Noble	1.25
Cleveland	1.25	Nowata	1.26
Coal	1.25	Okfuskee	1.25
Comanche	1.25	Oklahoma	1.25
Cotton	1.25	Okmulgee	1.25
Craig	1.26	Osage	1.23
Creek	1.25	Ottawa	1.26
Custer	1.25	Pawnee	1.25
Delaware	1.25	Payne	1.25
Dewey	1.25	Pittsburg	1.25
Ellis	1.23	Pontotoc	1.25
Garfield	1.25	Pottawatomie	1.25
Garvin	1.25	Pushmataha	1.25
Grady	1.25	Roger Mills	1.24
Grant	1.24	Rogers	1.24
Greer	1.25	Seminole	1.25
Harmon	1.25	Sequoyah	1.25
Harper	1.23	Stephens	1.25
Haskell	1.25	Texas	1.22
Hughes	1.25	Tillman	1.25
Jackson	1.25	Tulsa	1.24
Jefferson	1.25	Wagoner	1.24
Johnston	1.25	Washington	1.26
Kay	1.24	Washita	1.25
Kingfisher	1.25	Woods	1.23
Kiowa	1.25	Woodward	1.23
Latimer	1.25		

OREGON

Baker	\$1.22	Lake	\$1.27
Benton	1.30	Lane	1.26
Clackamas	1.32	Lincoln	1.20
Clatsop	1.26	Linn	1.30
Columbia	1.28	Malheur	1.17
Coos	1.16	Marion	1.33
Crook	1.29	Morrow	1.30
Curry	1.19	Multnomah	1.33
Deschutes	1.29	Folk	1.32
Douglas	1.20	Sherman	1.34
Gilliam	1.31	Tillamook	1.34
Grant	1.29	Umatilla	1.29
Harney	1.14	Union	1.24
Hood River	1.35	Wallowa	1.21
Jackson	1.20	Wasco	1.35
Jefferson	1.32	Washington	1.34
Josephine	1.20	Wheeler	1.29
Klamath	1.28	Yamhill	1.33

PENNSYLVANIA

Adams	\$1.45	Berks	\$1.44
Allegheny	1.34	Blair	1.36
Armstrong	1.32	Bradford	1.40
Beaver	1.31	Bucks	1.46
Bedford	1.37	Butler	1.33

PENNSYLVANIA—Continued

County	Rate per bushel	County	Rate per bushel
Cambria	\$1.35	Lycoming	\$1.38
Carbon	1.42	McKean	1.36
Centre	1.37	Mercer	1.31
Chester	1.45	Mifflin	1.39
Clarion	1.33	Monroe	1.42
Clearfield	1.35	Montgomery	1.46
Clinton	1.37	Montour	1.39
Columbia	1.44	Northampton	1.44
Crawford	1.31	Northumber-	
Cumberland	1.42	land	1.39
Dauphin	1.41	Perry	1.41
Delaware	1.46	Pike	1.39
Elk	1.36	Potter	1.35
Erie	1.31	Schuylkill	1.41
Fayette	1.36	Snyder	1.39
Forest	1.32	Somerset	1.36
Franklin	1.42	Sullivan	1.41
Fulton	1.40	Susquehanna	1.40
Greene	1.33	Tioga	1.38
Huntingdon	1.38	Union	1.39
Indiana	1.35	Venango	1.31
Jefferson	1.35	Warren	1.31
Juniata	1.39	Washington	1.31
Lackawanna	1.40	Wayne	1.39
Lancaster	1.44	Westmore-	
Lawrence	1.33	land	1.33
Lebanon	1.42	Wyoming	1.41
Lehigh	1.44	York	1.44
Luzerne	1.40		

RHODE ISLAND

All counties	\$1.42
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SOUTH CAROLINA

All counties	\$1.38
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SOUTH DAKOTA

Aurora	\$1.29	Jackson	\$1.26
Beadle	1.33	Jerauld	1.31
Bennett	1.18	Jones	1.28
Bon Homme	1.30	Kingsbury	1.34
Brookings	1.34	Lake	1.33
Brown	1.33	Lawrence	1.20
Brule	1.30	Lincoln	1.32
Buffalo	1.30	Lyman	1.29
Butte	1.19	McCook	1.31
Campbell	1.27	McPherson	1.30
Charles Mix	1.28	Marshall	1.35
Clark	1.34	Meade	1.21
Clay	1.32	Mellette	1.23
Codington	1.36	Miner	1.22
Corson	1.25	Minnehaha	1.33
Custer	1.14	Moody	1.25
Davison	1.30	Pennington	1.35
Day	1.85	Perkins	1.23
Deuel	1.33	Potter	1.31
Dewey	1.24	Roberts	1.37
Douglas	1.29	Sanborn	1.31
Edmunds	1.31	Shannon	1.16
Fall River	1.11	Spink	1.33
Faulk	1.32	Stanley	1.29
Grant	1.38	Sully	1.30
Gregory	1.24	Todd	1.23
Haakon	1.26	Tripp	1.23
Hamlin	1.36	Turner	1.30
Hand	1.31	Union	1.32
Hanson	1.30	Walworth	1.29
Harding	1.21	Washabaugh	1.26
Hughes	1.30	Yankton	1.30
Hutchinson	1.30	Ziebach	1.24
Hyde	1.30		

TENNESSEE

Anderson	\$1.38	Coffee	\$1.35
Bedford	1.35	Crockett	1.30
Benton	1.32	Cumberland	1.36
Bledsoe	1.36	Davidson	1.33
Blount	1.39	Decatur	1.32
Bradley	1.33	DeKalb	1.34
Campbell	1.33	Dickson	1.33
Cannon	1.34	Dyer	1.30
Carroll	1.31	Fayette	1.30
Carter	1.41	Fentress	1.36
Cheatham	1.33	Franklin	1.36
Chester	1.31	Gibson	1.30
Claiborne	1.40	Giles	1.35
Clay	1.34	Granger	1.39
Cocke	1.39	Greene	1.40

TENNESSEE—Continued

County	Rate per bushel	County	Rate per bushel
Grundey	\$1.35	Moore	\$1.35
Hamblen	1.40	Morgan	1.37
Hamilton	1.37	Obion	1.30
Hancock	1.41	Overton	1.35
Hardeman	1.31	Perry	1.33
Hardin	1.32	Pickett	1.35
Hawkins	1.42	Polk	1.39
Haywood	1.30	Putnam	1.35
Henderson	1.32	Rhea	1.37
Henry	1.31	Roane	1.37
Hickman	1.33	Robertson	1.32
Houston	1.32	Rutherford	1.34
Humphreys	1.32	Scott	1.37
Jackson	1.34	Sequatchie	1.36
Jefferson	1.39	Sevier	1.39
Johnson	1.41	Shelby	1.30
Knox	1.39	Smith	1.34
Lake	1.30	Stewart	1.32
Lauderdale	1.30	Sullivan	1.42
Lawrence	1.34	Sumner	1.32
Lewis	1.34	Tipton	1.30
Lincoln	1.36	Trousdale	1.33
Loudon	1.38	Union	1.40
McMinn	1.38	Union	1.39
McNairy	1.31	Van Buren	1.35
Macon	1.33	Warren	1.35
Madison	1.30	Washington	1.41
Marion	1.36	Wayne	1.33
Marshall	1.35	Weakley	1.30
Maury	1.34	White	1.35
Meigs	1.37	Williamson	1.34
Monroe	1.39	Wilson	1.33
Montgomery	1.32		

TEXAS

Andrews	\$1.24	Edwards	\$1.25
Archer	1.25	Ellis	1.36
Armstrong	1.25	El Paso	1.15
Atascosa	1.36	Erath	1.30
Bailey	1.25	Falls	1.38
Bandera	1.34	Flannin	1.29
Bastrop	1.38	Fisher	1.25
Baylor	1.25	Floyd	1.26
Bee	1.36	Foard	1.25
Bell	1.38	Gaines	1.25
Bexar	1.38	Galveston	1.54
Blanco	1.37	Garza	1.25
Borden	1.25	Gillespie	1.33
Bosque	1.36	Glasscock	1.25
Bowie	1.29	Goliad	1.38
Briscoe	1.25	Gray	1.25
Brown	1.34	Grayson	1.29
Burleson	1.41	Guadalupe	1.38
Burnet	1.34	Hale	1.25
Caldwell	1.38	Hall	1.25
Calhoun	1.38	Hamilton	1.30
Callahan	1.25	Hansford	1.28
Carson	1.25	Hardeman	1.25
Castro	1.25	Harris	1.53
Chambers	1.44	Hartley	1.23
Cherokee	1.39	Haskell	1.25
Childress	1.25	Hays	1.38
Clay	1.27	Hemphill	1.23
Cochran	1.25	Hill	1.37
Coke	1.25	Hockley	1.25
Coleman	1.31	Hood	1.33
Collin	1.34	Howard	1.25
Collingsworth	1.25	Hudspeth	1.16
Comal	1.38	Hunt	1.33
Comanche	1.28	Hutchinson	1.28
Concho	1.31	Irion	1.22
Cooke	1.29	Jack	1.29
Coryell	1.34	Jackson	1.41
Cottle	1.25	Jeff Davis	1.16
Crosby	1.25	Johnson	1.36
Culberson	1.17	Jones	1.25
Dallam	1.22	Karnes	1.36
Dallas	1.34	Kaufman	1.35
Dawson	1.25	Kendall	1.34
Deaf Smith	1.25	Kent	1.25
Delta	1.31	Kerr	1.32
Denton	1.34	Kimble	1.32
DeWitt	1.38	Kinney	1.25
Dickens	1.25	Kinney	1.26
Dimmit	1.27	Knox	1.25
Donley	1.25	Lamar	1.29
Eastland	1.26	Lamb	1.25

TEXAS—Continued

County	Rate per bushel	County	Rate per bushel
Lampasas	\$1.34	Robertson	\$1.38
Limestone	1.38	Rockwall	1.34
Lipscomb	1.23	Runnels	1.29
Live Oak	1.36	San Saba	1.34
Llano	1.34	Schleicher	1.23
Loving	1.18	Scurry	1.25
Lubbock	1.25	Shackelford	1.25
Lynn	1.25	Sherman	1.22
McCulloch	1.33	Somervell	1.34
McLennan	1.38	Stephens	1.29
Martin	1.24	Sterling	1.25
Mason	1.34	Stonewall	1.25
Maverick	1.23	Sutton	1.21
Medina	1.36	Swisher	1.25
Menard	1.31	Tarrant	1.35
Midland	1.23	Taylor	1.27
Milam	1.40	Therry	1.25
Mills	1.34	Throckmor-	
Mitchell	1.25	ton	1.27
Montague	1.29	Tom Green	1.25
Moore	1.23	Travis	1.38
Motley	1.25	Uvalde	1.30
Navarro	1.37	Van Zandt	1.34
Nolan	1.25	Victoria	1.38
Ochiltree	1.23	Waller	1.51
Oldham	1.25	Ward	1.20
Palo Pinto	1.29	Wharton	1.49
Parker	1.32	Wheeler	1.25
Parmer	1.25	Wichita	1.25
Pecos	1.17	Wilbarger	1.25
Potter	1.25	Williamson	1.38
Presidio	1.15	Wilson	1.36
Randall	1.25	Wise	1.31
Real	1.30	Yoakum	1.25
Reeves	1.18	Young	1.29
Refugio	1.36	Zavala	1.27
Roberts	1.23		

UTAH

County	Rate per bushel	County	Rate per bushel
Beaver	\$1.18	Plute	\$0.98
Box Elder	1.15	Rich	1.08
Cache	1.15	Salt Lake	1.16
Carbon	.98	San Juan	.98
Daggett	.97	Sanpete	.98
Davis	1.16	Sevier	.98
Duchesne	1.04	Summit	1.16
Emery	.98	Tooele	1.16
Garfield	.98	Uintah	1.01
Grand	.98	Utah	1.16
Iron	1.16	Wasatch	1.04
Juab	1.16	Washington	1.16
Kane	.98	Wayne	.98
Millard	1.18	Weber	1.16
Morgan	1.16		

VERMONT

All counties	\$1.40
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VIRGINIA

County	Rate per bushel	County	Rate per bushel
Accomac	\$1.41	Essex	\$1.41
Albemarle	1.40	Fairfax	1.40
Alleghany	1.38	Fauquier	1.40
Amelia	1.41	Floyd	1.39
Amherst	1.40	Fluvanna	1.40
Appomattox	1.41	Franklin	1.39
Arlington	1.40	Frederick	1.40
Augusta	1.40	Giles	1.38
Bath	1.38	Gloucester	1.41
Bedford	1.40	Goochland	1.41
Bland	1.38	Grayson	1.39
Botetourt	1.39	Greene	1.40
Brunswick	1.40	Greensville	1.40
Buchanan	1.38	Halifax	1.40
Buckingham	1.41	Hampton	1.41
Campbell	1.40	Hanover	1.41
Caroline	1.41	Henrico	1.41
Carroll	1.39	Henry	1.39
Charles City	1.41	Highland	1.38
Charlotte	1.41	Isle of Wight	1.40
Chesapeake	1.40	James City	1.41
Chesterfield	1.41	King and	
Clarke	1.40	Queen	1.41
Craig	1.38	King George	1.41
Culpeper	1.40	King William	1.41
Cumberland	1.41	Lancaster	1.41
Dickenson	1.38	Lee	1.39
Dinwiddie	1.41	Loudoun	1.40

VIRGINIA—Continued

County	Rate per bushel	County	Rate per bushel
Louisa	\$1.40	Pulaski	\$1.39
Lunenburg	1.41	Rappa-	
Madison	1.40	hannock	1.40
Mathews	1.41	Richmond	1.41
Mecklenburg	1.40	Roanoke	1.39
Middlesex	1.41	Rockbridge	1.40
Montgomery	1.38	Rockingham	1.40
Nansemond	1.40	Russell	1.39
Nelson	1.40	Scott	1.39
New Kent	1.41	Shenandoah	1.40
Newport News	1.41	Smyth	1.39
Northampton	1.41	Southampton	1.40
Northumber-		Spotsylvania	1.41
land	1.41	Stafford	1.41
Nottaway	1.41	Surry	1.40
Orange	1.40	Sussex	1.40
Page	1.40	Tazewell	1.38
Patrick	1.39	Virginia	
Pittsylvania	1.40	Beach	1.40
Powhatan	1.41	Warren	1.40
Prince		Washington	1.39
Edward	1.41	Westmore-	
Prince		land	1.41
George	1.41	Wise	1.39
Prince		Wythe	1.39
William	1.40	York	1.41

WASHINGTON

County	Rate per bushel	County	Rate per bushel
Adams	\$1.27	Lewis	\$1.26
Asotin	1.23	Lincoln	1.26
Benton	1.30	Mason	1.25
Chelan	1.28	Okanogan	1.26
Clallam	1.17	Pacific	1.25
Clark	1.33	Pend Oreille	1.11
Columbia	1.28	Pierce	1.31
Cowlitz	1.30	San Juan	1.28
Douglas	1.27	Skagit	1.28
Ferry	1.22	Skamania	1.34
Franklin	1.29	Snohomish	1.29
Garfield	1.26	Spokane	1.23
Grant	1.28	Stevens	1.19
Grays Harbor	1.25	Thurston	1.27
Island	1.28	Wahkiakum	1.30
Jefferson	1.19	Walla Walla	1.29
King	1.32	Whatcom	1.27
Kitsap	1.23	Whitman	1.24
Kititas	1.33	Yakima	1.32
Klickitat	1.33		

WEST VIRGINIA

County	Rate per bushel	County	Rate per bushel
Barbour	\$1.35	Mineral	\$1.37
Berkeley	1.39	Mingo	1.34
Boone	1.34	Monongalia	1.33
Braxton	1.34	Monroe	1.37
Brooke	1.32	Morgan	1.38
Cabell	1.32	Nicholas	1.36
Calhoun	1.33	Ohio	1.32
Clay	1.34	Pendleton	1.38
Doddridge	1.32	Pleasants	1.31
Fayette	1.36	Pocahontas	1.38
Gilmer	1.33	Preston	1.35
Grant	1.37	Putnam	1.32
Greenbrier	1.38	Raleigh	1.35
Hampshire	1.38	Randolph	1.37
Hancock	1.32	Ritchie	1.32
Hardy	1.38	Roane	1.32
Harrison	1.34	Summers	1.38
Jackson	1.31	Taylor	1.35
Jefferson	1.40	Tucker	1.37
Kanawha	1.33	Tyler	1.31
Lewis	1.34	Upshur	1.35
Lincoln	1.33	Wayne	1.33
Logan	1.34	Webster	1.36
McDowell	1.36	Wetzel	1.32
Marion	1.33	Wirt	1.32
Marshall	1.32	Wood	1.31
Mason	1.32	Wyoming	1.35
Mercer	1.37		

WISCONSIN

County	Rate per bushel	County	Rate per bushel
Adams	\$1.29	Calumet	\$1.30
Ashland	1.41	Chippewa	1.39
Barron	1.38	Clark	1.36
Bayfield	1.35	Columbia	1.31
Brown	1.28	Crawford	1.29
Buffalo	1.34	Dane	1.32
Burnett	1.43	Dodge	1.32

WISCONSIN—Continued

County	Rate per bushel	County	Rate per bushel
Door	\$1.23	Oneida	\$1.28
Douglas	1.41	Outagamie	1.29
Dunn	1.39	Ozaukee	1.33
Eau Claire	1.36	Pepin	1.36
Florence	1.24	Pierce	1.37
Fond du Lac	1.31	Polk	1.42
Forest	1.34	Portage	1.33
Grant	1.27	Price	1.38
Green	1.33	Racine	1.35
Green Lake	1.30	Richland	1.29
Iowa	1.30	Rock	1.34
Iron	1.36	Rusk	1.40
Jackson	1.32	Saint Croix	1.39
Jefferson	1.33	Sauk	1.31
Juneau	1.29	Sawyer	1.37
Kenosha	1.35	Shawano	1.28
Kewaunee	1.25	Sheboygan	1.32
LaCrosse	1.31	Taylor	1.38
LaFayette	1.30	Trempeleau	1.32
Langlade	1.26	Vernon	1.30
Lincoln	1.26	Vilas	1.25
Manitowoc	1.30	Walworth	1.35
Marathon	1.33	Washburn	1.35
Marquette	1.29	Washington	1.33
Menomonie	1.28	Waukesha	1.34
Milwaukee	1.35	Waupaca	1.28
Monroe	1.30	Waushara	1.28
Oconto	1.26	Winnebago	1.30
		Wood	1.36

WYOMING

County	Rate per bushel	County	Rate per bushel
Albany	\$1.06	Natrona	\$1.01
Big Horn	1.00	Niobrara	1.11
Campbell	1.07	Park	1.00
Carbon	1.00	Platte	1.11
Converse	1.07	Sheridan	1.05
Crook	1.10	Sublette	.95
Fremont	.97	Sweetwater	.95
Goshen	1.11	Teton	1.07
Hot Springs	.98	Uinta	1.00
Johnson	1.05	Washakie	.99
Laramie	1.11	Weston	1.10
Lincoln	1.00		

(c) Premiums and discounts. The basic support rate shall be adjusted as applicable by premiums and discounts as follows (all footnotes at end of paragraph):

	Cents per bushel
(1) Class premiums and discounts:	
(i) Premiums:	
Hard Amber Durum (No. 3 or better) ¹	+5
(ii) Discounts:	
Durum	-5
Red Durum	-20
Mixed Wheat (mixtures of classes other than contrasting classes)	-2
Mixed Wheat (mixtures of contrasting classes)	-10
(2) Grade premiums and discounts:	
(i) Premium:	
Heavy, No. 3 or better	+2
(ii) Discounts:	
No. 2	-1
No. 3	-3
No. 4	-6
No. 5	-9
Sample on one or more of the factors test weight, total damage (with not more than 3 percent heat damage), foreign material, and total defects (with not more than 3 percent heat damage), apply a discount of 14 cents. Add 1 cent for each pound or fraction thereof that test weight is below 50 pounds (49 pounds for Hard Red Spring) and add 1 cent for each percent or fraction thereof that total defects are in excess of 21 percent.	
¹ Not applicable to the undesirable varieties listed in subparagraph (4).	

RULES AND REGULATIONS

Cents per bushel

[CCC Grain Price Support Reseal Loan Regs., 1965, and Subsequent Storage Periods (1966-67 Supp.)]

Total discount on these factors shall not exceed 70 cents per bushel.

Smut—degree basis:	
Light Smutty	—2
Smutty	—6
Garlic—degree basis:	
Light Garlicy	—5
Garlicky	—10

(3) Protein premiums. Applicable to grade No. 5 or better, Hard Red Winter, Hard Red Spring, and Hard White Wheat, of the varieties Baart, Bluestem and Burt.²

Protein content (percent):

12.0-12.4	+1½
12.5-12.9	+3
13.0-13.4	+4½
13.5-13.9	+6
14.0-14.4	+7½
14.5-14.9	+9
15.0-15.4	+10½
15.5-15.9	+12
16.0-16.4	+13½
16.5-16.9	+15
17.0-17.4	+16½
17.5 and above	+18
(4) Variety discount	20

The following varieties referred to in these regulations as "undesirable varieties" are subject to the discount:

Hard Red Winter	Hard Red Spring	Durum	White	Soft Red Winter
Blue Jacket	C. T. 231	Golden Ball	Fifty Fold	Kan Queen
Cache	Gasser	Peliss	Florence	Ball Kawvval
Chiefkan	Henry	Pentad	Oreoson	Nured
Cimarron	Lathrop		Gaines	Son- breeze
Early	Kinney		Rex	
Black-hull	Premier		Sonora	
Kan King	Progress			
Kharof	Russell			
MC 22	Spink-cota			
New Chief	Sturgeon			
Pawnee				
Sel. 33				
Purkof				
Red Chief				
Red Hull				
Red Jacket				
Stafford				
Wasatch				
Yogo				

² Except in Idaho and Utah.

³ Including white seeded Red Chief.

⁴ When grown east of Continental Divide.

- (5) Weed control discount (where required by § 1421.74) 10
- (6) Other factors: Such discounts for factors not specified above as may be established by CCC to reflect the value of wheat acquired by CCC

NOTE: Premiums and discounts are cumulative except only one grade discount shall be applied.

Effective date. Upon publication in the FEDERAL REGISTER.

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

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

[F.R. Doc. 66-7647; Filed, July 14, 1966; 8:45 a.m.]

¹ Not applicable to the undesirable varieties listed in subparagraph (4).

PART 1421—GRAINS AND SIMILARLY HANDLED COMMODITIES

Subpart—Reseal Loan Program (1966-67 Storage Period Supplement)

The regulations issued by CCC and published in 30 F.R. 2852 are hereby supplemented for the 1966-67 storage period as follows:

Sec.	Reseal loan programs authorized.
1421.3510	Area of availability.
1421.3511	Storage payment rates.
1421.3512	Additional storage and quality requirements.
1421.3513	Authorized storage period.
1421.3514	Warehouse receipt requirements.
1421.3515	Settlement.
1421.3516	Adjusting storage payments for prior storage periods.

AUTHORITY: The provisions of this subpart issued under sec. 4, 62 Stat. 1070 as amended; 15 U.S.C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 105, 401, 63 Stat. 1051 as amended; 15 U.S.C. 714c, 7 U.S.C. 1421, 1441.

§ 1421.3510 Reseal loan programs authorized.

A reseal loan program is authorized for the following crops of the commodities specified.

- 1962, 1963, 1964 and 1965 crop corn.
- 1963, 1964 and 1965 crop wheat.
- 1963, 1964 and 1965 crop grain sorghum.
- 1964 and 1965 crop barley.
- 1964 and 1965 crop oats.

Area and scope. The reseal loan program will be available in the following areas where ASC State committees determine that the commodity can be safely stored on the farm for the 1966-67 storage period and that it will advantageous to producers and CCC to permit producers to obtain reseal loans:

NAME OF COMMODITY AND AREA

Corn: In all States, except that in angoumois moth areas designated by the ASC State committee, a producer may obtain a reseal loan only if the ASC State committee determines that (1) the producer's corn is shelled, and (2) the producer has satisfactory storage facilities and equipment to care properly for the corn.

Barley, Grain Sorghum, Oats, Wheat in:	
Arizona.	Nevada.
California.	New Mexico.
Colorado.	North Dakota.
Idaho.	Ohio.
Illinois.	Oklahoma.
Indiana.	Oregon.
Iowa.	South Dakota.
Kansas.	Texas.
Michigan.	Utah.
Minnesota.	Washington.
Missouri.	Wisconsin.
Montana.	Wyoming.
Nebraska.	

§ 1421.3512 Storage payment rates.

(a) 1966-67 storage period. Storage payments for the 1966-67 storage period will be computed as provided in § 1421.3488 using the following rates:

Crop	Unit	Rate per month	Rate per year
1965 corn, wheat, and barley (bushel)	100	\$1.095	\$13.14
1965 grain sorghum (hundredweight)	100	1.96	23.52
1965 oats (bushel)	100	.821	9.855
1964, 1963, 1962 corn; 1964, 1963 wheat; and 1964 barley (bushel)	100	1.604	12.045
1964 oats (bushel)	100	.73	8.76
1964, 1963 grain sorghum (hundredweight)	100	1.797	21.56

(b) 1965-66 storage period. Storage rates for adjustments under section 1421.3488(d) for the 1965-66 storage period are:

Crop	Unit	Rate per year
1964 corn, wheat and barley (bushel)	100	\$13.14
1964 grain sorghum (hundredweight)	100	23.52
1964 oats (bushel)	100	9.855
1963 and prior crops corn and wheat (bushel)	100	12.045
1963 grain sorghum (hundredweight)	100	21.56

(c) 1964-65 and prior storage periods. Storage payments made for 1964-65 and prior storage periods with respect to reseal loans on quantities of a commodity of the 1963 and prior crop years shall be adjusted as provided in § 1421.3508 (30 F.R. 10838) by the rates listed below:

Crop	Unit	Rate per year
Corn, wheat	Bushel	\$0.14
Grain sorghum	Hundredweight	.24

§ 1421.3513 Additional storage and quality requirements.

The commodity must be merchantable, must not contain substances poisonous to man or animal and must meet the requirements of § 1421.3486. In addition to the requirements for approved storage of § 1421.3487, 1963 and 1964 crop hard wheat on which a sedimentation or protein premium or discount has been applied must be stored identity-preserved.

§ 1421.3514 Authorized storage period.

The 1966-67 reseal storage period shall begin on the date following the 1966 maturity date for the loan on a commodity and shall end on the anniversary of such date during the 1967 calendar year.

§ 1421.3515 Warehouse receipt requirements.

The following sections of the price support regulations pertaining to warehouse receipt requirements on deliveries of commodities to CCC shall apply:

- 1962 crop corn, § 1421.1307 (27 F.R. 8473).
- 1963 crop corn, § 1421.2307 (28 F.R. 7506).
- 1963 crop wheat, § 1421.2109 (28 F.R. 6959).
- 1963 crop grain sorghum, § 1421.2507 (28 F.R. 6261).
- 1964 crop corn, § 1421.2327 (29 F.R. 12004).
- 1964 crop wheat, § 1421.2128 (29 F.R. 8049).
- 1964 crop grain sorghum, § 1421.2527 (29 F.R. 7591).

1964 crop barley, § 1421.2227 (29 F.R. 6618).
 1964 crop oats, § 1421.2625 (29 F.R. 5737).
 1965 crop corn, § 1421.2347 (30 F.R. 10836).
 1965 crop wheat, § 1421.2148 (30 F.R. 7475).
 1965 crop grain sorghum, § 1421.2547 (30 F.R. 7991).
 1965 crop barley, § 1421.2247 (30 F.R. 7811).
 1965 crop oats, § 1421.2645 (30 F.R. 3195).

§ 1421.3516 Settlement.

(a) *Support rate.* Settlement for commodities delivered to CCC shall be on the basis of the support rates, premiums and discounts in effect for the program year in which the original loan was made. The following sections, as amended, of the commodity regulations shall apply:

For corn, 1962 crop, § 1421.1312 (27 F.R. 8473).
 1963 crop, § 1421.2310 (28 F.R. 7506). 1964 crop, § 1421.2332 (29 F.R. 12004). 1965 crop, § 1421.2352 (30 F.R. 14361).
 For wheat, 1963 crop, § 1421.2113 (28 F.R. 6959). 1964 crop, § 1421.2133 (29 F.R. 8049). 1965 crop, § 1421.2153 (30 F.R. 7475, 11207, and 12118).
 For grain sorghum, 1963 crop, § 1421.2510 (28 F.R. 6261). 1964 crop, § 1421.2531 (30 F.R. 7591). 1965 crop, § 1421.2551 (30 F.R. 10940).
 For barley, 1964 crop, § 1421.2231 (29 F.R. 6618). 1965 crop, § 1421.2251 (30 F.R. 10936).
 For oats, 1964 crop, § 1421.2629 (29 F.R. 5737). 1965 crop, § 1421.2649 (30 F.R. 3195).

When a commodity is delivered of a grade and quality for which no discount has been established in the regulations, discounts for such grades and qualities shall be established to reflect the general market value of the commodity as determined by CCC.

(b) *Special provisions for hard wheat.* Notwithstanding the provisions of § 1421.3515, if a producer inadvertently commingles hard wheat of the 1963 crop, or of the 1964 crop, on which a premium for sedimentation value or protein content or both has been paid with wheat of the same or other crop years, a sample of such wheat shall be taken on delivery and tested for sedimentation value or protein content or both, as applicable. The sedimentation value or protein content or both to be used to determine premiums and discounts on settlement shall be the lower of the sedimentation value or protein content or both determined at the time of disbursement of the loan or delivery. If the commingled wheat is of different crops, the quantity delivered shall be prorated among such crop on the basis of the quantity of wheat of each crop placed under the original loan and the premiums or discounts applicable to each crop shall be applied to the wheat prorated to such crop.

(c) *Shelling requirement for corn.* Corn delivered to CCC in satisfaction of a rereal loan must be shelled and the cost of shelling is for the account of the producer.

(d) *Quantity limitation.* The quantity limitation as set forth in § 1421.1126, 1962 CCC Grain Price Support Bulletin 1 (27 F.R. 4411), shall apply to 1962 crop corn.

§ 1421.3517 Adjusting storage payments for prior storage periods.

Upon settlement or redemption of 1963 and prior crop rereal loans, storage payments made for prior storage periods will be adjusted according to the quantity determined to have been in structures covered by the rereal loan. When such quantity exceeds the quantity on which payments were made, the producer shall be given credit for additional quantity for all prior storage periods. When such quantity is less than the quantity on which payments were made, the producer shall refund the overpayment to CCC. Adjustments shall be based on the rates set forth in § 1421.3512 (b) and (c). For adjustment purposes, the quantity shall be: (a) In the case of deliveries, the eligible quantity delivered from the structures under rereal. (b) In the case of redemptions, the loan quantity determined by measurements shall be used, except that if the county committee has acceptable evidence of the actual quantity removed from the sealed structure, such quantity shall be used. (c) In the case of losses assumed by CCC, the quantity determined by measurement.

Effective date. Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on July 11, 1966.

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

[F.R. Doc. 66-7720; Filed, July 14, 1966; 8:47 a.m.]

Title 43—PUBLIC LANDS:
 INTERIOR

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

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 4048]

[New Mexico 0558876]

NEW MEXICO

Partial Revocation of Public Water Reserves

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

1. The Executive order of June 24, 1914 creating Public Water Reserve No. 21, New Mexico No. 1; the Executive order of July 10, 1919, creating Public Water Reserve No. 65; the Executive order of April 17, 1926, creating Public Water Reserve No. 107, Interpretation No. 136 of August 28, 1930, Interpretation No. 176 of February 10, 1933, and Interpretation No. 250 of February 6, 1939, are hereby revoked so far as they affect the following described lands:

NEW MEXICO PRINCIPAL MERIDIAN

T. 1 N., R. 3 W.,
 Sec. 7, SE ¼ SW ¼;
 Sec. 26, SW ¼ SW ¼.
 T. 2 N., R. 3 W.,
 Sec. 12, NE ¼.
 T. 2 N., R. 4 W.,
 Sec. 25, lot 8.
 T. 4 N., R. 9 W.,
 Sec. 4, lot 1.
 T. 4 N., R. 14 W.,
 Sec. 12, SW ¼.
 T. 2 S., R. 5 W.,
 Sec. 25, NE ¼ SW ¼.
 T. 3 S., R. 5 W.,
 Sec. 5, lot 7;
 Sec. 14, SE ¼ SE ¼;
 Sec. 19, lot 6.
 T. 3 S., R. 6 W.,
 Sec. 11, NE ¼ NW ¼.
 T. 3 S., R. 7 W.,
 Sec. 17, SE ¼ NE ¼.
 T. 3 S., R. 9 W.,
 Sec. 11, NW ¼ NE ¼.
 T. 2 S., R. 10 W.,
 Sec. 10, NE ¼ NE ¼.
 T. 4 S., R. 10 W.,
 Sec. 6, SE ¼ SE ¼.
 T. 9 S., R. 10 W.,
 Sec. 4, N ½, SW ¼, NW ¼ SE ¼.
 T. 4 S., R. 15 W.,
 Sec. 26, SW ¼ SW ¼.
 T. 6 S., R. 5 E.,
 Sec. 35, NE ¼ NE ¼.

The areas described aggregate 1357.28 acres of public domain and 80 acres of privately owned land, of which the NE ¼ SW ¼ and NW ¼ SE ¼, sec. 4, T. 9 S., R. 10 W., are the private lands.

The lands are scattered throughout Catron, Valencia, and Socorro Counties, N. Mex. The topography varies from flat to low, rolling, rocky, gravelly hills to steep rocky hills. The soils vary from sandy soils to gravelly with rocky outcrops. The vegetation consists of native, galleta, black, blue grama grasses and sand drowseed with some pinon-juniper.

2. Until 10 a.m. on January 9, 1967, the State of New Mexico shall have a preferred right of application to select the public lands as provided by R.S. 2276, as amended (43 U.S.C. 852). After that time, the lands shall be open to operation of the public land laws generally, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications received at or prior to 10 a.m. on January 9, 1967, shall be considered as simultaneously filed at that time. Those received thereafter shall be considered in the order of filing.

3. The lands have been open to applications and offers under the mineral leasing laws and to location under the general mining laws for metalliferous minerals. They will be open to location for nonmetalliferous minerals at 10 a.m. on January 9, 1967.

Inquiries concerning the lands, shall be addressed to the Chief, Division of Lands and Minerals Program Management and Land Office, Post Office Box 1449, Santa Fe, N. Mex. 87501.

HARRY R. ANDERSON,
 Assistant Secretary of the Interior.

JULY 11, 1966.

[F.R. Doc. 66-7700; Filed, July 14, 1966; 8:46 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Airspace Docket No. 65—CE—130]

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

Alteration of Federal Airways; Correction

In F.R. Doc. No. 66-4763, published in the FEDERAL REGISTER on May 3, 1966 (31 F.R. 6582), the west alternate to V-9 from Memphis, Tenn., to Malden, Mo., was inadvertently omitted from the description of V-9. Corrective action is taken herein.

Since this action is editorial in nature in that the rule is amended to conform to the notice and the original intent, the Administrator has determined that notice and public procedure hereon are unnecessary and the original effective date of the document, of July 21, 1963, may be retained.

In consideration of the foregoing in F.R. Doc. No. 66-4763, Item 2. is amended effective immediately as hereinafter set forth.

In Item 2. "Malden, Mo.," is deleted and "Malden, Mo., including a W alternate," is substituted therefor.

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

Issued in Washington, D.C., on July 8, 1966.

T. McCORMACK,
Acting Chief, Airspace and
Air Traffic Rules Division.

[F.R. Doc. 66-7692; Filed, July 14, 1966; 8:45 a.m.]

[Airspace Docket No. 66—SW—18]

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

Alteration of Control Zone and Transition Area

On May 10, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 6873) stating that the Federal Aviation Agency proposed to alter controlled airspace in the Lake Charles, La., terminal area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001, e.s.t., September 15, 1966, as herein set forth.

1. In § 71.171 (31 F.R. 2105) the Lake Charles, La., control zone is amended to read:

LAKE CHARLES, LA.

That airspace within a 5-mile radius of Lake Charles Municipal Airport (latitude

30°07'30" N., longitude 93°13'20" W.), within 2 miles each side of the Lake Charles VORTAC 259° radial extending from the VORTAC to 13 miles W of the VORTAC, within 2 miles each side of the Lake Charles ILS localizer NW course extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Lake Charles ILS localizer SE course extending from the 5-mile radius zone to 7.5 miles SE of the airport.

2. In § 71.181 (31 F.R. 2210) the Lake Charles, La., transition area is amended to read:

LAKE CHARLES, LA.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of East Lake Charles Airport (latitude 30°-13'25" N., longitude 93°08'55" W.), within 2 miles each side of the Lake Charles VORTAC 339° radial extending from the 4-mile radius area to the VORTAC, and within 2 miles each side of the Lake Charles ILS localizer NW course extending from the OM to 8 miles NW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°-37'00" N., longitude 92°50'00" W., to latitude 30°-24'00" N., longitude 92°26'00" W., to latitude 29°-45'30" N., longitude 93°00'00" W., thence W via latitude 29°-45'30" N., to and counterclockwise along the arc of a 25-mile radius circle centered at latitude 29°-54'40" N., longitude 94°02'40" W., to longitude 93°57'00" W., thence to point of beginning.

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

Issued in Fort Worth, Tex., on July 7, 1966.

HENRY L. NEWMAN,
Director, Southwest Region.

[F.R. Doc. 66-7719; Filed, July 14, 1966; 8:47 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 19—CHEESES, PROCESSED CHEESES, CHEESE FOODS, CHEESE SPREADS, AND RELATED FOODS

Edam Cheese; Amendment of Identity Standard Re Coating Colors

In the matter of amending the standard of identity for edam cheese (21 CFR 19.555) to permit that coatings be colored natural and other colors in addition to red:

A notice of proposed rulemaking in the above-identified matter was published in the FEDERAL REGISTER of March 31, 1966 (31 F.R. 5202), based on a petition submitted by Kraft Foods, Division of National Dairy Products Corp., 500 Peshtigo Court, Chicago, Ill. 60690.

The information submitted by the petitioner, comments received in response to the proposal, and other relevant material have been considered, and it is concluded that it will promote honesty and fair dealing in the interest of consumers to amend the standard as

proposed. Therefore, pursuant to the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371) and delegated by him to the Commissioner of Food and Drugs (21 CFR 2.120; 31 F.R. 3008); *It is ordered*, That § 19.555(a) be revised to read as follows:

§ 19.555 Edam cheese; identity; label statement of optional ingredients.

(a) Edam cheese is the food prepared from milk and other ingredients specified in this section, by the procedure set forth in paragraph (b) of this section, or by another procedure which produces a finished cheese having the same physical and chemical properties as the cheese produced when the procedure set forth in paragraph (b) of this section is used. It contains not more than 45 percent of moisture, and its solids contain not less than 40 percent of milk fat, as determined by the methods prescribed in § 19.500(c). If the milk used is not pasteurized, the cheese so made is cured at a temperature of not less than 35° F. for not less than 60 days. Edam cheese is made in ball or loaf shapes, and the surface is covered with a paraffin or other tightly adhering coating. The covering or coating may be natural in color or may be colored red or any other color.

Any person who will be adversely affected by the foregoing order may at any time within 30 days following the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written objections thereto, preferably in six copies. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing, and such objections must be supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective 60 days from the date of its publication in the FEDERAL REGISTER, except as to any provisions that may be stayed by the filing of proper objections. Notice of the filing of objections or lack thereof will be announced by publication in the FEDERAL REGISTER.

(Secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371)

Dated: July 7, 1966.

J. K. KIRK,
Assistant Commissioner
for Operations.

[F.R. Doc. 66-7712; Filed, July 14, 1966; 8:47 a.m.]

Title 47—TELECOMMUNICATION
Chapter 1—Federal Communications Commission
PART 2—FREQUENCY ALLOCATIONS AND RADIO TREATY MATTERS; GENERAL RULES AND REGULATIONS

Miscellaneous Amendments

The Commission having under consideration the desirability of making certain editorial changes in Part 2, Subpart G of its rules and regulations; and It appearing, that the amendments adopted herein are editorial in nature, and, therefore, prior publication of, and, therefore, prior publication of, notice of proposed rule making under the provisions of section 4 of the Administrative Procedure Act is unnecessary, and the amendments may become effective immediately; and

It further appearing, that the amendments adopted herein are issued pursuant to authority contained in sections 4(i), (5) (d) (1), and 303(r) of the Communications Act of 1934, as amended, and section 0.261 (a) of the Commission's rules;

It is ordered, This 8th day of July 1966, that effective July 15, 1966, Part 2, Subpart G is amended as set forth below.

Released: July 8, 1966.

FEDERAL COMMUNICATIONS COMMISSION,
 BEN F. WAPLE,
 Secretary.

1. Section 2.601 is amended to read as follows:

§ 2.601 General.

This subpart is corrected to July 1, 1966. The Commission does not distribute copies of these documents. Inquiry may be made to the U.S. Government Printing Office concerning availability for purchase.

2. In § 2.603 paragraphs (a), (b), and (c) are amended to read as follows:

§ 2.603 Treaties and other international agreements relating to radio.

(a) The applicable treaties and other international agreements in force relating to radio and to which the United States of America is a party (other than reciprocal operating agreements for radio amateurs) are listed below:

Date	Citations	Subject
1925	IV Trenwith 4245, 4250 and 4251. TS 724-A.	US-UK (also for Canada and Newfoundland) Bilateral Arrangements providing for the Prevention of Interference by Ships off the Coasts of these Countries with Radio Broadcasting. Effected by exchange of notes Sept. and Oct., 1925. Entered into force Oct. 1, 1925.
1928 and 1929	1929 For. Rel., vol. II, p. 114. TS 767-A.	US-Canada Arrangement governing Radio Communications between Private Experimental Stations. Effected by exchange of notes at Washington Oct. 2 and Dec. 29, 1928, and Jan. 12, 1929. Entered into force Jan. 1, 1929. This arrangement is continued by the arrangement contained in EAS 62.
1929	IV Trenwith 4787. TS 777-A.	US-Canada (including Newfoundland) Arrangement relating to assignment of High Frequencies on the North American Continent. Effected by exchange of notes at Ottawa on Feb. 26 and 28, 1929. Entered into force Mar. 1, 1929. (Originally, Cuba was also a party to this arrangement, but by virtue of notice to the Canadian Government, it ceased to be a party effective Oct. 3, 1933.)
1934	48 Stat. 1876. EAS 62.	US-Canada Arrangement relative to Radio Communications between Private Experimental Stations and between Amateur Stations. Continues the arrangement contained in TS 767-A. Effected by exchange of notes at Ottawa, Apr. 28, and May 2 and 4, 1934. Entered into force May 4, 1934.
1934	49 Stat. 3555. EAS 66.	US-Peru Arrangement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Lima Feb. 16 and May 23, 1934. Entered into force May 23, 1934.
1934	49 Stat. 3667. EAS 72.	US-Chile Arrangement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Santiago Aug. 2 and 17, 1934. Entered into force Aug. 17, 1934.

Date	Citations	Subject
1937	53 Stat. 1676. TS 938.	Inter-American Radio Communications Convention between the United States and Other Powers. Signed at Havana Dec. 13, 1937. (First Inter-American Radio Conference.) Entered into force for the United States July 21, 1938 for Parts I, III and IV, and for Part II, 1939 for Part II. Part II of the Convention is the Inter-American Radio Office) terminated for all parties Dec. 20, 1938 (TIAS 4079).
1938	54 Stat. 1675. TS 940.	Regional Radio Convention between the United States (in behalf of the Canal Zone) and Other Powers, signed at Guatemala City Dec. 8, 1938. Entered into force Oct. 8, 1939.
1938	53 Stat. 2092. EAS 142.	US-Canada Arrangement regarding Radio Communications between Alaska and British Columbia. Effected by exchange of notes at Washington, June, July and Aug., 1938.
1939	53 Stat. 2157. EAS 143.	US-Cuba Arrangement governing the Use of Radio for Civil Aeronautical Services. Effected by exchange of notes at Washington Feb. 20, 1939. Entered into force Feb. 20, 1939.
1940	54 Stat. 2483. EAS 196.	US-Mexico Agreement relating to Radio Broadcasting. Effected by exchange of notes at Mexico Aug. 24 and 28, 1940. Entered into force Mar. 29, 1941.
1946	60 Stat. 1696. TIAS 1327.	US-USSR Agreement on Organization of Commercial Radio Tele-type Communication Channels. Signed at Moscow May 24, 1946. Entered into force May 24, 1946.
1947	61 Stat. (3) 3131. TIAS 1652.	US-UK Agreement regarding Standardization of Distance Measuring Equipment. Signed at Washington Oct. 13, 1947. Entered into force Oct. 13, 1947.
1947	61 Stat. (4) 3416. TIAS 1676.	US-UN Agreement relative to Headquarters of the United Nations. Signed at Lake Success June 26, 1947. Entered into force Nov. 21, 1947. This agreement is supplemented by the agreement contained in TIAS 5901 which was signed Feb. 9, 1966.
1947	61 Stat. (4) 3800. TIAS 1726.	US-Canada Agreement providing for Frequency Modulation Broadcasting in Channels in the Radio Frequency Band 88-108 Mc/s. Effected by exchange of notes at Washington Jan. 8 and Oct. 15, 1947. Entered into force Oct. 15, 1947.
1948	9 UST 621. TIAS 4044.	Intergovernmental Maritime Consultative Organization (IMCO) Convention. Signed at Geneva Mar. 6, 1948. Entered into force Mar. 17, 1958.
1949	3 UST (2) 2686. TIAS 2435.	London Telecommunications Agreement between the United States and Certain British Commonwealth Governments. Signed at London Aug. 12, 1949. Entered into force Feb. 24, 1950. This agreement is amended by the agreement contained in TIAS 2705 which was signed Oct. 1, 1952.
1949	3 UST (3) 3064. TIAS 2450.	Inter-American Radio Agreement between the United States and Canada and Other American Republics. Signed at Washington July 9, 1949. (Fourth Inter-American Radio Conference.) Entered into force Apr. 13, 1952, subject to the provisions of Article 13.
1950	3 UST (2) 2672. TIAS 2453.	US-Ecuador Arrangement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Quito Mar. 10 and 17, 1950. Entered into force Mar. 17, 1950.
1950	11 UST 413. TIAS 460.	North Atlantic Regional Broadcasting Agreement (NARBA). Signed at Washington Nov. 15, 1950. Entered into force Apr. 19, 1950. Effected between United States, Canada, Cuba, Dominican Republic, and the United Kingdom of Great Britain and Northern Ireland for the Bahama Islands. Ratification on behalf of Jamaica pending.
1950 and 1951	2 UST (1) 683. TIAS 2223.	US-Liberia Arrangement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Monrovia Nov. 9, 1950, and Jan. 8, 9 and 10, 1951. Entered into force Jan. 11, 1951.
1951	3 UST (3) 3787. TIAS 2508.	US-Canada Convention relating to the Operation by Citizens of Either Country of Certain Radio Equipment or Stations in the Other Country. Signed at Ottawa Feb. 8, 1951. Entered into force May 15, 1952.
1951	3 UST (2) 2860. TIAS 2456.	US-Cuba Agreement concerning the Control of Electromagnetic Radiation. Effected by exchange of notes at Havana Dec. 10 and 18, 1951. Entered into force Dec. 18, 1951.
1951 and 1952	3 UST (3) 3892. TIAS 2530.	US-Cuba Arrangement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Havana Sept. 17, 1951 and Feb. 27, 1952. Entered into force Feb. 27, 1952.
1952	3 UST (3) 4443. TIAS 2594.	US-Canada Agreement relating to the Assignment of Television Frequency Channels along United States-Canadian Border. Effected by exchange of notes at Ottawa Apr. 23 and June 23, 1952. Entered into force June 23, 1952.

Date	Citations	Subject
1962	13 UST 997 TIAS 5048	US-Mexico Agreement relating to the Assignment of VHF Television Channels along United States-Mexican Border. Effected by exchange of notes at Mexico Apr. 18, 1962. Entered into force Apr. 18, 1962.
1962	13 UST 411 TIAS 5001	US-EI Salvador Arrangement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at San Salvador Apr. 5, 1962. Entered into force May 5, 1962.
1962	13 UST 2418 TIAS 5205	US-Canada Agreement relating to the Coordination and Use of Radio Frequencies above 30 Mc/s. Effected by exchange of notes at Ottawa Oct. 24, 1962. Entered into force Oct. 24, 1962. The technical annex to this agreement was revised by the agreement contained in TIAS 5833 which was signed June 16 and 24, 1965.
1963	14 UST 817 TIAS 5360	US-Dominican Republic Agreement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Santo Domingo Apr. 18 and 22, 1963. Entered into force May 22, 1963.
1963	15 UST 887 TIAS 5603	Partial Revision of the Radio Regulations Geneva, 1959. Signed at Geneva Nov. 8, 1963. Entered into force Jan. 1, 1965.
1963	14 UST 1754 TIAS 5483	US-Colombia Agreement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Bogota Nov. 16 and 29, 1963. Entered into force Dec. 29, 1963.
1964	15 UST 1705 TIAS 5646	US-Other Governments Agreement Establishing Interim Arrangements for a Global Commercial Communications Satellite System and Special Agreement. Done at Washington Aug. 20, 1964. Entered into force Aug. 20, 1964.
1965	16 UST 821 TIAS 5816	US-Brazil Agreement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Washington June 1, 1965. Entered into force June 1, 1965.
1965	16 UST 923 TIAS 5833	US-Canada Agreement regarding Coordination and Use of Radio Frequencies above 30 Mc/s Revising the Technical Annex to the Agreement of Oct. 24, 1962 (TIAS 5205). Effected by exchange of notes at Ottawa June 16 and 24, 1965. Entered into force June 24, 1965.
1965	16 UST 883 TIAS 5827	US-Israel Agreement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Washington July 7, 1965. Entered into force Aug. 6, 1965.
1966	TIAS 5961	US-UN Agreement regarding Headquarters of the United Nations Supplementing the Agreement of June 26, 1947 (TIAS 1676). Signed at New York Feb. 9, 1966. Entered into force Feb. 9, 1966.

(b) The applicable agreements in force between the United States and another country relating to the reciprocal granting of authorizations to permit licensed amateur radio operators of either country to operate their stations in the other country are as follows:

Date	Citations	Subject
1962	3 UST (4) 4926 TIAS 2666	US-Canada Agreement for the Promotion of Safety on the Great Lakes by Means of Radio. The agreement applies to vessels of all countries as provided for in Article 3. Signed at Ottawa Feb. 21, 1962. Entered into force Nov. 13, 1964.
1962	3 UST (4) 5140 TIAS 2705	London Revision (1952) of the London Telecommunications Agreement (1949) between the United States and Certain British Commonwealth Governments. Signed at London Oct. 1, 1962. Entered into force Oct. 1, 1962. This amends the agreement contained in TIAS 2435 signed Aug. 12, 1949.
1963	5 UST (3) 2840 TIAS 3138	US-Canada Underwriting relating to the Sealing of Mobile Radio Transmitting Equipment. Effected by exchange of notes at Washington Mar. 9 and 17, 1963. Entered into force Mar. 17, 1963.
1966	7 UST 2179 TIAS 3617	US-Panama Agreement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Panama July 19 and Aug. 1, 1966. Entered into force Sept. 1, 1966.
1966	7 UST 2839 TIAS 3665	US-Costa Rica Agreement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Washington Aug. 13 and Oct. 19, 1966. Entered into force Oct. 19, 1966.
1966	7 UST 3159 TIAS 3694	US-Nicaragua Agreement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Managua Oct. 8 and 16, 1966. Entered into force Oct. 16, 1966.
1967	12 UST 734 TIAS 4777	US-Mexico Agreement regarding Radio Broadcasting in the Standard Broadcast Band. Signed at Mexico Jan. 29, 1967. Entered into force June 9, 1967.
1967	9 UST 1087 TIAS 4079	Multilateral Declaration between the United States and Other Powers terminating Part II (Inter-American Radio Office) of the Inter-American Radio Communications Convention of Dec. 13, 1937 (TS-938). Signed at Washington Dec. 20, 1967. Entered into force Dec. 20, 1967. Additionally, a Contract on the Exchange of Notifications of Radio Broadcasting Frequencies between the Pan American Union, the United States and Other Powers was signed at Washington Dec. 20, 1967. Entered into force Jan. 1, 1968.
1968	9 UST 1091 TIAS 4089	US-Mexico Agreement regarding Allocation of Ultra High Frequency Channels to Land Border Television Stations. Effected by exchange of notes at Mexico July 15, 1968. Entered into force July 15, 1968.
1968	10 UST 2423 TIAS 4390	Telegraph Regulations (Geneva Revision, 1968) Annexed to the International Telecommunication Convention. Signed at Geneva Nov. 29, 1968. Entered into force Jan. 1, 1969.
1969	10 UST 1449 TIAS 4295	US-Mexico Arrangement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Mexico July 31, 1969. Entered into force Aug. 30, 1969.
1969 and 1960	11 UST 257 TIAS 4442	US-Honduras Agreement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Tegucigalpa Oct. 28, 1969, and Feb. 17, 1960, and related note of Feb. 19, 1960. Entered into force Mar. 17, 1960.
1969	10 UST 3019 TIAS 4394	US-Venezuela Arrangement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Caracas Nov. 12, 1969. Entered into force Dec. 12, 1969.
1969	12 UST 1761 TIAS 4892	International Telecommunication Convention. Signed at Geneva Dec. 21, 1969. Entered into force with respect to the United States Oct. 23, 1961.
1969	12 UST 2377 TIAS 4893	International Radio Regulations Annexed to the International Telecommunication Convention. Signed at Geneva Dec. 21, 1969. Entered into force with respect to the United States Oct. 23, 1961. Revised by the Partial Revision of the Radio Regulations, Geneva, 1959, signed at Geneva Nov. 8, 1963 (TIAS 5603).
1960	11 UST 1 TIAS 4399	US-Haiti Agreement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Port-au-Prince Jan. 4 and 6, 1960. Entered into force Feb. 5, 1960.
1960	16 UST 185 TIAS 5780	International Convention for the Safety of Life at Sea and Annexed Regulations. Signed at London June 17, 1960. Entered into force May 26, 1965.
1960	11 UST 2279 TIAS 4596	US-Paraguay Agreement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at Asuncion Aug. 31 and Oct. 6, 1960. Entered into force Nov. 5, 1960.
1961	12 UST 1695 TIAS 4888	US-Bolivia Agreement regarding Radio Communications between Amateur Stations on Behalf of Third Parties. Effected by exchange of notes at La Paz Oct. 23, 1961. Entered into force Nov. 22, 1961.

Date	Citations	Subject
1965	16 UST 1160. TIAS 5860.	US-Peru Agreement regarding Alien Amateur Radio Operators. Effected by exchange of notes at Lima June 28 and Aug. 11, 1965. Entered into force Aug. 11, 1965.
1965	TIAS 5900.	US-Luxembourg Agreement regarding Alien Amateur Radio Operators. Effected by exchange of notes at Luxembourg July 7 and 29, 1965. Entered into force July 29, 1965.
1965	16 UST 1131. TIAS 5856.	US-Sierra Leone Agreement regarding Alien Amateur Radio Operators. Effected by exchange of notes at Freetown Aug. 14 and 16, 1965. Entered into force Aug. 16, 1965.
1965	TIAS 5899.	US-Colombia Agreement regarding Alien Amateur Radio Operators. Effected by exchange of notes at Bogota Oct. 19 and 28, 1965. Entered into force Nov. 28, 1965.
1965	TIAS 5941.	US-UK Agreement regarding Alien Amateur Radio Operators. Effected by exchange of notes at London Nov. 26, 1965. Entered into force Nov. 26, 1965.
1966	TIAS 5978.	US-Paraguay Agreement regarding Alien Amateur Radio Operators. Effected by exchange of notes at Asuncion Mar. 18, 1966. Entered into force Mar. 18, 1966.
1966		US-France Agreement regarding Alien Amateur Radio Operators. Effected by exchange of notes at Paris May 5, 1966. Entered into force July 1, 1966.
1966		US-India Agreement regarding Alien Amateur Radio Operators. Effected by exchange of notes at New Delhi May 16 and 25, 1966. Entered into force May 25, 1966.
1966		US-Israel Agreement regarding Alien Amateur Radio Operators. Effected by exchange of notes at Washington June 15, 1966. Entered into force June 15, 1966.

Title 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

Chapter I—Veterans Administration PART 3—ADJUDICATION Subpart E—Waiver of Overpayments OVERPAYMENTS

In § 3.1902(b), subparagraph (1) is amended, subparagraph (9) is deleted and the former subparagraph (10) is redesignated (9) so that paragraph (b) reads as follows:

§ 3.1902 "Overpayments."

(b) The following overpayments are excluded from waiver under §§ 3.1900 through 3.1908.

(1) Cases under the jurisdiction of the Loan Guaranty Committees on Waivers and Compromises or the Committee on Compromises (§§ 36.4382, 36.4386 of this chapter).

(2) Pension, compensation, or retirement pay because of a return to active duty.

(3) World War I adjusted compensation.

(4) National Service Life Insurance resulting from an authorized change in option.

(5) Overpayments of an insurance benefit to an insured which are secured by a U.S. Government Life Insurance or National Service Life Insurance contract may not be waived as to moneys that become payable on account of such contract; however, in appropriate cases, the collection of such an overpayment from benefits other than insurance may be waived. (See § 3.1905.)

(6) Servicemen's indemnity.

(7) Overpayments due to forfeiture of benefits.

(8) Improperly negotiated checks issued after the death of a payee.

(9) Amounts equal to amounts which have been refunded, and received by the Veterans Administration prior to the date of receipt of the request for waiver. (72 Stat. 1114; 38 U.S.C. 210)

This VA regulation is effective date of approval.

Approved: July 8, 1966.

By direction of the Administrator.

[SEAL] CYRIL F. BRICKFIELD,
Deputy Administrator.

[F.R. Doc. 66-7715; Filed, July 14, 1966; 8:47 a.m.]

(c) With respect to its relations with several countries, the United States is bound by certain superseded treaties and agreements because some of the contracting countries other than the United States did not become a party to subsequent treaties and agreements. These include the following:

Date	Citations	Subject
1912	38 Stat. 1672. TS 581.	International Radiotelegraph Convention. Signed at London July 5, 1912. Entered into force July 1, 1913. Superseded by the International Radiotelegraph Convention and General Regulations, Washington, 1927 (TS 767).
1927	45 Stat. 2700. TS 767.	International Radiotelegraph Convention and General Regulations. Signed at Washington Nov. 25, 1927. Entered into force Jan. 1, 1929. Superseded by the International Telecommunication Convention and General Radio Regulations, Madrid, 1932 (TS 867).
1932	49 Stat. 2391. TS 867.	International Telecommunication Convention and General Radio Regulations. Signed at Madrid Dec. 9, 1932. Entered into force for the United States June 17, 1934. The General Radio Regulations were replaced by the General Radio Regulations, Cairo Revision, 1938 (TS 948). The Convention was superseded by the International Telecommunication Convention, Atlantic City, 1947 (TIAS 1901).
1937	54 Stat. 2514. EAS 200.	Inter-American Arrangement concerning Radiocommunications and Annex. Signed at Havana Dec. 13, 1937. (First Inter-American Radio Conference.) Entered into force for the United States July 18, 1938. This arrangement was replaced by the Inter-American Agreement concerning Radiocommunications, Santiago, 1940 (EAS 231).
1938	54 Stat. 1417. TS 948.	General Radio Regulations (Cairo Revision, 1938) Annexed to the International Telecommunication Convention, Madrid, 1932. Signed at Cairo Apr. 8, 1938. Entered into force Sept. 1, 1939. Superseded by the Radio Regulations, Atlantic City, 1947 (TIAS 1901).
1940	55 Stat. 1482. EAS 231.	Inter-American Radiocommunications Agreement between the United States, Canada and Other American Republics. Signed at Santiago Jan. 26, 1940. (Second Inter-American Radio Conference.) Entered into force with respect to the United States Feb. 25, 1942. Replaced by the Inter-American Radio Agreement, Washington, 1949 (TIAS 2489).
1947	63 Stat. (2) 1399. TIAS 1901.	International Telecommunication Convention and Radio Regulations. Signed at Atlantic City Oct. 2, 1947. Entered into force Jan. 1, 1949. The Convention was superseded by the International Telecommunication Convention, Buenos Aires, 1952 (TIAS 3266). The Radio Regulations were superseded by the International Radio Regulations, Geneva, 1959 (TIAS 4893).
1949	2 UST (1) 17. TIAS 2175.	Telegraph Regulations (Paris Revision, 1949) Annexed to the International Telecommunication Convention. Signed at Paris Aug. 5, 1949. Entered into force with respect to the United States Sept. 26, 1950. Superseded by the Telegraph Regulations, Geneva Revision, 1958 (TIAS 4396).
1952	6 UST 1213. TIAS 3266.	International Telecommunication Convention. Signed at Buenos Aires Dec. 22, 1952. Entered into force with respect to the United States June 27, 1955. Superseded by the International Telecommunication Convention, Geneva, 1959 (TIAS 4892).

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interpret or apply sec. 303, 48 Stat. as amended; sec. 5, 66 Stat. 713; 47 U.S.C. 303, 155)

[F.R. Doc. 66-7593; Filed, July 14, 1966; 8:45 a.m.]

Proposed Rule Making

FEDERAL AVIATION AGENCY

[14 CFR Part 71]

[Airspace Docket No. 66-SW-26]

CONTROL ZONES AND TRANSITION AREAS

Proposed Alteration

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would alter the controlled airspace in the Houston, Tex., terminal area.

The following controlled airspace is presently designated in the Houston, Tex., terminal area:

1. The Houston, Tex. (William P. Hobby), control zone is designated as that airspace within a 5-mile radius of William P. Hobby Airport (latitude 29°-38'40" N., longitude 95°16'30" W.); within 2 miles each side of the Houston VORTAC 142° radial extending from the 5-mile radius zone to 10 miles SE of the VORTAC, within 2 miles each side of the 044° bearing from William P. Hobby Airport extending from the 5-mile radius zone to 5.5 miles NE of the airport and within 2 miles each side of the 223° bearing from the William P. Hobby Airport extending from the 5-mile radius zone to 6 miles SW of the airport, excluding the portion E of a line from the intersecting point of 5-mile radius circles centered on William P. Hobby Airport and Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.) NE of William P. Hobby Airport, through the intersecting point of such 5-mile radius circles SE of William P. Hobby Airport, to latitude 29°32'00" N., longitude 95°15'00" W.

2. The Houston, Tex. (Ellington AFB), control zone is designated as that airspace within a 5-mile radius of Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.); and within 2 miles each side of the Houston VORTAC 142° radial extending from the William P. Hobby Airport (latitude 29°38'40" N., longitude 95°16'30" W.) 5-mile radius zone to 10 miles SE of the VORTAC, excluding the portion within the William P. Hobby control zone.

3. The Houston, Tex., transition area is designated as that airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 29°25'00" N., longitude 95°30'00" W., to latitude 29°30'00" N., longitude 95°32'00" W., to latitude 29°46'00" N., longitude 95°27'00" W., to latitude 29°52'00" N., longitude 95°03'00" W., to latitude 29°40'00" N., longitude 94°57'00" W., to latitude 29°32'00" N., longitude 95°00'00" W., to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°35'00" N., longi-

tude 95°21'00" W., to latitude 30°28'00" N., longitude 94°09'00" W., thence S via longitude 94°09'00" W., to and counterclockwise along the arc of a 25-mile radius circle centered at latitude 29°-54'40" N., longitude 94°02'40" W., to a point 3 nautical miles from the shoreline at longitude 94°10'00" W., thence SW 3 nautical miles from and parallel to the shoreline to latitude 28°22'00" N., thence W via latitude 28°22'00" N., to longitude 96°30'00" W., thence N via longitude 96°30'00" W., to the N boundary of V-20, thence NE along V-20 to the INT of the N boundary of V-20 and a line through latitude 28°43'40" N., longitude 96°28'00" W., and latitude 28°47'25" N., longitude 96°35'20" W., to latitude 28°47'25" N., longitude 96°-35'20" W., to latitude 28°52'50" N., longitude 96°28'30" W., to latitude 29°-08'00" N., longitude 97°00'00" W., to latitude 29°30'00" N., longitude 96°39'30" W., to latitude 29°54'00" N., longitude 96°49'00" W., to latitude 30°26'00" N., longitude 96°58'30" W., to latitude 30°30'30" N., longitude 96°32'00" W., to latitude 31°17'00" N., longitude 96°-11'00" W., to latitude 31°19'00" N., longitude 95°58'00" W., to point of beginning, excluding the portion within the Corpus Christi and College Station, Tex., transition areas.

It is proposed to redesignate the Houston, Tex. (William P. Hobby), control zone as that airspace within a 5-mile radius of William P. Hobby Airport (latitude 29°38'40" N., longitude 95°16'30" W.); within 2 miles each side of the Houston ILS localizer SW course extending from the 5-mile radius zone to the OM, within 2 miles each side of the Houston ILS localizer NE course extending from the 5-mile radius zone to the Pasadena RBN, within 2 miles each side of the Houston VORTAC 306° (298° magnetic) radial extending from the 5-mile radius zone to 6 miles NW of the VORTAC, within 2 miles each side of the Houston VORTAC 025° (017° magnetic) radial extending from the 5-mile radius zone to 6 miles NE of the VORTAC, within 2 miles each side of the Houston VORTAC 239° (231° magnetic) radial extending from the 5-mile radius zone to 6 miles SW of the VORTAC, within 2 miles each side of the Houston VORTAC 142° (134° magnetic) radial extending from the 5-mile radius zone to 11.5 miles SE of the VORTAC, and within 2 miles each side of a 223° bearing (215° magnetic) from the Houston DF station (latitude 29°38'48" N., longitude 95°16'42" W.) extending from the 5-mile radius zone to 8 miles SW of the DF station, excluding the portion E of a line from the intersecting point of 5-mile radius circles centered on William P. Hobby Airport and Ellington AFB (latitude 29°-36'25" N., longitude 95°09'20" W.) NE of William P. Hobby Airport, through

the intersecting point of such 5-mile radius circles SE of William P. Hobby Airport, to latitude 29°32'00" N., longitude 95°15'00" W.

It is proposed to redesignate the Houston, Tex. (Ellington AFB), control zone as that airspace within a 5-mile radius of Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.); within 2 miles each side of the Ellington VOR 209° radial (201° magnetic) extending from the 5-mile radius zone to 7 miles SW of the VOR, within 2 miles each side of the Ellington TACAN 213° radial (205° magnetic) extending from the 5-mile radius zone to 7 miles SW of the TACAN, within 2 miles each side of the Houston VORTAC 142° radial (134° magnetic) extending from the William P. Hobby Airport (latitude 29°38'40" N., longitude 95°16'30" W.) 5-mile radius zone to 11.5 miles SE of the VORTAC, excluding the portion within the William P. Hobby control zone.

It is proposed to alter the Houston, Tex., transition area by adding that airspace extending upward from 700 feet above the surface within a 4-mile radius of Spaceland Airpark (latitude 29°30'30" N., longitude 95°03'01" W.) and within 2 miles each side of the 306° bearing (298° magnetic) from the League City RBN (latitude 29°28'00" N., longitude 94°59'08" W.) extending from the 4-mile radius area to the RBN.

It is proposed to alter controlled airspace in the Houston, Tex., terminal area to provide airspace protection for aircraft executing prescribed instrument approach/departure procedures to airports within the Houston, Tex., terminal area.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Agency, Post Office Box 1689, Fort Worth, Tex. 76101. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Division. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the office of the Regional Counsel, Southwest Region, Federal Aviation Agency, Fort Worth, Tex. An informal docket

will also be available for examination at the office of the Chief, Air Traffic Division.

This amendment is proposed under the authority of sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Fort Worth, Tex., on July 7, 1966.

HENRY L. NEWMAN,
Director, Southwest Region.

[F.R. Doc. 66-7722; Filed, July 14, 1966;
8:48 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 66-SW-37]

**ALTERATION OF CONTROL ZONE AND
REVOCATION OF TRANSITION AREA**

Notice of Proposed Rule Making

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would alter the controlled airspace in the McAllen, Tex., terminal area.

The McAllen, Tex., control zone is designated as that airspace within a 5-mile radius of Miller International Airport (latitude 26°10'40" N., longitude 98°14'25" W.), within 2 miles each side of the McAllen VOR 095° radial extending from the 5-mile radius zone to 7 miles E of the VOR, within 2 miles each side of the McAllen VOR 322° and 324° radials extending from the 5-mile radius zone to 7 miles NW of the VOR, and within 2 miles each side of the 320° bearing from latitude 26°12'20" N., longitude 98°16'05" W., extending from the 5-mile radius zone to 7 miles NW of latitude 26°12'20" N., longitude 98°16'05" W., excluding the portion outside the United States.

The McAllen, Tex., transition area is designated as that airspace extending upward from 700 feet above the surface within 2 miles each side of the McAllen VOR 095° radial extending from the VOR to 8 miles E, within 2 miles each side of the 320° bearing extending from latitude 26°12'20" N., longitude 98°16'05" W., to 8 miles NW, and within 2 miles each side of the McAllen VOR 322° and 324° radials extending from the VOR to 8 miles NW.

The Federal Aviation Agency proposes to alter the McAllen, Tex., control zone as follows:

McALLEN, TEX.

That airspace within a 5-mile radius of Miller International Airport (latitude 26°10'40" N., longitude 98°14'25" W.), within 2 miles each side of the McAllen VOR 095° (086° magnetic) radial extending from the 5-mile radius zone to 8 miles E of the VOR, within 2 miles each side of the McAllen VOR 322° (313° magnetic) and 324° (315° magnetic) radials extending from the 5-mile radius zone to 8 miles NW of the VOR, within 2 miles each side of the 320° (311° magnetic) bearing from latitude 26°12'20" N., longitude 98°16'05" W., extending from the 5-mile radius zone to 8 miles NW of latitude 26°12'20" N., longitude 98°16'05" W., and within 2 miles each side of the 310° (310° magnetic) bearing from latitude 26°10'41" N., longitude 98°14'05" W., extending from the 5-mile radius zone to 8 miles NW of latitude 26°10'41" N., longitude 98°14'05" W., excluding the portion outside of the United States.

The proposed alteration of the McAllen, Tex., control zone will provide airspace protection for aircraft executing prescribed instrument approach/departure procedures in the McAllen, Tex., terminal area. It is planned to revoke the existing 700-foot transition area as the proposed control zone alteration will fulfill the airspace requirements.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Agency, Post Office Box 1689, Fort Worth, Tex. 76101. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Division. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Office of the Regional Counsel, Southwest Region, Federal Aviation Agency, Fort Worth, Tex. An Informal Docket will also be available for examination at the Office of the Chief, Air Traffic Division.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Fort Worth, Tex., on July 7, 1966.

HENRY L. NEWMAN,
Director, Southwest Region.

[F.R. Doc. 66-7723; Filed, July 14, 1966;
8:48 a.m.]

**FEDERAL COMMUNICATIONS
COMMISSION**

[47 CFR Part 83]

[Docket No. 16082; RM-611; FCC 66-571]

**SHIP RADIOTELEPHONE STATIONS
WHICH OPERATE ON VHF**

**Permission To Operate on More
Than One Public Correspondence
Frequency**

1. A notice of proposed rule making in the above-captioned matter was released July 6, 1965, and was published in the FEDERAL REGISTER, July 9, 1965 (30 F.R. 8696). The dates for filing comments and replies have passed.

2. The notice of proposed rule making was issued in response to a petition filed by American Telephone & Telegraph Co. (AT&T) requesting that § 83.106 of the Commission's rules be amended to permit VHF ship radiotelephone stations to op-

erate on more than one public correspondence channel without having a 156.3 and 156.8 Mc/s capability. The rules now permit such stations to operate on a single VHF public correspondence channel without being capable of transmitting and receiving on 156.8 Mc/s, the safety and calling frequency, and 156.3 Mc/s, the primary intership frequency. The main reason advanced by the petitioner is that most contiguous public coast stations with overlapping service areas do not operate on a common frequency because of electrical interference. Accordingly, a single channel VHF ship radio station cannot receive continuous public correspondence service when it moves from the service area of one public coast station to the service area of an adjacent public coast station where there is overlapping service because the latter station will be operating on a different frequency.

3. Comments were filed by Kaar Engineering Co. (KAAR); Lake Carriers' Association (LCA); Comite International Radio-Marine (CIRM); Southern California Marine Radio Council (SCMRC); American Telephone & Telegraph Co. (AT&T); and a late filing was received from the Netherlands Postal & Telecommunication Services. Reply comments were filed by AT&T.

4. Of the comments received, those of the SCMRC and AT&T, the petitioner, fully support the proposal. SCMRC believes the proposal would aid development of marine VHF and provide maritime public correspondence communications without adding to the congestion in the 2 Mc/s band. KAAR and LCA oppose the proposal. CIRM and the Netherlands P&T oppose the proposed rules. Their comments also were directed to legislation contemplated by the U.S. Coast Guard which would require certain vessels being navigated on inland waters of the United States to be capable of exchanging navigational communications on a frequency reserved exclusively for that purpose.

5. Although KAAR and LCA oppose the proposal, they generally agree in substance with AT&T and SCMRC that the VHF maritime service has not materialized as was anticipated. SCMRC believes the proposal would aid development of marine VHF and provide maritime public correspondence communications without adding to the congestion in the 2 Mc/s band. AT&T points out that at least two channels are required if continuous coverage is to be afforded ship stations that move from the service area of one public coast station to that of another when the service areas overlap. With the establishment of numerous coast stations, AT&T feels the two frequency principles should be approved as a minimum to provide continuity in coverage. From the viewpoint of the Commission, however, the current and planned availability of coast stations and service provided by the U.S. Coast Guard and the Army Corps of Engineers gives substantial encouragement to procurement of equipment which will provide four, five or more channels rather than one or two. It appears also

that more reasonably priced multichannel VHF maritime equipment is now available and the advantages of retaining the capability of the safety-calling frequency and at least one intership working frequency should warrant the additional expense involved.

6. Relaxation of the rules as set forth in the proposed rule making to provide multiple VHF frequencies does not foster the "calling-working" frequency concept provided by the Geneva Radio Regulations and we agree with KAAR that unless a common system is used by everyone, a gradual disintegration of the maritime VHF frequency plan may result. It would appear that ship stations requiring VHF radio for safety of their operation should have, as a minimum, the calling-and-safety frequency and one intership frequency. VHF public correspondence frequencies should be added as required by the ship operator as his needs and economics dictate.

7. Some confusion seems to exist in the industry with respect to the VHF maritime mobile system that should be developed within the framework of international treaties and the domestic regulations. Governmental decisions to allow piecemeal changes in the system lead to disintegration of the system and confusion and should be avoided. At the same time, it appears that some special purpose single channel and dual channel operations could be permitted in the system. The proposals in Docket 16081 with respect to low power hand held or portable equipment used by pilots is an example of such a special use.

8. The comments filed in the proceeding are equally divided with respect to whether a further exception from the provisions of the Geneva Radio Regulations that ship stations be capable of operation on 156.8 and 156.3 Mc/s should be granted. The Commission agrees that neither 156.8 nor 156.3 Mc/s are required for public correspondence service but feels that an exception from this inter-

national requirement to provide these channels for use in the maritime mobile service is not justified on the basis of information submitted. A derogation to the Geneva Radio Regulations should not be taken without a clear and convincing showing that it is justified. Such a showing has not been made in this proceeding.

9. In the decision in Docket No. 14375 (adopted July 13, 1962), the Commission's rules were amended to permit installation and use of equipment capable of operation only on one VHF public correspondence frequency without the capability for operation on the VHF safety and calling frequency, 156.8 Mc/s and the intership safety frequency, 156.3 Mc/s. In making this decision, the Commission considered, among other things, that there were more ship stations active in the public correspondence service in 1953 than there were in 1962, and agreed that there was evidence to support the belief that some improvement could be expected by permitting single channel operation. The action taken by the Commission with respect to Docket 14375 was a means to encourage expansion of the use of VHF and to make provision in the regulations whereby reasonable progress could be made in the future in implementing a maritime mobile VHF service. Assurance of the availability of such a service was given by the statement that: "The Commission clearly makes all frequencies in the 156-174 Mc/s band allocated in the United States for marine use available to all users who desire to take advantage of such availability."

10. During the period since 1962, some progress has been made toward better utilization of maritime VHF. The stimulus seems to have been provided by a number of independent factors. Among these has been the growing availability of reasonably priced, type accepted VHF transmitting equipment. Then there has been the congestion on the high fre-

quency radiotelephone channels. Of importance, also, has been the installation of new coastal stations equipped to serve the fleet on VHF. These taken together with the VHF service now available from the U.S. Coast Guard and the Army Corps of Engineers makes the very high frequency system particularly attractive.

11. It appears from information now available including that referred to above that implementation of the VHF maritime mobile service, at least in the United States, is making substantial progress. The requirement of the users for more than one channel is recognized. It follows that as better reasonably priced equipment becomes available, we should continue to encourage the use of a fully integrated maritime mobile service in which the safety frequency 156.8 Mc/s and the intership frequency 156.3 Mc/s is an integral part. Although it is reasonable to continue to authorize single channel equipment for special purpose use, it does not follow that we should encourage such use by also permitting two-channel equipment in the system. On the contrary, since there is a discernible upswing in the use of VHF for public correspondence, there is all the more reason to preserve the ITU principles of a compatible system.

12. In view of the foregoing, the Commission is of the opinion that the public interest, convenience and necessity would not be served by adopting the proposed rules. Accordingly, it is ordered, That the petition RM-611 is denied.

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

Adopted: June 29, 1966.

Released: July 12, 1966.

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

[F.R. Doc. 66-7730; Filed, July 14, 1966;
8:48 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control IMPORTATION OF CERTAIN MER- CHANDISE DIRECTLY FROM THE REPUBLIC OF INDONESIA

Available Certifications by the Gov- ernment of the Republic of Indonesia

Notice is hereby given that certificates of origin issued by the Ministry of Trade of the Republic of Indonesia under procedures agreed upon between that Government and the Office of Foreign Assets Control in connection with the Foreign Assets Control Regulations are now available with respect to the importation into the United States directly, or on a through bill of lading, from Indonesia of the following additional commodity:

Hair, human, processed (wigs, etc.).

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

[F.R. Doc. 66-7774; Filed, July 14, 1966;
8:49 a.m.]

Office of the Secretary

[Antidumping—ATS 643.3-m]

SHOES FROM POLAND

Notice of Intent To Discontinue Inves- tigation and To Make Determina- tion That No Sales Exist Below Fair Value

JULY 8, 1966.

Information was received on October 15, 1964, that shoes, leather, men's and boys', welt construction, imported from Poland were being sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended.

On August 18, 1965, the Commissioner of Customs issued a withholding of appraisement notice with respect to such merchandise, which was published in the FEDERAL REGISTER dated August 25, 1965.

Shortly after the commencement of the antidumping investigation, sales to the United States of the merchandise were terminated. The exporter gave assurances that if sales to the United States are resumed they will not be below fair value. The complainant being informed of these facts withdrew his complaint.

In view of the foregoing it appears that there are not, and are not likely to be, sales below fair value of shoes, leather, men's and boys', welt construction, from Poland.

Unless persuasive evidence or argument to the contrary is presented within 30 days, a determination will be made that there are not, and are not likely to be, sales below fair values.

Any such evidence or argument should be addressed to the Commissioner of Customs, 2100 K Street NW., Washington, D.C. 20226, in time to be received by his office not later than 30 days from the date of publication of this notice in the FEDERAL REGISTER.

This notice is published pursuant to § 14.7(b)(9) of the Customs Regulations (19 CFR 14.7(b)(9)).

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

[F.R. Doc. 66-7728; Filed, July 14, 1966;
8:48 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management COLORADO

Proposed Withdrawal and Reservation of Lands

JULY 7, 1966.

The Bureau of Mines, Department of the Interior, has filed an application, serial number Colorado-0128555, for the withdrawal from all forms of appropriation under the public land laws, including the general mining and mineral leasing laws, certain public lands in the sections and townships described below.

The Bureau of Mines desires to use the land for experimental purposes in connection with the development of oil shale processing techniques.

For a period of thirty 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 Manager, Colorado Land Office, Room 15019, Federal Building, 1961 Stout Street, Denver, Colo. 80202.

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

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.

The lands affected are:

- T. 1 N., R. 98 W.,
In Sec. 13.
- T. 1 S., R. 99 W.,
In Secs. 10 through 15.

Lands proposed to be withdrawn in the above designated area aggregate approximately 2,640 acres.

J. ELLIOTT HALL,
Manager, Colorado Land Office.

[F.R. Doc. 66-7701; Filed, July 14, 1966;
8:46 a.m.]

National Park Service TEXAS

Jurisdiction Over Lands and Waters at Padre Island National Seashore

Notice is hereby given that effective as of the 1st day of July 1966, at 12 m., central standard time, the United States accepted concurrent civil and criminal jurisdiction over all lands and waters, whether or not federally owned, within the boundaries of Padre Island National Seashore, Tex., as said boundaries are described in the act of Congress approved September 28, 1962 (76 Stat. 650), which authorized the establishment of the national seashore.

This acceptance of legislative jurisdiction was subject to those reservations contained in Chapter 38 (Senate Bill No. 6), Acts, 1963, 58th Legislature of the State of Texas, Regular Session, and in the deed to the United States executed by the School Land Board over the lands and waters within the Padre Island National Seashore. Such acceptance was effected by notifying the Governor of the State of Texas by a letter dated June 2, 1966, signed by Secretary of the Interior Stewart L. Udall. This letter reads as follows:

UNITED STATES DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20240,
June 2, 1966.

HON. JOHN CONNALLY,
Governor of Texas,
Austin, Tex.

DEAR GOVERNOR CONNALLY: Notice is hereby given, in accordance with the act of Congress approved February 1, 1940 (54 Stat. 19; 40 U.S.C., Sec. 255), and by virtue of authority contained in the act of Congress approved September 28, 1962 (76 Stat. 650), which authorized the establishment of Padre Island National Seashore, that effective as of the first day of July 1966, at 12 m., c.s.t., the United States accepts the cession of concurrent legislative jurisdiction made pursuant to Chapter 38 (Senate Bill No. 6), Acts, 1963, 58th Legislature of the State of Texas, Regular Session, by the deed to the United States executed by the School Land Board over the lands and waters within the Padre Island National Seashore.

This acceptance of concurrent civil and criminal jurisdiction, in accordance with the deed of conveyance executed by the State of Texas to the United States of America on August 23, 1963, encompasses all lands and waters within the boundaries of the said seashore whether or not federally owned.

It is requested that you endorse the enclosed duplicate original of this notice of acceptance, indicating the date and time of its receipt, and return it to this Department. For this purpose there is enclosed for your convenience a self-addressed envelope.

Sincerely yours,

(Signed) STEWART L. UDALL,
Secretary of the Interior.

Enclosure.

Received this 6th day of June 1966 at 10:33 a.m.

(Signed) JOHN CONNALLY,
Governor of Texas.

Done at Washington, D.C., this 7th day of July 1966.

A. C. STRATTON,
Acting Director,
National Park Service.

[F.R. Doc. 66-7702; Filed, July 14, 1966;
8:46 a.m.]

Office of the Secretary

COMMISSIONER OF INDIAN AFFAIRS

Delegation of Authority Regarding Sale or Exchange of Ceded Lands Restored to Tribal Ownership on Certain Indian Reservations

The Commissioner of Indian Affairs is authorized to perform the functions and exercise the authority vested in the Secretary of the Interior by section 3 of the Act of May 19, 1958 (P.L. 85-420, 72 Stat. 121; Note, 25 U.S.C. § 463 (1964)), which permits the sale or exchange by the tribe of all vacant or undisposed of ceded lands on the following-named Indian Reservations that have been restored to tribal ownership:

Klamath River, Calif.
Coeur d'Alene, Idaho
Crow, Mont.
Fort Peck, Mont.
Spokane, Wash.

Prepared for publication in the FEDERAL REGISTER.

JOHN A. CARVER, Jr.,
Under Secretary of the Interior.

JULY 11, 1966.

[F.R. Doc. 66-7703; Filed, July 14, 1966;
8:46 a.m.]

SOLICITOR, DEPARTMENT OF THE INTERIOR

Delegation of Authority

The delegation of authority to the Solicitor, Department of the Interior, published in 24 F.R. 1348-1349 is hereby amended by the addition of the following paragraph 210.2.2A(10). The numbering is that used in the Departmental Manual.

PART 210—OFFICE OF THE SOLICITOR DELEGATIONS

210.2.2A Delegation of Authority. The Solicitor is authorized to exercise the authority of the Secretary.

(10) With respect to the settlement of claims against the United States by employees for damage to, or loss of, personal property pursuant to the Military Personnel and Civilian Employees' Claims Act of 1964 (31 U.S.C. 240-242).

JOHN A. CARVER, Jr.,
Under Secretary of the Interior.

JULY 11, 1966.

[F.R. Doc. 66-7704; Filed, July 14, 1966;
8:46 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

BANKERS TRUST CO.

Notice of Approval of Applicant as Trustee

Notice is hereby given that Bankers Trust Co., a New York corporation, with offices at 16 Wall Street, New York, N.Y., has been approved as a trustee pursuant to Public Law 89-346 and 46 CFR 221.21-221.30.

Dated: July 12, 1966.

M. I. GOODMAN,
Chief, Office of Ship Operations.

[F.R. Doc. 66-7752; Filed, July 14, 1966;
8:49 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

ROHM & HAAS CO.

Notice of Filing of Petition Regarding Pesticides

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a (d)(1)), notice is given that a petition (PP 6F0501) has been filed by Rohm & Haas Co., Independence Mall West, Philadelphia, Pa. 19105, proposing the establishment of a tolerance of 1 part per million for residues of the herbicide 2,4-dichlorophenyl *p*-nitrophenyl ether in or on the raw agricultural commodities broccoli, brussels sprouts, cabbage, and cauliflower.

The analytical method proposed in the petition for determining residues of the herbicide is extraction with methylene dichloride, reduction of the nitro group, diazotization, coupling with *N*- α -naphthyl-*N'*-diethylpropylenediamine, and measurement of the absorbance at 565 millimicrons.

Dated: July 11, 1966.

J. K. KIRK,
Acting Commissioner of
Food and Drugs.

[F.R. Doc. 66-7713; Filed, July 14, 1966;
8:47 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 115-4]

BOILING NUCLEAR SUPERHEATER (BONUS) POWER STATION

Notice of Issuance of Operating Authorization to Puerto Rico Water Resources Authority

Please take notice that no request for a formal hearing having been filed following publication of the notice of proposed action in the FEDERAL REGISTER, the Atomic Energy Commission has

issued Operating Authorization No. DPRA-4 to the Puerto Rico Water Resources Authority authorizing the use and operation at powers up to 50 megawatts thermal of the Boiling Water Nuclear Superheater (Bonus) Reactor located at Punta Higuera, near Rincon, P.R.

The authorization, as issued, is as set forth in the notice of proposed issuance of operating authorization published in the FEDERAL REGISTER on June 3, 1966 (31 F.R. 8092).

Dated at Bethesda, Md., this 8th day of July 1966.

For the Atomic Energy Commission.

R. L. DOAN,
Director,

Division of Reactor Licensing.

[F.R. Doc. 66-7685; Filed, July 14, 1966;
8:45 a.m.]

DR. SPENCER H. BUSH

Certification

Pursuant to section 205, title 18 U.S.C. (P.L. 87-849, 76 Stat. 1124), I certify that the national interest requires that Dr. Spencer H. Bush, an employee of the Battelle Northwest Laboratory (a Government-owned laboratory operated for the Atomic Energy Commission by the Battelle Memorial Institute) and a member of the Atomic Energy Commission's Advisory Committee on Reactor Safeguards (ACRS), be permitted to act as agent for the Laboratory in the performance of work under the contract (including amendments and extensions thereof) between the Battelle Memorial Institute and the Atomic Energy Commission for the operation of the Battelle Northwest Laboratory: *Provided, however*, That this exemption from sections 203 and 205 of title 18 U.S.C. shall not permit Dr. Bush to act as agent for the Laboratory in dealing with the Commission's Regulatory Staff or the ACRS in any particular matter involving the Laboratory (1) in which he has at any time participated personally and substantially as a member of the ACRS, or (2) which is pending before the ACRS.

This certification is directed to be published in the FEDERAL REGISTER.

Dated: July 7, 1966.

R. E. HOLLINGSWORTH,
General Manager.

[F.R. Doc. 66-7686; Filed, July 14, 1966;
8:45 a.m.]

DR. STEPHEN H. HANAUER

Certification

Pursuant to section 205, title 18 U.S.C. (P.L. 87-849, 76 Stat. 1124), I certify that the national interest requires that Dr. Stephen H. Hanauer, an employee of the University of Tennessee and a member of the Atomic Energy Commission's Advisory Committee on Reactor Safeguards (ACRS), be permitted to act as agent for the University in the performance of work under the

following contract (including amendments and extensions thereof):

Subcontract 2476 between the University of Tennessee and the Union Carbide Corp. under Contract No. W7-405-ENG-26 between the Union Carbide Corp. and the Atomic Energy Commission.

Provided, however, That this exemption from sections 203 and 205 of title 18 U.S.C. shall not permit Dr. Hanauer to act as agent for the University in dealing with the Commission's Regulatory Staff or the ACRS in any particular matter involving the University (1) in which he has at any time participated personally and substantially as a member of the ACRS, or (2) which is pending before the ACRS.

This certification is directed to be published in the FEDERAL REGISTER.

Dated: July 7, 1966.

R. E. HOLLINGSWORTH,
General Manager.

[F.R. Doc. 66-7687; Filed, July 14, 1966;
8:45 a.m.]

DR. HARRY O. MONSON

Certification

Pursuant to section 205, title 18 U.S.C. (P.L. 87-849, 76 Stat. 1124), I certify that the national interest requires that Dr. Harry O. Monson, an employee of the Argonne National Laboratory (a Government-owned laboratory operated for the Atomic Energy Commission by the University of Chicago) and a member of the Atomic Energy Commission's Advisory Committee on Reactor Safeguards (ACRS), be permitted to act as agent for the Laboratory in the performance of work under the contract (including amendments and extensions thereof) between the University and the Atomic Energy Commission for the operation of the Argonne National Laboratory: *Provided, however,* That this exemption from sections 203 and 205 of title 18 U.S.C. shall not permit Dr. Monson to act as agent for the Laboratory in dealing with the Commission's Regulatory Staff or the ACRS in any particular matter involving the Laboratory (1) in which he has at any time participated personally and substantially as a member of the ACRS, or (2) which is pending before the ACRS.

This certification is directed to be published in the FEDERAL REGISTER.

Dated: July 7, 1966.

R. E. HOLLINGSWORTH,
General Manager.

[F.R. Doc. 66-7688; Filed, July 14, 1966;
8:45 a.m.]

DR. DAVID OKRENT

Certification

Pursuant to section 205 of title 18 U.S.C. (P.L. 87-849, 76 Stat. 1124), I certify that the national interest requires that Dr. David Okrent, an employee of the Argonne National Laboratory (a Government-owned laboratory operated

for the Atomic Energy Commission by the University of Chicago) and Chairman of the Atomic Energy Commission's Advisory Committee on Reactor Safeguards (ACRS), be permitted to act as agent for the Laboratory in the performance of work under the contract (including amendments and extensions thereof) between the University and the Atomic Energy Commission for the operation of the Argonne National Laboratory: *Provided, however,* That this exemption from Sections 203 and 205 of title 18 U.S.C. shall not permit Dr. Okrent to act as agent for the Laboratory in dealing with the Commission's Regulatory Staff or the ACRS in any particular matter involving the Laboratory (1) in which he has at any time participated personally and substantially as a member of the ACRS, or (2) which is pending before the ACRS.

This certification is directed to be published in the FEDERAL REGISTER.

Dated: July 7, 1966.

R. E. HOLLINGSWORTH,
General Manager.

[F.R. Doc. 66-7689; Filed, July 14, 1966;
8:45 a.m.]

NUNZIO J. PALLADINO

Certification

Pursuant to section 205, title 18 U.S.C. (P.L. 87-849, 76 Stat. 1124), I certify that the national interest requires that Mr. Nunzio J. Palladino, an employee of the Pennsylvania State University and a member of the Atomic Energy Commission's Advisory Committee on Reactor Safeguards (ACRS), be permitted to act as agent for the University in the performance of work under the following contracts (including amendments and extensions thereof) between the University and the Atomic Energy Commission:

Contract No. AT(30-1)-1859, Indemnity Agreement No. E-10 indemnifying activities authorized under AEC License No. R-2, and related regulatory matters.

Contract No. AT(30-1)-1396, Indemnity Agreement No. E-10 indemnifying activities authorized under AEC License No. R-72, and related regulatory matters.

Contract No. AT(30-1)-1710.

Contract No. AT(11-1)-1396.

Contract No. AT(30-1)-3490.

Equipment Grant No. NSE-16-1-66.

Provided, however, That this exemption from sections 203 and 205 of title 18 U.S.C. shall not permit Mr. Palladino to act as agent for the University in dealing with the Commission's Regulatory Staff or the ACRS in any particular matter involving the University (1) in which he has at any time participated personally and substantially as a member of the ACRS, or (2) which is pending before the ACRS.

This certification is directed to be published in the FEDERAL REGISTER.

Dated: July 7, 1966.

R. E. HOLLINGSWORTH,
General Manager.

[F.R. Doc. 66-7690; Filed, July 14, 1966;
8:45 a.m.]

DR. THEOS J. THOMPSON

Certification

Pursuant to section 205, title 18 U.S.C. (P.L. 87-849, 76 Stat. 1124), I certify that the national interest requires that Dr. Theos J. Thompson, an employee of the Massachusetts Institute of Technology (MIT) and a member of the Atomic Energy Commission's Advisory Committee on Reactor Safeguards (ACRS), be permitted to act as agent for MIT in the performance of work under the following contracts (including amendments and extensions thereof) between MIT and the Atomic Energy Commission:

Contract No. AT(30-1)-1967, Indemnity Agreement No. E-39 indemnifying activities authorized under AEC License No. R-37, and related regulatory matters.

Contract No. AT(30-1)-2344.

Provided, however, That this exemption from sections 203 and 205 of title 18 U.S.C. shall not permit Dr. Thompson to act as agent for MIT in dealing with the Commission's Regulatory Staff or the ACRS in any particular matter involving MIT (1) in which he has at any time participated personally and substantially as a member of the ACRS, or (2) which is pending before the ACRS.

This certification is directed to be published in the FEDERAL REGISTER.

Dated: July 7, 1966.

R. E. HOLLINGSWORTH,
General Manager.

[F.R. Doc. 66-7691; Filed, July 14, 1966;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 17471]

BRITISH OVERSEAS AIRWAYS CORP.

Notice of Prehearing Conference

Notice is hereby given that a prehearing conference on the above-entitled application is assigned to be held on July 19, 1966, at 10 a.m., e.d.s.t., in Room 211, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Leslie G. Donahue.

Dated at Washington, D.C., July 11, 1966.

FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 66-7716; Filed, July 14, 1966;
8:47 a.m.]

[Docket Nos. 16873, etc.; Order No. E-23936]

FRONTIER AIRLINES, INC.

Order Dismissing Complaints

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 12th day of July 1966.

Extension of local standby fares proposed by Frontier Airlines, Inc., Dockets 16873, 17419, 17420, 17451.

By tariff revisions¹ marked to become effective July 22, 1966, Frontier Airlines, Inc. (Frontier), proposes (1) to extend the expiration date of its standby fares from July 22, 1966, to January 24, 1967,² and (2) to provide that standby passengers who are unable to secure space on a flight will be provided a confirmed reservation to the same destination on the next available flight. Except for this one amendment and the extension of the expiration date, the tariff remains as presently in effect.

United Air Lines, Inc., Continental Air Lines, Inc., and Western Air Lines, Inc., have filed complaints which are directed primarily to the proposed new rule of the tariff that would allow a standby passenger who was unable to obtain space on one flight a confirmed reservation on the next available flight.³ The carriers contend that the proposed reservation rule is unjust and unreasonable, unjustly discriminatory, unduly preferential to the standby passenger, and unduly prejudicial to the full-fare passenger; that the proposed positive space reservation provision would obviate the requirement that the current 50 percent standby fares be applicable only on flights other than non-stop flights; that the positive space reservation provision is a significant variable and one that should not now be introduced into the basic standby fare experiment since sufficient time to measure the effects of such fares has not yet elapsed; and that the establishment of a 50 percent fare reduction with the positive space reservation feature is inconsistent with the Board's Policy of requiring strict standby rules in order to justify a fare reduction of this magnitude.

In support of its proposal, and in answer to the complaints, the carrier states that it is filing an extension for an additional 6-month experimental period for its standby tariff in order to evaluate the effect of the standby fares over a full year and to measure the effect of the proposed rule permitting a reservation on a subsequent flight for passengers who are unable to secure space on a standby flight. Frontier contends that its reports for the months of February, March, and April, 1966, on file with the Board show that the standby fares have been successful in generating new traffic; that the diversionary effect upon Frontier and other carriers has been minimal;

¹ Revisions to Frontier Airlines, Inc., Tariff C.A.B. No. 42.

² By Order E-23128, adopted Jan. 18, 1966, the Board instituted an investigation of Frontier's standby fares, but permitted these fares to become effective. Subsequently, on Apr. 8, 1966, the Board dismissed complaints against the extension of the expiration date of said fares from Apr. 23, 1966, to July 22, 1966 (Order E-23504).

³ Western's complaint stated that Rule 1(F) (2) as originally proposed by Frontier was ambiguous and in violation of sec. 231.38(e) of the Board's economic regulations. Frontier has filed a new tariff page correcting its original filing (Tariff C.A.B. No. 42, 2d revised p. 4, issued in lieu of 1st revised p. 4 rejected by the C.A.B.). By letter of June 23, 1966, Western requested that its complaint be considered as applicable to the revised rule filed by Frontier.

and that the standby fares have stimulated other traffic throughout its entire system and Frontier actually had a healthy increase in such traffic above the standby traffic in those markets which have standby service. In answer to the complaints, Frontier points out that the purpose of the proposed reservation rule is to encourage standby passengers, especially inexperienced air travelers, to use the standby fare by removing the fear that they will be bumped from flight to flight on an indefinite basis, and that the number of passengers so affected is less than one percent of the total standby passengers.

The Board, upon consideration of the proposed tariff revisions and complaints with respect thereto, finds that the standby fare tariff of the carrier should be extended for an additional period of time, and that the complaints against such tariff revisions should be dismissed insofar as they request suspension.

Frontier's reports of its experience with the standby fares in the 20 markets where these experimental fares are offered indicate that such fares have affected favorably the traffic and financial results of the carrier. The requested 6-month extension would afford the Board and the carrier time to obtain adequate and significant statistical data for approximately 1 year upon which to evaluate the soundness of the experiment offered by the new standby fares, and to take appropriate action should an issue be presented with respect to continuation of these fares beyond their proposed expiration date. Furthermore, we have before us no showing by the complainants, or from any other source, that the experiment is presently effecting any serious diminution of industry revenues.

The proposed reservation feature appears to be of an experimental nature and applicable to a negligible proportion of the total standby passengers. According to Frontier, the only time that a standby passenger will be given the opportunity to travel on a reserved seat basis will be after waiting for a standby flight on which he has been denied space. To date, only 0.6 percent of the total standby passengers have been denied space on the standby flight of their choice. In relation to the total number of the carrier's system passengers the proportion is infinitesimal. It appears, therefore, that such reservations will be few and infrequent, even if the number of such reservation passengers should moderately increase in the future.

The Board finds that its action herein is necessary and appropriate in order to carry out the provisions and objectives of the Federal Aviation Act of 1958, particularly sections 204(a), 403, 404, 407, and 1002 thereof.

Accordingly, it is ordered, That:

1. The complaints of Western Air Lines, Inc., in Docket 17419, United Air Lines, Inc., in Docket 17420, and Continental Air Lines, Inc., in Docket 17451, are dismissed insofar as they seek suspension;

2. Dockets 17419, 17420, and 17451 be consolidated in Docket 16873 dealing

with the investigation of Frontier's tariff C.A.B. No. 42; and

3. A copy of this order be served upon Frontier Airlines, Inc., Bonanza Air Lines, Inc., Continental Air Lines, Inc., Northwest Airlines, Inc., United Air Lines, Inc., Western Air Lines, Inc., and National Trailways Bus System.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board:¹

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 66-7717; Filed, July 14, 1966;
8:47 a.m.]

[Docket No. 16236; Order No. E-23933]

INTERNATIONAL AIR TRANSPORT ASSN.

Order Relating to Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 11th day of July 1966.

Agreement adopted by Joint Conferences 1-2, 3-1, and 1-2-3 of the International Air Transport Association relating to specific commodity rates, Docket 16236, Agreement C.A.B. 18934 R-1 through R-7.

An agreement has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Joint Conferences 1-2, 3-1, and 1-2-3 of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 590 dealing with specific commodity rates.

The agreement, adopted pursuant to unprotested notices to the carriers and promulgated in IATA letters dated May 26, June 3 and 16, 1966,² as set forth in the attachment hereto, (1) names rates under new commodity descriptions, and (2) names additional rates under existing commodity descriptions. The new rates under the new and existing commodity descriptions reflect reductions ranging from 19.8 to 63.4 percent and are consistent with the present level of specific commodity rates within the applicable areas.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the subject agreement to be adverse to the public interest or in violation of the Act, provided that approval thereof is conditioned as hereinafter ordered.

Accordingly, it is ordered:

That Agreement C.A.B. 18934, R-1 through R-7, be approved, provided that approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication.

¹ Member Adams dissenting opinion filed as part of the original document.

² Received in the Board May 31, June 6 and 17, 1966, respectively.

Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and 19 copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

RATES UNDER A NEW COMMODITY DESCRIPTION

Agreement C.A.B. 18934, R-6.

IATA Letter dated June 16, 1966.

Commodity Item 3009—Bands, Woven (endless or not) of Iron, Steel, Aluminum or Copper; Belting, Transmission, Woven of Iron, Steel, Aluminum or Copper; Wire, Fencing, Gauze, Grill, Mesh, Netting of Iron, Steel, Aluminum or Copper; Woven Wire of Iron, Steel, Aluminum or Copper (Also Coated in Plastics). 88 cents per kg., minimum weight 45 kgs.; 72 cents per kg., minimum weight 100 kgs.; 62 cents per kg., minimum weight 200 kgs.; 56 cents per kg., minimum weight 500 kgs.; between New York and London (Note 1).

Agreement C.A.B. 18934, R-3.

IATA Letter dated June 16, 1966.

Commodity Item 4788—Slide Fastener Manufacturing Machines and Accessories. 280 cents per kg., minimum weight 45 kgs.; 140 cents per kg., minimum weight 500 kgs.; Sydney to West Coast.

NEW UNDER EXISTING COMMODITY DESCRIPTIONS

Agreement C.A.B. 18934, R-5.

IATA Letter dated June 16, 1966.

Commodity Item 1024—Fish, Live Inedible, Including Aquarium Articles Such as Coral, Weed, Fish Food—Excluding Aquariums and Aquarium Appliances. 280 cents per kg., minimum weight 45 kgs.; Blantyre to New York.

Agreement C.A.B. 18934, R-7.

IATA Letter dated June 16, 1966.

Commodity Item 8207—Musical Instruments, n.e.s. 65 cents per kg., minimum weight 200 kgs.; 48 cents per kg., minimum weight 500 kgs.; New York to Barcelona/Madrid.

Note 1.—Additional rates were also established for application between New York and other European points at the same rates noted for London or at appropriate differentials.

Agreement C.A.B. 18934, R-4.

IATA Letter dated June 16, 1966.

Commodity Item 8550—Dental, Surgical, Measuring, Calibrating, Testing and Drawing Instruments/Appliances, Manually, Mechanically and/or Electrically Operated; Dental Base Plates, Filling and Impression Materials; Electronic Instruments/Equipment Designed for Scientific, Laboratory, Industrial and Radio or Television Broadcasting Use, Including Electro-Magnets, Electronic Vacuum Systems, Frequency Standards/Counters, Linear Accelerators, Oscilloscopes, Signal Generators, Spectrometers, Voltmeter/Oscillators, Laboratory Recorders, Tape Recorders other than for reproducing sound, Signal Processing Instruments, Transmitting Pulse Devices; Analyzing Scales, Microscopes, Telescopes,

Binoculars, Spectacles, Lenses, Photographic and Projection Equipment, Photographic Supplies; Film and Printed Advertising Posters and/or Photographs Appertaining thereto when shipped with the main articles; n.e.s.; Electronic Tubes, Namely Magnetron, Klystron, Switching, Traveling Wave, T.V. Camera, T.V. Picture, Thyatron—Excluding Watches and Clocks and Newsreel Films. 94 cents per kg., minimum weight 45 kgs.; 84 cents per kg., minimum weight 300 kgs.; Warsaw to New York.

Agreement C.A.B. 18934, R-1 and R-2.

IATA Letters dated May 26 and June 3, 1966.

Commodity Item 9603—Smokers' Requisites, Consisting only of Pipes, Humidors, Cigar and Cigarette Holders, Lighters, Ashtrays, Tobacco Pouches, Pipe Cleaners; Cigar, Cigarette and Pipe Cases; Pipe Racks; Pipe Reamers; Cigar, Cigarette and Pipe Filters. 64 cents per kg., minimum weight 300 kgs.; 55 cents per kg., minimum weight 1,000 kgs.; Brussels to New York.

[F.R. Doc. 66-7718; Filed, July 14, 1966; 8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 16732; FCC 66M-955]

CHARLES M. GOULD

Order Scheduling Hearing

In the matter of Charles M. Gould, Framingham, Mass., Docket No. 16732; order to show cause why the license for radio station KMA-8075 in the Citizens Radio Service should not be revoked.

It is ordered, This 8th day of July 1966, that Herbert Sharfman 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 September 8, commencing at 10 a.m.

Released: July 12, 1966.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-7731; Filed, July 14, 1966; 8:48 a.m.]

[Docket Nos. 14755-14757; FCC 66M-947]

JUPITER ASSOCIATES, INC., ET AL.

Order Rescheduling Hearing

In re applications of Jupiter Associates, Inc., Matawan, N.J., Docket No. 14755, File No. BP-14178; William S. Halpern and Louis N. Seltzer, doing business as Somerset County Broadcasting Co., Somerville, N.J., Docket No. 14756, File No. BP-14234; Radio Elizabeth, Inc., Elizabeth, N.J., Docket No. 14757, File No. BP-14812; for construction permits.

Upon the Hearing Examiner's own motion: It is ordered, This 11th day of July 1966, that the hearing herein now scheduled for July 20, 1966, be and the same is hereby rescheduled for July 18,

1966, 9 a.m., in the Commission's offices, Washington, D.C.

Released: July 11, 1966.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-7732; Filed, July 14, 1966; 8:48 a.m.]

[Docket No. 16745, etc.; FCC 66-607]

McCULLOCH COUNTY TRANSLATOR CO-OP ET AL.

Memorandum Opinion and Order Designating Applications for Hearing on Stated Issues

In re applications of McCulloch County Translator Co-op, Brady, Tex., Docket No. 16745, File No. BPTT-1349; McCulloch County Translator Co-op, Brady, Tex., Docket No. 16746, File No. BPTT-1350; McCulloch County Translator Co-op, Brady, Tex., Docket No. 16747, File No. BPTT-1351; McCulloch County Translator Co-op, Brady, Tex., Docket No. 16748, File No. BPTT-1352; for construction permits for new UHF television broadcast translator stations.

1. The Commission has before it for consideration: (a) The above-captioned applications filed by John P. Threadgill, an individual, under the name McCulloch County Translator Co-op (applicant); (b) a "Petition To Deny" filed on December 3, 1965, by Television Enterprises, Inc. (petitioner), operator of a community antenna television system (CATV) in Brady, Tex., directed against a grant of (a) above; (c) an "Addendum to Petition To Deny" filed December 6, 1965, by the petitioner with respect to (b) above; (d) an "Answer to Petition To Deny" filed May 16, 1966, by the applicant directed against (b) and (c) above; and (e) a "Motion To Strike" filed May 25, 1966, by the petitioner directed against (d) above.

2. On October 26, 1965, the applicant filed the following applications for construction permits for new UHF television broadcast translator stations: (BPTT-1349) which proposes a 20-watt UHF translator to serve Brady, Tex., by rebroadcasting Station KRLD-TV, Channel 4 (CBS), Dallas, Tex., on Output Channel 70; (BPTT-1350) which proposes a 20-watt UHF television broadcast translator station to serve Brady, Tex., by rebroadcasting Station WBAP-TV, Channel 5 (NBC), Fort Worth, Tex., on Output Channel 72; (BPTT-1351) which proposes a 20-watt UHF translator to serve Brady, Tex., by rebroadcasting Station WFAA-TV, Channel 8 (ABC), Dallas, Tex., on Output Channel 74; and (BPTT-1352) which proposes a 20-watt UHF translator to serve Brady, Tex., by rebroadcasting Station KTVT, Channel 11 (Ind.), Fort Worth, Tex., on Output Channel 76. The applicant estimates that the translators will serve approximately 8,000 persons (an estimated

2,197 TV homes) in and about Brady, Tex. There is no predicted television broadcast service to Brady. The petitioner operates a CATV in Brady which supplies an estimated 1,400 subscribers¹ with the following television signals: WFAA-TV; KRLD-TV; KTVT; KTBC-TV, Channel 7 (ABC, CBS, NBC), Austin, Tex.; and KREB-TV, Channel 9 (NBC), Abilene, Tex.

3. The petitioner claims standing as a "party in interest" within the meaning of section 309(d) of the Communications Act on the basis of the competitive impact of the applicant's translators on its CATV system. It is clear that the potential competitive effect of the translators is sufficient to give the petitioner standing as a "party in interest" within the meaning of section 309(d) of the Act. Federal Communications Commission v. Sanders Brothers Radio Station, 309 U.S. 470. On the merits, the petitioner charges that Mr. Threadgill filed the present applications "solely for the purpose of coercing Petitioner to purchase or lease certain real estate or make other forms of monetary payment not required of it by contract or by law."

4. The parties appear to be in substantial agreement regarding the following events which took place before the present applications were filed and which, petitioner charges, led to the filing of these applications. Mr. Threadgill constructed the Brady CATV in 1954, and, in 1955, entered into a partnership with Mr. James H. Franks and others to own the CATV. Through the years, resentment developed between the partners as a result of various incidents. The only relevant dispute resulted when Mr. Threadgill entered into a building lease with his son (now deceased) on behalf of the CATV for a rental considered unreasonable by his partners. Apparently, as a result of the civil action brought by Mr. Threadgill's partners, the partnership finally sold the CATV to the petitioner which, however, refused to assume the building lease. Petitioner charges that the present applications were filed in order to create damaging competition for its CATV and, thereby, to force it to reimburse Mr. Threadgill for the building lease as consideration for the withdrawal of the present applications. These allegations are supported by the affidavits of six persons (R. D. Huffman, Mrs. R. Hodges, J. Guthals, E. M. Pearson, T. D. Bratton, and S. McCollum III) whose cumulative testimony is that they have personal knowledge of statements made by Mr. Threadgill which support the view that the present applications were filed for the specific purpose of coercing the petitioner into assuming the cited building lease.

5. The applicant did not respond to the "Petition To Deny" within the time specified by the Commission's rules. Consequently, on April 8, 1966, a letter was sent to the applicant which inquired whether these applications would be prosecuted, and cautioning the applicant

that failure to respond to the letter within thirty (30) days would lead to dismissal of its applications. The applicant filed its "Answer to Petition To Deny" on May 16, 1966. The petitioner has filed a "Motion To Strike" in which it urges that this response should not be considered since it was not filed within the 10-day period for filing an opposition specified by § 1.45 of the Commission's rules, and since good cause has not been demonstrated for the late filing. Further, the petitioner urges that consideration of the answer would be prejudicial to its rights and, finally, that should the Commission rule against its "Motion To Strike," it wishes to reserve the right to file a responsive pleading.

6. The petitioner is certainly correct in arguing that the answer was not timely filed. However, the Commission recognizes that many translator applicants are not represented by communications counsel so that they frequently—if unwittingly—violate our procedural rules. In this case, we believe the applicant could reasonably construe the letter of April 8, 1966, which the petitioner has not challenged, as an implied waiver of § 1.45 of the rules. In view of the foregoing considerations, we believe that the ends of justice will be served by waiving § 1.45 of the Commission's motion, and denying the "Motion To Strike." The remaining procedural question is whether the petitioner should be allowed to file a further pleading. The petitioner has not alleged how consideration of the applicant's answer could prejudice its rights; further, our rules make no provision for reservation of the right to file a pleading and a party adopts this tactic at its own risk. Consequently, we will deny the petitioner's request to file a further pleading. In the present case, in view of our disposition of this proceeding, we do not believe that our ruling can prejudice the petitioner.

7. Before considering the applicant's answer, we must note that it is not supported by an affidavit as required by section 309(d) of the Communications Act and that it does not allege facts which the Commission can properly take notice of. Consequently, the answer is, at best, of limited value for rebuttal purpose. Nonetheless, we believe we are entitled to consider it for the purpose of determining the scope of the present dispute. Although the answer contains a general denial of the petitioner's allegations, it also contains admissions which we cannot ignore. The applicant admits that its ownership of the building in question was a consideration in filing the present applications and that the applicant "desires to again be associated with a community antenna system. This is his prime reason for making this application." And although the applicant has challenged various of petitioner's affidavits as containing hearsay and surmise as to its motives in filing these applications, it is not alleged that the conversations referred to, in which Mr. Threadgill allegedly revealed his motives for filing these applications, did not take place or that they have not been accu-

rately reported. In these circumstances, we believe it only reasonable that Mr. Threadgill be called upon to explain his prior statements. And since serious questions have been raised with respect to Mr. Threadgill's qualifications, we believe it necessary to designate the present applications for evidentiary hearing in order to permit full exploration of the charges which have been made.

8. The issues which have been raised involve a charge of serious misconduct against the applicant, and were raised initially in the petitioner's "Petition To Deny." Since the petitioner is a party to this proceeding, we believe that it would be appropriate to require the petitioner to make the initial presentation of evidence under Issues 1 and 2, below. D & E Broadcasting Co., 1 FCC 2d 78, 5 RR 2d 475; Washington Broadcasting Co., FCC 66-450. However, since the principal information concerning the applicant's purpose in applying for these translators is peculiarly within the knowledge of the applicant, and since the issues concern the applicant's proposed use of broadcast facilities, the applicant will have the burden of proof on these issues. Elyria-Lorain Broadcasting, FCC 65-857, 6 RR 2d 191.

9. In view of the foregoing, except as indicated by the issues specified below, the applicant is legally, technically, financially, and otherwise qualified to construct and operate as proposed. However, the Commission is unable to make the statutory finding that a grant of these applications would serve the public interest, convenience and necessity, and is of the opinion that the applications must be designated for hearing on the issues set forth below.

Accordingly, it is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned applications of McCulloch County Translator Co-op are designated for hearing at a time and place and before a Hearing Officer to be specified in a subsequent order upon the following issues:

1. To determine all of the facts and circumstances surrounding the preparation and filing of the above-captioned applications.

2. To determine whether the above-captioned applications were filed in good faith or for the purpose of coercing Television Enterprises, Inc., to purchase or lease certain real estate or make other forms of monetary payment not required by contract or law.

3. To determine in view of the evidence adduced pursuant to the foregoing issue whether a grant of the above-captioned applications would serve the public interest, convenience and necessity.

It is further ordered, That Television Enterprises, Inc., is hereby made a party respondent to the above-captioned proceeding.

It is further ordered, That Television Enterprises, Inc., is directed to proceed with the initial presentation of evidence with respect to Issues 1 and 2 of this proceeding, but that, following Television Enterprises, Inc.'s initial presentation,

¹ "Television Factbook" (1966 edition).

McCulloch County Translator Co-op must proceed with the burden of going forward with the evidence and will have the burden of proof with respect to Issues 1 and 2.

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

It is further ordered, That the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594(f) of the Commission's rules, give notice of the hearing within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

Adopted: July 7, 1966.

Released: July 12, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,²

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-7783; Filed, July 14, 1966;
8:49 a.m.]

FEDERAL MARITIME COMMISSION

[Independent Ocean Freight Forwarder
License 428]

ALL NATIONS FORWARDING CO.

Revocation of License

Notice is hereby given that Michael S. Batt, doing business as All Nations Forwarding Co., 535 West 110th Street, New York, N.Y., has failed to comply with the Commission's order dated January 25, 1966, and published in the FEDERAL REGISTER (31 F.R. 1168). Accordingly, Independent Ocean Freight Forwarder License No. 428 is hereby revoked effective 12:01 a.m., July 12, 1966.

Dated: July 12, 1966.

THOMAS LISI,
Secretary.

[F.R. Doc. 66-7724; Filed, July 14, 1966;
8:48 a.m.]

M.A.N.Z. LINE AND SEA-LAND SERVICE, INC.

Notice of Agreement Filed for Approval

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916,

² Commissioner Loevinger concurring in the result and Commissioner Johnson not participating.

as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. J. S. Provan, Commerce Attorney, Sea-Land Service, Inc., Post Office Box 1050, Elizabeth, N.J., 07207.

Agreement 8987-2 between M.A.N.Z. Line and Sea-Land Service, Inc., modifies the basic transshipment agreement (1) deleting the Commonwealth of Australia (including Tasmania) from the scope of the agreement as shown in Article 1, and (2) by adding a new Article 6 to provide that the agreement nor any modification shall not become effective or implemented prior to approval of the Federal Maritime Commission.

Dated: July 12, 1966.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 66-7725; Filed, July 14, 1966;
8:48 a.m.]

SEA-LAND SERVICE, INC., AND AZTA SHIPPING CO.

Notice of Agreements Filed for Approval

Notice is hereby given that the following agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. J. Scot Provan, Sea-Land Service, Inc., Post Office Box 1050, Elizabeth, N.J. 07207.

Agreement 9504-1 modifies the basic transshipment arrangement to increase Sea-Land's portion of the through rates for frozen meats and shrimp carried in the trades from East and West Coast ports of Central America to East Coast ports of the United States and to Puerto Rican ports with transshipment at Balboa, C.Z. All other provisions of the basic agreement will remain as previously approved.

Dated: July 12, 1966.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 66-7726; Filed, July 14, 1966;
8:48 a.m.]

STATES STEAMSHIP CO. AND BANK LINE, LTD.

Notice of Agreements Filed for Approval

Notice is hereby given that the following agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. E. N. Bowen, States Steamship Co., 320 California Street, San Francisco, Calif. 94104.

Agreement 9561, between States Steamship Co., and the Bank Line, Ltd., will establish a through billing arrangement for the trade from South and East Africa ports to U.S. Pacific Coast ports including Hawaii, with transshipment at Hong Kong or Japanese ports under terms and conditions set forth in said agreement.

Dated: July 12, 1966.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 66-7727; Filed, July 14, 1966;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. RI67-1, etc.]

**A. L. ABERCROMBIE (OPERATOR),
ET AL.**

**Order Providing for Hearings on and
Suspension of Proposed Changes in
Rates ¹**

JULY 8, 1966.

The Respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

¹ Does not consolidate for hearing or dispose of the several matters herein.

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

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders: (A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until

date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before August 24, 1966, 1966.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

APPENDIX

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI67-1	A. L. Abercrombie (Operator), et al., 801 Union Center Building, Wichita, Kans. 67202.	10	2	Panhandle Eastern Pipe Line Co. (Hugoton Field, Grant County, Kans.).	\$9,790	6-17-66	² 7-18-66	12-18-66	\$ 11.0	³ ⁴ ⁵ 12.0	
	A. L. Abercrombie (Operator), et al.	18	2	do.	1,302	6-17-66	² 7-18-66	12-18-66	\$ 14.0	³ ⁴ ⁵ 15.0	
	do.	11	2	Panhandle Eastern Pipe Line Co. (Angell Field, Meade County, Kans.).	190	6-20-66	² 7-21-66	12-21-66	16.0	³ ⁴ ⁵ 17.0	
	do.	13	2	Panhandle Eastern Pipe Line Co. (Light Northeast Field, Seward County, Kans.).	200	6-17-66	² 7-18-66	12-18-66	15.0	³ ⁴ ⁵ 16.0	
	do.	14	9	Panhandle Eastern Pipe Line Co. (South Kismet Field, Seward County, Kans.).	7,000	6-17-66	² 7-18-66	12-18-66	7 16.0	³ ⁴ ⁵ 17.0	
RI67-2	Texaco, Inc., Post Office Box 2420, Tulsa, Okla. 74102, Attention: Mr. O. F. Sebesta.	305	2	Lone Star Gas Co. (Southeast Stage Stand Field, Stephens County, Okla.) (Oklahoma "Other" Area).	3,300	6-17-66	² 7-18-66	12-18-66	15.0	³ ⁴ ⁵ 16.0	
	Texaco, Inc.	316	2	Arkansas Louisiana Gas Co. (North Carter Field, Beckham County, Okla.) (Oklahoma "Other" Area).	928	6-17-66	² 8- 1-66	1- 1-67	15.0	³ ⁴ ⁵ 17.9	
RI67-3	R. W. Lange, Post Office Box 1034, Garden City, Kans. 67846.	4	8	Panhandle Eastern Pipe Line Co. (Meade County, Kans.).	300	6-22-66	² 8- 1-66	1- 1-67	16.0	³ ⁴ ⁵ 17.0	RI62-20.
RI67-4	J. M. Huber Corp., 2401 East 2d Ave., Denver, Colo. 80206.	39	10 3	Cities Service Gas Co. (Barber County, Kans.).	500	6-24-66	² 7-25-66	12-25-66	¹² 13.0	⁴ ¹¹ ¹² 14.0	G-20449.
RI67-5	Ashland Oil & Refining Co., Post Office Box 1503, Houston, Tex. 77001.	124	12	Natural Gas Pipeline Co. of America (Camrick Southeast Gas Pool, Texas and Beaver County, Okla.) (Panhandle Area).	2,000	6-24-66	² 7-25-66	12-25-66	¹² 17.8	² ⁴ ¹² 18.0	RI65-631.
RI67-6	Union Oil Co. of California, Union Oil Center, Los Angeles, Calif. 90017.	92	6	Arkansas Louisiana Gas Co. (Southwest Lacy Field, Kingfisher County, Okla.) (Oklahoma "Other" Area).	15,400	6-24-66	² 8- 3-66	1- 3-67	15.0	³ ⁴ ⁵ 17.8	

² The stated effective date is the effective date requested by Respondent.

³ Periodic rate increase.

⁴ Pressure base is 14.65 p.s.i.a.

⁵ Applicable to production from above the base of the Chase Group of the Permian System.

⁶ Applicable to production from below the base of the Chase Group of the Permian System.

⁷ Subject to a proportionate downward B.t.u. adjustment for gas containing less than 1,000 B.t.u.'s per cubic foot (present B.t.u. content is 1,115).

⁸ The stated effective date is the 1st day after expiration of the statutory notice.

⁹ "Fractured" increase. Contractually due rate is 18 cents per Mcf.

¹⁰ Includes Agreement dated Jan. 3, 1966, providing for 14 cents rate.

¹¹ Renegotiated rate increase.

¹² Subject to a downward B.t.u. adjustment.

APPENDIX A

Texaco, Inc. (Texaco), requests a retroactive effective date of March 1, 1966, for Supplement No. 2 to its FPC Gas Rate Schedule No. 305. Good cause has not been shown for

waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Texaco's aforementioned rate supplement and such request is denied.

All of the producers' proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's statement of general

policy No. 61-1, as amended (18 CFR, Ch. I, Pt. 2, § 2.56).
[F.R. Doc. 66-7698; Filed, July 14, 1966; 8:45 a.m.]

[Docket Nos. G-5130, etc.]

SUNRAY DX OIL CO., ET AL.

Notice of Applications for Certificates and Petitions To Amend Certificates¹
JULY 8, 1966.

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

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before August 1, 1966.

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

JOSEPH H. GUTRIDE,
Secretary.

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

Docket No. and date filed	Applicant	Purchaser, field and location	Price per Mcf	Pressure base
G-5130 C 7-1-66	Sunray DX Oil Co., Post Office Box 2039, Tulsa, Okla. 74102.	Texas Eastern Transmission Corp., Karon, et al., Fields, Live Oak and Goliad Counties, Tex.	14.1	14.65
G-6740 D 7-1-66	George R. Brown, c/o J. L. Bianchi, Esq., 1201 San Jacinto Building, Houston, Tex. 77002.	United Gas Pipe Line Co., South Weesatche Field, Goliad County, Tex.	Assigned	
G-13641 D 6-29-66	Sunray DX Oil Co., Post Office Box 2039, Tulsa, Okla. 74102.	Northern Natural Gas Co., Hansford Area, Hansford County, Tex.	(1)	
CI61-228 C 7-5-66	Pan American Petroleum Corp., Post Office Box 501, Tulsa, Okla.	Michigan Wisconsin Pipe Line Co., Lovedale Field, Harper County, Okla.	18.0	14.65
CI61-1143 ¹ C 6-21-66	Shell Oil Co. (Operator), et al., 50 West 50th St., New York, N.Y. 10020.	Texas Eastern Transmission Corp., Siloam Field, Clay County, Miss.	20.6186	15.025
CI65-1301 C 7-5-66	Delta Petroleum Co., Post Office Box 2051, Clarksburg, W. Va.	Consolidated Gas Supply Corp., Glenville District, Gümmer County, W. Va.	25.0	15.325
CI65-1333 C 7-5-66	do.	do.	25.0	15.325
CI66-240 C 7-5-66	J. & B. Drilling & Operating Co., et al., 339 1/2 Market St., Spencer, W. Va.	Consolidated Gas Supply Corp., Spencer District, Roane County, W. Va.	25.0	15.325
CI66-1346 F 6-27-66	Southern Union Production Co., (successor to Global Oils, Inc., et al.), Fidelity Union Tower, Dallas, Tex. 75201.	Michigan Wisconsin Pipe Line Co., Woodward Area, Major County, Okla.	15.0	14.65
CI66-1347 A 6-29-66	Sohio Petroleum Co., 970 First National Office Building, Oklahoma City, Okla. 73102.	Natural Gas Pipeline Co. of America, Camrick Field, Beaver County, Okla.	17.0	14.65
CI66-1348 A 6-30-66	W. R. Anderson, trustee (Operator), et al., 600 Petroleum Tower, Corpus Christi, Tex. 78403.	Texas San Juan Oil Corp., Miller and Fox Field Area, Jim Wells County, Tex.	12.0	14.65
CI66-1350 A 6-30-66	H. F. Sears (Operator), et al., 624 Amarillo Petroleum Building, Amarillo, Tex. 79101.	El Paso Natural Gas Co., Mocane Laverne Field, Beaver County, Okla.	17.0	14.65
CI66-1351 A 6-30-66	Roger M. Wheeler, et al., Post Office Box 1526, Tulsa, Okla. 74101.	Panhandle Eastern Pipe Line Co., Light Gas Area, Beaver County, Okla.	17.0	14.65
CI67-1 A 7-1-66	An-Son Corp., 3814 North Santa Fe, Oklahoma City, Okla. 73118.	Northern Natural Gas Co., Northwest Lovedale Field, Harper County, Okla.	17.0	14.65
CI67-2 A 7-1-66	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex. 77001.	Cities Service Gas Co., Bishop Area, Roger Mills Area, Okla.	15.0	14.65
CI67-3 A 7-1-66	do.	Michigan Wisconsin Pipe Line Co., Woodward Area, Dewey County, Okla.	20.495	14.65
CI67-4 A 7-5-66	Shell Oil Co., 50 West 50th St., New York, N.Y. 10020.	Valley Gas Transmission, Inc., James Lime Formation, Chatham Field, Jackson Parish, La.	15.0	15.025
CI67-5 A 7-5-66	do.	Valley Gas Transmission, Inc., Hoston Formation, Chatham Field, Jackson Parish, La.	15.0	15.025

¹No sales have been made from the subject acreage. Lease has expired.

²Adds interests of coowners.

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.

[F.R. Doc. 66-7699; Filed, July 14, 1966; 8:45 a.m.]

[Docket No. CP66-204]

ATLANTIC SEABOARD CORP.

Notice of Petition To Amend Application

JULY 8, 1966.

Take notice that on June 30, 1966, Atlantic Seaboard Corp. (Petitioner), Post Office Box 1273, Charleston, W. Va. 25325, filed in Docket No. CP66-204 a petition to amend the application filed on December 20, 1965 (31 F.R. 277), and supplemented on March 7, 1966, requesting a revision in the maximum daily firm deliveries to its jurisdictional customers as set forth in said application, as supplemented, all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

In its application filed in the instant docket and supplemented on March 7, 1966, Petitioner requested authorization for the construction and operation of approximately 20.3 miles of 36-inch gas transmission pipeline, looping its exist-

ing facilities at its Lost River Compressor Station, Hardy County, W. Va., in a westerly direction a distance of approximately 12.8 miles and in an easterly direction a distance of approximately 7.5 miles. By temporary certificate issued June 10, 1966, the Commission authorized Petitioner to construct and operate the proposed facilities and to render service to its jurisdictional customers within certain limits specified therein.

By the instant filing, Petitioner requests authorization for maximum daily deliveries under rate schedules providing for firm service to the following:

Jurisdictional customers	Maximum daily firm deliveries
Baltimore Gas & Electric Co.	266,000
Blue Ridge Gas Co.	3,500
City of Charlottesville.	13,000
Commonwealth Natural Gas Corp.	199,700
Cumberland & Allegheny Gas Co.	22,000
Lynchburg Gas Co.	7,800
Manufacturers Light & Heat Co.	54,000
Roanoke Gas Co.	19,000
Virginia Gas Distribution Corp.	72,000
Washington Gas Light Co.	548,500

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 August 8, 1966.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-7693; Filed, July 14, 1966;
8:45 a.m.]

[Docket No. G-14645 etc.]

EL PASO PRODUCTS CO.

Order Amending Orders Issuing Certificates, Etc.

JULY 8, 1966.

On April 11, 1966, El Paso Products Co. filed a notice of change in name to advise the Commission that its corporate name had been changed from El Paso Natural Gas Products Co. effective January 1, 1966, all as more fully set forth in the notice of change in name.

After due notice no protest, petition to intervene or notice of intervention has been received.

The Commission orders:

(A) The orders issuing certificates of public convenience and necessity to El Paso Natural Gas Products Co. are amended by changing the name of the certificate holder to El Paso Products Co.

(B) The pending proceedings in which El Paso Natural Gas Products Co. is Applicant or Respondent are redesignated to reflect the change in name to El Paso Products Co.

(C) The FPC gas rate schedules of El Paso Natural Gas Products Co. are redesignated as those of El Paso Products Co., and the Articles of Amendment dated December 23, 1965, to the certificate of incorporation are accepted for filing as supplements to the aforementioned FPC gas rate schedules, effective as of January 1, 1966, and are designated as follows:

Rate schedule	Supplement
1	6
2 ¹	23
3	12
4	4
5	3
6 ¹	5
7	6
8	11
9	1
10	11
11	2
12	2
13 ¹	2
14	2

¹ (Operator), et al.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-7694; Filed, July 14, 1966;
8:45 a.m.]

[Project 2597]

HARTFORD ELECTRIC LIGHT CO.

Notice of Application for License for Constructed Project

JULY 8, 1966.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by the Hartford Electric Light Co. (correspondence to: Charles L. Derrick, President, the Hartford Electric Light Co., Post Office Box 2370, Hartford, Conn. 06101) for a license for constructed Project No. 2597, known as the Falls Village Project, located on the Housatonic River, in Litchfield County, Conn., in the region of Canaan.

The existing Falls Village Project consists of: (1) A concrete gravity overflow dam approximately 300 feet long, 14 feet high, with crest at elevation 633.19 feet; (2) three canal gates 10 feet by 5 feet each; (3) a concrete intake canal 2,200 feet long, 30 feet wide and 15½ feet deep; (4) an overflow to a sluiceway and tunnel which returns ice to the river; (5) three headgates; (6) three 9-foot diameter and two 3-foot diameter penstocks, each 300 feet long; (7) a powerhouse containing three 5,000 hp turbines each directly connected to a 3,000 kw generator; and (8) appurtenant facilities.

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 of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is September 1, 1966. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-7695; Filed, July 14, 1966;
8:46 a.m.]

[Docket No. CP65-196]

NORTHERN NATURAL GAS CO.

Notice of Petition To Amend

JULY 7, 1966.

Take notice that on June 29, 1966, Northern Natural Gas Co. (Petitioner), 2223 Dodge Street, Omaha, Nebr. 68102, filed in Docket No. CP65-196 a petition to amend the order of the Commission issued in said docket on May 25, 1966 (Opinion No. 491), requesting authorization to construct and operate additional facilities in order to extend the presently authorized Annandale-Maple Lake branchline to the communities of South Haven, Kimball, and Watkins, Minn., to provide initial service to said communities and to deliver gas to Wisconsin Gas Co. in lieu of Natural Gas, Inc., for distribution in the village of Baldwin, Wis., all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

The Commission's order issued in the instant proceeding authorized Petitioner,

inter alia, to construct and operate 14.1 miles of 4-inch pipeline and measuring and regulating facilities to serve the communities of Annandale and Maple Lake. By the instant filing, Petitioner requests authority to construct and operate additional facilities consisting of 14.7 miles of 3-inch pipeline, 0.3 mile of 2-inch pipeline and certain measuring and regulating facilities. Petitioner states that no additional mainline facilities are required.

Petitioner estimates that in the third year of service, it will deliver a total of 685 Mcf of gas per day to North Central Public Service Co. for resale in the communities of South Haven, Kimball, and Watkins, Minn. Third year annual sales are estimated to be 191,840 Mcf.

Applicant states that the third year incremental revenues attributable to the proposed five community branchline exceed the incremental cost of service, including the cost of gas in the field plus incremental transmission expenses, by \$3,469.

The Commission's order issued in the instant proceeding also authorized Petitioner to deliver volumes of natural gas to Natural Gas, Inc. (Natural Gas) for resale in the village of Baldwin, Wis. (Baldwin). Petitioner states that the Public Service Commission of Wisconsin issued an order dated June 2, 1966, authorizing Wisconsin Gas Co. (Wisconsin Gas) to purchase the franchise, gas allocation, and operating rights of Natural Gas in Baldwin. Petitioner further states that Wisconsin Gas has agreed to make the contribution required by paragraph (C) of the Commission's order issued in the subject docket. Accordingly, Petitioner requests that it be authorized to deliver gas to Wisconsin Gas in lieu of Natural Gas for resale and distribution in Baldwin.

The total estimated cost of Petitioner's proposed construction is \$222,800.

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 August 8, 1966.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-7696; Filed, July 14, 1966;
8:46 a.m.]

[Project 2595]

WISCONSIN PUBLIC SERVICE CORP.

Notice of Application for License for Constructed Project

JULY 8, 1966.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Wisconsin Public Service Corp. (correspondence to: C. A. McKenna, secretary, Wisconsin Public Service Corp., 1029 North Marshall Street, Milwaukee, Wis. 53201) for a license for constructed Project No. 2595, known as High Falls Hydroelectric Station, located on Pesh-

tigo River, in Marinette County, Wis., near the town of Crivitz.

The existing project consists of: (1) A dam, rising 50 feet above bedrock, with gated and ungated concrete ogee spillway sections, an intake section, thin concrete gravity nonoverflow sections with concrete and earth embankment buttresses, and earth dikes with concrete corewall (overall length 878 feet); (2) a reservoir that at normal full pool elevation 1124.0 feet (Wisconsin Public Service Corp. Datum) extends approximately 6 miles upstream with a surface area of approximately 1,670 acres and operated to maintain a minimum outflow of 22 cfs; (3) a powerhouse of reinforced concrete construction with a total installed capacity of 7,000 kw in five equal units (horizontal turbines rated 1,900 hp at 80-foot head direct connected to generators rated 1,750 kva, 0.8 pf, 60 cycle, 360 rpm); (4) a substation with four 2,250 kva, 4,200/72,000 volt transformers; and (5) appurtenant facilities.

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 of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is August 30, 1966. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-7697; Filed, July 14, 1966;
8:46 a.m.]

INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS UNDER THE LONG TERM AR- RANGEMENT REGARDING INTER- NATIONAL TRADE IN COTTON TEXTILES

Announcement of ITAC Actions

JULY 12, 1966.

The purpose of this notice is to announce certain actions taken by the U.S. Government in furtherance of the objectives of, and under the terms of, the Long Term Arrangement Regarding International Trade in Cotton Textiles, done at Geneva on February 9, 1962. This information is also published in Department of Commerce Press Release G 66-124 dated June 30, 1966.

This information supplements that contained in earlier Department of Commerce press releases, the most recent of which was G 66-89, dated May 9, 1966.

1. *Bilateral Agreements.*

Poland. By an exchange of letters concluded on May 20, 1966, the Governments of the United States and Poland agreed that Poland's exports to the United States in Category 46 for the 12-month period beginning on May 26, 1966, would be limited to 8,400 dozen. This agreement was in line with a similar

understanding applicable to the previous 12-month period.

Greece. On May 23, 1966, notes were exchanged amending the bilateral cotton textile agreement with Greece. (See Department of State Press Release No. 119 of that date.)

Colombia. On June 24, 1966, the bilateral cotton textile agreement with Colombia was amended by exchange of notes. (See Department of State Press Release No. 153 of that date.)

2. *Pending Restraints.*

Following is a listing of the countries with which consultations are in progress under Article 3 of the LTA and the specific categories involved:

Category	County
Brazil-----	2, 22, 26 (duck), and 26 (other).
Singapore-----	19, 26 (duck only), and 52.

3. *Bilateral Consultations.*

Consultations on cotton textile trade are continuing with the Republic of Korea and Singapore. Consultations with Hong Kong and Israel are in the final stages and exchanges of notes on cotton textile trade are anticipated in the near future with these two countries. Consultations are to resume in July with the Government of Mexico.

STANLEY NEHMER,
Chairman, Interagency Textile
Administrative Committee,
and Deputy Assistant Secretary
for Resources.

[F.R. Doc. 66-7706; Filed, July 14, 1966;
8:46 a.m.]

OFFICE OF THE SPECIAL REPRESENTATIVE FOR TRADE NEGOTIATIONS

[Docket No. 66-1]

TRADE INFORMATION COMMITTEE

Consideration of an International Agreement on Antidumping

Timetable. A. Requests to present oral testimony must be submitted by Monday, August 22, 1966.

B. Written briefs must be submitted by Friday, September 2, 1966.

C. Hearing begins Monday, September 12, 1966.

1. *Notice of Public Hearing.* Pursuant to section 3(b)(3) of Directive No. 1 of the Office of the Special Representative for Trade Negotiations (48 CFR 202.3(b)(3)) and upon its own motion pursuant to section 2(d) of its Regulations (48 CFR 211.2(d)), the Trade Information Committee (hereinafter referred to as the Committee) in the Office of the Special Representative for Trade Negotiations has ordered a public hearing to be held for the purpose of examining the issues involved in an international agreement on antidumping.

2. *Subject matter of public hearing.* In connection with the Sixth Round of Trade Negotiations under the aegis of the General Agreement on Tariffs and

Trade (hereinafter referred to as the GATT), the United States has been engaged in discussions regarding a number of nontariff barriers to trade. Among these, one that has figured importantly is the content and administration of national antidumping laws. These discussions have been regarded with particular interest by the U.S. Government because of problems which have arisen regarding application of foreign antidumping laws to U.S. exports, because of the possibility that antidumping laws will in the future be increasingly resorted to by foreign nations and because aspects of the administration of the U.S. antidumping law have been criticized by other countries.

As a result of these discussions, interest has been manifested by a number of countries in negotiating an international agreement on antidumping. The United States has indicated a willingness to discuss the possible content of an international dumping agreement.

In order to assist the U.S. Government in this endeavor, the Committee wishes to hold a public hearing. The general topics or questions on which interested parties might wish to submit views are listed below. This list is not exhaustive, however, and interested parties are invited to submit views on any matter which, in their judgment, should be considered.

Any consideration of an international antidumping agreement must of course take into account the present GATT provisions in this respect. In order that interested parties may be familiar with these provisions in preparing their submissions, GATT Article VI which contains the relevant provisions is reproduced as an attachment.

(i) What should constitute actionable dumping in an international agreement? Under the present GATT rules dumping duties may be imposed where goods are sold in another country at less than normal value, i.e., at prices lower than those at which the goods are offered in the home country, when the consequence of such sales is or is likely to be injurious to the domestic industry in the receiving country or to materially retard the establishment of such an industry.

(ii) What guidelines, if any, should an international agreement contain regarding the determination of sales at less than normal value, including, for example, consideration of standards of comparability of prices in different markets?

(iii) What guidelines, if any, should an international agreement contain regarding the determination of injury, including, for example, consideration of the relevance to such determination of the margin of dumping, or whether the dumping took place in order to meet competition?

(iv) What guidelines, if any, should an international agreement contain regarding the definition of industry, in terms, for example, of product or market coverage?

(v) What procedural rules, if any, should be provided in an international agreement including, for example, consideration of rules to govern the initia-

tion of complaints, the application of provisional measures, or assurance of fair and open hearings?

3. *Time and place of public hearing.* The public hearing will commence on Monday, September 12, 1966. Information concerning the place of the hearing may be obtained from the Executive Secretary of the Committee.

4. *Requests to present oral testimony.* All requests to present oral testimony must be received by the Executive Secretary of the Trade Information Committee not later than Monday, August 22, 1966.

Requests to present oral testimony must conform with the Regulations of the Committee (48 CFR Part 211). Requests shall be submitted in an original and three copies and must include the following information:

(a) The name, address, and telephone number of the party submitting the request;

(b) The name, address, telephone number, and official position of the person submitting the request on behalf of the party referred to in subparagraph (a);

(c) A brief indication of the interest of, and the position to be taken by, the party;

(d) The name, address, and telephone number of the person or persons who will present oral testimony; and

(e) The amount of time requested for the presentation of oral testimony.

Each party submitting a request will be notified of the Committee's disposition thereof. Each party whose request is granted will also be notified of the date on which he is scheduled to appear, the amount of time allotted for his presentation, and the place of the hearing. The Committee reserves the right to restrict the time allotted for the presentation of oral testimony. Any party whose request is denied will be notified of the reasons therefor.

5. *Submission of written briefs.* Any interested party may submit a written brief to the Committee concerning the subject matter of the public hearing. Each party presenting oral testimony must submit a brief. All briefs must be submitted not later than Friday, September 2, 1966.

Briefs must conform with the Regulations of the Committee (48 CFR Part 211).

6. *Information exempt from public inspection.* Parties are referred to sections 7 and 8 of the Regulations of the Committee (48 CFR 211.7 and 211.8) for the regulations concerning information exempt from public inspection.

In particular, it should be noted that requests to present oral testimony should contain no confidential information, and any requests marked "For Official Use Only" will not be accepted. In addition, every written brief must present in non-confidential form, on separate pages, a statement of the party's position and supporting arguments sufficient to inform any other party of the arguments he must meet in order to oppose the position taken in the brief.

7. *Public inspection of written materials.* Subject to the Regulations of the Committee, and in particular sections 7 and 8 (CFR 211.7 and 211.8), all written materials filed with the Committee in connection with the hearing will be open to public inspection, by appointment, at the office of the Executive Secretary, 1800 G Street NW., Washington, D.C. 20506. Transcripts of the hearing will also be available for inspection, but not for reproduction. Transcripts may be purchased from the official reporter.

8. *Communications and additional information.* Any communication or request for additional information regarding the coverage of the hearing should be addressed to: Executive Secretary, Trade Information Committee, Office of the Special Representative for Trade Negotiations, 1800 G Street NW., Washington, D.C. 20506.

SIDNEY PICKER, JR.,
Executive Secretary.

ARTICLE VI

ANTIDUMPING AND COUNTERVAILING DUTIES

1. The contracting parties recognize that dumping, by which products of one country are introduced into the commerce of another country at less than the normal value of the products, is to be condemned if it causes or threatens material injury to an established industry in the territory of a contracting party or materially retards the establishment of a domestic industry. For the purposes of this Article, a product is to be considered as being introduced into the commerce of an importing country at less than its normal value, if the price of the product exported from one country to another—

(a) Is less than the comparable price, in the ordinary course of trade, for the like product when destined for consumption in the exporting country, or,

(b) In the absence of such domestic price, is less than either—

(i) The highest comparable price for the like product for export to any third country in the ordinary course of trade, or

(ii) The cost of production of the product in the country of origin plus a reasonable addition for selling cost and profit.

Due allowance shall be made in each case for differences in conditions and terms of sale, for differences in taxation, and for other differences affecting price comparability.

2. In order to offset or prevent dumping, a contracting party may levy on any dumped product an antidumping duty not greater in amount than the margin of dumping in respect of such product. For the purposes of this Article, the margin of dumping is the price difference determined in accordance with the provisions of paragraph 1.

3. No countervailing duty shall be levied on any product of the territory of any contracting party imported into the territory of another contracting party in excess of an amount equal to the estimated bounty or subsidy determined to have been granted, directly or indirectly, on the manufacture, production or export of such product in the country of origin or exportation, including any special subsidy to the transportation of a particular product. The term "countervailing duty" shall be understood to mean a special duty levied for the purpose of offsetting any bounty or subsidy bestowed, directly or indirectly, upon the manufacture, production or export of any merchandise.

4. No product of the territory of any contracting party imported into the territory of

any other contracting party shall be subject to antidumping or countervailing duty by reason of the exemption of such product from duties or taxes borne by the like product when destined for consumption in the country of origin or exportation, or by reason of the refund of such duties or taxes.

5. No product of the territory of any contracting party imported into the territory of any other contracting party shall be subject to both antidumping and countervailing duties to compensate for the same situation of dumping or export subsidization.

6. (a) No contracting party shall levy any antidumping or countervailing duty on the importation of any product of the territory of another contracting party unless it determines that the effect of the dumping or subsidization, as the case may be, is such as to cause or threaten material injury to an established domestic industry, or is such as to retard materially the establishment of a domestic industry.

(b) The Contracting Parties may waive the requirement of subparagraph (a) of this paragraph so as to permit a contracting party to levy an antidumping or countervailing duty on the importation of any product for the purpose of offsetting dumping or subsidization which causes or threatens material injury to an industry in the territory of another contracting party exporting the product concerned to the territory of the importing contracting party. The Contracting Parties shall waive the requirements of subparagraph (a) of this paragraph, so as to permit the levying of a countervailing duty, in cases in which they find that a subsidy is causing or threatening material injury to an industry in the territory of another contracting party exporting the product concerned to the territory of the importing contracting party.

(c) In exceptional circumstances, however, where delay might cause damage which would be difficult to repair, a contracting party may levy a countervailing duty for the purpose referred to in subparagraph (b) of this paragraph without the prior approval of the Contracting Parties; *Provided*, That such action shall be reported immediately to the Contracting Parties and that the countervailing duty shall be withdrawn promptly if the Contracting Parties disapprove.

7. A system for the stabilization of the domestic price or of the return to domestic producers of a primary commodity, independently of the movements of export prices, which results at times in the sale of the commodity for export at a price lower than the comparable price charged for the like commodity to buyers in the domestic market, shall be presumed not to result in material injury within the meaning of paragraph 6 if it is determined by consultation among the contracting parties substantially interested in the commodity concerned that:

(a) The system has also resulted in the sale of the commodity for export at a price higher than the comparable price charged for the like commodity to buyers in the domestic market, and

(b) The system is so operated, either because of the effective regulation of production, or otherwise, as not to stimulate exports unduly or otherwise seriously prejudice the interests of other contracting parties.

AD ARTICLE VI

Paragraph 1.

1. Hidden dumping by associated houses (that is, the sale by an importer at a price below that corresponding to the price invoiced by an exporter with whom the importer is associated, and also below the price in the exporting country) constitutes a form of price dumping with respect to which the margin of dumping may be calculated on

the basis of the price at which the goods are resold by the importer.

2. It is recognized that, in the case of imports from a country which has a complete or substantially complete monopoly of its trade and where all domestic prices are fixed by the State, special difficulties may exist in determining price comparability for the purposes of paragraph 1, and in such cases importing contracting parties may find it necessary to take into account the possibility that a strict comparison with domestic prices in such a country may not always be appropriate.

Paragraphs 2 and 3.

NOTE 1: As in many other cases in customs administration, a contracting party may require reasonable security (bond or cash deposit) for the payment of anti-dumping or countervailing duty pending final determination of the facts in any case of suspected dumping or subsidization.

NOTE 2: Multiple currency practices can in certain circumstances constitute a subsidy to exports which may be met by countervailing duties under paragraph 3 or can constitute a form of dumping by means of a partial depreciation of a country's currency which may be met by action under paragraph 2. By "multiple currency practices" is meant practices by governments or sanctioned by governments.

Paragraph 6(b).

Waivers under the provisions of this subparagraph shall be granted only on application by the contracting party proposing to levy an antidumping or countervailing duty, as the case may be.

[F.R. Doc. 66-7753; Filed, July 14, 1966; 8:49 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority 30, Newark, N.J. Region, Rev. 1]

NEWARK REGIONAL OFFICE

Delegation of Authority To Conduct Program Activities

I. Pursuant to the authority delegated to the Regional Director by Delegation of Authority No. 30, Middle Atlantic Area, 30 F.R. 3254, as amended, 30 F.R. 5778 and 31 F.R. 7854, the following authority is hereby redelegated to the specific positions as indicated herein:

A. *Size determinations* (delegated to the positions as indicated below). To make initial size determinations in all cases within the meaning of the Small Business Size Standards Regulations, as amended, and further, to make product classification decisions for financial assistance purposes only. Product classification decisions for procurement purposes are made by contracting officers.

B. *Eligibility determinations* (delegated to the positions as indicated below). To determine eligibility of applicants for assistance under any program of the Agency in accordance with Small Business Administration standards and policies.

C. *Chief, Financial Assistance Division* (and Assistant Chief, if assigned).

1. Item I.A. (Size Determinations for Financial Assistance only).

2. Item I.B. (Eligibility Determinations for Financial Assistance only).

3. To approve business and disaster loans not exceeding \$350,000 (SBA share).

4. To decline business and disaster loans of any amount.

5. To disburse unsecured disaster loans.

6. To enter into business and disaster loan participation agreements with banks.

7. To execute loan authorizations for Washington approved loans and loans approved under delegated authority, said execution to read as follows:

(Name), Administrator,
By _____
(Name)
Title of person signing.

8. To cancel, reinstate, modify and amend authorizations for business or disaster loans.

9. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

10. To approve, when requested, in advance of disbursement, conformed copies of notes and other closing documents; and certify to the participating bank that such documents are in compliance with the participation authorization.

11. To approve service charges by participating bank not to exceed 2 percent per annum on the outstanding balance on construction loans and loans involving accounts receivable and inventory financing.

12. To take all necessary action in connection with the administration, servicing, collection, and liquidation of all loans and other obligations or assets, including collateral purchased; and to do and to perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing:

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator.

b. The execution and delivery of contracts of sale or of lease or sublease, quitclaim, bargain and sale or special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or in part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. The approval of bank applications for use of liquidity privilege under the loan guaranty plan.

D. *Working Supervisor or Chief, Loan Processing.*

1. Item I.A. (Size Determinations for Financial Assistance only).

2. Item I.B. (Eligibility Determinations for Financial Assistance only).

3. To approve business and disaster loans not exceeding \$50,000 (SBA share).

4. Item I.C.4 through 10.

E. *Working Supervisor or Chief, Loan Administration.*

1. To approve amendments and modifications of loan conditions for loans that have been fully disbursed.

2. Item I.C.12—Only the authority for servicing, administration and collection, including subitems a. and b.

F. *Working Supervisor or Chief, Loan Liquidation.* Item I.C.12—Only the authority for liquidation, including collateral purchased, and subitems a. and b.

G. *Loan Specialists GS 9 and Above Assigned to All Financial Assistance Division Programs in All Offices of This Region.* Final authority to approve the following actions concerning current direct or participation loans:

1. Use of the cash surrender value of life insurance to pay the premium on the policy.

2. Release of dividends of life insurance or consent to application against premiums.

3. Minor modifications in the authorization.

4. Extension of disbursement period.

5. Extension of initial principal payments.

6. Adjustment of interest payment dates.

7. Release of hazard insurance checks not in excess of \$200 and endorse such checks on behalf of the agency where SBA is named as joint loss payee.

H. Reserved.

I. *Working Supervisor or Chief, Procurement and Management Assistance.*

1. Item I.A. (Size determinations on PMA activities only).

2. Item I.B. (Eligibility Determinations on PMA activities only).

J. Reserved.

K. Reserved.

L. *Regional Counsel.*

To disburse approved loans.

M. *Administrative Assistant.*

1. To purchase reproductions of loan documents, chargeable to the revolving fund, requested by U.S. Attorneys in foreclosure cases.

2. To (a) purchase all office supplies and expendable equipment, including all desk top items, and rent regular office equipment; (b) contract for repair and maintenance of equipment and furnishings; (c) contract for services required in setting up and dismantling and moving SBA exhibits and (d) issue Government bills of lading.

3. In connection with the establishment of Disaster Loan Offices, to (a) obligate Small Business Administration to reimburse General Services Administration for the rental of office space; (b) rent office equipment, and (c) procure (without dollar limitation) emergency supplies and materials.

4. To rent motor vehicles from the General Services Administration and to rent garage space for the storage of such vehicles when not furnished by this Administration.

II. The authority delegated herein cannot be redelegated.

III. The authority delegated herein to a specific position may be exercised by any SBA employee designated as Acting in that position.

IV. All previously delegated authority is hereby rescinded without prejudice to actions taken under such Delegations of Authority prior to the date hereof.

Effective date: July 1, 1966.

ANDREW P. LYNCH,
Regional Director, Newark, N.J.

[F.R. Doc. 66-7707; Filed, July 14, 1966;
8:46 a.m.]

[Declaration of Disaster Area 582]

NORTH DAKOTA

Declaration of Disaster Area

Whereas, it has been reported that during the month of June 1966, because of the effects of certain disasters, damage resulted to residences and business property located in Morton, Oliver, and adjacent Counties in the State of North Dakota;

Whereas, The Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act, as amended.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b)(1) of the Small Business Act, as amended, may be received and considered by the Office below indicated from persons or firms whose property, situated in the aforesaid Counties and areas adjacent thereto, suffered damage or destruction resulting from floods and accompanying conditions occurring on or about June 24, 1966.

OFFICE

Small Business Administration Regional Office, 207 North Fifth Street, Fargo, N. Dak. 58102.

2. Field Offices to be established as needed, addresses to be announced locally.

3. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to January 31, 1967.

Dated: July 1, 1966.

BERNARD L. BOUTIN,
Administrator.

[F.R. Doc. 66-7708; Filed, July 14, 1966;
8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

JULY 12, 1966.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 40603—*Oyster shells to points in Indiana*. Filed by O. W. South, Jr., agent (No. A4914), for interested rail carriers. Rates on oyster shells, crushed or ground, in carloads, from Mobile, Ala., Jacksonville, Fla., and New Orleans, La., to specified points in Indiana.

Grounds for relief—Market competition.

Tariff—Supplement 28 to Southern Freight Association, agent, tariff ICC S-238.

FSA No. 40604—*Cinders from Webster, Va.* Filed by O. W. South, Jr., agent, (No. A4915), for interested rail carriers. Rates on coal, clay, shale or slate cinders, or mixture of cinders and soil, in carloads, from Webster, Va., to points in North Carolina.

Grounds for relief—Rate relationship.

Tariff—Supplement 222 to Southern Freight Association, agent, tariff ICC S-146.

FSA No. 40605—*Liquid caustic soda to Naheola, Ala.* Filed by Southwestern Freight Bureau, agent (No. B-8870), for interested rail carriers. Rates on liquid caustic soda, in tank carloads, or in multiple shipments of five or more tank carloads, from Taft, La., to Naheola, Ala.

Grounds for relief—Market competition.

Tariff—Supplement 23 to Southwestern Freight Bureau, agent, tariff ICC 4668.

FSA No. 40606—*Iron or steel scrap to Muskegon, Mich.* Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2850), for interested rail carriers. Rates on scraps or pieces of iron or steel (not copper clad), for remelting purposes only, in carloads, from Burns Harbor and Midwest (Portage), Ind., to Muskegon, Mich.

Grounds for relief—Market competition.

Tariffs—Supplement 28 to Chicago, South Shore & South Bend Railroad and supplement 252 to New York Central Railroad Co., tariffs ICC 216 and 1856, respectively.

FSA No. 40607—*Motor vehicles from Little Ferry, N.J.* Filed by the New York Central Railroad Co. (No. 5), for itself and interested rail carriers. Rates on motor vehicles, freight or passenger, loaded on bilevel or trilevel cars, from Little Ferry, N.J., to Atlanta, Hapeville, and Roseland, Ga.

Grounds for relief—Market competition and modified short-line distance formula.

Tariff—Supplement 145 to Traffic Executive Association-Eastern Railroads, agent, tariff ICC C-334.

FSA No. 40608—*Chlorine to Demopolis and Green Tree, Ala.* Filed by Southwestern Freight Bureau, agent (No. B-8871), for interested rail carriers. Rates on chlorine, in tank carloads, from Baldwin, Ark., and Taft, La., to Demopolis and Green Tree, Ala.

Grounds for relief—Market competition.

Tariffs—Supplements 125 and 23 to Southwestern Freight Bureau, agent, tariffs ICC 4529 and 4668, respectively.

FSA No. 40609—*Ordinary Livestock in western territory*. Filed by Western Trunk Line Committee, agent (No. A-2461), for interested rail carriers. Rates on ordinary livestock, in carloads, between points in western trunkline territory; between points in southwestern territory; between points in southwestern territory, on the one hand, and points in western trunkline territory, on the other; also between points in western trunkline territory, on the one hand, and points in Wyoming, on the other.

Grounds for relief—Modified short-line distance formula and grouping.

Tariffs—Supplement 10 to Western Trunk Line Committee, agent, tariff ICC A-4579 and supplement 58 to Southwestern Freight Bureau, agent, tariff ICC 4436.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-7734; Filed, July 14, 1966;
8:49 a.m.]

[Notice 1382]

MOTOR CARRIER TRANSFER PROCEEDINGS

JULY 12, 1966.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-68797. By order of July 8, 1966, the Transfer Board approved the transfer to Roger F. Brunner, Arkansas, Wis., of the certificate in No. MC-66053, issued August 3, 1960, to Arnold Meixner, Arkansas, Wis., authorizing the trans-

portation of: General commodities, excluding household goods, commodities in bulk, and other specified commodities, between points as specified in Pepin, Buffalo, Pierce, and Dunn Counties, Wis., on the one hand, and, on the other, Minneapolis, St. Paul, South St. Paul, Newport, Hastings, Red Wing, and Winona, Minn. A. R. Fowler, 2288 University Avenue, St. Paul, Minn. 55114, counsel for applicants.

No. MC-FC-68879. By order of July 8, 1966, the Transfer Board approved the transfer to Cecil M. Brazie, Deposit, N.Y. 13754, of the operating rights of Royal M. Brazie, Deposit, N.Y. 13754, in certificate No. MC-29750, issued October 21, 1940, authorizing the transportation, over a regular route, of general commodities, excluding household goods, commodities in bulk, and other specified commodities, between Binghamton, N.Y., and Deposit, N.Y. J. Leland Rickard, Farmers National Bank Building, Deposit, N.Y. 13754, attorney for applicants.

No. MC-FC-68881. By order of July 6, 1966, the Transfer Board approved the transfer to Winn Bus Lines, Inc., Richmond, Va., of certificate No. MC-73742, issued January 25, 1966, to Virginia Tours, Inc., Richmond, Va., authorizing the transportation of passengers and their baggage, restricted to traffic originating at the points indicated, in charter operations, from Richmond, Va., and points within 15 miles thereof, to points in Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Massachusetts, Montana, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Utah, Vermont, West Virginia, Wyoming, and the District of Columbia. Beverley H. Randolph, Jr., Travelers Building, Richmond, Va., attorney for applicants.

No. MC-FC-68890. By order of July 8, 1966, the Transfer Board approved the transfer to Merchants Trucking Co., Inc., Sandpoint, Idaho, of certificate in No. MC-1545, issued January 17, 1941, to Henry J. Holien, doing business as Merchants Transfer & Storage, Sandpoint, Idaho, authorizing the transportation, over irregular routes, of household goods,

between points and places in Washington, those in a specified area of Montana, inclusive of specified points, to ports of entry at the boundary of the United States and Canada in Washington, Idaho, Montana, and specified counties in Idaho; milk, flour, feed, soap, canned goods, sugar and salt, in truckload lots only, between Sandpoint, Idaho, on the one hand, and, on the other, points and places in specified counties in Idaho and Montana; and lumber, lath, shingles, in truckload lots only, and contractors' equipment, machinery, and incidental equipment, used in mines, sawmills, and road building, between points and places in specified counties in Idaho, Washington, and Montana. George R. LaBissoniere, 920 Logan Building, Seattle, Wash., attorney for applicants.

No. MC-FC-68895. By order of July 11, 1966, the Transfer Board approved the transfer to James D. Mendel, doing business as Mendel Trucking, Freeman, S. Dak., of certificate No. MC-25790 issued June 10, 1941, to John A. Gross, Freeman, S. Dak., and acquired by transferor herein pursuant to No. MC-FC-68235, consummated November 22, 1965, authorizing the transportation of livestock, over irregular routes, between Freeman, S. Dak., and points within 12 miles of Freeman, on the one hand, and, on the other, Sioux City, Iowa; and grain, feed, seed, building materials, liquid petroleum products, and farm machinery and implements, over irregular routes, from Sioux City, Iowa, to Freeman, S. Dak., and points within 12 miles of Freeman, with no transportation for compensation on return except as otherwise authorized.

No. MC-FC-68896. By order of July 11, 1966, the Transfer Board approved the transfer to Santee Transport Co., a corporation, Tampa, Fla., of the operating rights in certificate No. MC-119289, issued October 25, 1960, to W. B. Stephens and Frank M. Teachout, doing business as Santee Transport, Tampa, Fla., authorizing the transportation of: Feed and feed ingredients, salt, and salt products, and fish meal, serving points in Minnesota, Florida, Texas, Maine, and Louisiana. Lewis H. Hill, Jr., First National Bank Building, Tampa, Fla. 33602, attorney for applicants.

No. MC-FC-68898. By order of July 11, 1966, the Transfer Board approved the transfer to Customer Delivery Service, Inc., Montgomery, N.Y., of the operating rights in Permit No. MC-127050 issued November 16, 1965, to Schoonmaker Trucking Corp., Montgomery, N.Y., authorizing the transportation of: Building materials, between points in Connecticut, New York, New Jersey, and Pennsylvania, John J. Brady, Jr., 75 State Street, Albany, N.Y. 12207, attorney for applicants.

No. MC-FC-68899. By order of July 8, 1966, the Transfer Board approved the transfer to John Wesley Banks, doing business as Wykagyl Express, 20 Lincoln Avenue, New Rochelle, N.Y. 10801, of the operating rights in certificate No. MC-105328, issued February 18, 1955, to Emilio Ocasio and John Wesley Banks, a partnership, doing business as Wykagyl Express, 20 Lincoln Avenue, New Rochelle, N.Y. 10801, authorizing the transportation of: Household goods, as defined by the Commission, between points in Westchester County, N.Y., on the one hand, and, on the other, points in Connecticut, Massachusetts, New Jersey, New York, and Pennsylvania.

No. MC-FC-68906. By order of July 8, 1966, the Transfer Board approved the transfer to Arthur Pierson, Inc., Newton, N.J., of the operating rights in certificate No. MC-108035, issued by the Commission November 7, 1960, authorizing the transportation of: Agricultural commodities, between specified points in New Jersey, New York, Connecticut, Massachusetts, and Maryland, and the operating rights in permits Nos. MC-106997 (Sub-No. 3), MC-106997 (Sub-No. 6), MC-106997 (Sub-No. 11), MC-106997 (Sub-No. 13), and MC-106997 (Sub-No. 15), issued March 15, 1962, December 22, 1964, May 26, 1964, March 18, 1966, June 23, 1965, respectively, to Arthur Pierson, Newton, N.J., authorizing the transportation of: Specified commodities, in bulk, in dump vehicles, and photographic paper and materials, between points in New Jersey, New York, Connecticut, Pennsylvania, Michigan, and Illinois. Dual operations are involved. George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306, practitioner for applicants.

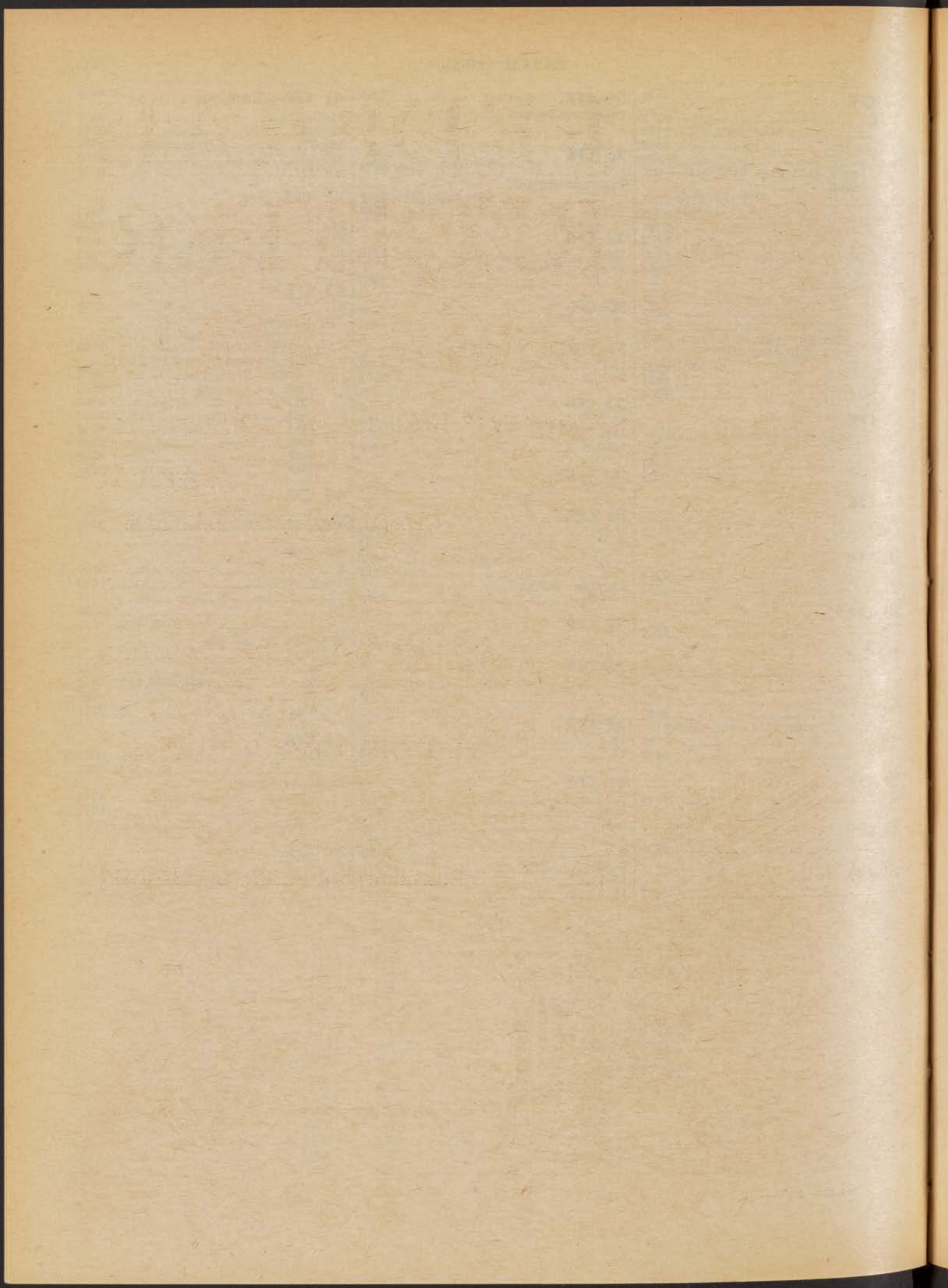
[SEAL]

H. NEIL GARSON,
Secretary.[F.R. Doc. 66-7735; Filed, July 14, 1966;
8:49 a.m.]

14 CFR	Page
Ch. I.....	9211
39.....	9046, 9109, 9399, 9446
63.....	9047
71.....	9047,
	9109, 9110, 9399, 9400, 9446-9448,
	9602.
73.....	9110, 9267
75.....	9267, 9400
77.....	9448
95.....	9487
97.....	9048, 9212, 9401
103.....	9058
PROPOSED RULES:	
21.....	9131
45.....	9131
71.....	9137,
	9306, 9307, 9361-9363, 9423, 9460,
	9549, 9550, 9606, 9607.
75.....	9363, 9423
91.....	9131
241.....	9358
16 CFR	
13.....	9345, 9346, 9449-9453, 9489, 9490
15.....	9214
221.....	9267
260.....	9062
17 CFR	
240.....	9104
249.....	9104
18 CFR	
157.....	9347
260.....	9062
20 CFR	
405.....	9580
21 CFR	
3.....	9215, 9540
8.....	9105
19.....	9602
120.....	9453
121.....	9106, 9215, 9417, 9453, 9491
146d.....	9107
166.....	9492
22 CFR	
61.....	9348
23 CFR	
1.....	9270
24 CFR	
1600.....	9492

25 CFR	Page
PROPOSED RULES:	
255.....	9087
26 CFR	
1.....	9199, 9454
PROPOSED RULES:	
1.....	9276, 9351, 9506, 9549
48.....	9086
29 CFR	
1500.....	9348
PROPOSED RULES:	
60.....	9420
30 CFR	
229.....	9062
31 CFR	
100.....	9493
250.....	9418
32 CFR	
43.....	9458
721.....	9271
1809.....	9348
33 CFR	
207.....	9497
36 CFR	
1.....	9062
3.....	9107
7.....	9062
221.....	9417
PROPOSED RULES:	
29.....	9278
37 CFR	
1.....	9540
38 CFR	
3.....	9063, 9605
36.....	9063
39 CFR	
16.....	9540
24.....	9540
41 CFR	
1-5.....	9216
4-6.....	9497
5-2.....	9498
5-6.....	9498
9-7.....	9063
9-56.....	9349
11-1.....	9457
11-3.....	9457

41 CFR—Continued	Page
11-5.....	9458
101-26.....	9541
101-27.....	9541
101-29.....	9628
101-45.....	9542
42 CFR	
52.....	9499
59a.....	9499
61.....	9499
63.....	9499
64.....	9499
43 CFR	
8.....	9108
PUBLIC LAND ORDERS:	
829 (revoked in part by PLO 4044).....	9268
3873 (revoked in part by PLO 4043).....	9268
4042.....	9108
4043.....	9268
4044.....	9268
4045.....	9268
4046.....	9269
4047.....	9269
4048.....	9601
46 CFR	
401.....	9064
402.....	9067
47 CFR	
2.....	9603
25.....	9216
73.....	9216
81.....	9350
83.....	9273, 9350, 9505
PROPOSED RULES:	
1.....	9424
2.....	9550
73.....	9088, 9239, 9551, 9552
83.....	9607
95.....	9511
49 CFR	
71-79.....	9067
95.....	9084, 9085
PROPOSED RULES:	
95.....	9240
97.....	9240
170.....	9308
50 CFR	
32.....	9505
256.....	9108
271.....	9542, 9543



FEDERAL REGISTER

VOLUME 31 • NUMBER 136

Friday, July 15, 1966

Washington, D.C.

PART II

General Services Administration

Standard Safety Devices for Automotive Vehicles

Amendment of Federal Standard 515



Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 101—Federal Property Management Regulations

SUBCHAPTER E—SUPPLY AND PROCUREMENT PART 101-29—FEDERAL SPECIFICA- TIONS AND STANDARDS

Subpart 101-29.3—Standards

Amendment of Federal Standard No. 515—Standard Safety Devices for Automotive Vehicles

This is an amendment of Federal Standard No. 515, which prescribes safety devices for automotive vehicles purchased by the Federal Government for use by the Federal Government. The amendment is issued pursuant to Public Law 88-515, approved August 30, 1964 (78 Stat. 696), and the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), as amended. In accordance with the requirements of Public Law 88-515, the provisions of this amendment will be effective for automotive vehicles manufactured on or after 1 year and 90 days after the date of publication in the FEDERAL REGISTER.

Federal Standard No. 515 was published originally in the FEDERAL REGISTER on June 30, 1965 (30 F.R. 8319). A proposed amendment of the Federal Standard was published in the FEDERAL REGISTER on March 8, 1966 (31 F.R. 4088). The proposal stated that comments and suggestions were welcome and should be submitted, in duplicate, to the Commissioner, Federal Supply Service, General Services Administration, Washington, D.C. 20405, within the period of 30 calendar days from the date of publication of the proposal in the FEDERAL REGISTER. The comments and suggestions received were duly considered in the final preparation of this amendment.

This amendment of Federal Standard No. 515 involves the addition of new detailed standards and revision of certain existing detailed standards. It was developed through consultation with Government agencies, the medical profession, trade associations, technical societies, and the automotive industry. The new detailed standards are designated as Federal Standards No. 515/18 through No. 515/26. Revised detailed standards are identified by a letter "a" following the detailed standard number (e.g., 515/1a indicates the first revision of 515/1).

The changes in the existing standard are as follows:

No. 515—*Standard Safety Devices for Automotive Vehicles*. Paragraph S2.2 has been revised to clarify the issue of conflicts of requirements of Federal Standard No. 515 with requirements of other procurement documents. Paragraph S3 has been revised to include information pertaining to revisions and referenced documents. Paragraph S4 has been revised to include a listing by standard number and title of all detailed standards. Paragraph S5 has been re-

vised to clarify the issue of effective date(s) of changes in Federal Standard No. 515.

Fed. Std. No. 515/1a—*Anchorage for Seat Belt Assemblies in Automotive Vehicles*. Makes provisions for seat belt anchorages to the seats of school buses. Adds anchorages for upper torso restraints for all outboard forward facing seating positions in sedans and station wagons and front seat outboard seating positions of carryalls and light trucks.

Fed. Std. No. 515/2a—*Forward Compartment Energy Absorption for Automotive Vehicles*. Changes title from "Padded Instrument Panel and Visors for Automotive Vehicles." Expands impact area to include extremes of occupant size and to include 45-degree laterals to each side. Also adds knee area protection and header and corner post padding.

Fed. Std. No. 515/3a—*Instrument Panel Instrument and Control Devices for Automotive Vehicles*. Removes the word "Recessed" from the title. Expands impact areas to include extremes of occupant sizes and to include 45-degree laterals to each side. Adds requirement that specified essential controls be in reach of upper torso belted operator.

Fed. Std. No. 515/4a—*Energy Absorbing Steering Control System for Automotive Vehicles*. Changes title from "Impact Absorbing Steering Wheel and Column Displacement for Automotive Vehicles." This proposal more clearly permits collapsible steering columns, denies clothes-catching hardware on steering wheel, and increases barrier collision test requirement to 30 miles per hour.

Fed. Std. No. 515/5a—*Safety Door Latches and Hinges for Automotive Vehicles*. Increases door latch load requirements and adds a requirement for a positive locking device or handles not operable by accidental side, rearward, or forward force.

Fed. Std. No. 515/6a—*Anchorage of Seats for Automotive Vehicles*. Adds a requirement for locking devices for folding and pedestal type seats.

Fed. Std. No. 515/9a—*Hydraulic Service Brake Systems for Automotive Vehicles*. Changes title from "Dual Operation of Brake System for Automotive Vehicles." Brake performance requirements for sedans, carryalls, and station wagons are added. Brake fluid system is changed to exclude absorption of moisture. Provisions are made to more clearly permit other than hydraulic actuation of emergency backup system.

Fed. Std. No. 515/12a—*Windshield Wipers and Washers for Automotive Vehicles*. Changes made to establish minimum areas to be wiped.

Fed. Std. No. 515/13a—*Glare Reduction Surfaces for Automotive Vehicles*. Expands requirements to include additional interior surfaces in the operator's field of view. Changes title from "Glare Reduction Surfaces—Instrument Panel and Windshield Wipers for Automotive Vehicles."

Fed. Std. No. 515/14a—*Control of Air Pollution from Automotive Vehicles*.

Changes title from "Exhaust Emission Control System for Automotive Vehicles." Incorporates by reference requirements contained in new standard issued by Department of Health, Education, and Welfare.

No. 515/17a—*Rearview Mirrors for Automotive Vehicles*. Changes title from "Outside Rearview Mirror(s) for Automotive Vehicles." Adds breakaway or detachable requirement for the inside rearview mirror and increases outside mirror minimum size to 5 inches.

Section 101-29.303 is amended as follows:

§ 101-29.303 Federal Standard No. 515—Standard Safety Devices for Automotive Vehicles.

(a) This section prescribes Federal Standard No. 515, covering safety devices for automotive vehicles, as required by Public Law 88-515, August 30, 1964 (78 Stat. 696). Automotive vehicles manufactured on or after the effective date(s) of this standard as amended, and purchased by the Federal Government, shall be equipped with safety devices conforming to Federal Standard No. 515. Copies of this standard may be obtained from the Commissioner, Federal Supply Service, General Services Administration, Washington, D.C. 20405. Since the original publication of Federal Standard No. 515 (30 F.R. 8319, June 30, 1965), a number of detailed standards therein have been revised and new detailed standards have been added. Where a standard has been revised, the letter "a" appears in the number of the standard, e.g., 515/1a. The new detailed standards which have been added include Standards No. 515/18 through 515/26.

(b) The Standard as amended reads as follows:

[Federal Standard No. 515]

STANDARD SAFETY DEVICES FOR AUTOMOTIVE VEHICLES

S1. *Scope of standard*. This standard establishes requirements for safety devices for automotive vehicles purchased by the Federal Government for use by the Federal Government, to achieve the highest practical degree of uniformity and standardization. Specific requirements for a particular safety device are covered by the applicable detailed standard (see S4).

S2. *Definitions and application*.

S2.1 *Definitions*.

S2.1.1 *Automotive vehicle*. The term "automotive vehicle" as used herein means any vehicle, self-propelled or drawn by mechanical power, designed for use on the highways, except any vehicle designed for military field training use, combat, or tactical purposes. This definition includes sedans, buses, carryalls, station wagons, and light trucks up to 10,000 pounds gross vehicle weight (G.V.W.).

S2.1.2 *Federal Government*. The term "Federal Government" includes the legislative, executive, and judicial branches of the Government of the United States, and the government of the District of Columbia.

S2.1.3 *Federal agency*. The term "Federal agency" means any executive agency or any establishment in the legislative or judicial branch of the Government (except the Senate, the House of Representatives, and the Architect of the Capitol and any activities under his direction).

S2.2 Application. Sedans, buses, carryalls, and station wagons as specified in procurement documents used by the Federal Government, and light trucks up to 10,000 pounds G.V.W. as specified in procurement documents used by Federal agencies, shall be equipped with safety devices as specified herein. Where the requirements stated in this standard conflict with any requirement in such procurement documents, the requirements of this standard shall govern: *Provided, however,* That this provision shall not be construed to prohibit any agency of the Federal Government from prescribing, pursuant to authority other than Public Law 88-515, safety standards with requirements greater than those prescribed in Federal Standard No. 515.

S3. Safety devices. Safety devices shall be as specified in the detailed standards (see S4). Publications referenced in the detailed standards form a part of this standard, as applicable. The publications referred to are the issues in effect on the date of the publication of this standard in the FEDERAL REGISTER. In the case of changes in Federal Standard No. 515, references to publications therein are to the issues in effect on the date of the publication of the respective changes in the FEDERAL REGISTER unless earlier issues are specified.

Notes: (1) *Federal specifications.* Copies of Federal specifications may be obtained from the General Services Administration at the addresses indicated in Index of Federal Specifications and Standards, which may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

(2) *Code of Federal Regulations (CFR), Federal Register, and ICC Regulations.* Copies of the Code of Federal Regulations, Federal Register and ICC Regulations may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

(3) *SAE publications.* Copies of SAE publications may be obtained from the Society of Automotive Engineers, Inc., 485 Lexington Avenue, New York, N.Y. 10017.

(4) *ASA standards.* Copies of ASA standards may be obtained from the American Standards Association, Inc., 10 East 40th Street, New York, N.Y. 10016.

(5) *NEA publications.* Copies of NEA publications may be obtained from the National Commission on Safety Education, National Education Association, 1201 16th Street NW., Washington, D.C. 20036.

(6) *Uniform Vehicle Code.* Copies of the Uniform Vehicle Code may be obtained from the National Committee on Uniform Traffic Laws and Ordinances, 525 School Street SW, Washington, D.C. 20024.

(7) *ASTM standards.* Copies of ASTM Standards may be obtained from the American Society for Testing and Materials, 1916 Race Street, Philadelphia, Pa. 19103.

(8) *Year Book.* Copies of the Year Book may be obtained from the Tire & Rim Association, Inc., Comand Building, 34 North Hawkins Avenue, Akron, Ohio 44313.

(9) *Weight, Height, and Selected Body Dimensions of Adults.* Copies of the Weight, Height, and Selected Body Dimensions of Adults, Public Health Service Publication No. 1090, Series 11, Number 8, may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

S4. Detailed Standards. Detailed standards for safety devices are identified as:

No. 515/1a—Anchorage for Seat Belt Assemblies in Automotive Vehicles.

No. 515/2a—Forward Compartment Energy Absorption for Automotive Vehicles.

No. 515/3a—Instrument Panel Instruments and Control Devices for Automotive Vehicles.

No. 515/4a—Energy Absorbing Steering Control System for Automotive Vehicles.

No. 515/5a—Safety Door Latches and Hinges for Automotive Vehicles.

No. 515/6a—Anchorage of Seats for Automotive Vehicles.

No. 515/7—Four Way Flasher for Automotive Vehicles.

No. 515/8—Safety Glazing Materials for Automotive Vehicles.

No. 515/9a—Hydraulic Service Brake Systems for Automotive Vehicles.

No. 515/10—Standard Bumper Heights for Automotive Vehicles.

No. 515/11—Standard Gear Quadrant (PRNDL) for Automotive Vehicles Equipped with Automatic Transmissions.

No. 515/12a—Windshield Wipers and Washers for Automotive Vehicles.

No. 515/13a—Glare Reduction Surfaces for Automotive Vehicles.

No. 515/14a—Control of Air Pollution from Automotive Vehicles.

No. 515/15—Tires and Safety Rims for Automotive Vehicles.

No. 515/16—Backup Lights for Automotive Vehicles.

No. 515/17a—Rearview Mirrors for Automotive Vehicles.

No. 515/18—Window and Door Controls for Automotive Vehicles.

No. 515/19—Ashtrays and Lighters for Automotive Vehicles.

No. 515/20—Armrests for Automotive Vehicles.

No. 515/21—Padding for Automotive Seat Backs.

No. 515/22—Head Restraint for Automotive Vehicles.

No. 515/23—Side Marker Devices for Automotive Vehicles.

No. 515/24—Rear Window Defogger for Automotive Vehicles.

No. 515/25—Roll Bar Structure for Automotive Vehicles.

No. 515/26—Fuel Tanks and Tank Filler Pipes for Automotive Vehicles.

S5. Provision for changes in the standard. Section 4 of Public Law 88-515 provides for the possibility of changes in the standards established under section 2 of that act. Any person, firm, or organization wishing to propose a change in this standard after it is prescribed shall submit the detailed proposal to the Commissioner, Federal Supply Service, General Services Administration, Washington, D.C. 20405. Changes in Federal Standard No. 515 take effect for those automotive vehicles manufactured on or after one year and 90 days after the date of publication of such changes in the FEDERAL REGISTER.

[Federal Standard No. 515/1a]

ANCHORAGES FOR SEAT BELT ASSEMBLIES IN AUTOMOTIVE VEHICLES

S1. Purpose and scope. This standard establishes the requirements and test procedures for seat belt assembly anchorages in automotive vehicles. This standard does not cover seat belt assemblies.

S2. Application. This standard applies to sedans, station wagons, carryalls buses (including school buses), and light trucks up to 10,000 pounds G.V.W. Intracity type buses, stand-up, walk-in package delivery vehicles with tilt type drivers' seats, and also folding jump seats that are folded directly behind the front seat in any vehicle are excluded.

S3. Standard requirements.

S3.1 Applicable references. To the extent specified herein, applicable references to this standard are: Federal Specification JJ-B-185a, Interim Amendment 7, Belt, Seat, Passenger Type, Automotive; SAE Standard J826, Manikins for Use in Defining Vehicle Seat-

ing Accommodations; Standards for Seat Belts for Use in Motor Vehicles, 15 CFR Part 9, issued by the Department of Commerce; Uniform Vehicle Code of the National Committee on Uniform Traffic Laws; Minimum Standards for School Buses of the National Education Association; and National Bureau of Standards (NBS) Handbook H28, Screw-Thread Standard for Federal Services.

S3.2 Definitions.
S3.2.1 Anchorage. A seat belt anchorage consists of a threaded hole, an eyebolt, or other suitable means of attachment and shall be situated in a suitable structure to receive seat belt attachment fittings and meet location and strength requirements specified.

S3.2.2 Attachment fittings. Attachment fittings are parts that attach the seat belt assembly to the seat belt anchorage.

S3.2.3 Seat belt assembly. A seat belt assembly is "any strap, webbing, or similar device designed to secure a person in a motor vehicle in order to mitigate the results of any accident, including all necessary buckles and other fasteners, and all hardware designed for installing such seat belt assembly in a motor vehicle." Seat belt assemblies are described in Federal Specification JJ-B-185a, Interim Amendment 7, and referenced regulation of the Department of Commerce.

S3.2.4 Type 1 seat belt assembly. "Type 1 seat belt assembly is a lap belt for pelvic restraint."¹

S3.2.5 Type 2 seat belt assembly. "Type 2 seat belt assembly is a combination of pelvic and upper torso restraints."¹

S3.2.6 Type 2a shoulder belt. "Type 2a shoulder belt is an upper torso restraint for use only in conjunction with a lap belt as a Type 2 seat belt assembly."¹

S3.2.7 School bus. A school bus is: "Every motor vehicle that complies with the color and identification requirements set forth in the most recent edition of *Minimum Standards for School Buses*² and is used to transport children to or from school or in connection with school activities, but not including buses operated by common carriers in urban transportation of school children."²

S3.3 General. Anchorages shall conform to the applicable requirements in the referenced regulations of the Department of Commerce. Threads shall be in accordance with applicable requirements in NBS Handbook H28. Anchorage location shall be determined with the seat at its rearmost limit of travel.

S3.3.1 Location of anchorages for a type 1 seat belt assembly and for the pelvic portion of a type 2 seat belt assembly. These anchorages shall be provided for each designed seating position. Anchorages shall be spaced laterally so that the belt essentially forms a U-shaped loop when in use. The same anchorage shall not be used for both ends of a single type 1 seat belt assembly or for both ends of the pelvic portion of a single type 2 seat belt assembly. Common anchorages meeting the strength requirements in S3.4 may be used for one end of each of two assemblies. A line from this anchorage to the occupant's "H" point (as defined in SAE Standard J826) shall make an angle from the horizontal as near as practicable to 45°, as shown in figures 1, 2, and 3. Determine the location of the "H" point using SAE Standard J826. Anchorages for belts installed over the seat bottom frame rear bar shall be as shown in figure 4. The type 1 seat belt assembly used in buses shall utilize the

¹ As defined in 15 CFR Part 9.

² Produced and sponsored by the National Commission on Safety Education of the National Education Association.

³ As defined in § 1-160 of the Uniform Vehicle Code.

seat for the anchorage points. Floor and wall anchorage points are permitted in buses only when there is no possible interference with the normal foot room provided or in entering or leaving the seat to the rear of the seat served by the anchorage.

S3.3.2 Location of anchorages for the upper torso portion of a type 2 seat belt assembly and for a type 2a shoulder belt. As a minimum, these anchorages shall be provided for each outboard seating position in sedans and station wagons, and each front seat outboard position in carryalls and light trucks. In buses, only the driver's seat need be provided with these anchorages. Excluded are vinyl or canvas top or bolted-on metal enclosure vehicles and three-wheeled utility vehicles. At least one anchorage shall be provided for the upper end of each upper torso restraint. These anchorages may be located in the seat, side or rear structure, roof, or floor, provided that the structure over which the restraint passes or to which it is fastened has been designed or reinforced to withstand the resulting load and the attached belt will comply with angle restrictions. When in use, location of these anchorages shall permit unhampered entering or leaving of any seat to the rear. The lower end of the upper torso restraint may be fastened to the pelvic portion of a type 2 assembly or to an existing inboard anchorage for a type 1 assembly. With the seat at its rearmost limit of travel, and the seat back in its rearmost driving position, the anchorages for the upper end of the upper torso restraint shall be on or rearward of the extension of the SAE two-dimensional manikin's torso line (see SAE Standard J826). An upward angle of the upper torso restraint passing from the shoulder reference point to an anchorage is desirable. If there is a downward angle of the upper torso restraint passing from the shoulder reference point to an anchorage, or to a suitable structure between the shoulder point and an anchorage, this angle shall be not more than 40° downward from the horizontal.

S3.4 Strength. Anchorages shall meet the strength requirements specified, when tested in accordance with S3.5. Permanent deformation of any anchorage or surrounding area is acceptable, provided there is no rupture or breakage and the anchorage does not pull loose.

S3.4.1 Anchorages for a type 2 assembly and a type 2a belt. Each outboard anchorage for the pelvic portion of a type 2 assembly shall withstand a force of at least 2,500 pounds. Each outboard anchorage for the upper portion of a type 2 assembly or a type 2a belt shall withstand a force of at least 1,500 pounds. A common anchorage for the inboard end of a type 1 assembly in combination with a type 2a belt or the inboard anchorage of a type 2 assembly shall withstand a force of at least 3,000 pounds. A common anchorage for one end of a center positioned type 1 assembly and either the inboard end of a type 1 assembly in combination with a type 2a belt, or the inboard end of a type 2 assembly, shall withstand a force of at least 5,500 pounds. A common anchorage for the inboard ends of two outboard pelvic belts and the inboard ends of two upper torso restraints shall withstand a force of at least 6,000 pounds.

S3.4.2 Anchorages for a type 1 assembly. These anchorages shall withstand a force of at least 2,500 pounds for each belt end attached.

S3.4.3 Anchorages for a seat belt assembly attached to the seat frame. The seat structure; seat adjusters, if applicable; and attachments shall withstand the forces specified in S3.4.1 and S3.4.2, as applicable, for all anchorages attached to the frame plus the seat inertia force. The seat inertia force shall be no less than 20 times the seat weight.

Floor and seat deformation are acceptable, provided there is no structural failure or release of the seat adjuster mechanism.

S3.5 Test procedure. Seats shall be in place in the body of the vehicle structure. Structures giving the equivalent effect of closed doors may be substituted for doors. Apply the load at an upward angle of $10^\circ \pm 5^\circ$ from the horizontal. As a minimum the vehicle structure shall be subjected to the simultaneous pull on all anchorages for all designed seating positions of each seat assembly. Load shall be applied toward the rear for seats facing the rear. When common anchorages are used for forward and rearward facing seats, the loads shall not be applied simultaneously. Anchorages for the upper end of the upper torso restraints may be tested independently if they are located in structural members in which no pelvic restraint anchorages are located.

S3.5.1 Anchorage test for a type 2 assembly and a type 2a belt. The loads specified in S3.4.1 shall be applied using either a body block set up similar to that shown in figure 5 or equivalent method.

S3.5.2 Anchorage test for type 1 assembly. The load specified in S3.4.2 shall be applied using either a body block similar to that shown in figure 6 or equivalent method.

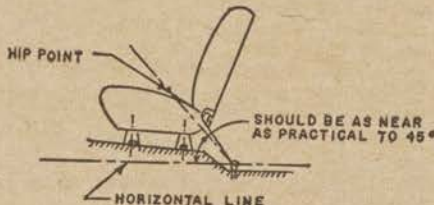


FIGURE 1.—Belt outside seat or through seat springs.

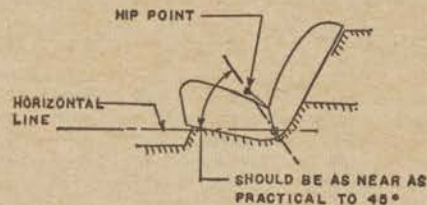


FIGURE 2.—Rear seat belt installation.

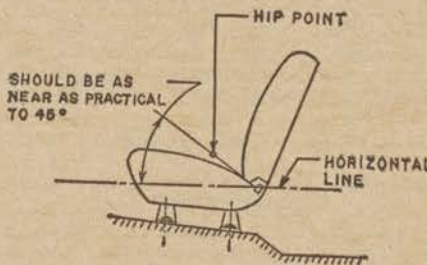


FIGURE 3.—Belt attached to seat frame.

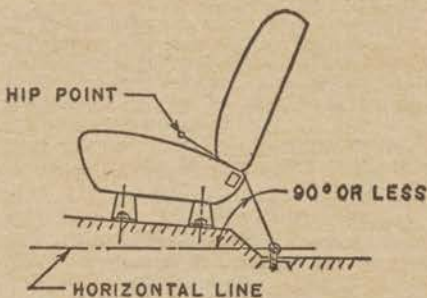


FIGURE 4.—Belt over seat crossbar.

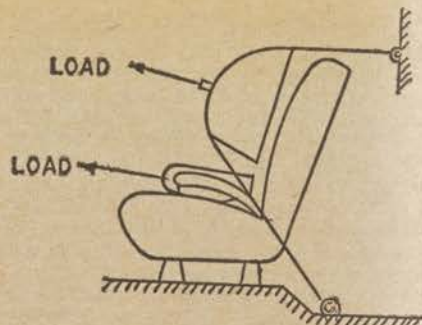


FIGURE 5.—Body block set up for combination upper torso and pelvic belt anchorages.

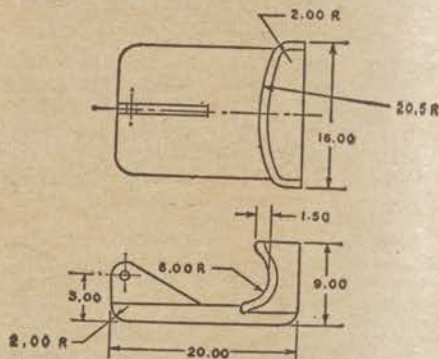


FIGURE 6.—Body block for pelvic belt anchorages.

[Federal Standard No. 515/2a]

FORWARD COMPARTMENT ENERGY ABSORPTION FOR AUTOMOTIVE VEHICLES

S1. Purpose and scope. This standard establishes requirements and test procedures for energy absorption characteristics for components of automotive vehicles in the forward compartment. The forward compartment includes all areas of the instrument panel, sun visors, header, and corner "A" pillars. Construction shall afford a reasonable degree of protection for front seat occupants wearing type 1 seat belt assemblies.

S2. Application. This standard applies to sedan, carryalls, station wagons, and light trucks up to 10,000 pounds G.V.W.

S3. Standard requirements.

S3.1 Applicable references. To the extent specified herein, the applicable references for this standard are: Federal Standard No. 515/3a, Instrument Panel Instruments and Control Devices for Automotive Vehicles; SAE Standard J826, Manikins for Use in Defining Vehicle Seating Accommodation; SAE Recommended Practice J921, Instrument Panel Laboratory Impact Test Procedure and Public Health Service Publication No. 1000, Series 11, Number 8, Weight, Height, and Selected Body Dimensions of Adults.

S3.2 Injury potential shall be minimized by constructing or locating forward compartment structures to eliminate impact or to reduce the forces imposed upon front seat occupants wearing type 1 seat belt assemblies when impacting these structures.

S3.3 Impact areas. SAE Standard J826 forms a basis for that part of this standard pertaining to head, knee, and leg impact areas. Establish the head impact area using manikins restrained by a type 1 seat belt assembly or other test devices having "H" point to "top-of-head" dimensions of 33 and 29 inches. Adjustable seats shall be in the extreme forward driving or riding position for the indicated 33-inch device and in the extreme rearward position for the indicated

29-inch device. The head impact area is the area between the arcs formed by the "top-of-head" points with the devices placed at each designed seating position and then swung forward and also 45° to each side of the longitudinal axis. Establish the knee and leg impact areas on the doors by swinging the manikin's knees and legs 45° right and left with the seat in its rearmost position using manikins restrained by a type 1 seat belt assembly or other test device with leg dimensions of the normally seated 95th percentile male defined in Public Health Service Publication No. 1000, Series 11, Number 8. To determine impact areas in all portions of the instrument panel and doors that may be contacted, swing the manikin's knees and legs 45° right and left at each designed seating position with the manikin's "H" point moved horizontally forward 10 inches and its feet resting in their normal toe board position.

S3.4 Location and construction.

S3.4.1 Within the impact area, the instrument panel, constructed of or covered with force distributing cushioning material, shall expand the areas of contact and deform to conform to the performance requirements in S4.

S3.4.2 The lower portion of the instrument panel shall contain no sharp or protruding edges in the knee and leg impact areas. Within the impact areas, the panel, constructed of force distributing cushioning material, shall expand areas of contact and deform to distribute the forces and minimize injury when struck by the knees or legs. Control devices and instruments in these impact areas shall comply with the requirements of Federal Standard No. 515/3a.

S3.4.3 The sun visors shall be constructed of force distributing material or be covered by force distributing cushioning material. The sun visor mounting shall be designed and located to provide a reasonable degree of protection for the head regardless of the position of the sun visor.

S3.4.4 The roof header impact areas shall contain no sharp or protruding edges. The impact areas shall be covered with minimum 0.5 inch thick force distributing cushioning material or other material which will reduce the likelihood of injury to an occupant's head upon impact.

S3.4.5 The right and left front corner posts shall not contain any sharp or protruding edges. The impact areas of the corner posts shall be covered with minimum 0.5 inch thick force distributing cushioning material or other material which will reduce the likelihood of injury to an occupant's head upon impact. These covering materials shall be designed and placed to create a minimum loss of visibility.

S4. Test procedures.

S4.1 Instrument panel. Tests shall be in accordance with SAE Recommended Practice J921. The deceleration of the head form when impacting the instrument panel at 22 feet per second shall not exceed a maximum value of 80 gs excluding all portions of the deceleration time curve above the 80 g level of less than 1.0 millisecond duration. The applicable less than 1.0 millisecond time of duration shall be that measured at the 80 g level of the deceleration time curve.

[Federal Standard No. 515/3a]

INSTRUMENT PANEL INSTRUMENTS AND CONTROL DEVICES FOR AUTOMOTIVE VEHICLES

S1. Purpose and scope. This standard establishes the locations and impact performance requirements of automotive vehicle instruments and control devices to afford a reasonable degree of protection for front

seat occupants wearing type 1 seat belt assemblies in the event of a collision.

S2. Application. This standard applies to sedans, buses, carryalls, station wagons, and light trucks up to 10,000 pounds G.V.W. Stand-up, walk-in package delivery vehicles with tilt type drivers' seats and three-wheeled utility vehicles are excluded.

S3. Standard requirements. Injury potential to occupants wearing type 1 seat belt assemblies shall be minimized by the construction, location, and mounting of control devices, instruments, and instrument bezels.

S3.1 Applicable references. To the extent specified herein, the applicable reference for this standard is SAE Standard J826, Manikins for Use in Defining Vehicle Seating Accommodation.

S3.2 Location, construction, and mounting.

S3.2.1 All instrument panel mounted control devices, except controls not essential to the operation of a moving vehicle, shall be located within reach of a driver wearing a type 2 or 2a seat belt assembly with a reasonable degree of slack in the upper torso portion of the belt assembly. Essential controls are the steering wheel, transmission gear selector, ignition switch, headlight switch, turn signal indicator lever, manual choke control, and windshield wiper and washer controls. Essential controls shall be readily recognizable.

S3.2.2 Except for buses, the impact area shall be established using manikins restrained by a type 1 seat belt assembly or other test devices having "H" point (see SAE Standard J826) to "top-of-head" dimensions of 33 inches and 29 inches. Adjustable seats shall be in the extreme forward driving or riding position for the indicated 33-inch device and in the extreme rearward position for the indicated 29-inch device. The impact area is the area between the arcs formed by the "top-of-head" points when each device is swung forward and also 45° to each side of the longitudinal axis through each normal designed seating position.

S3.2.3 Control devices positioned outside the established impact area or which cannot be struck due to the steering wheel, column, or shielding are not required to meet the following specifications. All other control devices shall have a contact area of not less than 1.0 square inch of flat surface with an edge radius of not less than 0.125 inch. When a force (not to exceed 90 pounds) is applied from any position defined in S3.2.2, the devices shall deflect to within 0.375 inch of the panel surface, shall be pushed flush with the panel surface, or shall be detached.

S3.2.4 Instruments and instrument bezels positioned outside the established impact area or which cannot be struck due to the steering wheel, column, or shielding are not required to meet the following specifications. Instruments and instrument bezels within the impact area and not prevented from contact as previously specified shall have an edge radius of not less than 0.125 inch and shall project not more than 0.250 inch above the surface of the panel.

S3.2.5 When mounted on the steering column within the impact area defined in S3.2.2, the end of the transmission selector lever knob shall be a relatively flat area at least 1.0 square inch. Complete penetration of the knob by the selector shaft is not permitted when a 2,500 pound load is applied to the end of the knob on the centerline of the selector shaft.

[Federal Standard No. 515/4a]

ENERGY ABSORBING STEERING CONTROL SYSTEM FOR AUTOMOTIVE VEHICLES

S1. Purpose and scope. This standard establishes requirements for energy absorbing

steering control systems to minimize occupant injury on impact.

S2. Application. This standard applies to sedans and station wagons.

S3. Standard requirements.

S3.1 Applicable reference. To the extent specified herein, the applicable reference for this standard is SAE Recommended Practice J850, Barrier Collision Tests.

S3.2 Definition. The steering control system is defined as the basic steering mechanism in combination with its associated horn actuating mechanism, trim hardware, etc., and includes any portion of the steering column assembly that may contain an energy absorber for the purpose of dissipating energy upon impact.

S3.3 The steering control system shall be designed so that when it is impacted at a relative velocity of 22 feet per second with a torso shaped body block as shown in figure 1, weighing 75-80 pounds, and having a spring rate load of 600-800 pounds per inch, it will absorb the energy of the body block. The force developed during collapse of the system shall not exceed 2,500 pounds. Load the chest of the torso shaped body block with a 4-inch wide flat contact surface so that it is 90° to the longitudinal axis of the body block, parallel to the backing plate and within 15 to 20 inches from the top of the head form. Measure the load when the flat contact surface has compressed the body block material 1/2 inch. The spring rate is double this load figure.

S3.3.1 When the steering wheel is the principal energy absorbing element, the load cell recording device shall be equivalent to the type shown on figure 2. It shall be installed either directly behind the wheel or in the frontal surface of the body block, with its axis of primary sensitivity in the direction of body block travel at the time of impact. The steering wheel shall be mounted to the load cell by means of an appropriate nose piece at the same angle as it is to be installed in the vehicle.

S3.3.2 When a component or components other than the steering wheel, such as the steering column, is the principal energy absorbing element or contributes substantially to the absorption of energy, the load cell shall be located between the steering wheel and the remainder of the energy absorbing system, preferably immediately under the wheel, or in the forward impacting surface of the body block.

S3.4. Other testing methods, such as high capacity acceleration facilities and anthropometric dummies, giving equivalent results, may be utilized in lieu of methods defined in S3.3.

S3.5 The steering control system shall be so designed that when the front structure of the automotive vehicle collapses during the SAE Recommended Practice J850, Barrier Collision Tests, or equivalent, at 30 miles per hour, the upper end of the steering control system shall not be displaced rearward, relative to an undisturbed point to the rear of the steering wheel position, more than 5 inches.

S3.5.1 The rearward displacement of the steering control system shall be determined under dynamic conditions during the barrier collision test, or equivalent.

S3.6 The steering control system shall be constructed so that there shall be no devices or attachments such as horn actuating mechanism, trim hardware, etc., which can catch in the operator's clothing during normal driving maneuvers.

[Federal Standard No. 515/5a]

SAFETY DOOR LATCHES AND HINGES FOR AUTOMOTIVE VEHICLES

S1. *Purpose and scope.* This standard establishes uniform test procedures and minimum static load requirements for automotive vehicle side door latches and hinges to minimize accidental door opening.

S2. *Application.* This standard applies to sedans, carryalls, station wagons, and light trucks up to 10,000 pounds G.V.W. Folding or cargo type doors on light trucks, and open body trucks with enclosures made of canvas, metal, wood, fiber glass, or plastic are excluded.

S3. *Standard requirements.*
 S3.1 *Applicable references.* To the extent specified herein, the applicable references for this standard are: SAE Recommended Practice J839b, Passenger Car Side Door Latch Systems and SAE Recommended Practice J934, Vehicle Passenger Door Hinge Systems.

S3.2 Hinges shall support the door and withstand, as a minimum, the longitudinal load and transverse load specified in S3.3 and S3.4 for the door latch and striker assembly. Each door release mechanism shall be provided with a single positive locking device not subject to accidental release. Interior or exterior handles need not be locked by this device if not operable by accidental side, rearward, or forward force.

S3.3 *Longitudinal load.* When tested as specified in S4, the door latch and striker assembly shall withstand a minimum longitudinal load of 2,500 pounds in the fully latched position and 1,000 pounds in the secondary latched position.

S3.4 *Transverse load.* When tested as specified in S4, the door latch and striker assembly shall withstand a minimum transverse load of 2,000 pounds in the fully latched position and 1,000 pounds in the secondary latched position. For vehicles equipped with sliding doors, each track and slide combination shall withstand the transverse loads specified for latches and hinges when the door is in the fully latched position. Force shall be applied to the upper and lower edges of the door as close to the track as possible.

S4. *Test procedures.* Test procedures and equipment shall be in accordance with sections 4 and 5 of SAE Recommended Practice J839b and section 4 of SAE Recommended Practice J934.

[Federal Standard No. 515/6a]

ANCHORAGE OF SEATS FOR AUTOMOTIVE VEHICLES

S1. *Purpose and scope.* This standard establishes requirements for automotive seat assemblies to prevent dislocation due to impact.

S2. *Application.* This standard applies to sedans, buses, including school buses, carryalls, station wagons, and light trucks up to 10,000 pounds G.V.W.

S3. *Standard requirements.*
 S3.1 *Applicable references.* To the extent specified herein, applicable references for this standard are: Federal Standard No. 515/1a, Anchorages for Seat Belt Assemblies in Automotive Vehicles; SAE Standard J826, Manikins for Use in Defining Vehicle Seating Accommodation; SAE Recommended Practice J879, Passenger Car Front Seat and Front Seat Adjuster; Uniform Vehicle Code of the National Committee on Uniform Traffic Laws and Ordinances; and Minimum Standards for School Buses of the National Education Association.

S3.2 *Definitions.*
 S3.2.1 *School bus.* As defined in § 1-160 of the Uniform Vehicle Code, a school bus is: "Every motor vehicle that complies with the color and identification requirements set forth in the most recent edition of *Minimum*

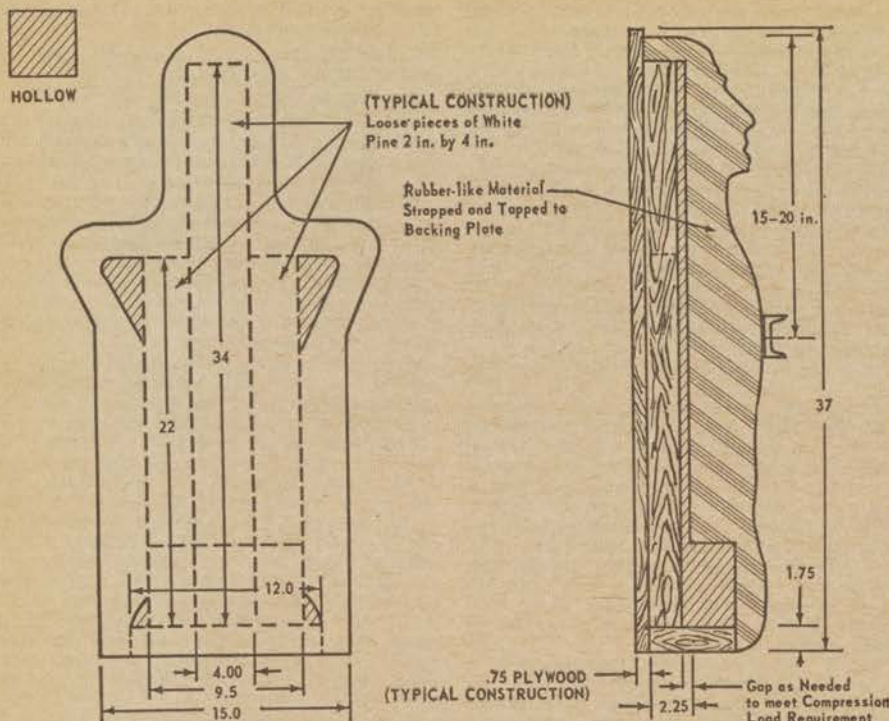


FIGURE 1.—50th percentile torso shaped body block.

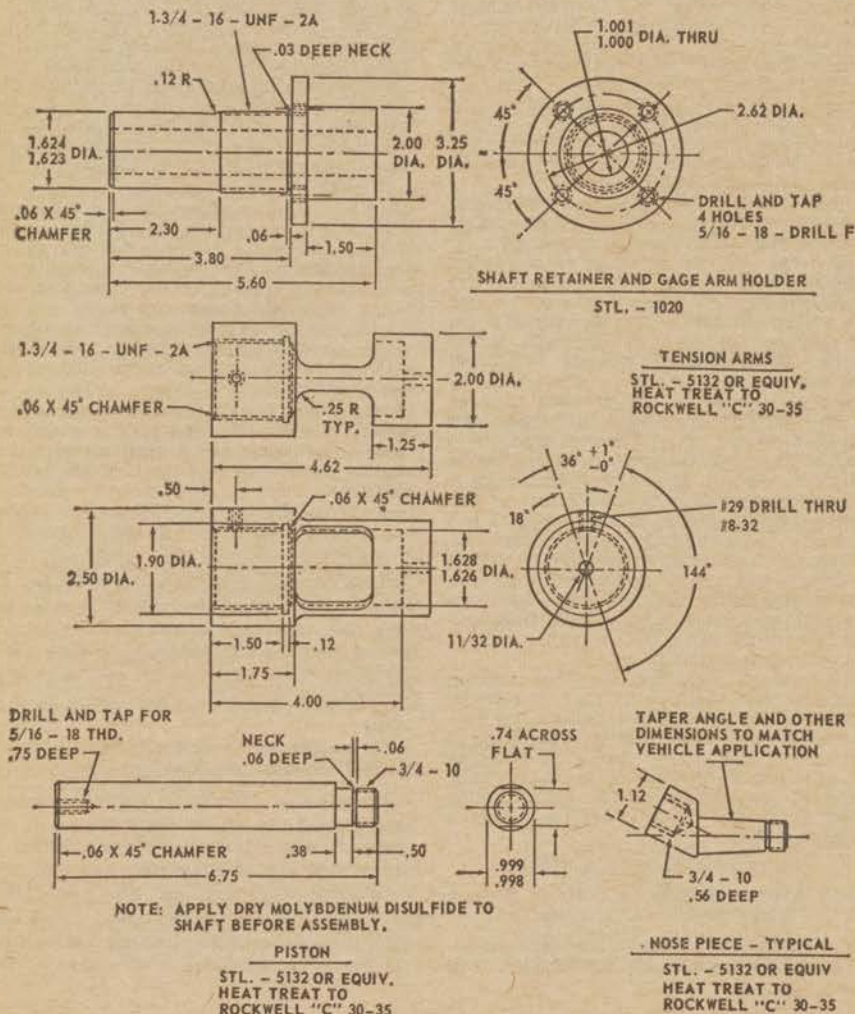


FIGURE 2.—Load cell.

Standards for School Buses,¹ and is used to transport children to and from school or in connection with school activities, but not including buses operated by common carriers in urban transportation of school children."

S3.2.2 Automotive vehicle seat. An automotive vehicle seat is a structure provided to seat the driver and passengers.

S3.2.3 Seat frame. The seat frame is the structural portion of a seat assembly.

S3.2.4 Upper crossbar. The upper crossbar is the uppermost horizontal member of a seat back frame.

S3.2.5 Seat adjuster. The seat adjuster is the device anchored to the vehicle structure which supports the seat frame and provides for seat adjustments. This includes any track, link, or power actuating assemblies to adjust the seat position.

S3.3 Requirements for front seats.

S3.3.1 Adjustable seat frame combinations. Each combination of seat adjuster and seat frame, with attachments, shall be constructed and anchored to the vehicle structure to withstand a horizontal forward and rearward static load equal to a minimum of 20 times the weight of the fully trimmed seat. Each seat back frame shall withstand a rearward (in relation to the seat) movement about the "H" point (see SAE Standard J826) of at least 3,300 inch-pounds for each designed seating position. The required load or loads for each designed seating position shall be applied simultaneously to the seat back frame upper crossbar at the vertical centerline of each seating position.

S3.3.2 Fixed seat frame combinations. Each nonadjustable seat frame combination, with attachments, shall be constructed and anchored to the vehicle structure to withstand a horizontal forward and rearward static load equal to a minimum of 20 times the weight of the fully trimmed seat. Each seat back frame shall withstand a rearward (in relation to the seat) moment about the "H" point (see SAE Standard J826) of at least 3,300 inch-pounds for each designed seating position. The required load or loads for each designed seating position shall be applied simultaneously to the seat back frame upper crossbar at the vertical centerline of each seating position.

S3.3.3 Folding seat back frames. Each seat back frame which folds over the seat shall be equipped with a releasable, self-locking, restraining device or devices. The lock release shall be located so as to be readily accessible to all occupants to permit egress by rear seat passengers. The locking device shall be designed and located to minimize the possibility of accidental release in a collision. It shall prevent the seat back frame from folding forward under a horizontal static load equal to a minimum of 20 times the weight of the fully trimmed seat back frame with the frame in locked position. It shall withstand a rearward moment about the "H" point (see SAE Standard J826) of at least 3,300 inch-pounds for each designed seating position. The required load or loads for each designed seating position shall be applied simultaneously to the seat back frame upper crossbar at the vertical centerline of each seating position.

S3.3.4 Pedestal seats. Pedestal mounted seats which pivot forward shall be equipped with releasable, self-locking, pedestal restraining device or devices. The restraining device or devices shall prevent the seat assembly from tilting forward under a horizontal static load equal to a minimum of 20 times the weight of the fully trimmed seat and pedestal. The load shall be applied with the seat pedestal in a locked position and

at the level of the center of gravity of the assembly.

S3.4 Requirements for intermediate and rear seats.

S3.4.1 Forward and rearward facing fixed seat frame combinations. Each combination, with attachments, shall be constructed and anchored to the vehicle structure to withstand the loads specified in S3.3.2.

S3.4.2 Forward and rearward facing detachable seat frame combinations. Each combination, with attachments, shall be constructed and anchored to the vehicle structure to withstand the loads specified in S3.3.2.

S3.4.3 Longitudinally mounted seat frame combinations. Each combination, with attachments, shall be constructed and anchored either permanently or by detachable fittings, to the vehicle structure to withstand a horizontal forward and rearward (in relation to the vehicle) static load equal to a minimum of 20 times the weight of the fully trimmed seat.

S3.4.4 Folding seats. Seats which pivot forward on their forward attachment to the vehicle structure shall be equipped with a releasable, self-locking, restraining device or devices. The lock release shall be located so as to be readily accessible to all occupants to permit egress by passengers. The locking device shall be designed and located to minimize the possibility of accidental release in a collision. It shall prevent the seat from folding or displacing under a horizontal static load equal to a minimum of 20 times the weight of the fully trimmed seat.

S3.4.5 Folding seat back frames. Folding seat back frames of intermediate and rear seats shall conform to the requirements of S3.3.3.

S3.5 Seats designed to provide seat belt anchorages.

S3.5.1 Sedans, carryalls, station wagons, buses, and light trucks up to 10,000 pounds G.V.W. Seat frames and seat back frames designed to provide anchorages for seat belts shall be constructed and anchored to the vehicle structure which supports them in a manner to withstand, in addition to the forces already prescribed, a forward static load equal to a minimum of 2,500 pounds for each pelvic belt end attached or 3,000 pounds for each combination of pelvic and upper torso belt end attached.

S3.6 Test procedures. Testing of front seats shall be in accordance with the procedures set forth in SAE Recommended Practice J879. Testing of intermediate and rear seats shall be accomplished by applying similar procedures. Testing of seats designed to provide seat belt anchorage shall be in accordance with applicable procedures set forth in Federal Standard No. 515/1a. (NOTE: Some energy absorption under impact can be obtained through deflection of the seat back. Therefore, some deflection and permanent set of the seat back consistent with rigidity requirements and normal accommodations is permissible.)

[Federal Standard No. 515/9a]

HYDRAULIC SERVICE BRAKE SYSTEMS FOR AUTOMOTIVE VEHICLES

S1. Purpose and scope. This standard establishes minimum requirements for hydraulic service brake systems in automotive vehicles to insure braking ability after a component failure.

S2. Application. This standard applies to sedans, buses, carryalls, station wagons, and light trucks up to 10,000 pounds G.V.W.

S3. Standard requirements.

S3.1 Applicable references. To the extent specified herein, applicable references for this standard are: Uniform Vehicle Code of the National Committee on Uniform Traffic Laws and Ordinances; SAE Recommended Practice J843a, Brake System Road Test

Code—Passenger Car; and SAE Recommended Practice J937, Service Brake System Performance Requirements—Passenger Car.

S3.2 Service brake system performance. The performance ability of the fully operational service brake system for sedans and station wagons shall be not less than that described in section D of SAE Recommended Practice J937 and tested in accordance with the requirements of SAE Recommended Practice J843a. The performance ability of the fully operational service brake system for carryalls, buses, and light trucks up to 10,000 pounds G.V.W. shall be not less than that described in section 12-302 of the Uniform Vehicle Code.

S3.2.1 Design. The service brake system shall be designed so that rupture or failure of an actuating-pressure component will not result in complete loss of function of the service brakes. Mechanical linkage or other means of brake application may be utilized provided that continuation of the same motion on the normal system brake pedal applies or actuates this braking force. Actuating-pressure components are defined as, the brake master cylinder or master control unit, wheel brake cylinder, and brake line, brake hose, or equivalent. The hydraulic fluid system shall be sealed in a manner that provides protection of the brake fluid from outside contamination.

S3.2.2 Partial system performance. In the event of rupture or failure of an actuating-pressure component to any single brake, the partial system shall provide controlled stops without pulling or swerving to either side.

S3.3 System effectiveness indication. System effectiveness shall be indicated by an electrically operated red light mounted on the instrument panel. The light shall have an area of not less than 0.196 square inch. It shall illuminate before or upon application of the brakes when an actuating-pressure component of the system has sustained a loss of pressure. The indicator light system shall include a means for testing by the vehicle operator to assure that the light system is operable.

[Federal Standard No. 515/12a]

WINDSHIELD WIPERS AND WASHERS FOR AUTOMOTIVE VEHICLES

S1. Purpose and scope. This standard establishes minimum requirements for automotive vehicle windshield wiping and washing systems to provide optimum visibility in inclement weather.

S2. Application. This standard applies to sedans, buses, carryalls, station wagons, and light trucks up to 10,000 pounds G.V.W., with one-piece constructed windshields of the fixed type. Excluded are three-wheeled utility vehicles.

S3. Standard requirements.

S3.1 Applicable references. To the extent specified herein, the applicable references for this standard are: SAE Recommended Practice J903a, Passenger Car Windshield Wiper Systems; SAE Recommended Practice J941, Passenger Car Driver's Eye Range; SAE Standard J826, Manikins for Use in Defining Vehicle Seating Accommodation; SAE Recommended Practice J942, Passenger Car Windshield Washer Systems.

S3.2 Wiper system. The wiper system shall consist of an apparatus for cleaning the exterior surface of windshield glazing and the necessary devices and controls to actuate and arrest operations. The windshield wiper system shall be driven by a motor or motors actuated by a conveniently located control by which the operator of the vehicle may vary the frequency or speed of the wiping cycle. The windshield wiper system shall be designed to provide two or more frequencies or speeds, and each frequency or speed shall be substantially con-

¹ Produced and sponsored by the National Commission on Safety Education of the National Education Association.

stant regardless of engine load. Wiper systems which utilize a timing device to interrupt at the end of each wiping cycle or several wiping cycles are acceptable if the timing device can be varied to provide continuous operation and two or more wiping frequencies of interrupted operation. Requirements not specified herein shall be in accordance with SAE Recommended Practice J903a.

S3.2.1 *Tests.* All tests for systems specified in S3.2 shall be in accordance with SAE Recommended Practice J903a.

S3.2.2 *Wiped area.* The requirements for minimum wiped area shall apply to sedans and station wagons only.

S3.2.2.1 The wiped area requirements are based on and established for high speed wiper operation, a wet windshield, and a minimum relative air speed of 70 miles per hour. The boundaries of the minimum wiped area shall be established on the windshield by planes originating from the 95th percentile tangential cut-off two-dimensional eye range contours in accordance with SAE Recommended Practice J941. With the driver's seat in the rearmost position, a glazing surface reference line and a plan view reference line shall be established. The glazing surface reference line (see figure 1) is the line of intersection of the glazing surface and a horizontal plane 25 inches above the "H" point, as defined in SAE Standard J826. The plan view reference line (see figure 2) is the line outboard of the steering wheel centerline and is parallel to the vehicle centerline at a distance 0.15 of the dimension from the steering wheel centerline to the left hand extremity of shoulder room. This dimension can be determined by taking 0.50 of the shoulder room dimension as indicated on figure 2, minus the distance from steering wheel centerline to centerline of car, and multiplying by 0.15 (see figure 2).

S3.2.2.2 The minimum wiped area requirements are defined by the use of three specific areas (A, B, and C) on the windshield glazing surface. Referring to figure 1, the upper and lower boundaries of each area shall be established by the intersection of two planes, tangent to the upper and lower sides of the eye range contour, with the windshield glazing surface. The planes shall be fixed by angles above (angle Y) and below (angle Z) the glazing surface reference line. Referring to figure 2, the left and right boundaries of each area shall be established by the intersection of two planes tangent to the sides of the left and right eye range contours. The planes shall be fixed by angles to the left (angle W) and right (angle X) of the plan view reference line. Table I provides the minimum angular dimensions that establish the boundaries for areas A, B, and C.

TABLE I

Area	Percent wiped area	Angles			
		Left ZW degrees	Right ZX degrees	Up ZY degrees	Down ZZ degrees
	Minimum	Minimum	Minimum	Minimum	Minimum
A.....	80	18	56	10	5
B.....	95	14	53	5	3
C.....	100	10	15	5	1

S3.2.2.3 Area A is the largest specified portion of the windshield glazing surface, and no less than 80 percent of this area shall be cleanly wiped. Area B is a smaller area providing a broad horizontal band across the windshield glazing surface. Area B shall be cleanly wiped over 95 percent of its total area.

These allowances are made in recognition of the geometry of modern wiper systems. Area C, the smallest area directly in front of the vehicle operator, shall be cleanly wiped over 100 percent of its total area. In no instance shall there be an unwiped area at or near the horizontal center of the windshield produced by either a tandem or an opposed system which extends below the glazing surface reference line. The left windshield wiper blade shall, at any point, wipe to within 2 inches of the left corner "A" pillar.

S3.3 *Windshield washers.* The windshield washer system shall be provided with a 48-fluid-ounce-capacity container. The container shall be of material that will not crack or break if the fluid freezes. The fluid shall be applied to the outside of the windshield by vacuum pump or other method. The washer shall be actuated either manually or automatically.

S4. *Tests.* All tests for windshield washer systems shall be in accordance with SAE Recommended Practice J942.

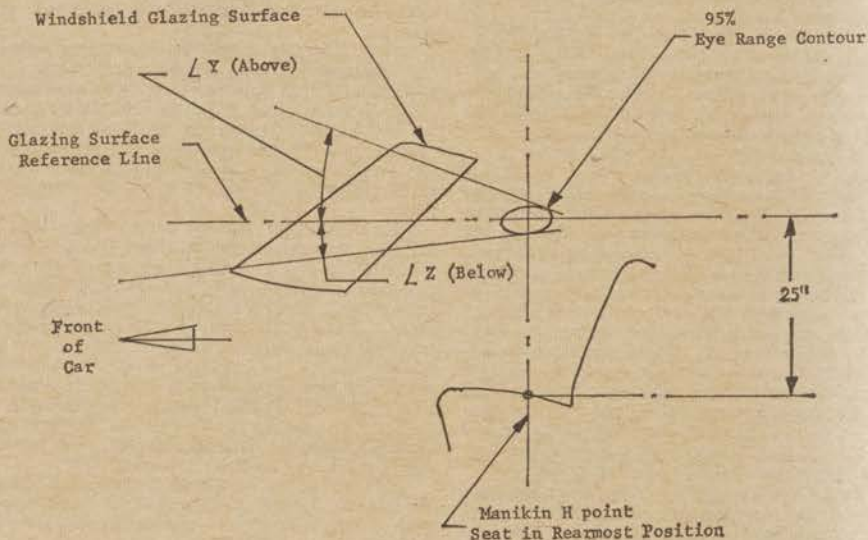


FIGURE 1.—Side view.

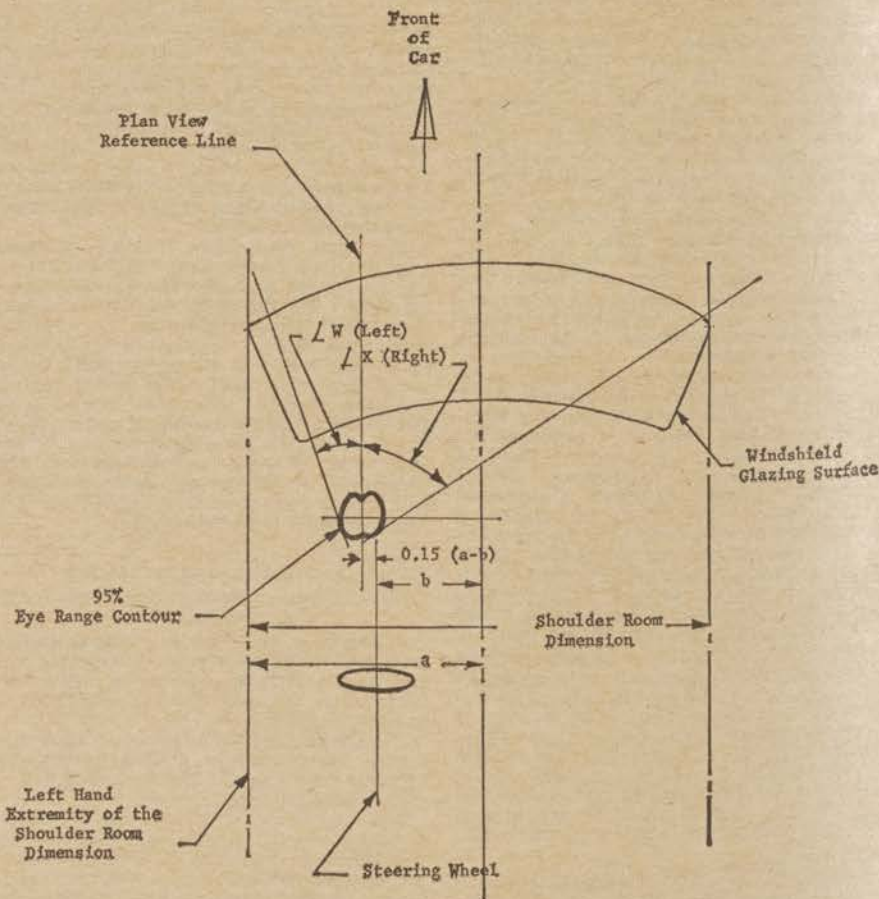


FIGURE 2.—Plan View

[Federal Standard No. 515/13a]

GLARE REDUCTION SURFACES FOR AUTOMOTIVE VEHICLES

S1. Purpose and scope. This standard establishes glare and reflection limits for vehicle components in the operator's field of view to achieve a practical reduction of distracting influences.

S2. Application. This standard applies to sedans, buses, carryalls, station wagons, and light trucks up to 10,000 pounds G.V.W.

S3. Standard requirements.

S3.1 Applicable references. To the extent specified herein, the applicable references to this standard are: ASTM Standards D 307-44, Method of Test for Spectral Characteristics and Color of Objects and Materials; D 523-62T, Method of Test for Specular Gloss; D 791-61T, Method of Test for Luminous Reflectance, Transmittance, and Color of Materials; D 1535-62, Method of Specifying Color by the Munsell System; and E 97-55, Method of Test for 45-Degree and 0-Degree Directional Reflectance of Opaque Specimens by Filter Photometry; and SAE Recommended Practice, J941, Passenger Car Driver's Eye Range.

S3.2 Definitions.

S3.2.1 Field of view. With the operator's seat in the rearmost position, the operator's field of view is the area forward of a lateral vertical plane which is located tangent to the rearmost boundary of the SAE 95th percentile eye range contour of SAE Recommended Practice J941 and extending to the area behind the "A" pillars back to the side windows. Behind the "A" pillars, glare reduction may be limited to bright metal surfaces around, inside, and outside adjacent to the windows of the vehicle. The area below the instrument panel is excluded.

S3.2.2 Glare. Glare is the visual effect of any source of light in the field of view that either dilutes or competes with the central attention signal on which attention is being focused.

S3.2.3 Specular gloss. Specular gloss is the luminous fractional reflectance of a specimen at the specular direction.

S3.2.4 Luminous directional reflectance (Munsell value). Luminous directional reflectance is the ratio of flux reflected to that from a perfect diffuse reflector similarly illuminated and viewed.

S3.2.5 Saturation (Munsell Chroma). Saturation (Munsell Chroma) is the attribute of color perception that expresses the degree of departure from gray of the same lightness. All grays have zero saturation.

S3.3 Instrument panels.

S3.3.1 The specular gloss of the surface of the material used for instrument panel top surfaces and appurtenances thereon which can produce glare in the windshield shall not exceed 30 units maximum, when measured by the 85° method in ASTM Standard D 523, or equivalent.

S3.3.2 The luminous directional reflectance of the surface of the material used for instrument panel top surfaces shall not exceed 30 percent (which is equivalent to a Munsell value less than 6.0/-), when measured as described in ASTM Standards D 307, D 791, D 1535, E 97, or equivalent.

S3.3.3 The saturation (Munsell Chroma) of instrument panel top surfaces shall be no more than 76, when measured as described in ASTM Standard D 1535, or equivalent.

S3.4 Windshield wiper arms and blades. The specular gloss of the surface of the material used for windshield wiper arms and blades in the operator's field of view shall not exceed 40 units maximum, when measured by the 20° method in ASTM Standard D 523, or equivalent.

S3.5 The specular gloss of the surface of the material used for instrument bezels, windshield molding, control devices, horn

ring, inside and outside rearview mirrors and mounting hardware, trim hardware, etc., in the operator's field of view shall not exceed 40 units maximum, when measured by the 20° method in ASTM Standard D 523, or equivalent.

S3.6 Instruments, control devices, etc., shall be located so as to present a minimal reflection into the windshield under daylight and night driving conditions.

[Federal Standard No. 515/14a]

CONTROL OF AIR POLLUTION FROM AUTOMOTIVE VEHICLES

S1. Purpose and scope. This standard establishes requirements for the control of emissions from new motor vehicles and new motor vehicle engines to minimize air pollution.

S2. Application. This standard applies to gasoline powered sedans, carryalls, station wagons, and light trucks with a design capacity up to and including ½ ton, or equivalent, equipped with engines of 50 cubic inch displacement, or over.

S3. Standard requirements.

S3.1 Applicable references. The applicable reference for this standard is Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines, 45 CFR Part 85, issued by the Department of Health, Education, and Welfare.

S3.2 All automotive vehicles and engines covered by this standard shall be equipped with either an integral or ancillary control system to provide control of emissions in accordance with the requirements set forth in the referenced regulations of the Department of Health, Education, and Welfare.

[Federal Standard No. 515/17a]

REARVIEW MIRRORS FOR AUTOMOTIVE VEHICLES

S1. Purpose and scope. This standard establishes requirements for rearview mirrors for automotive vehicles to provide the driver with a clear, undistorted and reasonably unobstructed view of unit magnification to the rear under day and night operating conditions.

S2. Application. This standard applies to sedans, buses, carryalls, station wagons, and light trucks up to 10,000 pounds G.V.W. Vehicle bodies designed without rear windows, vehicles that require more than one outside mirror, and truck-type vehicles with small rear windows are accepted from the requirement for an inside rearview mirror.

S3. Standard requirements.

S3.1 Applicable references. To the extent specified herein, the applicable references for this standard are: SAE Recommended Practice J941, Passenger Car Driver's Eye Range, SAE Standard J826, Manikins for Use in Defining Vehicle Seating Accommodation and SAE Recommended Practice J964, Test Procedure for Determining Reflectivity of Rear View Mirrors.

S3.2 Inside rearview mirrors.

S3.2.1 Size. The inside rearview mirror shall have a horizontal dimension which will provide the driver a view to the rear of the vehicle with a horizontal angle of no less than 20°. The vertical angle of rear vision shall be at least sufficient to provide a view of the road surface beginning at a point not greater than 200 feet to the rear of the vehicle, and continuing to the horizon under conditions of a level road and with the vehicle occupied by the driver and 4 passengers in the case of sedans, carryalls, and station wagons or loaded to gross vehicle weight in the case of buses and light trucks.

S3.2.2 Location. The rearview mirror shall be mounted on the inside of the vehicle to provide the driver with a stable image under normal road conditions. It shall be located as far forward along the longitudinal axis of the vehicle as the windshield, mount,

and adjusting device will permit (buses excepted) and above the upper 95th percentile tangential cutoff of the eye range contour as defined in SAE Recommended Practice J941. Deviations in vertical positioning will be permitted when required to meet the vertical field of view requirements to the rear (S3.2.1). Extra large bus mirrors designed to serve an additional purpose of passenger surveillance shall be located with due consideration of the preceding requirements.

S3.2.3 Mounting. The mirror mounting shall provide a stable support for the mirror and shall be designed to minimize injury potential to occupants wearing pelvic restraints. The rim of the mirror or its supporting bezel shall have an edge radius of not less than 0.125 inch unless constructed of force distributing materials. The mount shall provide for universal adjustment of the mirror to accommodate any size driver in any available seat position. The mount, if in the impact area as defined following, shall be designed to break away, deflect away or collapse upon the application of a force not exceeding 90 pounds, from any direction. Rigid mounts shall break without leaving protruding residuals. Establish the head impact area using a manikin restrained by a type 1 seat belt assembly or other test device having "H" point (see SAE Standard J826) to "top-of-head" dimension of 33 inches and 29 inches. Adjustable seats shall be in the extreme forward driving or riding position for the indicated 33-inch device and in the extreme rearward position for the indicated 29-inch device. The head impact area is the area between the arcs formed by the "top-of-head" points with the device placed at each designed seating position and then swung forward and 45° to each side of the longitudinal axis.

S3.3 Outside mirrors.

S3.3.1 Size. Circular mirror reflecting surfaces shall have a minimum nominal diameter of 5 inches. Rectangular or semi-rectangular mirrors shall have a minimum nominal horizontal dimension of 5 inches and a vertical dimension which provides the driver a view of the road surface beginning at a point not more than 35 feet to the rear and continuing to the horizon on a level road under all load conditions. The 35 feet shall be measured from the forward position of the 95th percentile tangential cutoff of the eye range contour as defined in SAE Recommended Practice J941 to the reflecting surface, then to the roadway to the rear of the vehicle.

S3.3.2 Mounting. The outside rearview mirror shall be located on the left outside of the vehicle and shall provide the driver with a stable image under normal road conditions. It shall not require more than 60° combined head and eye movement. Buses utilizing conventional truck chassis shall be permitted a combined head and eye movement not exceeding 90°. The mirror shall not be obscured by the unwiped portion of the windshield or by the corner pillar. It shall be readily adjustable to accommodate different size drivers, seat positions, and load conditions, and shall provide the operator a view of the side of the vehicle on which mounted. The mirror and mount shall be designed, constructed, located, and mounted to minimize pedestrian injury potential.

S3.3.3 Additional outside rearview mirror. Station wagons, carryalls, buses, and trucks shall be provided with an additional outside rearview mirror to provide driver vision to the right rear areas adjacent to the vehicle. Design, construction, location, and mounting of the right outside mirror shall be symmetrical to the left outside mirror, except that where necessary, the restriction on head and eye movement may be relaxed and consideration may be given to location and mounting problems dictated by vehicle design.

S3.3.4 *Wide angle mirror.* When specified, an auxiliary wide angle adjustable (convex) mirror may be incorporated in the same mount as the standard mirror to provide an additional close-in field of vision required under certain operating conditions. The auxiliary mirror shall not interfere with the visual field of the standard mirror.

S3.4 *Mirror construction.* The reflective medium shall resist abrasion and erosion incident to accepted cleaning practices. The mirror shall be finished to provide and maintain a distortion free reflected image. Front or second surface reflectance may be used. The reflectance value of the reflective film employed shall be not less than 50 percent. Inside mirrors may be of the selective position prismatic type, in which case the reflectance value in the night driving, high-glare position shall be not less than 4 percent.

4. *Test procedures.* The inside and outside rear view mirrors shall be tested in accordance with SAE Recommended Practice J964 with the reflectance value minimum as specified S3.4.

[Federal Standard No. 515/18]

WINDOW AND DOOR CONTROLS FOR AUTOMOTIVE VEHICLES

S1. *Purpose and scope.* This standard establishes the requirements for the location and construction of the controls for windows and doors to afford a reasonable degree of protection for each occupant wearing a type 1 seat belt assembly.

S2. *Application.* This standard applies to sedans, carryalls, station wagons, and light trucks up to 10,000 pounds G.V.W.

S3. Standard requirements.

S3.1 *Applicable references.* To the extent specified herein, the applicable references for this standard are: SAE Standard J826, Manikins for Use in Defining Vehicle Seating Accommodation, and Public Health Service Publication No. 1000, Series 11, Number 8, Weight, Height, and Selected Body Dimensions of Adults.

S3.2 Controls shall be constructed, located, or mounted to minimize the likelihood of injury to the head, torso, and legs of each occupant restrained by a type 1 seat belt assembly.

S3.3 *Impact areas.* SAE Standard J826 forms a basis for that part of this standard pertaining to head, knee, and leg impact areas. Establish the head impact area using manikins restrained by a type 1 seat belt assembly or other test devices having "H" point to "top-of-head" dimensions of 33 and 29 inches. Adjustable seats shall be in the extreme forward driving or riding position for the indicated 33-inch device and in the extreme rearward position for the indicated 29-inch device. The head impact area is the area between the arcs formed by the "top-of-head" points with the devices placed at each designed seating position and then swung forward and at least 90° to each side of the longitudinal axis or as far as the vehicle body structure will permit. Establish the knee and leg impact areas on the doors by swinging the manikin's knees and legs 45° right and left or as far as the vehicle body structure will permit with the seat in its rearmost position using manikins restrained by a type 1 seat belt assembly with leg dimensions of the normally seated 95th percentile male defined in Public Health Service Publication No. 1000, Series 11, Number 8 or other test device. To determine impact areas in all portions of the windows and doors that may be contacted, swing the manikin's knees and legs 45° right and left or as far as the vehicle body structure will permit at each outboard designed seating position with the manikin's "H" point moved horizontally forward 10 inches and its feet

resting in their normal toe board position.

S3.4 Location and construction.

S3.4.1 The controls shall be located within reach of the pelvic belted occupant nearest the door. Controls shall be shielded, located away from the impact area, or recessed within the panel or armrest to minimize the likelihood of contact by pelvic belted occupants.

S3.4.2 Door handle controls not meeting S3.2 shall have a substantially vertical contact area not less than 2 square inches, with minimum edge radii of 0.125 inch. Window control knobs not meeting S3.2 shall have a substantially vertical contact area not less than 1 square inch, with minimum edge radii of 0.125 inch. All controls shall have a maximum extension from the panel of 1.0 inch except force distributing material covering the controls may extend beyond the 1.0 inch dimension.

S3.4.3 Controls not meeting S3.4.1 or S3.4.2 shall be constructed of material which will deflect within 1.0 inch of the panel or detach by a force of 90 pounds leaving no residual protrusion beyond the mounting surface.

[Federal Standard No. 515/19]

ASHTRAYS AND LIGHTERS FOR AUTOMOTIVE VEHICLES

S1. *Purpose and scope.* This standard establishes the location and construction of ashtrays and lighters to afford a reasonable degree of protection for each occupant wearing a type 1 seat belt assembly.

S2. *Application.* This standard applies to sedans, carryalls, station wagons, and light trucks up to 10,000 pounds G.V.W.

S3. Standard requirements.

S3.1 *Applicable references.* To the extent specified herein, the applicable references for this standard are: SAE Standard J826, Manikins for Use in Defining Vehicle Seating Accommodation, and Public Health Service Publication No. 1000, Series 11, Number 8, Weight, Height, and Selected Body Dimensions of Adults.

S3.2 Lighters and ashtrays in the open or closed position in the impact area, shall be located, constructed, or mounted to minimize the likelihood of injury to an occupant's head, torso, or leg upon impact. Ashtrays shall not be located in air streams which may scatter sparks.

S3.3 *Impact areas.* SAE Standard J826 forms a basis for that part of this standard pertaining to head, knee, and leg impact areas. Establish the head impact area using manikins restrained by a type 1 seat belt assembly or other test devices having "H" point to "top-of-head" dimensions of 33 and 29 inches. Adjustable seats shall be in the extreme forward driving or riding position for the indicated 33-inch device and in the extreme rearward position for the indicated 29-inch device. The head impact area is the area between the arcs formed by the "top-of-head" points with the devices placed at each designed seating position and then swung forward and at least 90° to each side of the longitudinal axis or as far as the vehicle body structure will permit. Establish the knee and leg impact areas on the doors by swinging the manikin's knees and legs 45° right and left or as far as the vehicle body structure will permit with the seat in its rearmost position using manikins restrained by a type 1 seat belt assembly with leg dimensions of the normally seated 95th percentile male defined in Public Health Service Publication No. 1000, Series 11, Number 8 or other test device. To determine impact areas in all portions of the instrument panel and doors that may be contacted, swing the manikin's knees and legs 45° right and left or as far as the vehicle body structure will permit at each designed seat-

ing position with the manikin's "H" point moved horizontally forward 10 inches and its feet resting in their normal toe board position.

S3.4 Location and construction.

S3.4.1 Ashtrays and lighters shall be shielded, located away from the impact area, or recessed to minimize the likelihood of contact by the head, torso, or legs of pelvic belted occupants.

S3.4.2 Open ashtrays and lighters not meeting S3.4.1 shall have a contact area of not less than 1.0 square inch in the direction of the impact and shall have minimum edge radii of 0.125 inch. Ashtrays and lighters shall either deflect or recede to within 0.375 inch of the mounting surface or be detached from the mounting by a force not exceeding 45 pounds.

[Federal Standard No. 515/20]

ARMRESTS FOR AUTOMOTIVE VEHICLES

S1. *Purpose and scope.* This standard establishes requirements for armrests to afford a reasonable degree of protection for front and rear seated occupants wearing type 1 seat belt assemblies.

S2. *Application.* This standard applies to sedans, carryalls, station wagons, and light trucks up to 10,000 pounds G.V.W.

S3. Standard requirements.

S3.1 *Applicable references.* To the extent specified herein, the applicable references for this standard are: SAE Standard J826, Manikins for Use in Defining Vehicle Seating Accommodation; and Public Health Service Publication No. 1000, Series 11, Number 8, Weight, Height, and Selected Body Dimensions of Adults.

S3.2 Armrests shall be constructed and mounted to minimize force or spread the area of contact upon impact by an occupant.

S3.3 *Impact areas.* Establish the head impact area using manikins restrained by a type 1 seat belt assembly or other test devices having "H" point (see SAE Standard J826) to "top-of-head" dimensions of 33 and 29 inches. Adjustable seats shall be in the extreme forward driving or riding position for the indicated 33-inch device and in the extreme rearward position for the indicated 29-inch device. The head impact area is the area between the arcs formed by the "top-of-head" points with the devices placed at each designed seating position and then swung forward and at least 90° to each side of the longitudinal axis or as far as the vehicle body structure will permit. Establish the knee and leg impact areas by swinging the manikin's knees and legs 45° right and left or as far as the vehicle body structure will permit with the seat in its rearmost position using manikins restrained by a type 1 seat belt assembly with leg dimensions of the normally seated 95th percentile male defined in Public Health Service Publication No. 1000, Series 11, Number 8, or other test device. To determine impact areas in all positions that may be contacted, swing the manikin's knees and legs 45° right and left or as far as the vehicle body structure will permit at each designed seating position with the manikin's "H" point moved horizontally forward 10 inches and with its feet resting in their normal toe board position.

S3.4 Location and construction.

S3.4.1 The innermost exposed surface of the armrests shall be substantially vertical. In any normal position of the seat, the substantially vertical surface of the armrest shall provide an area of broad contact with the pelvic region of not less than 2.0 inches vertically. The top and sides of the armrests shall be constructed of flexible material or covered with a minimum of 0.5 inch thick force distributing material. The armrests shall not have any sharp, narrow, or protruding rigid edges in the impact area either

exposed or under the force distributing material. The top and sides of the mounting bracket shall not have any rigid edges of less than 0.75 inch radius. If armrests break upon impact, no sharp or jagged edges shall remain.

S3.4.2 When constructed of flexible or foam-like material the material shall deflect to within 1.25 inches of the panel surface without permitting contact with any rigid material. Any rigid material between 0.5 and 1.25 inches from the panel surface shall have a minimum vertical height of not less than 1.00 inch. Upper and side edges of rigid material shall have a radius of not less than 0.75 inch.

S3.5 Accessories or equipment attached to the armrests shall meet the safety requirements applicable to such equipment or accessories and shall not nullify the injury reducing characteristics specified for armrests.

[Federal Standard No. 515/21]

PADDING FOR AUTOMOTIVE SEAT BACKS

S1. *Purpose and scope.* This standard establishes requirements for seat backs constructed to absorb and dissipate energy imparted upon impact by vehicle occupants. Also included for buses are the guardrail behind the driver's seat, the modesty panel and grabrail behind the service door(s), and applicable areas of vertical stanchions.

S2. *Application.* This standard applies to sedans, buses, including school buses, carryalls, station wagons, and light trucks up to 10,000 pounds G.V.W. with provision for forward facing rear seat passengers within the cab. Excluded are intra-city type buses.

S3. *Standard requirements.*

S3.1 *Applicable references.* To the extent specified herein, applicable references for this standard are: SAE Standard J826, Manikins for Use in Defining Vehicle Seating Accommodation; SAE Recommended Practice J921, Instrument Panel Laboratory Impact Test Procedure; Public Health Service Publication No. 1000, Series 11, Number 8, Weight, Height, and Selected Body Dimensions of Adults; Uniform Vehicle Code of the National Committee on Uniform Traffic Laws and Ordinances; and Minimum Standards for School Buses of the National Education Association.

S3.2 *Definitions.*

S3.2.1 *School bus.* As defined in § 1-160 of the Uniform Vehicle Code, a school bus is: "Every motor vehicle that complies with the color and identification requirements set forth in the most recent edition of *Minimum Standards for School Buses*,¹ and is used to transport children to and from school or in connection with school activities, but not including buses operated by common carriers in urban transportation of school children.

S3.3 The top and back of the front seats in sedans and trucks, the top and back of intermediate forward facing seats in carryalls and station wagons, and the tops and backs of forward facing seats in buses, shall be constructed of or covered with force distributing material to minimize force or spread the area of contact upon impact by an occupant. Rearmost and back-to-back seats are excluded.

S3.4 The guardrails, grabrails, modesty panels, and applicable areas of vertical stanchions shall contain no sharp or protruding areas and shall be constructed of or covered with minimum 0.5 inch thick force distributing cushioning material or other material that will reduce the likelihood of injury to the occupant upon impact.

¹ Produced and sponsored by the National Commission on Safety Education of the National Education Association.

S3.5 *Impact areas.* Establish the head impact area using manikins restrained by a type 1 seat belt assembly or other test devices having "H" point (see SAE Standard J826) to "top-of-head" dimensions of 33 and 29 inches. For school buses the "H" point to "top-of-head" dimensions shall be 33 and 21 inches. The head impact area is the area between the arcs formed by the "top-of-head" points with the devices placed at each designed seating position and then swung forward and at least 45° to each side of the longitudinal axis or as far as the vehicle body structure will permit. Establish the knee and leg impact areas by swinging the manikin's knees and legs 45° right and left or as far as the vehicle body structure will permit using manikins restrained by a type 1 seat belt assembly and with the "H" point moved horizontally forward 10 inches or other test devices with leg dimensions of the normally seated 95th percentile male defined in Public Health Service Publication No. 1000, Series 11, number 8.

S4. *Test procedures.* For test purposes, seat spacing in school buses shall be 27 inches. Spacing from the driver's guardrail to the front of the nearest seat cushion and from the modesty panel to the front of the nearest seat cushion, for test purposes, shall be 12 inches. Tests shall be in accordance with SAE Recommended Practice J921, except that the vertical plane of the impacting normally seated device while facing straight ahead shall be rotated 45° to the left and right. When impacting the seat back at 22 feet per second, the deceleration of the head form shall not exceed a maximum value of 80 g's, excluding all portions of the deceleration time curve above the 80 g level of less than 1.0 millisecond duration. The less than 1.0 millisecond time of duration shall be that measured at the 80 g level of the deceleration time curve.

[Federal Standard No. 515/22]

HEAD RESTRAINT FOR AUTOMOTIVE VEHICLES

S1. *Purpose and scope.* This standard establishes the requirements for front seat head restraints in passenger carrying vehicles to afford a reasonable degree of protection from neck injuries (whiplash) in the event of a rear end collision.

S2. *Application.* This standard applies to sedans and station wagons.

S3. *Standard requirements.*

S3.1 *Applicable references.* To the extent specified herein, the applicable references for this standard are: Federal Standard No. 515/21, Padding for Automotive Seat Backs, and SAE Standard J826, Manikins for Use in Defining Vehicle Seating Accommodation.

S3.2 *Definition.*

S3.2.1 *Head restraint.* A head restraint is a padded device associated with a seat back for restraining rearward movement of the head.

S3.3 *General.* A head restraining device shall be provided for each outboard front seat position. The head restraint may be an extension of or attachment to the seat back. It may be provided with transversely adjustable mounting.

S3.4 *Requirements.*

S3.4.1 The minimum width of the head restraint at any lateral position shall be 10 inches and the average width shall be at least 12 inches. Both dimensions are applicable to the forward facing surface that can be contacted by the head of the occupant. The top of the head restraint, in its extreme up position if adjustable, shall be tangent to a plane which is perpendicular to the torso line of a two-dimensional manikin (see SAE Standard J826) and no less than 27.5 inches from the "H" point. The forward surface of the head restraint shall be no less than

1.0 inch and no more than 4.0 inches rearward of, measured on a perpendicular to, the torso line.

S3.4.2 The head restraint, including any supporting structures, shall meet the requirements of Federal Standard No. 515/21.

S3.4.3 Structural deflection of the head restraint resulting from contact in rear end collisions is allowable, except that rebound action shall be a minimum. The head restraint and its supporting structure shall not fail prior to failure of the seat back on which it is mounted.

[Federal Standard No. 515/23]

SIDE MARKER DEVICES FOR AUTOMOTIVE VEHICLES

S1. *Purpose and scope.* This standard establishes requirements for side marker systems to assure that vehicles will be visible in darkness from lateral positions.

S2. *Application.* This standard applies to sedans, carryalls, and station wagons.

S3. *Standard requirements.*

S3.1 *Applicable references.* To the extent specified herein, the applicable references for this standard are: SAE Standard J592b, Clearance, Side Marker, Identification, and Parking Lamps; SAE Standard J594c, Reflex Reflectors; and Uniform Vehicle Code of the National Committee on Uniform Traffic Laws and Ordinances.

S3.2 *General.* The side marker system shall consist of an independent electrical system, an electrical system utilizing head and tail lamps, or any combination of these electrical systems or a reflective system, or any combination of electrical and reflective systems. As applicable, these requirements shall conform to Chapter 12 of the Uniform Vehicle Code of the National Committee on Uniform Traffic Laws and Ordinances. There shall be at least two devices on each side of the vehicle. One shall be mounted on each side near the front of the vehicle and one on each side near the rear no less than 16 inches nor more than 28 inches from the ground on an unloaded vehicle. Those near the front shall be white to amber and those near the rear shall be red. The side marker system components shall be visible under normal atmospheric conditions at any time lights are required. Both the front and rear side marker components shall be visible to approaching vehicles from a distance of at least 600 feet to within no less than 100 feet from the marked vehicle. Within this 100- to 600-foot range, the components shall be visible from all positions on each side beginning at the points where the headlights can just be seen continuing to the points where the taillights can just be seen.

S3.2.1 *Electrical side marker devices.* The electrical side marker devices shall be steady burning simultaneously with the head and taillights and parking lights. Photometric measurements shall be in accordance with Section J and Table 1, SAE Standard J592b and, as a minimum shall include test points encompassing the viewing angle described in S3.2.

S3.2.2 *Reflective side marker devices.* Photometric measurements for reflectors shall be in accordance with SAE Standard J594c, except that photometric measurements shall also include appropriate entrance angles encompassing the viewing angle described in S3.2. At entrance angles of over 20°, the photometric values shall be not less than for the 20° value stated in SAE Standard J594c.

S4. *Testing.* Tests shall be in accordance with SAE Standard J592b and SAE Standard J594c.

RULES AND REGULATIONS

[Federal Standard No. 515/24]

REAR WINDOW DEFOGGER FOR AUTOMOTIVE VEHICLES

S1. *Purpose and scope.* This standard establishes requirements for rear window defogging to provide reasonable vision through the rear window.

S2. *Application.* This standard applies to sedans.

S3. *Standard requirements.*

S3.1 *Applicable references.* To the extent specified herein, the applicable reference for this standard is SAE Recommended Practice J953, Passenger Car Backlight Defogging System.

S3.2 The rear window defogging system shall be permanently installed and shall remove fog caused by atmospheric conditions and passenger load conditions from the inside glass surface.

S3.3 *Rear vision area.* The rear vision area to be cleared shall be in accordance with SAE Recommended Practice J953.

S4. *Testing.* Testing of the defogger system shall be in accordance with SAE Recommended Practice J953.

[Federal Standard No. 515/25]

ROLL BAR STRUCTURE FOR AUTOMOTIVE VEHICLES

S1. *Purpose and scope.* This standard establishes requirements and test procedures for a roll bar structure installed on specific automotive vehicles to afford occupant protection in a rollover.

S2. *Application.* This standard applies to utility type light trucks up to 10,000 pounds G.V.W. with open bodies, which may have removable enclosures made of canvas, metal, wood, fiber glass, or plastic.

S3. *Standard requirements.*

S3.1 *Applicable references.* To the extent specified herein, the applicable references for this standard are: SAE Standard

J826, Manikins for Use in Defining Vehicle Seating Accommodation and Recommended Practice J857, Roll-Over Tests Without Collision.

S3.2 *Roll bar structure.* The roll bar structure shall be constructed to protect operator and passengers in the vehicle. The strength and size shall provide maximum protection without critical encroachment on the operator or passengers. To the extent practicable, the roll bar structure shall be located to preclude contact by the heads of pelvic belted occupants or shall be covered with force distributing cushioning material at least 0.5 inch thick. It shall not impair the vehicle operator's vision or body movements while operating the vehicle. Unless otherwise specified, vehicle manufacturers may eliminate a fold-down windshield on the utility truck and incorporate a fixed windshield of adequate strength to serve as an element of the roll bar structure.

S4. *Testing.* Testing shall be in accordance with SAE Recommended Practice J857 using the ground level rollover and the ramp method at a speed of 50 miles per hour. After rollover, a three-dimensional manikin as specified in SAE Standard J826, with the head probe set at 33.0 inches above the "H" point, and all adjustable seats in extreme forward driving position, shall be used to gage the occurrence of any encroachment. There shall be no encroachment within the 33.0 inch established height for any designed seating position.

[Federal Standard No. 515/26]

FUEL TANKS AND TANK FILLER PIPES FOR AUTOMOTIVE VEHICLES

S1. *Purpose and scope.* This standard establishes requirements for the integrity and security of fuel tanks and tank filler pipes to prevent possible fire hazard.

S2. *Application.* This standard applies to sedans, station wagons, carryalls, and pickup

trucks. Excluded are three-wheeled utility vehicles.

S3. *Standard requirements.*

S3.1 *Applicable references.* To the extent specified herein, the applicable reference for this standard is SAE Recommended Practice J850, Barrier Collision Tests.

S3.2 Fuel tanks (filled to rated capacity) and tank filler pipes shall be constructed and installed to insure against rupture, total displacement, or discharge of fuel from tank or filler pipe at a rate greater than one ounce per minute, when tested as specified in S4.

S4. *Test procedures.* A front end longitudinal barrier collision test shall be conducted as specified in SAE Recommended Practice J850 at 30 miles per hour. Rear end and side collision tests, directed at the centerline of the fuel tank, shall be made using a moving barrier device weighing a minimum of 4,000 pounds and propelled at 20 miles per hour for a rear end collision test and 15 miles per hour for a side collision test on each side of the vehicle. Other testing methods proven to give results equivalent to the SAE Recommended Practice J850 barrier collision test and the moving barrier tests may be used.

(Sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c); sec. 2, Pub. Law 88-515, 78 Stat. 696; 40 U.S.C. 702)

Effective date. This regulation is effective for automotive vehicles manufactured on or after October 13, 1967, but may be observed earlier. The effective date for the provisions of detailed standards which are not revised by this amendment will remain September 28, 1966.

Dated: July 14, 1966.

LAWSON B. KNOTT, Jr.
Administrator.

[P.R. Doc. 66-7794; Filed, July 14, 1966; 11:05 a.m.]

