

FEDERAL REGISTER

VOLUME 32 • NUMBER 165

Friday, August 25, 1967 • Washington, D.C.

Pages 12379-12432

Agencies in this issue—

Atomic Energy Commission
Business and Defense Services
Administration
Civil Aeronautics Board
Civil Service Commission
Consumer and Marketing Service
Farmers Home Administration
Federal Aviation Administration
Federal Communications Commission
Federal Home Loan Bank Board
Federal Maritime Commission
Fish and Wildlife Service
Food and Drug Administration
General Services Administration
International Commerce Bureau
Interstate Commerce Commission
Post Office Department
Renegotiation Board
Small Business Administration
Wage and Hour Division

Detailed list of Contents appears inside.



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Price: \$2.50

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

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



Area Code 202 Phone 962-8626
Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., Ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

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Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission PART 213—EXCEPTED SERVICE

Entire Executive Civil Service

Section 213.3102(x) is amended to show that inmates of District of Columbia correctional institutions who are eligible for work release under the District of Columbia Work Release Act may be employed under Schedule A by Federal agencies under conditions similar to those approved earlier for inmates in work release programs provided by the Prisoner Rehabilitation Act of 1965. Effective on publication in the FEDERAL REGISTER, paragraph (x) of § 213.3102 is amended as set out below.

§ 213.3102 Entire executive civil service.

(x) Subject to prior approval of the Commission, positions for which a local recruiting shortage exists when filled by inmates of Federal and District of Columbia penal and correctional institutions under work release programs authorized by the Prisoner Rehabilitation Act of 1965 and the District of Columbia Work Release Act. Initial appointments under this authority may not exceed one year. An initial appointment may be extended for one or more periods not to exceed one additional year each with the prior approval of the Commission upon a finding that the inmate is still in a work release status and that a local recruiting shortage still exists. No person may serve under this authority longer than one year beyond the date he is released from custody.

(5 U.S.C. 3301, 3302, E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[F.R. Doc. 67-10008; Filed, Aug. 24, 1967; 8:46 a.m.]

PART 213—EXCEPTED SERVICE

Department of Commerce

Section 213.3314 is amended to show that the position of Director, Office of Building Development, Economic Development Administration is no longer excepted under schedule C. Effective on publication in the FEDERAL REGISTER, subparagraph (21) of paragraph (q) of § 213.3314 is amended as set out below.

§ 213.3314 Department of Commerce.

(q) *Office of the Assistant Secretary for Economic Development.* * * *
(21) One Director, Office of Technical Assistance.

(5 U.S.C. 3301, 3302, E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[F.R. Doc. 67-10007; Filed, Aug. 24, 1967; 8:46 a.m.]

PART 213—EXCEPTED SERVICE

Department of Health, Education, and Welfare

Department of Health, Education, and Welfare section 213.3316 is amended to show that the position of Deputy Director, Center for Community Planning is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, subparagraph (5) is added to paragraph (n) of § 213.3316 as set out below.

§ 213.3316 Department of Health, Education, and Welfare.

(n) *Office of Assistant Secretary for Individual and Family Services.* * * *

(5) One Deputy Director, Center for Community Planning.

(5 U.S.C. 3301, 3302, E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[F.R. Doc. 67-10009; Filed, Aug. 24, 1967; 8:46 a.m.]

PART 213—EXCEPTED SERVICE

Department of Health, Education, and Welfare

Section 213.3316 is amended to show that the positions of Deputy Administrator (Plans and Research), Commissioner of Assistance Payments, and Commissioner of Medical Services, in the new Social and Rehabilitation Service of the Department of Health, Education and Welfare are excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, paragraph (o) of § 213.3316 is added as set out below.

§ 213.3316 Department of Health, Education, and Welfare.

(o) *Social and Rehabilitation Service.*
(1) Deputy Administrator (Plans and Research).

(2) Commissioner of Assistance Payments.

(3) Commissioner of Medical Services.
(5 U.S.C. 3301, 3302, E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[F.R. Doc. 67-10010; Filed, Aug. 24, 1967; 8:46 a.m.]

Title 29—LABOR

Chapter V—Wage and Hour Division, Department of Labor

PART 545—HOMEWORKERS IN THE FABRIC AND LEATHER GLOVE INDUSTRY; THE HANDKERCHIEF, SCARF, AND ART LINEN INDUSTRY; THE CHILDREN'S DRESS AND RELATED PRODUCTS INDUSTRY; THE WOMEN'S AND CHILDREN'S UNDERWEAR AND WOMEN'S BLOUSE INDUSTRY; THE NEEDLEWORK AND FABRICATED TEXTILE PRODUCTS INDUSTRY; AND THE SWEATER AND KNIT SWIMWEAR INDUSTRY IN PUERTO RICO

Piece Rate Increase

Pursuant to authority in section 6 of the Fair Labor Standards Act of 1938 (29 U.S.C. 206), Reorganization Plan No. 6 of 1950 (3 CFR 1949-53 Comp., p. 1004), and Order No. 16-67 of the Secretary of Labor, 29 CFR 545.13 is amended to read as set forth below.

This amendment merely articulates proportional increases in the minimum piece rates which another section of the part already requires to be paid by reason of increases in hourly rates which are in effect under section 6(o)(2) of the Act. For this reason, it is hereby found that notice and public procedure thereon are unnecessary. In addition, and for the same reason, good cause is found to provide no delay in the effective date. The amendment is effective immediately.

As amended, 29 CFR 545.13 reads as follows:

§ 545.13 Piece rates established in accordance with § 545.9.

SCHEDULE A—PIECE RATE SCHEDULE FOR THE WOMEN'S AND CHILDREN'S UNDERWEAR AND WOMEN'S BLOUSE INDUSTRY AND THE CHILDREN'S DRESS AND RELATED PRODUCTS INDUSTRY IN PUERTO RICO 1

No.	Operation	Women's and children's underwear and women's blouse industry		Children's dress and related products industry	Unit of payment
		(1)	(2)		
1	Armedilla (seed stitch), close, 1/2" squares.	114.00	102.00	107.40	Per dozen squares.
2	Armedilla (seed stitch), scattered, 1/2" squares.	57.00	51.20	53.70	
3	Arrows filled in, 3/4" long.	28.50	25.65	26.85	Per dozen.
4	Basting bias with cord.	21.35	20.25	20.53	
5	Basting for facings.	8.57	7.75	8.08	Per yard.
6	Basting bias, 1" to 6" wide.	19.00	17.10	18.29	
7	Basting waist lines, plackets, and facings, 2 to 3 stitches per inch.	15.42	14.78	15.47	Do.
8	Basting waist lines, plackets, and facings, 2 to 3 stitches per inch.	11.89	10.70	11.21	
9	Bias piping, joined, double, over 10 stitches per inch.	38.00	34.29	35.80	Do.
10	Bias piping, joined, single, over 10 stitches per inch.	47.50	42.75	44.75	
11	Buttons sewed on with double thread, 2 to 3 stitches.	12.43	11.17	14.77	Per dozen.
12	Buttons, stamped, 1/2" long.	40.98	38.88	40.90	
13	Buttons, stamped, 1/2" long.	54.47	53.13	53.13	Do.
14	Buttons, stamped, 1/2" long.	85.50	78.95	81.55	
15	Cord, twisted, over basting.	9.50	8.55	8.95	Per dozen inches.
16	Cutting material applied over lace with hand-embroidered solid cord stitch.	13.03	11.72	12.37	
17	Hand cutting material over lace applique or other material and at edges of garment following machine-embroidered cord, large outline, second scallops measuring 1" or more.	2.28			Do.
18	Hand cutting material over lace applique or other material and at edges of garment following machine-embroidered cord, small outline around scallops measuring less than 1".	5.13			
19	Cutting material under lace or at seams, straight outline, following hand-sewing operation.	5.34	4.81	5.00	Do.
20	Cutting material under lace or at seams, straight outline, following machine operation.	4.20	4.30	4.37	
21	Hand cutting material underneath straight or nearly straight outline.	1.74			Do.
22	Hand cutting material underneath irregular outline.	2.43			
23	Do, only, not finished off, 2 to 3 stitches.	7.92	7.14	7.46	Per dozen.
24	Do, medium, not filed in, finished off, 8 to 9 stitches, up to 1 1/2" diameter.	12.54	11.29	11.81	
25	Eyelets, up to 1 1/2" diameter.	31.17	28.00	29.95	Do.
26	Eyelets, up to 1 1/2" diameter.	34.20	31.50	33.80	
27	Facings, straight lines.	132.32	125.00	134.00	Per yard.
28	Facings, twisted lines.	62.33	57.00	59.67	
29	Facings, straight lines.	40.33	37.00	38.67	Do.
30	Facings, twisted lines.	35.33	31.41	33.41	
31	Flat roll.	58.52	55.92	54.87	Per dozen.
32	French knots, not finished off.	3.97	3.57	3.75	
33	French seams, first seam by machine, 9 to 12 stitches per inch.	15.69	14.12	15.76	Per yard.
34	Furuncos, with tape.	142.50	128.25	134.25	
35	Guaraguas.	9.50	8.55	8.95	Per dozen.
36	Half roll (with colored or emb. thread).	31.95	28.04	29.36	
37	Hemming stitch for killing, 2 to 3 stitches per inch.	14.62	14.95	14.95	

No.	Operation	Women's and children's underwear and women's blouse industry		Children's dress and related products industry	Unit of payment
		(1)	(2)		
38	Hemming stitch for killing, cuffs, collars, plackets, and waist bands, 5 to 15 stitches per inch.	42.59	38.26	50.75	Do.
39	Hemming, single, 4 threads in a bundle, thread drawing not terminated.	61.53	55.65	58.26	
40	Laces, sewed on with basting stitch or round roll.	47.50	42.75	44.75	Do.
41	Leaves, open, 1/2" long.	38.00	34.20	35.80	
42	Leaves, open, 3/4" to 1" long.	57.00	51.20	53.70	Per dozen.
43	Leaves, open, not finished off, 1/2" long.	3.97	3.57	3.85	
44	Leaves, solid, not finished off, 1/2" long.	10.43	9.59	10.20	Do.
45	Leaves, solid, not finished off, 3/4" to 1" long.	12.67	11.40	11.90	
46	Leaves, solid, finished off, 1/2" to 3/4" long.	19.00	17.10	18.00	Do.
47	Leaves, solid, finished off, 3/4" to 1" long.	38.00	34.20	35.80	
48	Loops, knitted, 1/2" long.	11.50	10.70	11.21	Do.
49	Loops, knitted, 1" to 1 1/2" long.	19.97	17.99	18.82	
50	Loops, made with buttonhole stitch.	28.50	25.65	26.85	Do.
51	Overstating seams.	20.20	18.18	19.55	
52	Passadas short, 1" to 8".	8.87			Per dozen passadas.
53	Patches, sewed on with single point de ture.	188.24	170.22	178.28	
54	Patches, rectangular, sewed on with blind stitch, up to 1 1/2".	11.04	10.73	11.25	Per dozen inches.
55	Patches, sewed on with solid cord, cutting and basting included.	186.29	167.29	175.42	
56	Point de ture plain, with embroidery thread.	55.42	49.89	52.21	Do.
57	Rands, bundles twisted but not tied, thread drawing not included.	23.75	21.26	22.37	
58	Rands, Don Gomas, thread drawing not included.	99.75	89.75	95.87	Do.
59	Rands, Marquis, tied at center only, thread drawing not included.	28.50	25.65	26.85	
60	Ribbons, setting ends of.	13.03	11.72	12.37	Per dozen.
61	Rose buds, worm stitch, 4 worms, 1 or 2 colors or tones.	28.23	25.40	26.59	
62	Running stitch on bias up to 1" wide, 12 stitches per inch.	25.52	22.97	24.69	Per yard.
63	Running stitch on lace.	25.21	22.69	23.76	
64	Running stitch for plain sewing.	17.16	15.45	16.33	Do.
65	Scallops, plain, cutting included.	95.65	86.07	90.10	
66	Shadow stitch, up to 1/4" wide.	183.07	168.20	173.03	Do.
67	Shell, 4 to 8 stitches per inch.	32.57	29.22	30.69	
68	Shirring, material to be measured before shirring.	18.13	17.21	18.03	Do.
69	Shirring and busting lace edging, material to be measured after shirring.	22.99	20.69	21.65	
70	Shirring and setting lace edging with basting stitch on straight outline, material to be measured after shirring.	41.31	37.15	38.91	Do.
71	Sho tickets set with basting stitch, cutting tickets included.	14.00	12.10	12.89	
72	Smocking.	75			Per dozen stitches.
73	Snaps, sewing on both sides.	14.29	12.19	13.29	
74	Solid cord stitch on bias and embroidery.	38.00	34.20	35.80	Per yard.
75	Spiders, 4 legs.	19.00	17.10	18.00	
76	Spiders, 8 legs.	31.13	28.42	29.88	Do.
77	Ticks set for faceting.	8.55	8.55	8.55	
78	Trucks, stamped, 1/4" to 3/4" wide, up to 6" long.	28.72	26.72	28.00	

1 See current wage orders for these two industries for definitions of the industries and of the classifications of "hand-sewing", "hand-machine", and "other finishing" and for applicable minimum hourly wage rates.
2 Piece rates not applicable when operation is performed on articles which are wholly machine-sewn or machine-knit.

SCHEDULE B. FIXED RATE SCHEDULE FOR THE HANDBOOKS, SCARS, AND ART LINES INVENTORY IN FORTNO EXC 1

No.	Operation	Cents	Unit of payment
79	Armillas (wood sticks), close, 15" squares	45.00	Per dozen squares.
80	Armillas (wood sticks), scattered 1/2 inch squares	22.60	Do.
81	Arrows, filled in, 3/4" long	11.45	Per dozen.
82	Basting lace	2.15	Per dozen inches.
83	Basting and folding hem on edges up to 1 1/2" hem	1.90	Do.
84	Blank hemstitch	2.75	Do.
85	Bottlehole stitch, 16 stitches per inch	7.00	Do.
86	Bottlehole stitch, 24 to 30 stitches per inch	7.00	Do.
87	Chain stitch, 4 stitches per inch	11.40	Do.
88	Chain stitch, 5 stitches per inch	11.40	Do.
89	Card, solid, over basting	3.80	Do.
90	Card or embroidery, solid, without filling, up to 3/4" thick	3.80	Do.
91	Couching or flat cord, 4 stitches per inch	11.40	Do.
92	Cross stitch, 6 crosses per inch	15.20	Do.
93	Cut work with buttonhole stitch, 34 to 30 stitches per inch	11.40	Do.
94	Diamonds, filled in, 3/4" to 1 1/2" wide	2.15	Do.
95	Do, baby, not finished off, 2 to 3 stitches	2.15	Do.
96	Do, large, filled in, finished off, 12 stitches	5.75	Do.
97	Do, large, not filled in, finished off, over 12 stitches	11.40	Do.
98	Do, large, not filled in, finished off, over 12 stitches	7.00	Do.
99	Do, medium, not filled in, finished off, 8 to 9 stitches	5.01	Do.
100	Do, medium, in groups, not finished off, 5 stitches, with double embroidery thread	3.24	Do.
104	Do, medium, finished off, 5 stitches, with double embroidery thread	4.30	Do.
105	Embroidery, solid, 1/4" to 3/4" thick, averages 28 stitches per inch	15.20	Do.
106	Embroidery, solid, straight or diagonal, same as fringe stitch, filled in, loose	15.20	Do.
107	Embroidery, solid, straight or diagonal, same as fringe stitch, not filled in, loose	11.40	Do.
108	Eyelet, 3/4" diameter	8.95	Per dozen.
109	Fabric stitch, 12 stitches per inch	4.40	Do.
110	Felt hem, without loops	1.40	Do.
111	Felt hem, with loops	2.15	Do.
112	French knots, not finished off	1.50	Per dozen.
113	French knots, finished off, with double embroidery thread	2.04	Do.
114	French knots, finished off, with double embroidery thread	3.80	Do.
115	Hand or French rolling, 15 stitches or less per inch	10.74	Per 48 inches.
	(a) Oblong corners	54.21	Do.
	(b) Square corners	12.91	Do.
116	Hand or French rolling, 11 stitches or more per inch		
117	Hand-rolling one side of a corner. The piece rate shall apply under the following conditions:		
	(a) The machine-stitching runs to the end on one side of each corner; and on the other side, the spaces left open for hand-rolling at the corner is not less than 1/2" nor more than 1"; and		
	(b) Only one side of each corner is hand-rolled; and the hand-rolling is not longer than 1".		
118	Hand-rolling both sides of a corner. The piece rate shall apply under the following conditions:		
	(a) The machine-stitching does not run to the end of either side of any corner and the spaces left open for hand-rolling at each side of the corner is not less than 1/2" nor more than 1"; and		
	(b) Both sides of the corners are hand-rolled; but the hand-rolling is not longer than one inch on either side of any corner.		
119	Hand-rolling both sides of a corner. The piece rate shall apply under the following conditions:		
	(a) The machine-stitching runs to the end on one side of each corner; and on the other side, the spaces left open for hand-rolling at the corner is not less than 1/2" nor more than 1"; and		
	(b) Both sides of the corners are hand-rolled; but the hand-rolling is not longer than two inches on any corner.		
120	Hemstitch, single, 4 threads in a bundle, thread drawing not included	8.25	Per dozen inches.
121	Initials, simple, with loops	25.00	Do.
122	Initials, simple, without loops	23.50	Do.
123	Lace, joined at corners with hemming stitch	11.40	Do.
124	Leaves, simple	1.41	Per dozen.
125	Leaves, solid, not finished off, 1/2" to 1/4" long	5.00	Do.
126	Leaves, solid, not finished off, 1/2" to 1/4" long	7.00	Do.
127	Leaves, solid, not finished off, 1/2" to 1/4" long	15.20	Do.
128	Loops, made with warm stitch, 3/4"	2.54	Do.
129	Passadas, 11" x 13" to 14" x 14", lines up to 1600 count inclusive	7.00	Per dozen passadas.
130	Passadas, 11" x 13" to 14" x 14", lines 1700 count and over	10.04	Do.

See footnotes at end of table.

No.	Operation	Cents	Unit of payment
131	Passadas, 15" x 15", lines up to 1600 count, inclusive	12.92	Do.
132	Passadas, 15" x 15", lines 1700 count and over	15.96	Do.
133	Passadas, 15" x 15" to 20" x 20", lines up to 1600 count inclusive	18.24	Do.
134	Passadas, short, 1" to 7", lines up to 1600 count inclusive	2.95	Do.
135	Cambride, 1" to 30"	7.00	Do.
136	Cambride, 1" to 15"	3.70	Do.
137	Cambride, 1" to 15" to 18"	13.20	Do.
138	Cambride, 10 1/2" to 15"	1.40	Do.
139	Patines, circular, sewed on with hemming stitch, cutting included	8.52	Per dozen inches.
140	Patines, regular outline, sewed on with hemming stitch, cutting included	14.80	Do.
141	Patines, regular outline, sewed on with blind stitch, up to 1"	12.94	Do.
142	Patines, regular outline, sewed on with blind stitch, over 1"	2.40	Do.
143	Patines, rectangular, sewed on with hemming stitch, cutting included	4.81	Do.
144	Patines, Don Diego, sewed on with hemming stitch, cutting included	17.00	Do.
145	Patines, Maroon, tied at center only, thread drawing not included	2.80	Do.
146	Patines, simple, not stitched at either side, thread drawing not included	1.58	Do.
147	Rose buds, worn, stitched 4 corners, 3 others or none	11.70	Per dozen.
148	Sealings, plain, cutting included	12.70	Per dozen inches.
149	Shawls, 4 legs, up to 5/4" wide	14.48	Do.
150	Spiffers, 4 legs	7.60	Per dozen.
151	Spiffers, 8 legs	14.86	Do.

No.	Operation	Cambride (1)	Crash (2)	Unit of payment
	Thread drawing			
152	Art lines, first thread, not coming out at edge	2.72	2.02	Per dozen threads.
153	Stamped 1" to 10"	3.30		Do.
	Not stamped 1" to 10"			
154	Art lines, unstamped, first thread, all-around, not coming out at edge	15.19	12.26	Per dozen pieces.
	Doilies 12" x 18"			
155	Doilies 12" x 12"	12.15	10.29	Do.
156	Doilies 12" x 15"	15.19	12.26	Do.
157	Doilies 15" x 18"	18.23	14.38	Do.
158	Scarves 17" x 36"	26.82	19.22	Do.
159	Scarves 17" x 45"	31.88	21.67	Do.
160	Squares 17" x 34"	35.94	24.06	Do.
161	Squares 20" x 38"	26.47	24.81	Do.
162	Scarves 45" x 45"	45.55	28.89	Do.
163	Scarves 54" x 54"	54.66	33.75	Do.
164	Art lines, unstamped, first thread at one end, coming out at both edges			
	Towels			
165	9" x 15"	1.01		Do.
166	15" x 24"	2.75		Do.
167	18" x 30"	3.19		Do.
168	Art lines, after first thread			

No.	Operation	Cents	Unit of payment
	Ladies handkerchiefs:		
168	First thread around edge, cotton or linen, up to 1600 count inclusive	3.80	Per dozen threads.
169	First thread, inside, cotton or linen, up to 1600 count inclusive	4.75	Do.
170	After first thread (for example, for hemstitching)	6.00	Do.
171	First thread around edge, linen up to 1500 count inclusive, 16" x 16" to 20" x 20"	3.70	Do.
172	First thread around edge, linen 1600 count and over, 16" x 16" to 20" x 20"	6.00	Do.
173	First thread, inside, linen up to 1500 count inclusive, 16" x 16" to 20" x 20"	6.00	Do.
174	First thread, inside, linen 1600 count and over, 16" x 16" to 20" x 20"	7.00	Do.
175	After first thread (for example, for hemstitching)	6.00	Do.

Operation		No. 178	No. 177	No. 178
		Hand or French rolling, 10 stitches or less per inch, measuring all around edge. Cambric at 2.54 cents per dozen inches.	Hand or French rolling, 10 stitches or less per inch, measuring all around edge. Cambric at 2.54 cents per dozen inches.	Hemming stitch over inside, measuring all around edge. Cambric at 2.54 cents per dozen inches.
		(Payment per dozen)		
Dollars:		\$1.09	\$1.29	\$1.21
8 x 12"		1.09	1.29	1.21
10 x 14"		1.09	1.29	1.21
12 x 16"		1.09	1.29	1.21
14 x 18"		1.09	1.29	1.21
16 x 20"		1.09	1.29	1.21
18 x 22"		1.09	1.29	1.21
20 x 24"		1.09	1.29	1.21
Table scarves:		4.40	2.85	2.09
17 x 36"		5.14	3.33	2.14
17 x 45"		5.59	3.81	2.60
17 x 54"				
Squares:		1.08	2.37	2.05
36 x 36"		1.47	4.84	4.09
45 x 45"		1.96	5.82	5.48
54 x 54"				
Table cloths:		10.45	6.78	6.29
54 x 72"		11.96	7.31	7.21
72 x 72"		13.47	8.21	8.21
72 x 90"				

Operation		No. 182	No. 183
		Second seams, for separate borders, with French corners, measuring all around edge. Cambric, at 2.54 cents per dozen inches.	Second seams, for separate borders, with French corners, measuring all around edge. Cambric, at 2.54 cents per dozen inches.
		(Payment per dozen)	
Dollars:		\$1.37	\$1.21
8 x 12"		1.37	1.21
10 x 14"		1.37	1.21
12 x 16"		1.37	1.21
14 x 18"		1.37	1.21
16 x 20"		1.37	1.21
18 x 22"		1.37	1.21
Table scarves:		3.08	2.09
17 x 36"		4.05	2.14
17 x 45"		4.11	2.65
17 x 54"		5.12	4.09
Squares:		1.19	6.29
36 x 36"		1.31	7.21
45 x 45"		1.37	8.21
54 x 54"			
Table cloths:		1.39	8.21
54 x 72"		1.45	8.21
72 x 72"			
72 x 90"			

Operation		No. 179	No. 180	No. 181
		Hemming stitch over inside, measuring all around edge. Cambric at 2.54 cents per dozen inches.	Second seams, for separate borders, measuring all around edge. Cambric, at 2.54 cents per dozen inches.	Second seams, for separate borders, measuring all around edge. Cambric, at 2.54 cents per dozen inches.
		(Payment per dozen)		
Dollars:		\$1.14	\$1.21	\$1.14
8 x 12"		1.14	1.21	1.14
10 x 14"		1.14	1.21	1.14
12 x 16"		1.14	1.21	1.14
14 x 18"		1.14	1.21	1.14
16 x 20"		1.14	1.21	1.14
18 x 22"		1.14	1.21	1.14
Table scarves:		2.03	2.60	2.53
17 x 36"		2.60	3.14	2.95
17 x 45"		3.28	3.50	3.38
17 x 54"				
Squares:		2.43	2.65	2.43
36 x 36"		4.28	4.56	4.28
45 x 45"		5.14	5.48	5.14
54 x 54"				
Table cloths:		6.01	6.29	6.01
54 x 72"		6.58	7.21	6.58
72 x 72"		7.17	8.21	7.17
72 x 90"				

No.	Operation	Cents	Unit of payment
184	Hand-cutting machine-embroidered, shallow, curved scallops on handkerchiefs or square scarves.	33.09	Per dozen scallops.
185	Skirt, measuring from 1/4" up to but not including 3/4" along outside edge.	41.67	Do.
186	Medium, measuring from 3/8" up to but not including 1/2" along outside edge.	61.50	Do.
	Large, measuring from 1/2" to and inclusive of 1 1/4" along outside edge.		
	Needlepoint operations:		
187	Compact furals, furans, and landscapes.	28.52	Per 1,000 stitches.
188	Scattered furals.	42.86	Do.
189	Scattered furals consisting of borders or gables only.	45.60	Do.
190	Combinations of compact center and scattered borders in which the compact portion totals 45 percent or more of the total design.	61.56	Do.
191	Combinations of compact center and scattered borders in which the compact portion totals less than 45 percent of the entire design.	61.60	Do.
192	2 1/4 cents must be added to the above piece rates to cover thumb-tack mounting on frames for each piece of canvas.		
	Employers using other methods must set individual rates for mounting and removing canvas in accordance with Section 563.10.		

See current wage order for this industry for definition of the industry and the classification of "hand-sewing" and "other operations", and for applicable minimum hourly wage rates.

Piece rate not applicable when operation is performed on articles which are otherwise wholly machine-sewn.

These piece rates have been set on the basis of O.N.T. thread No. 5, corded, which averages 28 stitches per inch of solid cord. If corded threads are used which are not so thick, the rate should be increased in proportion to the increase in the number of stitches per inch. If corded thread No. 11 is used, 15 percent must be added to the piece rates established for thread No. 5.

For each additional count of 100, add 1.29 cents.

For second and third threads, 20 percent of rate for first thread; for additional threads 15 percent of rate for first thread.

¹ *Exceptions.* These piece rates do not apply to the following types of needlepoints. For these and all other varieties of needlepoint not covered by the schedule and definitions, piece rates must be set by employers in accordance with Regulation 545.10.

- Florals having more than 10,000 stitches.
- Florals having more than 36 color tones.
- Figures and landscapes having more than 3,000 stitches.
- Figures and landscapes having more than 25 color tones.
- Felt Point
- Stamped gres point.

² *Definitions.* (1) A scattered design is one in which 50 percent or more of the component parts, when finished, are separated by spaces of unsewn canvas. (2) A compact design is one in which 50 percent or more of the finished piece contains no spaces of unsewn canvas.

SCHEDULE C.—PIECE RATE SCHEDULE FOR THE FABRIC AND LEATHER GLOVE INDUSTRY IN PUERTO RICO¹

No.	Operation	Ladies' woven or knitted fabric gloves	Leather gloves ²		Unit of payment
		(1)	Ladies' (2)	Men's (3)	
188	Buttons, slip stitches with tape, 1 button per glove			87.000	Per dozen pairs.
189	Buttonholes, stitched in and outside, 1 buttonhole per glove			116.000	Do.
190	Crede stitch, 5 to 6 stitches per inch	.437			Per inch.
191	Egyptian stitch, 5 to 6 stitches per inch		.796		Do.
192	Feather stitch, 5 to 6 stitches per inch	.523	1.000		Do.
193	Large stitch (husky), 5 to 6 stitches per inch			.715	Do.
194	Regular stitch 5 to 6 stitches per inch	.343	.750	.715	Do.
195	Slip stitch, hem only, 5 to 6 stitches per inch	.222	.513	.513	Do.
196	Slip stitch, reinforcement on slit, 5 to 6 stitches per inch, when sewing has been faced on by machine		.513	.513	Do.
197	Swagger stitch, 5 to 6 stitches per inch	.343	.750	.715	Do.
198	Whip stitch, 5 to 6 stitches per inch	.343	.750	.715	Do.

¹ Piece rates apply only to hand-sewing operations. For description of operations included under "hand-sewing" see definitions in applicable section of the wage order.

² The hourly minimum wage rates applicable to leather gloves are also applicable to combination leather and fabric gloves. However, piece rates for combination leather and fabric gloves must be set by employers in accordance with section 545.10.

(29 U.S.C. 206, 3 CFR 1940-53 Comp., p. 1004; Secretary's [of Labor] Order 16-67)

Signed at Washington, D.C., this 16th day of August 1967.

THOMAS R. DONAHUE,
Assistant Secretary for
Labor-Management Relations.

[P.R. Doc. 67-9946; Filed, Aug. 24, 1967; 8:45 a.m.]

Title 13—BUSINESS CREDIT AND ASSISTANCE

Chapter I—Small Business Administration

[Rev. 2, Amdt. 4]

PART 108—LOANS TO STATE AND LOCAL DEVELOPMENT COMPANIES

Administrative Authority

Part 108 of Chapter I of Title 13 of the Code of Federal Regulations is hereby amended by adding a new § 108.4 to read as follows:

§ 108.4 Administrative authority.

The Administrator may, when in his discretion the best interests of the Government will be protected, waive any regulations published under this Part 108 to the extent that such regulations are not prescribed by statute, and waiver thereof would not be contrary to the provisions of Title V of the Small Business Investment Act of 1958, as amended.

Effective date: August 15, 1967.

ROBERT C. MOOT,
Administrator.

[P.R. Doc. 67-9993; Filed, Aug. 24, 1967; 8:45 a.m.]

Title 12—BANKS AND BANKING

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER C—FEDERAL SAVINGS AND LOAN SYSTEM

[No. 20,816]

PART 555—BOARD RULINGS

Use of Savings Accounts as Checking Accounts

AUGUST 17, 1967.

Resolved that the Federal Home Loan Bank Board, upon the basis of consideration by it of the advisability of revising paragraph (d) of § 555.8 of the rules and regulations for the Federal Savings and Loan System (12 CFR 555.8(d)) and for the purpose of permitting regular withdrawal payments to be made to relatives of a member, hereby revises said paragraph (d) as follows, effective August 25, 1967:

§ 555.8 Savings accounts.

(d) *Checking accounts; advertising and use as.* A Federal association may not advertise that its savings accounts may be used as checking accounts nor may the withdrawal of savings be made a service, regardless of the nomenclature

used, by which members may use their accounts to make regular payments to others. The foregoing prohibitions shall not extend to the sale by an association of travelers checks or money orders, the occasional sale to members of drafts for their convenience, withdrawals for the payment of premiums on mortgagor or savings member insurance plans, systematic withdrawal plans in favor of the member or a relative of the member, or the purchase of obligations of the United States.

Resolved further that since the aforesaid revision contains only statements of general policy or interpretations of substantive rules adopted or formulated by the Board for the guidance of the public, the requirements of notice and public procedure set out in § 508.12 of the general regulations of the Federal Home Loan Bank Board (12 CFR 508.12) and 5 U.S.C. 555.3(b) do not apply, and for the same reasons, deferment of the effective date is not required under the provisions of § 508.14 of the general regulations of the Federal Home Loan Bank Board (12 CFR 508.14) and 5 U.S.C. 555.3(d)

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[P.R. Doc. 67-10001; Filed, Aug. 24, 1967; 8:46 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Airworthiness Docket No. 67-SW-56; Amdt. 39-468]

SUBCHAPTER C—AIRCRAFT

PART 39—AIRWORTHINESS DIRECTIVES

Bell Model 204B Helicopters

Pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), an airworthiness directive was adopted on August 16, 1967, and made effective immediately as to all known U.S. operators of Bell Model 204B helicopters. The directive requires a one-time inspection of the tail rotor assembly slider, P/N 204-010-720-3, for proper hardness.

Since it was found that immediate corrective action was required, notice and public procedure thereon was impractical and contrary to the public interest and good cause existed for making the airworthiness directive effective immediately as to all known U.S. operators of Bell Model 204B helicopters by individual telegrams dated August 16, 1967. These conditions still exist and the airworthiness directive is hereby published in the FEDERAL REGISTER as an amendment to § 39.13 of Part 39 of the Federal Aviation

Regulations to make it effective as to all persons.

BILL. Applies to Model 204B helicopters, Serial Numbers 2001 through 2064, with Slider, P/N 204-010-720-3, installed and to all spare Sliders, P/N 204-010-720-3. Compliance required as indicated.

To prevent failure of the Slider, accomplish the following one-time inspection for proper hardness: Remove the Slider in accordance with Section VI of the Model 204B Maintenance Manual. Determine the hardness of the Slider using hardness tester. Readings should be taken on the side of the flat plate. Reinstall only Sliders with a tensile hardness reading of 125,000 p.s.i. to 145,000 p.s.i. in accordance with Section VI of the Model 204B Maintenance Manual. For Sliders on tail rotor assemblies with less than 300 hours' time in service, conduct the above inspection before further flight unless already accomplished. For Sliders on tail rotor assemblies with 300 hours or more time in service, conduct the above inspection within the next 125 hours' time in service unless already accomplished. For spare Sliders, conduct the inspection before installation, unless already accomplished.

(Bell Service Bulletin No. 204B-3 dated August 15, 1967, also pertains to this subject.)

This amendment becomes effective on August 26, 1967, for all persons except those to whom it was made effective immediately by telegram dated August 16, 1967.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Fort Worth, Tex., on August 17, 1967.

HENRY L. NEWMAN,
Director, Southwest Region.

[F.R. Doc. 67-9994; Filed, Aug. 24, 1967; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE
[Airspace Docket No. 67-CE-41]

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

Alteration of Federal Airways

On May 11, 1967, a notice of proposed rule making was published in the FEDERAL REGISTER (32 F.R. 7133) stating that the Federal Aviation Administration was considering amendments to Part 71 of the Federal Aviation Regulations that would redesignate V-161 from Grand Rapids, Minn., to International Falls, Minn.; redesignate V-129 W alternate from Hibbing, Minn., to International Falls; and designate an N alternate to V-430 from Grand Rapids to Duluth, Minn., via Hibbing.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. All comments received were given due consideration.

The Air Transport Association of America offered no objection to the proposal.

The Commissioner of Aeronautics, State of Minnesota concurred in the proposals. He suggested a more direct route between International Falls and Minneapolis via Grand Rapids. He also suggested an additional airway between Duluth and International Falls via Eveleth, Minn.

The manager of Grand Rapids Airport concurred in the proposals. In addition to the proposed alignment of V-161, he proposed an airway from Grantsburg, Wis., to Grand Rapids, to expedite traffic to the Canadian border.

A review of the most recent Federal Aviation Administration IFR Peak day airway traffic survey, disclosed that the number of aircraft movements between Minneapolis and International Falls could not justify an additional airway via Grantsburg or Grand Rapids nor a dual airway structure between Duluth and International Falls, as assignments of controlled airspace.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0001 e.s.t., October 12, 1967, as hereinafter set forth.

Section 71.123 (32 F.R. 2009, 6435) is amended as follows:

1. In V-129 "including a W alternate from Hibbing, 24 miles, 12 AGL, 50 miles, 30 MSL, 12 AGL International Falls;" is deleted and "including a W alternate from Hibbing, 24 miles, 12 AGL, 30 MSL INT Hibbing 325" and International Falls 182" radials, 25 miles, 30 MSL, 12 AGL to International Falls;" is substituted therefor.

2. In V-161 "12 AGL Hibbing, Minn." is deleted and "15 miles, 12 AGL, 59 miles 30 MSL, 12 AGL International Falls." is substituted therefor.

3. In V-430 "12 AGL Duluth, Minn.;" is deleted and "12 AGL Duluth, Minn., including a 12 AGL N alternate from Grand Rapids, to Duluth via Hibbing, Minn., excluding the airspace between the main and this N alternate airway;" is substituted therefor.

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

Issued in Washington, D.C., on August 21, 1967.

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

[F.R. Doc. 67-10019; Filed, Aug. 24, 1967; 8:47 a.m.]

[Airspace Docket No. 67-WE-37]

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

Designation of Federal Airway

On June 29, 1967, a notice of proposed rule making was published in the FEDERAL REGISTER (32 F.R. 9237) stating that

the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate a 12 AGL airway from Boysen Reservoir, Wyo., via Worland, Wyo., to Cody, Wyo.

Interested persons were afforded an opportunity to participate in the proposed rule making through the 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., October 12, 1967, as hereinafter set forth.

In § 71.123 (32 F.R. 2009) V-319 is added as follows:

V-319 From Boysen Reservoir, Wyo., 13 AGL Worland, Wyo.; 12 AGL Cody, Wyo.

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

Issued in Washington, D.C., on August 21, 1967.

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

[F.R. Doc. 67-10020; Filed, Aug. 24, 1967; 8:47 a.m.]

[Airspace Docket No. 67-CE-63]

PART 75—ESTABLISHMENT OF JET ROUTES

Realignment of Jet Route Segment

On June 17, 1967, a notice of proposed rule making was published in the FEDERAL REGISTER (32 F.R. 8725) stating that the Federal Aviation Administration was considering the realignment of Jet Route No. 34 segment between Milwaukee, Wis., and Cleveland, Ohio.

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

In consideration of the foregoing, Part 75 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., October 12, 1967, as hereinafter set forth.

In § 75.100 (32 F.R. 2341) Jet Route No. 34 is amended by deleting all between "Milwaukee, Wis.;" and "Allegheny, Pa.;" and substituting "INT of Milwaukee 098" and Carleton, Mich., 297" radials; Carleton; Cleveland, Ohio;" therefor.

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

Issued in Washington, D.C., on August 21, 1967.

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

[F.R. Doc. 67-10021; Filed, Aug. 24, 1967; 8:47 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 8339; Amdt. 550]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

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

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

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

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
AKW NDB.....	AHT NDB.....	Direct.....	1400	T-dn..... C-dn*..... S-dn-7*..... A-dn#.....	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1½ 300-1½ 400-1 800-2

Procedure turn S side of crs, 240° Outbnd, 060° Inbnd, 1200' within 10 miles.
Minimum altitude over facility on final approach crs, 640'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of AHT NDB, climb to 2000' on 060° bearing within 10 miles.
*Restricted to aircraft on "Official Business Only". Prior permission required before landing.
#When control zone not effective alternate minimums not authorized. Altimeter not available during hours of facility shutdown. Three (3) hours prior notification required for weather reporting service.
MSA within 25 miles of facility: 000°-270°-1500'; 270°-360°-2300'.
City, Amchitka; State, Alaska; Airport name, Amchitka; Elev., 232'; Fac. Class., HW; Ident., AHT; Procedure No. NDB (ADF) Runway 7, Amdt. Orig.; Eff. date, 16 Sept. 67

AKW NDB.....	AHT NDB.....	Direct.....	1400	T-dn..... C-dn*..... S-dn-25*..... A-dn#.....	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-1½ 300-1½ 500-1 800-2
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Procedure turn N side of crs, 075° Outbnd, 225° Inbnd, 1400' within 10 miles.
Minimum altitude over facility on final approach crs, 740'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of AHT NDB, climb to 2000' on 255° bearing within 10 miles.
*Restricted to aircraft on "Official Business Only". Prior permission required before landing.
#When control zone not effective alternate minimums not authorized. Altimeter not available during hours of facility shutdown. Three (3) hours prior notification required for weather reporting service.
MSA within 25 miles of facility: 000°-270°-1500'; 270°-360°-2300'.
City, Amchitka; State, Alaska; Airport name, Amchitka; Elev., 232'; Fac. Class., HW; Ident., AHT; Procedure No. NDB (ADF) Runway 25, Amdt. Orig.; Eff. date, 16 Sept. 67

FAR VOR.....	FAR RBN.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1½
FALOM.....	FAR RBN.....	Direct.....	2500	C-dn..... S-dn-17..... A-dn.....	500-1 400-1 800-2	500-1 400-1 800-2	300-1½ 400-1 800-2

Procedure turn W side of crs, 351° Outbnd, 171° Inbnd, 2500' within 10 ml of FAR RBN.
Minimum altitude over facility on final approach crs, 2200'.
Crs and distance, facility to airport, 171°-4.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing NDB, climb to 2300' on 171° bearing from NDB within 10 miles and return to NDB.
MSA within 25 miles of facility: 000°-090°-2400'; 090°-180°-2700'; 180°-270°-3200'; 270°-360°-4200'.
City, Fargo; State, N. Dak.; Airport name, Hector; Elev., 900'; Fac. Class., H-SAB; Ident., FAR; Procedure No. NDB (ADF) Runway 17, Amdt. 3; Eff. date, 16 Sept. 67; Sup. Amdt. No. ADF 2, Amdt. 2; Dated, 30 Apr. 66

PROCEDURE CANCELED, EFFECTIVE 16 SEPT. 1967.
City, Juneau; State, Alaska; Airport name, Juneau Municipal; Elev., 26'; Fac. Class., HW/Z; Ident., CQL; Procedure No. 3, Amdt. Orig.; Eff. date, 1 Oct. 60

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
ODIVOR.....	LSE RBN.....	Direct.....	2800	T-d.....	*400-1	*400-1	400-1
				T-u.....	*400-1½	*400-1½	400-1½
				C-d.....	500-1	500-1	500-1½
				C-u.....	500-2	500-2	500-2
				S-dn-13.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 301° Outbnd, 121° Inbnd, 2800' within 10 miles.

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

Crs and distance, facility to airport, 142°—4.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing RBN, make immediate right-climbing turn to RBN, then continue climb to 2800' on 301° bearing from RBN within 10 miles.

NOTES: (1) Final approach from holding pattern at RBN, not authorized. Procedure turn required. (2) When weather is below 500-2 aircraft departing Runways 13, 18, and 21, flight below 1900' beyond 2 miles of airport is prohibited between radials 040° and 270° of the LSE VOR. Restriction due to 1444' tower, 4 miles SE of airport.

*300-1 authorized on Runways 31 and 36.

*200-1½ authorized on Runways 31 and 36.

MSA within 25 miles of facility: 270°-090°—3500'; 090°-270°—2900'.

City, La Crosse; State, Wis.; Airport name, La Crosse Municipal; Elev., 653'; Fac. Class., SBH; Ident., LSE; Procedure No. NDB (ADF) Runway 13, Amdt. 3; Eff. date, 16 Sept. 67; Sup. Amdt. No. ADF 1, Amdt. 2; Dated, 2 Apr. 66.

Grand Beach Int.....	MGC RBN (final).....	Direct.....	2300	T-dn.....	300-1	300-1	200-1½
North Liberty Int.....	MGC RBN.....	Direct.....	2300	C-dn.....	600-1	600-1	600-1½
Westville Int.....	MGC RBN.....	Direct.....	2300	S-dn-20.....	600-1	600-1	600-1
				A-dn.....	NA	NA	NA

Procedure turn E side of crs, 010° Outbnd, 190° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 1250'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of MGC RBN, climb to 2300' on crs 190° and return to RBN.

Note: Use South Bend altimeter setting.

MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—2900'; 180°-360°—2100'.

City, Michigan City; State, Ind.; Airport name, Michigan City; Elev., 650'; Fac. Class., MHW; Ident., MGC; Procedure No. NDB (ADF) Runway 20, Amdt. Orig.; Eff. date, 14 Sept. 67.

				T-dn.....	300-1	300-1	200-1½
				C-dn.....	600-1	600-1	600-1½
				S-dn-4.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E side of crs, 221° Outbnd, 041° Inbnd, 3000' within 10 miles.

Minimum altitude over facility on final approach crs, 1000'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing PUK RBN, make a climbing left turn to 3000' return to PUK RBN. Hold SW, 1-minute right turns, 041° Inbnd.

MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—2100'; 180°-270°—1900'; 270°-360°—3000'.

City, Paducah; State, Ky.; Airport name, Barkley Field; Elev., 407'; Fac. Class., BMH; Ident., PUK; Procedure No. NDB (ADF) Runway 4, Amdt. 2; Eff. date, 16 Sept. 67; Sup. Amdt. No. ADF 1, Amdt. 1; Dated, 29 Feb. 64.

SAT VOR.....	LOM.....	Direct.....	2400	T-dn.....	300-1	300-1	200-1½
Wetmore Int.....	LOM.....	Direct.....	2400	C-dn.....	500-1	500-1	500-1½
Leovya Int.....	LOM.....	Direct.....	2400	S-dn-3.....	500-1	500-1	500-1
Collins Int.....	LOM (final).....	Direct.....	2000	A-dn.....	800-2	800-2	800-2

Radar available.

Procedure turn E side of crs, 212° Outbnd, 032° Inbnd, 2400' within 10 miles.

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

Crs and distance, facility to airport, 032°—3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, turn left to 330°, climb to 3300', intercept and proceed N on 360° crs from "SA" LOM within 15 miles or, when directed by ATC, climb to 3000' on crs of 032° within 15 miles of "SA" LOM.

MSA within 25 miles of facility: 000°-360°—3100'.

City, San Antonio; State, Tex.; Airport name, San Antonio International; Elev., 808'; Fac. Class., LOM; Ident., SA; Procedure No. NDB (ADF) Runway 3, Amdt. 25; Eff. date, 16 Sept. 67; Sup. Amdt. No. NDB (ADF) Runway 3, Amdt. 24; Dated, 12 Aug. 67.

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURES

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

Transition		Ceiling and visibility minimums					
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
E 126°, ELX VOR clockwise	R 086°, ELX VOR	Via 6-mile DME Arc.	2300	T-dn	300-1	300-1	200-1/2
E 206°, ELX VOR counterclockwise	R 086°, ELX VOR	Via 6-mile DME Arc.	2300	C-dn	1000-3	1000-3	1000-3
6-mile DME Fix, R 086°	ELX VOR (final)	Direct	2300	S-dn-27	1000-3	1000-3	1000-3
				A-dn*	1000-3	1000-3	1000-3
				Minimums with DME or Dual VOR receivers:			
				C-dn*	400-1	500-1	500-1 1/2
				S-dn-278*	400-1	400-1	400-1

Procedure turn N side of crs, 086° Outbd, 266° Inbd, 2300' within 10 miles.
 Minimum altitude over facility on final approach crs, 2300'; over Zang Int, 1600'.
 Crs and distance, facility to airport, 266°—13.2 miles; Zang Int to airport, 266°—3.2 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 13.2 miles after passing the ELX VOR, climb to 3000' on ELX VOR, R 266° then proceed direct to ELX VOR and contact SBN approach control for further instructions.
 Notes: (1) Reduction not authorized for nonstandard REIL. (2) Use South Bend altimeter setting when control zone not effective.
 5400-1/4 authorized with HIRL, except for 4-engine turbojets.
 FTbes minimums apply at all times for air carriers with approved weather reporting service.
 *Ceiling and straight-in ceiling minimums are raised (100') and alternate minimums not authorized when control zone not effective.
 MSA within 25 miles of facility: 000°—360°—2300'.

City, Benton Harbor; State, Mich.; Airport name, Ross Field; Elev., 642'; Fac. Class., L-BVORTAC; Ident., ELX; Procedure No. VOR Runway 27, Amdt. 6; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR 1, Amdt. 5; Dated, 10 Dec. 66

BIL RFBn	VOR	Direct	5300	T-dn%	300-1	300-1	200-1/2
Eygate Int.	VOR	Direct	5300	C-dn	500-1	500-1	500-1 1/2
Rapelje DME Fix	VOR	Direct	5300	S-dn-9*	300-1	500-1	500-1
R 195°, BIL VOR clockwise	R 250°, BIL VOR	Via 7-mile DME Arc.	5300	A-dn	800-2	800-2	800-2
R 330°, BIL VOR counterclockwise	R 250°, BIL VOR	Via 7-mile DME Arc.	5300				
7-mile DME Fix, R 250°	BIL VOR (final)	Direct	4700				

Procedure turn S side of crs, 250° Outbd, 070° Inbd, 5300' within 10 miles.
 Minimum altitude over 7-mile DME Fix, R 250° on final approach crs, 5300'; over facility, 4700'.
 Crs and distance, facility to airport, 070°—3.2 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles after passing BIL VOR, climb to 5500' on R 065°, BIL VOR within 10 miles.
 Note: Final approach from holding pattern at BIL VOR not authorized. Procedure turn required.
 *Reduction not authorized for ALS or HIRL.
 *When weather is below 600-2 and aircraft is southeastbound, flight below 4700' is prohibited SE of airport between BIL VOR radials 080° clockwise to 110° inclusive due to 409' tower, 3 miles SE of airport.
 MSA within 25 miles of facility: 000°—090°—5700'; 090°—180°—6800'; 180°—270°—6000'; 270°—360°—5300'.

City, Billings; State, Mont.; Airport name, Logan Field; Elev., 3606'; Fac. Class., II-BVORTAC; Ident., BIL; Procedure No. VOR Runway 9, Amdt. 11; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR Runway, 9, Amdt. 10; Dated, 20 July 67

				T-dn%	300-1	300-1	200-1/2
				C-dn	500-1	500-1	500-1 1/2
				S-dn-11	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 306° Outbd, 126° Inbd, 1600' within 10 miles.
 Minimum altitude over facility on final approach crs, 450'.
 Facility on airport. Breakoff point to runway, 113°—0.8 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of CEC VOR, turn right, climb to 3000' on R 161° within 15 miles.
 CAUTION: High terrain E.
 *Takeoff all runways: Climb on the CEC VOR, R 215° within 10 miles so as to cross the CEC VOR at or above the following MCA's: N, V-27, 1500'; NE, V122, 3000'; S, V27, climb on crs satisfactory.
 MSA within 25 miles of facility: 000°—090°—8300'; 090°—180°—7000'; 180°—270°—1300'; 270°—360°—6000'.

City, Crescent City; State, Calif.; Airport name, Jack McNamara Field; Elev., 56'; Fac. Class., L-BVORTAC; Ident., CEC; Procedure No. VOR Runway 11, Amdt. Orig.; Eff. date, 14 Sept. 67

				T-dn	300-1	300-1	
				C-dn	700-1	700-1	
				A-dn	NA	NA	

Radar available.
 Kenton VOR Holding Fix, 267° Inbd, 087° Outbd, right turns, 1600'.
 Minimum altitude over facility on final approach crs, 1600'.
 Crs and distance, facility to airport, 267°—3.8 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing ENO VOR, make right turn, climbing to 1600', proceed to Kenton VORTAC. Hold E, R 087°, 1-minute right turns, 267° Inbd.
 Note: Use Dover AFB altimeter setting.
 MSA within 25 miles of facility: 000°—090°—1600'; 090°—180°—1000'; 180°—270°—1500'; 270°—360°—1600'.

City, Dover-Cheswold; State, Del.; Airport name, Delaware Airpark; Elev., 56'; Fac. Class., L-BVORTAC; Ident., ENO; Procedure No. VOR Runway 26, Amdt. 1; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR 1, Orig.; Dated, 18 June 66

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Erie VOR, R 121° clockwise	R 240°, ERI VOR	Via 10-mile DME Arc.	3000	T-dn	300-1	300-1	200-1/2
Erie VOR, R 022° counterclockwise	R 240° ERI VOR	Via 10-mile DME Arc.	3000	C-dn	500-1	500-1	500-1/2
10-mile DME Fix, R 240°	ERI VOR (final)	Direct	1900	S-dn-6	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn S side crs, 240° Outbd, 060° Inbd, 2300' within 10 miles.
 Minimum altitude over facility on final approach crs, 1900'.
 Crs and distance, facility to airport, 060°—6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing ERI VOR, make right-climbing turn to 3000', intercept R 064° of Erie VOR, proceed to Hammett Int. Hold NE, 1-minute right turns, 244° Inbd, or when directed by ATC, make immediate left-climbing turn to 3000', return to Erie VOR. Hold SW, 1-minute right turns, 060° Inbd.
 ATR CARRIER Note: 300-1 required for takeoff on all runways except 6-24. Sliding scale authorized Runways 6-24.
 MSA within 25 miles of facility: 050°-140°—3200'; 140°-230°—2900'; 230°-320°—2900'; 320°-050°—1900'.

City, Erie, Pa.; Airport name, Port Erie; Elev., 732'; Fac. Class., H-BVORTAC; Ident., ERI; Procedure No. VOR Runway 6, Amdt. 8; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR 1, Amdt. 7; Dated, 13 Aug. 66

LSE VOR	Midway Int.	Direct	2900	T-df	*400-1	*400-1	#400-1
ONA VOR	Holman Int.	Direct	2900	T-ns	*400-1 1/2	*400-1 1/2	#400-1 1/2
ODI VOR	Midway Int.	Direct	2900	C-d	500-1	500-1	500-1 1/2
Holman Int.	Midway Int (final)	Direct	2100	C-n	500-2	500-2	500-2
				S-dn-13S	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 318° Outbd, 138° Inbd, 2900' within 10 miles of Midway Int.
 Minimum altitude over Midway Int on final approach crs, 2100'.
 Facility on airport.
 Crs and distance, Midway Int to VOR, 138°—5.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, after passing VOR, make immediate right-climbing turn, climb to 2900' on VOR R 318° within 10 miles.
 Notes: (1) Dual VOR receivers required. (2) Final approach from holding pattern at Midway Int not authorized. Procedure turn required.
 *300-1 authorized on Runways 31 and 36.
 #200-1/2 authorized on Runways 31 and 36.
 †When weather is below 800-2 aircraft departing Runways 13, 18, and 21, flight below 1900' beyond 2 miles of airport is prohibited between radials 040° and 270° of the LSE VOR. Restrictions due 1444' tower, 4 miles SE of airport.
 ‡400-1/2 authorized with operative HIRL except for 4-engine turbojets.
 MSA within 25 miles of facility: 270°-060°—3200'; 060°-270°—2900'.

City, LaCrosse, Wis.; Airport name, LaCrosse Municipal; Elev., 653'; Fac. Class., T-BVOR; Ident., LSE; Procedure No. VOR Runway 13, Amdt. 9; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR Runway 13, Amdt. 8; Dated, 25 Mar. 67

ODI VOR	LSE VOR	Direct	2800	T-df	*400-1	*400-1	#400-1
Westby Int.	LSE VOR	Direct	2800	T-ns	*400-1 1/2	*400-1 1/2	#400-1 1/2
				C-d	500-1	500-1	500-1 1/2
				C-n	500-2	500-2	500-2
				S-dn-36	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 181° Outbd, 001° Inbd, 2800' within 10 miles of Ronnie Int.
 Minimum altitude over Ronnie Int on final approach crs, 2500'.
 Facility on airport.
 Crs and distance, Ronnie Int to VOR, 001°—5.6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing VOR, make left-climbing turn, climb to 2900' on R 318° within 10 miles.
 Notes: Dual VOR receivers required.
 *300-1 authorized on Runways 31 and 36.
 ‡200-1/2 authorized on Runways 31 and 36.
 †When weather is less than 800-2 aircraft departing Runways 13, 18, and 21, flight below 1900' beyond 2 miles of airport is prohibited between radials 040° and 270° of the LSE VOR. Restriction due 1444' tower, 4 miles SE of airport.
 MSA within 25 miles of facility: 270°-060°—3200'; 060°-270°—2900'.

City, LaCrosse, Wis.; Airport name, LaCrosse Municipal; Elev., 653'; Fac. Class., T-BVOR; Ident., LSE; Procedure No. VOR Runway 36, Amdt. 11; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR Runway 36, Amdt. 10; Dated, 25 Mar. 67

R 297°, PUK VOR counterclockwise	R 221°, PUK VOR	Via 10-mile DME Arc.	2000	T-dn	300-1	300-1	200-1/2
R 183°, PUK VOR clockwise	R 221°, PUK VOR	Via 10-mile DME Arc.	2000	C-dn	400-1	500-1	500-1 1/2
10-mile DME Fix, R 221° PUK VOR	PUK VOR (final)	Direct	1600	S-dn-4*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 221° Outbd, 041° Inbd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1600'.
 Crs and distance, facility to airport, 041°—4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing PUK VOR, make a climbing left turn to 2000', return to PUK VOR. Hold SW, 1-minute right turns, 041° Inbd.
 *400-1/2 authorized with operative REIL, except for 4-engine turbojets.
 MSA within 25 miles of facility: 000-060°—2100'; 060°-180°—2000'; 180°-270°—1900'; 270°-300°—3000'.

City, Paducah, Ky.; Airport name, Barkley Field; Elev., 467'; Fac. Class., L-BVORTAC; Ident., PUK; Procedure No. VOR Runway 4, Amdt. 6; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR 1, Amdt. 5; Dated, 10 Apr. 65

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VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
PWL VOR.....	IGN VOR.....	Direct.....	3000	T-dn..... C-dn..... A-dn.....	300-1 600-1 800-2	300-1 600-1 800-2	200-1/2 600-1 1/2 NA

Radar available.
 Procedure turn W side of crs, 037° Outbnd, 217° Inbnd, 2800' within 10 miles.
 Minimum altitude over facility on final approach crs, 1600'.
 Crs and distance, facility to airport, 242°—4.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing IGN VOR, climb on crs 242° to 1500', make right-climbing turn, return to IGN VOR climbing to 2800'. Hold NE, 1-minute right turns, 217° Inbnd.
 MSA within 25 miles of facility: 000°-060°—3400'; 060°-180°—2600'; 180°-270°—2800'; 270°-360°—4200'.

City, Poughkeepsie; State, N.Y.; Airport name, Dutchess County; Elev., 163'; Fac. Class., L-BVOR; Ident., IGN; Procedure No. VOR Runway 24, Amdt. 3; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR 1, Amdt. 4; Dated, 28 Aug. 65

R 228°, MTS VOR clockwise.....	R 305°, MTS VOR.....	Via 10-mile DME Arc.....	2600	T-dn..... C-dn..... A-dn.....	300-1 800-1 800-2	300-1 800-1 800-2	200-1/2 800-1 1/2 800-2
R 010°, MTS VOR counterclockwise.....	R 305°, MTS VOR.....	Via 10-mile DME Arc.....	2600	T-dn..... C-dn..... A-dn.....	300-1 800-1 800-2	300-1 800-1 800-2	200-1/2 800-1 1/2 800-2
10-mile DME Fix, R 305° MTS VOR.....	Weldon Int or 3.5-mile DME Fix, R 305°, MTS VOR (final).....	Direct.....	1202	Minimums with DME or DUAL VOR receivers: C-dn.....	600-1	600-1	600-1 1/2

Radar available.
 Procedure turn S side of crs, 305° Outbnd, 125° Inbnd, 2400' within 10 miles.
 Minimum altitude over Weldon Int or 3.5-mile DME Fix, R 305° on final approach crs, 1202'.
 Crs and distance, facility to airport, 216°—1.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing MTS VOR, make right turn, climbing to 2400' on R 278° within 10 miles, make left turn and return to MTS VOR.
 NOTES: (1) Procedure not authorized when control zone not effective. (2) Approach from holding at MTS VOR not authorized. Procedure turn required.
 MSA within 25 miles of facility: 090°-180°—2700'; 180°-090°—2300'.

City, St. Louis; State, Mo.; Airport name, Spirit of St. Louis; Elev., 482'; Fac. Class., L-BVORTAC; Ident., MTS; Procedure No. VOR-1, Amdt. 1; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR 1, Orig.; Dated, 8 Dec. 66

LGB VOR.....	Sall Int.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1/2
OCN VOR.....	Sall Int.....	Direct.....	4000	C-dn.....	500-1	500-1	500-1 1/2
Sall Int.....	Newport Int (final).....	Direct.....	1500	S-dn-1L.....	500-1	500-1	500-1
ONT VOR.....	SNA VOR.....	Direct.....	3000	A-dn.....	800-2	800-2	800-2
Int LAX R 123° and SNA VOR, R 199°.....	Sall Int.....	Direct.....	2500				

Radar available.
 Procedure turn S side of crs, 199° Outbnd, 019° Inbnd, 2500' within 10 miles of Newport Int.
 Minimum altitude over Newport Int on final approach crs, 1500'.
 Crs and distance, Newport Int to airport, 019°—4.5 miles. Breakoff to Runway 1L, 013°—0.7 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of SNA VOR, turn left and climb to 2000' on R 199° to Newport Int.
 NOTE: Use El Toro altimeter setting when control zone is not effective.
 All circling for landing must be made W of airport due air traffic separation requirements.
 *IF R departures. Takeoff all runways. Eastbound (020° through 180°); Unless otherwise directed by ATC, climb via SNA VOR, R 199° to 2000', then via assigned route Westbound (190° through 020°): On-course climb approved.
 *Weather Service 0600 to 2300.
 MSA within 25 miles of facility: 045°-135°—6700'; 135°-225°—2100'; 225°-315°—2500'; 315°-045°—5200'.

City, Santa Ana; State, Calif.; Airport name, Orange County; Elev., 63'; Fac. Class., L-VOR; Ident., SNA; Procedure No. VOR Runway 1L, Amdt. 3; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR-1L, Amdt. 2; Dated, 8 Oct. 66

Prado Int.....	Olive Int.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1/2
ONT VOR.....	Olive Int.....	Direct.....	4500	C-dn.....	700-1	700-1	700-1 1/2
POM VOR.....	Olive Int.....	Direct.....	3000	A-dn.....	800-2	800-2	800-2
Olive Int.....	Tustin Int (final).....	Direct.....	1900	If Lane Int received, the following minimums apply. Dual VOR required: C-dn..... S-dn-19R#.....			

Radar available.
 Procedure turn W side of crs, 360° Outbnd, 180° Inbnd, 3000' within 10 miles of Tustin Int.
 Minimum altitude over Tustin Int, on final approach crs, 1900', over Olive Int, 3000'; over Lane Int, 753'.
 Crs and distance, Tustin Int, to Facility 180°—5.5 miles. Breakoff point to runway, 194°—0.6 mile; Lane Int, to facility, 180°—2.6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at the SNA VOR, climb to 2000' on R 199° to Newport Int.
 NOTE: Use El Toro altimeter setting when control zone is not effective.
 All circling for landing must be made W of airport due air traffic separation requirements.
 *IF R departures. Takeoff all runways. Eastbound (020° through 180°); Unless otherwise directed by ATC, climb via SNA VOR, R 199° to 2000', then via assigned route Westbound (190° through 020°): On-course climb approved.
 *Weather service 0600-2300.
 *EEO-A authorized with operative HIRL, except for 4-engine turbojets.
 MSA within 25 miles of facility: 045°-135°—6700'; 135°-225°—2100'; 225°-315°—2500'; 315°-045°—5200'.

City, Santa Ana; State, Calif.; Airport name, Orange County; Elev., 63'; Fac. Class., L-VOR; Ident., SNA; Procedure No. VOR Runway 19R, Amdt. 8; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR-19R, Amdt. 7; Dated, 8 Oct. 66

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1½
				C-dn.....	600-1	600-1	600-1½
				A-dn.....	NA	NA	NA
				Following minimums authorized when control zone in effect:			
				C-dn.....	500-1	500-1	500-1½
				A-dn.....	NA	NA	NA

Procedure turn E side of crs, 128° Outbd, 308° Inbd, 7300' within 10 miles.
Minimum altitude over facility on final approach crs, 6040' (or control zone in effect, 6940').
Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile turn left, climb to 8000' on R 128° within 20 miles of Silver City VOR. Proceed to Silver City VOR or as directed by ATC.

NOTES: (1) Use Deming altimeter setting when control zone not in effect. (2) Takeoff: Runway 05, turn right; Runway 26, turn left; climb in the holding pattern on R 128° SE of Silver City VOR to minimum crossing altitude for direction of flight. MOA for departing aircraft: 8400'—southwestbound on V-202; 8700'—northeastbound on V-202.

*These minimums apply at all times for air carriers with approved weather reporting service.

MSA within 25 miles of facility: 090°-090°-10,700'; 090°-180°-9500'; 180°-270°-9100'; 270°-360°-10,100'.

City, Silver City; State, N. Mex.; Airport name, Silver City-Grant County; Elev., 5443'; Fac. Class., L-VORW; Ident., SVC; Procedure No. VOR-1, Amdt. 1; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR-1, Orig.; Dated, 20 July 67

YK LFR.....	YAK VORTAC.....	Direct.....	1200	T-dn.....	300-1	300-1	200-1½
20-mile DME Fix, R 243°.....	YAK VORTAC.....	Direct.....	1200	C-dn.....	500-1	500-1	500-1½
20-mile DME Fix, R 110°.....	YAK VORTAC.....	Direct.....	1200	S-dn-11.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 262° Outbd, 082° Inbd, 1200' within 10 miles.

Minimum altitude over 2-mile DME Fix, or SW crs YK LFR, 500'; over facility, 437'.

Crs and distance, breakoff point to approach end of Runway 11, 106°-0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of YAK VORTAC, turn right, climb to 1700' on YAK VORTAC, R 118° within 15 miles.

NOTE: When authorized by ATC, DME may be used to position aircraft for final approach at 1200' between radials 110° clockwise to 268° within 10 miles, with the elimination of procedure turn.

MSA within 25 miles of facility: 090°-090°-6700'; 090°-180°-2000'; 180°-270°-2000'; 270°-360°-8000'.

City, Yakutat; State, Alaska; Airport name, Yakutat; Elev., 37'; Fac. Class., H-BVORTAC; Ident., YAK; Procedure No. VOR Runway 11, Amdt. 4; Eff. date, 16 Sept. 67; Sup. Amdt. No. Ter VOR-11, Amdt. 3; Dated, 13 Aug. 66

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

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BIL VOR.....	10-mile DME Fix, R 078°.....	Direct.....	5700	T-dn%.....	300-1	300-1	200-1½
R 330°, BIL VOR clockwise.....	R 078°, BIL VOR.....	Via 16-mile DME Arc.....	5700	C-dn.....	500-1	500-1	500-1½
R 114°, BIL VOR counterclockwise.....	R 078°, BIL VOR.....	Via 16-mile DME Arc.....	5700	S-dn-27°.....	400-1	400-1	400-1
Huntley DME Fix.....	19-mile DME Fix, R 078° (final).....	Direct.....	5200	A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 078° Outbd, 258° Inbd, 5700' between 16- and 20-mile DME Fix, R 078°.

Minimum altitude over 19-mile DME Fix, R 078° on final approach crs, 5700', 19-mile DME Fix, R 078°, 5200'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 4.6-mile DME Fix, R 078°, climb to 5300' on R 250° of BIL VOR within 10 miles.

NOTE: Final approach from holding pattern at 10-mile DME Fix, R 078° not authorized. Procedure turn required.

*Reduction not authorized for HIRL.

%When weather is below 600-2 and aircraft is southeastbound, flight below 4700' is prohibited SE of airport between BIL VOR radials 080° clockwise to 110° inclusive due to 4249' tower, 3 miles SE of airport.

MSA within 25 miles of facility: 000°-090°-5700'; 090°-180°-6800'; 180°-270°-6000'; 270°-360°-5300'.

City, Billings; State, Mont.; Airport name, Logan Field; Elev., 3606'; Fac. Class., H-BVORTAC; Ident., BIL; Procedure No. VOR/DME Runway 27; Amdt. 8; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR/DME Runway 27, Amdt. 7; Dated, 20 July 67

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VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
DLH VOR	19-mile DME Fix, R 239°	Direct	3000	T-dn	300-1	300-1	200-1½
R 175°, DLH VOR clockwise	R 239° DLH VOR	Via 25-mile DME Arc	3000	C-dn	500-1	500-1	500-1½
R 298°, DLH VOR counterclockwise	R 239° DLH VOR	Via 25-mile DME Arc	3100	A-dn	NA	NA	NA
25-mile DME Fix, R 239°	19-mile DME Fix, R 239° (final)	Direct	2800				

Procedure turn S side of crs, 239° Outbd, 050° Inbd, 3000' between 19- and 25-mile DME Fix, R 239°. Minimum altitude over 19-mile DME Fix, R 239° on final approach crs, 2800'. Crs and distance, 19-mile DME Fix, R 239° to airport, 650'—5.1 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 19-mile DME Fix, R 239°, make left turn, climb to 3000' on R 239°, return to 19-mile DME Fix, R 239°. NOTE: Use Duluth, Minn., altimeter setting. CAUTION: Runway 7/25 unlighted. MSA within 25 miles of facility: 000°-300°—3100'.

City, Cloquet; State, Minn.; Airport name, Cloquet Municipal; Elev., 1278'; Fac. Class., H-BVORTAC; Ident., DLH; Procedure No. VOR/DME-1, Amdt. Orig.; Eff. date, 14 Sept. 67

16-mile DME Fix, R 343°	10-mile DME Fix, R 343°	Direct	4500	T-dn	300-1	300-1	200-1½
R 343°, CEC VOR counterclockwise	R 306° CEC VOR	Via 10-mile DME Arc		C-dn	500-1	500-1	500-1½
		Lead Radial 3170	2300	S-dn-11	400-1	400-1	400-1
		Direct	1500	A-dn	800-2	800-2	800-2
16-mile DME Fix, R 306°	5-mile DME Fix, R 306° (final)						

Procedure turn not authorized. Minimum altitude over 10-mile DME Fix, 2300'; over 5-mile DME Fix (final), 1500'; over facility, 450'. Facility on airport. Breakoff point to runway, 113'—0.8 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of CEC VOR, turn right, climb to 2000' on R 306° within 15 miles. CAUTION: High terrain E. Takeoff all runways. Climb on the CEC VOR, R 215° within 10 miles so as to cross the CEC VOR, at or above the following MCA's: N, V-27 1800'; NE, V-122 3000'; S, V-27 climb on crs satisfactory. MSA within 25 miles of facility: 000°-090°—8300'; 090°-180°—7000'; 180°-270°—1300'; 270°-360°—6000'.

City, Crescent City; State, Calif.; Airport name, Jack McNamara Field; Elev., 56'; Fac. Class., L-BVORTAC; Ident., CEC; Procedure No. VOR/DME Runway 11, Amdt. 1; Eff. date, 14 Sept. 67; Sup. Amdt. No. VOR/DME-1, Orig.; Dated, 22 Oct. 66

15-mile DME Fix, R 161°	10-mile DME Fix, R 161°	Direct	2200	T-dn	300-1	300-1	200-1½
16-mile DME Fix, R 161°	5-mile DME Fix, R 161° (final)	Direct	1500	C-dn	500-1	500-1	500-1½
				S-dn-35	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn not authorized. Minimum altitude over 15-mile DME Fix, 3500'; over 10-mile DME Fix, 2200'; over 5-mile DME Fix, 1500'; over facility, 550'. Facility on airport. Breakoff point to runway, 355'—0.1 mile. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 0 mile of the VOR, turn left, climb to 2000' on R 306° within 10 miles. CAUTION: High terrain E. Takeoff all runways. Climb on the CEC VOR, R 215° within 10 miles so as to cross CEC VOR at or above the following MCA's: N, V-27 1800'; NE, V-122 3000'; S, V-27 climb on crs satisfactory. MSA within 25 miles of facility: 000°-090°—8300'; 090°-180°—7000'; 180°-270°—1300'; 270°-360°—6000'.

City, Crescent City; State, Calif.; Airport name, Jack McNamara Field; Elev., 56'; Fac. Class., L-BVORTAC; Ident., CEC; Procedure No. VOR/DME Runway 35, Amdt. 1; Eff. date, 14 Sept. 67; Sup. Amdt. No. VOR/DME-2, Orig.; Dated, 22 Oct. 66

Erie VOR	11-mile DME Fix, R 060°	Direct	2800	T-dn	300-1	300-1	200-1½
Hammitt Int.	11-mile DME Fix, R 060° (final)	Via 254' Crs 6.8 miles	1800	C-dn	500-1	500-1	500-1½
17-mile DME Fix, R 060°	11-mile DME Fix, R 060° (final)	Direct	1800	S-dn-24	500-1	500-1	500-1
R 022°, ERI VOR clockwise	R 060°, ERI VOR	Via 17-mile DME Arc	3200	A-dn	800-2	800-2	800-2
R 127°, ERI VOR counterclockwise	R 060°, ERI VOR	Via 17-mile DME Arc	3200				

Procedure turn N side of crs, 060° Outbd, 240° Inbd, 2800' between 11- and 21-mile DME Fix. Minimum altitude over 11-mile DME Fix on final approach crs, 1800'. Crs and distance, 11-mile DME Fix to airport, 240'—4.2 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 6.8-mile DME Fix, climb to 3000' on R 060° direct to Erie VORTAC, hold SW 1-minute right turn, 60° Inbd, or when directed by ATC, make immediate right-climbing turn to 3000', intercept Erie VORTAC, R 060° Outbd, proceed to 11-mile DME Fix, R 060°, hold between 11- and 16-mile DME Fix, R 060°, right turn. AIR CARRIER NOTE: 300-1 required for takeoff on all runways except 6-24. Sliding scale authorized runways 6-24. MSA within 25 miles of facility: 050°-140°—3200'; 140°-230°—2900'; 230°-320°—2300'; 320°-050°—1900'.

City, Erie, State, Pa.; Airport name, Port Erie; Elev., 732'; Fac. Class., H-BVORTAC; Ident., ERI; Procedure No. VOR/DME Runway 24, Amdt. 1; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR/DME No. 1, Orig.; Dated, 14 May 67

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
R 120°, MTS VOR clockwise.....	R 238°, MTS VOR.....	Via 12-mile DME Arc.	2600	T-dn.....	300-1	300-1	200-½
R 278°, MTS VOR counterclockwise.....	R 238°, MTS VOR.....	Via 12-mile DME Arc.	2600	C-dn.....	600-1	600-1	600-1½
12-mile DME Fix, R 238° MTS VOR.....	9-mile DME Fix, R 238° MTS VOR.....	Direct.....	2400	S-dn-7@.....	500-1	500-1	500-1
9-mile DME Fix, R 238° MTS VOR.....	6-mile DME Fix, R 238° MTS VOR (final).	Direct.....	1700	A-dn.....	800-2	800-2	800-2

Radar available.

Procedure turn S side of crs, 238° Outbd, 058° Inbd, 2400' between 6- and 16-mile DME Fixes, R 238°.

Minimum altitude over 9-mile DME Fix, R 238° on final approach crs, 2400'; over 6-mile DME Fix, R 238°, 1700'.

Distance 6-mile DME Fix to airport, 4.5 miles. Breakoff point to runway (2.5-mile DME Fix, R 238°) 074°—1 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn right at 2.5-mile DME Fix (R 238° MTS VOR) climbing to 2400' on R 238° MTS VOR within 16 miles and hold on R 238° between 6- and 11-mile DME Fixes, right turns, 058° Inbd.

NOTES: (1) Procedure not authorized when control zone not effective. (2) Approach from holding at 6-mile DME Fix not authorized. Procedure turn required.

@500-¾ authorized with operative HIRL, except for 4-engine turbojets.

MSA within 25 miles of facility: 090°-180°-2700'; 180°00°-2300'.

City, St. Louis; State, Mo.; Airport name, Spirit of St. Louis; Elev., 462'; Fac. Class., L-BVORTAC; Ident., MTS; Procedure No. VOR/DME Runway 7, Amdt. 1; Eff. date, 16 Sept. 67; Sup. Amdt. No. VOR/DME-1, Orig.; Dated, 8 Dec. 66

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Atlanta RBN.....	Red Oak LOM.....	Direct.....	2500	T-dn**.....	300-1	300-1	200-½
Atlanta VOR.....	Red Oak LOM.....	Direct.....	2500	C-dn.....	500-1	500-1	500-1½
Harrison Int.....	Red Oak LOM.....	Direct.....	3000	S-dn-9R*#.....	200-½	200-½	200-½
Chattahoochee Int.....	Red Oak LOM (final).....	Direct.....	2500	A-dn.....	600-2	600-2	600-2

Category II special authorization required. TDZ elevation 1016'; decision heights: S-dn-9R, DH 150, RVR 1600', 1100' MSL, RA 172'; S-n-9R, DH 100, RVR 1200', 1118' MSL, RA 104'.

Radar available.

Procedure turn S side of crs, 269° Outbd, 089° Inbd, 2500' within 10 miles. Procedure turn must be authorized by ATC.

Minimum altitude at glide slope interception Inbd, 2500'.

Altitude of glide slope and distance to approach end of runway at OM, 2439'—5 miles; at MM, 1227'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing LOM, make climbing right turn to 3000' and proceed direct to ATL VORTAC. Hold S on R 173.

Category II missed approach: Runway 9R, if contact with visual guidance system not established at DH, make climbing right turn to 3000' and proceed direct to ATL VOR. Hold S on R 173.

NOTE: TDZ-9R, CL-9R/27L, REIL-27R, VASI 27L/27R.

#RVR 2000' 4-engine turbojet; RVR 1800' other aircraft. Descent below 1224' not authorized unless approach lights are visible.

*500-¾ RVR 4000' required when glide slope not utilized. Reduction not authorized.

**RVR 2400' authorized Runways 9L, 33. RVR 2000' 4-engine turbojet, RVR 1800' other aircraft authorized 9R.

MSA within 25 miles of facility: 000°-090°-4000'; 090°-180°-2300'; 180°-270°-3700'; 270°-360°-3800'.

City, Atlanta; State, Ga.; Airport name, Atlanta Municipal; Elev., 1024'; Fac. Class., ILS; Ident., I-ALR; Procedure No. ILS Runway 9R, Amdt. 8; Eff. date, 16 Sept. 67; Sup. Amdt. No. ILS Runway 9R, Amdt. 7; Dated, 4 Mar. 67

Wrigley Int.....	Lakeside LOM (final).....	Direct.....	2700	T-dn*.....	300-1	300-1	200-½
				C-dn.....	NA	NA	NA
				S-dn-9L and 9R#.....	200-½	200-½	200-½
				A-dn.....	600-2	600-2	600-2

Radar required.

Procedure turn not authorized.

Minimum altitude at glide slope interception Inbd: 9L-3500' at Wrigley Int (2700' when authorized by ATC); 9R-2500'. Crs Lakeside LOM to Runway 9L and Red Oak LOM to Runway 9R, 089°.

Altitude of glide slope and distance to approach end of runway at OM: 9L, 2660'—5.2 miles; 9R, 2439'—5 miles; at MM, 9L, 1236'—0.5 mile; 9R, 1227'—0.6 mile.

When advised by the controller, or if visual contact not established upon descent to authorized landing minimums, or if landing not accomplished: Runway 9L—climb to 3000', proceed to Tucker Int via ATL VOR, R 033°. Runway 9R—make climbing right turn to 3000' and proceed direct to ATL VOR.

NOTES: (1) TDZ-9R, CL-9R/27L, VASI-27R, REIL-27R, VASI-27L. (2) When advised by ATC, pilot shall monitor both control frequency and localizer voice continuously during the remainder of the approach. (3) Runway 9L—Back crs unusable.

#RVR 2000' 4-engine turbojet; RVR 1800' other aircraft 9R.

#RVR 2400' 9L. Descent below 1224' not authorized unless approach lights are visible.

*RVR 2400' authorized 9L, 33. RVR 2000' 4-engine turbojet; RVR 1800' other aircraft 9R.

MSA within 25 miles of facility: 000°-090°-4000'; 090°-180°-2300'; 180°-270°-3700'; 270°-360°-3800'.

City, Atlanta; State, Ga.; Airport name, Atlanta Municipal; Elev., 1024'; Fac. Class., ILS; Ident., I-ALR; Procedure No. ILS Runways 9L and R, Amdt. 6; Eff. date, 16 Sept. 67; Sup. Amdt. No. Parallel ILS Runways 9L and R; Dated, 1 Apr. 67

RULES AND REGULATIONS

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ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BRO VOR	LOM	Direct	1600	T-dn	300-1	300-1	200-1½
Fresno Int.	LOM (final)	Direct	1200	C-dn	400-1	500-1	500-1½
				S-dn-17L*	300-1½	200-1½	200-1½
				A-dn	600-2	600-2	600-2

Procedure turn W side N crs, 353° Outbd, 173° Inbd, 1600' within 10 miles.
 Minimum altitude at glide slope interception Inbd, 1200'.
 Altitude of glide slope and distance to approach end of runway at OM, 1157'—3.8 miles; at MM, 225'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left, climb to 1600' on BRO VOR, R 062° within 15 miles, or when directed by ATC, climb to 1200' on S crs ILS within 4.5 miles.
 *400-½ required when glide slope not utilized.
 MSA within 25 miles of LOM within United States: 060°-360°—2100'.

City, Brownsville; State, Tex.; Airport name, Rio Grande Valley International; Elev., 22'; Fac. Class., ILS; Ident., I-BRO; Procedure No. ILS Runway 17L, Amdt. 23; Eff. date, 16 Sept. 1967; Sup. Amdt. No. ILS-17L, Amdt. 22; Dated, 24 Sept. 66

FAR VOR	FAR RBN	Direct	2300	T-dn	300-1	300-1	200-1½
FA LOM	FAR NDB	Direct	2300	C-dn	500-1	500-1	500-1½
E 340° FAR VOR clockwise	R 335°, FAR VOR	Via 22-mile DME arc	2300	S-dn-17R	400-1	400-1	400-1
22-mile DME Fix, R 335° FAR VOR	NDB (final)	Via LOC crs	2200	A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 351° Outbd, 171° Inbd, 2300' within 10 miles of NDB.
 Minimum altitude over NDB on final approach crs, 200'.
 Crs and distance, NDB to airport, 171'—4.6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing NDB, climb to 2300' on S crs of ILS within 10 miles and return to NDB.
 §400-½ authorized with operative HIRL, except for 4-engine turbojets.
 MSA within 25 miles of NDB: 060-090°—2400'; 090-150°—2700'; 150°-270°—3200'; 270°-360°—4200'.

City, Fargo; State, N. Dak.; Airport name, Hector; Elev., 900'; Fac. Class., ILS; Ident., I-FAR; Procedure No. LOC (BC) Runway 17, Amdt. 2; Eff. date, 16 Sept. 67; Sup. Amdt. No. ILS-17(BC), Amdt. 1; Dated, 10 July 65

Marion Int.	LOM	Direct	2200	T-dn@	300-1	300-1	200-1½
Rochester VOII	LOM	Direct	2000	C-dn	500-1	600-1	600-1½
Fishers Int.	LOM	Direct	2000	S-dn-25%	300-1½	200-1½	200-1½
				A-dn#	600-2	600-2	600-2
				With glide slope inoperative:			
				C-dn**	500-1	600-1	600-1½
				##S-dn-25**##	500-1	500-1	500-1

Radar available.
 Procedure turn N side of crs, 067° Outbd, 277° Inbd, 2000' within 10 miles of LOM.
 Minimum altitude at glide slope interception Inbd, 2000'.
 Altitude of glide slope and distance to approach end of runway at OM, 2000'—4.5 miles; at MM, 780'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, make right-climbing turn to 3000', intercept R 288° of Rochester VOR, proceed to Spencerport Int. Hold W, 1-minute left turns, 118° Inbd, or when directed by ATC, make left-climbing turn to 600', proceed to Genesee VOR, hold SE, 1-minute right turns, 333° Inbd.
 AIR CARRIER NOTE: Takeoff on Runway 12 and landing on Runway 30 not authorized.
 CAUTION: (1) Multiple unshielded lights in final approach area. (2) Glide slope unusable below 760'. (3) Back crs unusable.
 % RVR 2400'. Descent below 760' not authorized unless approach lights are visible.
 **Minimum altitude 1300' over 2-mile Radar Fix.
 #All installed components of the ILS must be operating otherwise alternate minimums of 800-2 apply.
 @Reduction not authorized.
 @RVR 2400' authorized Runway 28.
 MSA within 25 miles of RO LOM: 010°-100°—2100'; 100°-190°—3300'; 190°-280°—2000'; 280°-010°—2100'.

City, Rochester; State, N.Y.; Airport name, Rochester-Monroe County; Elev., 560'; Fac. Class., ILS; Ident., I-ROC; Procedure No. ILS Runway 28, Amdt. 17; Eff. date, 16 Sept. 67; Sup. Amdt. No. ILS Runway 28, Amdt. 16; Dated, 22 July 67

PROCEDURE CANCELED, EFFECTIVE 16 SEPT. 1967 OR UPON COMMISSIONING OF THE ILS TO RUNWAY 28L

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 12'; Fac. Class., ILS; Ident., I-SFO; Procedure No. ILS-16L (back crs), Amdt. 2; Eff. date, 5 Mar. 66; Sup. Amdt. No. 1; Dated, 5 June 65

PROCEDURE CANCELED, EFFECTIVE 16 SEPT. 1967 OR UPON COMMISSIONING OF THE ILS TO RUNWAY 28L

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 12'; Fac. Class., ILS; Ident., I-SFO; Procedure No. ILS-28R, Amdt. 20; Eff. date, 5 Mar. 66; Sup. Amdt. No. 19; Dated, 5 June 65

IFR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
O&I VOR	LOM/Bridge Int/DME	Direct	4000	T-dn ^{1/2}	300-1	300-1	200-1/2
SFO VOR	LOM/Bridge Int/DME	Direct	2500	C-dn ^{1/2}	500-1	500-1	500-1/2
OAK VOR	LOM/Bridge Int/DME	Direct	2000	S-dn-28L*	200-1/2	200-1/2	200-1/2
SFO VOR	Dumbarton Int/DME	SJC, R 301*	2000	S-dn-28R ^{1/2}	400-1	400-1	400-1
Irvington Int/DME	Dumbarton Int/DME	O&I, R 041*	4000	A-dn	600-2	600-2	600-2
SCK VOR	Alum Rock Int.	SCK, R 216 ^{1/2}	**6000	Category II special authorization required: TDZ elevation, 11' decision heights: S-dn-28L, DH 150, RVH 1600', 161' MSL, RA 161' and may vary from -2' to +4' with changing tides.			
Alum Rock Int.	Dumbarton Int/DME	SJC R 035 ^{1/2}	4500	E crs SFO LOC			
Dumbarton Int/DME	LOM (final)	E crs SFO LOC	1600				

Radar available.

Procedure turn not authorized. All maneuvering and descent shall be accomplished in the LOM holding pattern, 281° Inbnd, 1-minute pattern, left turns, minimum altitude, 2000'. Descent to 1600' authorized to intercept glide slope when established Inbnd on final approach crs.

Minimum altitude at glide slope interception Inbnd, 1600'.

Altitude of glide slope and distance to approach end of runway at OM, 1600'—5.3 miles; at MM, 231'—0.6 mile distance, OM to Runway 28R—5.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.3 miles after passing OM, climb westbound on the W crs of SFO ILS localizer to 3000' within 15 miles. Obstructions in the missed approach area require a rate of climb of at least 345 fpm/100K; 515 fpm/150K; 690 fpm/200K, no wind condition.

Category II missed approach: Climb westbound on the W crs of the SFO ILS localizer to 3000' within 15 miles if contact with Visual Guidance System not established at DH. Obstructions in the missed approach area require a rate of climb of at least 345 fpm/100K; 515 fpm/150K; 690 fpm/200K; no wind condition.

§700-1 required for takeoff on Runways 19L/R, sliding scale not authorized, and left turn must be started as soon as practicable. Terrain over 1000', 3 miles S of airport.

§IFR departures must comply with published San Francisco SID's.

§1100' ceiling required for circling south of Runways 10/28 and 700' ceiling required for circling NW of Runways 10/28 and 1/19 for 4-engine turbojets.

§400-1/2 authorized with operative HIRL, except for 4-engine turbojets.

**Maximum authorized altitude 12,000' due to possible interference from MER ILS.

§RVH 2000' 4-engine turbojets; 1800' other aircraft, descent below 211' not authorized unless ALS visible.

§400-1/2 required when glide slope not utilized, 400-1/2 authorized with operative ALS, except for 4-engine turbojets.

MSA within 25 miles of LOM: 000°-090°-5000'; 090°-180°-5000'; 180°-270°-3300'; 270°-360°-3700'.

City, San Francisco; State, Calif.; Airport name, San Francisco International; Elev., 11'; Fac. Class., ILS; Ident., I-SFO; Procedure No. ILS Runway 28L, Amdt. Orig.; Eff. date, 16 Sept. 1967 or upon commissioning of facility.

These procedures shall become effective on the dates specified therein.

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

Issued in Washington, D.C., on August 9, 1967.

W. E. ROGERS,
Acting Director, Flight Standards Service.

[F.R. Doc. 67-9658; Filed, Aug. 24, 1967; 8:45 a.m.]

Title 7—AGRICULTURE

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

PART 919—PEACHES GROWN IN MESA COUNTY, COLO.

Expenses and Rate of Assessment

On August 10, 1967, notice of rule making was published in the FEDERAL REGISTER (32 F.R. 11535) regarding proposed expenses and the related rate of assessment for the period beginning March 1, 1967, and ending February 29, 1968, pursuant to the marketing agreement, as amended, and Order No. 919, as amended (7 CFR Part 919), regulating the handling of peaches grown in Mesa County, Colo. This regulatory program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). After consideration of all relevant matters presented, including the proposals set forth in such notice which were submitted by the Administrative Committee (established pursuant to said marketing agreement and order), it is hereby found and determined that:

§ 919.206 Expenses and rate of assessment.

(a) *Expenses.* Expenses that are reasonable and likely to be incurred by the Administrative Committee during the period March 1, 1967, through February 29, 1968, will amount to \$500.

(b) *Rate of assessment.* The rate of assessment for said period, payable by each handler in accordance with § 919.41, is fixed at \$0.05 per bushel basket of peaches, or equivalent quantity of peaches in other containers or in bulk.

It is hereby further found that good cause exists for not postponing the effective date hereof until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553) in that (1) shipments of the current crop of peaches grown in Mesa County, Colo., are now being made; (2) the relevant provisions of said marketing agreement and this part require that the rate of assessment herein fixed shall be applicable to all assessable peaches handled during the aforesaid period; and (3) such period began on March 1, 1967, and said rate of assessment will automatically apply to all such peaches beginning with such date.

Terms used in the marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said marketing agreement and order.

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

Dated: August 22, 1967.

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

[F.R. Doc. 67-10022; Filed, Aug. 24, 1967; 8:47 a.m.]

Chapter XVIII—Farmers Home Administration, Department of Agriculture

SUBCHAPTER B—LOANS AND GRANTS PRIMARILY FOR REAL ESTATE PURPOSES

[FHA Instruction 444.7]

PART 1822—RURAL HOUSING LOANS AND GRANTS

Subpart F—Rural Cooperative Housing Loans

Part 1822, Title 7, Code of Federal Regulations (31 F.R. 14138), is amended to add a new Subpart F to read as follows:

Subpart F—Rural Cooperative Housing Loans

Sec.
1822.231 General.
1822.232 Definitions.
1822.233 Eligibility requirements.
1822.234 Loan purposes.
1822.235 Special conditions.

Sec.	
1822.236	Security.
1822.237	Technical, legal, and other services.
1822.238	Processing applications.
1822.239	Preparation of loan docket.
1822.240	Loan approval.
1822.241	Loan closing.
1822.242	Subsequent Rural Cooperative Housing loans.
1822.243	Complaints regarding discrimination in use and occupancy.
1822.244	Outright sale of separate houses to member-occupant.

AUTHORITY: The provisions of this Subpart F issued under sec. 510, 63 Stat. 437, 42 U.S.C. 1480; Orders of Secretary of Agriculture, 29 P.R. 16210, 32 P.R. 6650.

§ 1822.231 General.

This subpart sets forth the policies and procedures, and delegates authority for making direct and insured Rural Cooperative Housing loans under section 515 of the Housing Act of 1949. A Rural Cooperative Housing loan will be made in accordance with the provisions of Subpart D of this part as modified by and not inconsistent with this subpart. The basic objective of Rural Cooperative Housing loans is to provide for rural residents cooperatively owned and operated housing and related facilities which are economically designed and constructed.

§ 1822.232 Definitions.

For the purposes of this subpart:

(a) "Cooperative" means a corporation which:

(1) Is organized under the laws of a State as a cooperative,

(2) Will own and operate the housing on a cooperative basis solely for the benefit of the occupants,

(3) Is legally precluded from distributing during the life of the loan any gains or profits from the operation of the housing,

(4) Has a membership consisting solely of eligible occupants of the housing, and

(5) Will restrict occupancy of the housing to eligible occupants, except to any extent that the Farmers Home Administration permits occupancy by others in special circumstances.

(b) "Cooperative housing" means housing owned and operated by a cooperative.

(c) "Subscription Agreement" means the initial contract between the prospective member and the cooperative specifying the terms of application for membership and the amount of his contribution. Farmers Home Administration will provide a sample subscription agreement to be used as a guide by the applicant cooperative.

(d) "Occupancy Agreement" means a contract setting forth the rights and obligations of the member and the cooperative, including the amount of the monthly occupancy charge and the other terms under which the member will occupy the housing. Farmers Home Administration will provide a sample occupancy agreement for use as a guide by the applicant cooperative and members.

(e) "Occupancy charge" means the member's proportionate share, calculated on a monthly basis, of the cost of own-

ing and operating the housing, including but not limited to the following: Taxes, insurance, required reserves, estimated cost of current repairs, maintenance, and replacements of project property, principal and interest payments on indebtedness, necessary management expenses, and the cost of any utility services furnished by the cooperative.

(f) "Transfer value" means the value of a member's equity calculated in accordance with a formula determined by the cooperative with the approval of the Farmers Home Administration.

(g) "Gains or profits" do not include any patronage refunds to occupants of the housing, or dividends on stock or membership which is nonvoting and limited as to operating dividends and liquidation value.

(h) References in Subpart D of this part to "rental housing," "rental basis," "tenant," "rents," and "organization" will be construed to mean "cooperative housing," "cooperative basis," "occupant," "occupancy charges," and "cooperative" when used in connection with Rural Cooperative Housing loans.

(i) Definitions in § 1822.82 except those in paragraphs (h) through (l) of this section are applicable to this subpart.

§ 1822.233 Eligibility requirements.

(a) *Eligibility of applicant.* To be eligible for a Rural Cooperative Housing loan the applicant must:

(1) Be a cooperative which will use the loan to provide cooperative housing and related facilities for persons who are members and eligible occupants as defined in § 1822.82(c).

(2) Meet the eligibility requirements specified in § 1822.83(a) (3), (4), (5), (6), (7), (8), and (10)(vii).

(3) Use bylaws substantially conforming to the model bylaws prescribed by Farmers Home Administration and prepared in accordance with the State law.

(b) *Authorized representative of applicant.* The Farmers Home Administration will deal only with the applicant or a bona fide representative of the applicant and his technical advisers. An authorized representative of the applicant must be a person who has no pecuniary interest in the award of the architectural or construction contracts, the purchase of equipment, or the purchase of the land for the housing site.

§ 1822.234 Loan purposes.

Loans may be made for the purposes described in § 1822.84 except that paragraph (a) (8) of § 1822.84 will not be applicable and in paragraph (h) of § 1822.84 the authorization will be to the borrower rather than limited to a non-profit corporation or consumer cooperative.

§ 1822.235 Special conditions.

All of § 1822.87, except paragraph (d), is applicable.

(a) *Loan resolution.* A loan resolution prepared on the basis of guides provided by Farmers Home Administration will be adopted by the applicant's board of directors.

(b) *Application for membership.* Each applicant for membership in the cooperative should complete Form FHA 410-1, "Application for FHA Services," in order that the corporation and the Farmers Home Administration can determine eligibility for occupancy.

(c) *Transfer of membership.* A transfer of membership and equity to a new member will be made at the transfer value as defined in § 1822.232.

§ 1822.236 Security.

(a) *General policy.* Each loan will be secured so as to give adequate protection to the financial interest of the Government and reasonable assurance that the purpose of the loan will be carried out.

(b) *Real estate mortgage.* A first mortgage, if obtainable, will be taken on the property purchased or improved with the loan. If a first mortgage is not obtainable, a request for a loan to be secured by a junior mortgage may be submitted with the justification and the State Director's recommendation, to the National Office.

(c) *Loan resolution.* The required loan resolution provides for a security interest in certain funds as specified in the resolution.

(d) *Additional security.* Additional security may be taken as necessary and available. This may include a mortgage on other real or personal property of the applicant. It may also include agreements between the applicant and the members providing for assessments, members' subscriptions, promissory notes, or other forms of liability, as well as mortgages of individual members' property.

(e) *Additional assurance of repayment.* When necessary for adequate assurance of orderly repayment, interested organizations or other parties may be accepted as comakers or endorsers of the note evidencing the loan.

§ 1822.237 Technical, legal, and other services.

Section 1822.89 is applicable except the provisions referring to loans to individuals.

§ 1822.238 Processing applications.

The provisions of § 1822.91 referring to loans to organizations are applicable, except paragraphs (a)(1) and (a)(4)(iii).

(a) A currently dated financial statement showing assets and liabilities, together with information on the repayment schedule and status of each debt, Form FHA 410-1, and a subscription agreement will be included for all members of the cooperative.

(b) If the applicant claims exemption from Federal or any State income taxes, proof of tax exemption in the form of a letter of determination or other authoritative writing from the Internal Revenue Service or appropriate State agency must be obtained.

§ 1822.239 Preparation of loan docket.

Loan dockets will be prepared in accordance with § 1822.92 with the additions of Form FHA 410-1, a copy of the

subscription agreement, and a copy of the occupancy agreement for each member.

§ 1822.240 Loan approval.

(a) *Authority.* The State Director is authorized to approve or disapprove Rural Cooperative Housing loans in accordance with this subpart, with prior consent of the National Office.

(b) *Loan approval action.* The provisions of § 1822.93(b) referring to loans to organizations are applicable.

§ 1822.241 Loan closing.

The provisions of § 1822.95 for loans to organizations are applicable except that the limiting reference in paragraph (b)(1) of § 1822.95 to more than two rental units is not applicable.

§ 1822.242 Subsequent Rural Cooperative Housing loans.

A subsequent Rural Cooperative Housing loan is a Rural Cooperative Housing loan to an applicant indebted for an initial Rural Cooperative Housing loan of the same type (direct or insured). This subpart applies to subsequent as well as initial Rural Cooperative Housing loans.

§ 1822.243 Complaints regarding discrimination in use and occupancy.

Any occupant or applicant for occupancy or use of Rural Cooperative Housing housing or related facilities who believes he has been discriminated against because of race, color, creed, or national origin may file a complaint with the County Supervisor or State Director. Any such complaint will be referred through the State Director to the National Office.

§ 1822.244 Outright sale of separate houses to member-occupant.

If a cooperative or proposed cooperative wishes to finance a cooperative housing project of separate-site homes so that in the future they could be bought by the member-occupants from the cooperative, special instructions should be obtained from the National Office regarding organizational documents and other matters before proceeding with development of a docket.

Dated: August 21, 1967.

FLOYD F. HIGBEE,
*Acting Administrator,
Farmers Home Administration.*

[F.R. Doc. 67-10023; Filed, Aug. 24, 1967; 8:48 a.m.]

Title 32—NATIONAL DEFENSE

Chapter XIV—The Renegotiation Board

SUBCHAPTER B—RENEGOTIATION BOARD REGULATIONS UNDER THE 1951 ACT

PART 1453—MANDATORY EXEMPTIONS FROM RENEGOTIATION

Common Carriers by Water

Section 1453.3(d)(2) *Fiscal years ending on or after December 31, 1953 is*

amended by deleting, in subdivision (i) thereof, the words "January 1, 1966", and inserting in lieu thereof the words "January 1, 1967".

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

Dated: August 22, 1967.

LAWRENCE E. HARTWIG,
Chairman.

[F.R. Doc. 67-10018; Filed, Aug. 24, 1967; 8:47 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

SUBCHAPTER A—POST OFFICE SERVICES, DOMESTIC

PART 113—INFORMATION ON POSTAL SERVICE AND RECORDS RELATING TO OPERATION OF THE DEPARTMENT

Schedule of Fees

The regulations of the Post Office Department are amended as follows:

I. In § 113.5 paragraph (c) is revised for clarification:

§ 113.5 Schedule of fees.

(c) *Change of address record.* The fee for searching or furnishing the last recorded change of address is \$1 per change of address, except as provided in §§ 123.5 and 158.2 (b) and (d) of this chapter. The \$1 charge is not refundable if the change of address information is not found. In such case, the \$1 charge is for the search for the address change information.

NOTE: The corresponding Postal Manual section is 113.53. (5 U.S.C. 301, 552, 10002; 31 U.S.C. 938a; 39 U.S.C. 501)

TIMOTHY J. MAY,
General Counsel.

AUGUST 21, 1967.

[F.R. Doc. 67-9985; Filed, Aug. 24, 1967; 8:45 a.m.]

PART 127—MAIL ADDRESSED TO MILITARY POST OFFICES OVERSEAS

Conditions Prescribed by Defense Department

The regulations of the Post Office Department are amended as follows:

I. In § 127.2 *Conditions prescribed by the Defense Department applicable to mail addressed to certain military post offices overseas*, add a Footnote B to the data opposite the following post office numbers to show that Customs Declaration forms are required:

96202	96231
96206	96251
96207	96259
96208	96264
96212	96271
96218	96276
96220	96301
96224	

(5 U.S.C. 301, 39 U.S.C. 501, 505, 705, 706, 712)

TIMOTHY J. MAY,
General Counsel.

AUGUST 21, 1967.

[F.R. Doc. 67-9986; Filed, Aug. 24, 1967; 8:45 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 101—Federal Property Management Regulations

SUBCHAPTER E—SUPPLY AND PROCUREMENT

PART 101-25—GENERAL

Subpart 101-25.4—Replacement Standards

MATERIALS HANDLING EQUIPMENT REPLACEMENT STANDARDS

Replacement standards for materials handling equipment have been revised based upon a reexamination of such standards and considering modern technology techniques, and availability of equipment.

Section 101-25.405 is revised to read as follows:

§ 101-25.405 Materials handling equipment.

(a) Materials handling equipment will not be replaced unless the estimated cost of necessary one-time repair or reconditioning of each piece of equipment exceeds, at lowest available cost, the applicable percentage of acquisition cost as shown in column 3 of the following table. Equipment eligible for replacement under the criteria established by this standard may be repaired provided the expected economical life is extended commensurate with the expenditure required. Prior to incurring repair costs for equipment eligible for replacement, consideration should be given to the continuing availability of repair parts.

(1) Years in use shall be determined in accordance with the following:

(i) An operating month is considered equal to 100 operating hours. For materials handling equipment in storage, one month in storage equals 50 hours of operation.

(ii) The number of years in use is determined by dividing the number of operating months by 12. The fractional years in use resulting from this computation will be rounded to the nearest full year.

(2) In using the maximum allowable one-time repair limits in column 3 of the table, costs such as parts, labor, and transportation incident to the repairs, are to be included in computing one-time repair costs. However, operating expenses such as fuels and lubricants, replacement tires and batteries, and anti-freeze will not be included in the one-time repair cost estimate.

Column 1	Column 2	Column 3													
Type of unit	Expected years of economical use	Maximum allowable "One-time repair limits" as percentage of acquisition costs (years in use)													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14
GASOLINE															
Fork truck (2000 pounds to 6000 pounds)	8	50	45	40	30	25	20	15	10						
Fork truck (over 6000 pounds)	10	50	45	40	35	30	25	20	15	10					
Tractor	8	50	45	40	30	25	20	15	10						
Crane	12	50	50	45	45	40	40	35	30	25	20	15	10		
Platform truck	8	50	45	40	30	25	20	15	10						
Straddle truck	15	50	50	50	45	45	45	40	40	35	35	30	25	20	15
ELECTRIC															
Fork truck (2000 pounds to 6000 pounds)	15	50	50	50	45	45	45	40	40	35	35	30	25	20	15
Tractor	15	50	50	50	45	45	45	40	40	35	35	30	25	20	15
Crane	15	50	50	50	45	45	45	40	40	35	35	30	25	20	15
Platform truck	15	50	50	50	45	45	45	40	40	35	35	30	25	20	15
Pallet truck	15	50	50	50	45	45	45	40	40	35	35	30	25	20	15

(b) Notwithstanding the limitations prescribed in § 101-25.405(a), materials handling equipment may be replaced under the following conditions provided a written justification supporting such replacement is approved by the agency head or an authorized designee. The justification shall be retained in the agency files.

(1) When the cumulative repair costs on a piece of equipment appears to be excessive as indicated by repair records. However, because an item of equipment accrues repair costs equal to the acquisition cost, it is not necessarily indicative of the current condition of the equipment. For example, a substantial repair expenditure included in the cumulative cost may actually have resulted in restoring the equipment to as good as new condition. While cumulative repair costs suggest an area for investigation, they should not be used as the principal ingredient in the repair/replacement decision making process.

(2) When repair parts are not available causing excessive equipment out-of-service time.

(3) When the equipment lacks essential features required in a particular task which is of a continuing nature and other suitable equipment is not readily available.

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

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

Dated: August 19, 1967.

LAWSON B. KNOTT, JR.,
 Administrator of General Services.
 [P.R. Doc. 67-10012; Filed, Aug. 24, 1967; 8:46 a.m.]

PART 101-27—INVENTORY MANAGEMENT

Elimination of Items From Inventory

Policy and procedures are provided for eliminating items from inventory which can be obtained more economically from readily available sources. Government or commercial. Criteria are provided for determining when it is economical to eliminate such items.

Part 101-27 is amended by the addition of new Subpart 101-27.4, as follows:

- Subpart 101-27.3 [Reserved]
- Subpart 101-27.4—Elimination of Items From Inventory
- Sec.
 - 101-27.400 Scope of subpart.
 - 101-27.401 Definitions.
 - 101-27.402 Applicability.
 - 101-27.403 General.
 - 101-27.404 Review of items.
 - 101-27.405 Criteria for elimination.
 - 101-27.406 Disposition of stock.

AUTHORITY: The provisions of this Subpart 101-27.4 are issued under sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c).

Subpart 101-27.3 [Reserved]
Subpart 101-27.4—Elimination of Items From Inventory

§ 101-27.400 Scope of subpart.

This subpart establishes policy and procedures designed to assure that items which can be obtained more economically from readily available sources, Government or commercial, are eliminated from inventory. For items which are not readily available from Government or commercial sources or are being held in inventory for a one time construction project, this subpart shall be applied to the extent feasible by the activity managing or controlling such inventories.

§ 101-27.401 Definitions.

As used in this Subpart 101-27.4, the following terms have the meanings set forth below:

(a) "Inactive item" means an item for which no current or future requirements are recognized by previous users and the item manager.

(b) "Slow-moving item" means an item for which there are current or future requirements, but the frequency and quantity of such requirements do not make it economical to stock in lieu of ordering from other sources as required.

(c) "Standby or reserve item" means an item for which a reserve stock is held which must be available immediately to meet emergencies which will not permit time for procurement or requisitioning without endangering life or possible substantial financial loss to the Government.

§ 101-27.402 Applicability.

The provisions of this subpart are applicable to all executive agencies in connection with inventory items maintained at stocking activities other than Government wholesale supply sources.

§ 101-27.403 General.

By eliminating inactive items and slow-moving items which are readily available, when needed, from Government wholesale supply activities or from commercial sources, the costs to the Government in inventory investment and for maintaining these items in inventory, can be eliminated. Timely reviews are required to determine which items should be eliminated from inventory.

§ 101-27.404 Review of items.

Except for standby or reserve stocks, items in inventory shall be reviewed periodically (at least annually) to identify those which are inactive and slow-moving. This review may be conducted coincidentally with the normal replenishment or long supply reviews. The estimate of current or future requirements for an item shall be based on its recent history of recurring requirements. Standby items shall also be reviewed at appropriate intervals to substantiate their qualification for inclusion in that category.

§ 101-27.405 Criteria for elimination.

Inactive items, items which no longer qualify as standby, and slow-moving items which are readily available, when needed, from Government or commercial sources shall be eliminated from inventory. The determination of a slow-moving item shall be based on a comparison of the costs for continuing to maintain it in stock as opposed to the costs for ordering it from outside sources each time it is requested. This comparison shall also consider any difference in price and transportation costs for each alternative. In the absence of criteria for stockage of an item developed and used by an agency, the desired results will be obtained through application of the following table:

Orders Per Year Under Economic Order Quantity (EOQ)	Minimum Number of Requests Per Year to Justify Continuation in Stock
12 and over	24
11	22
10	20
9	18
8	16
7	14
6	12
5	10
4	8
3 and under	7

NOTE: Except for the low dollar infrequently ordered item, which requires a higher minimum, an item should be discontinued from stock if the number of requests for it is less than twice its order frequency under EOQ. For example, an item ordered six times per year under EOQ should have at least 12 requests per year to continue stock-

age. For 11 requests, it would cost less to order each time it was requested.

Under EOQ.	11 orders at \$5 per order = \$55	6 orders at \$5 per order = 30	Holding Cost (equal to ordering cost) = 30
			Total = 60

§ 101-27.406 Disposition of stock.

Stocks of slow-moving items which are not otherwise determined to be eligible for continued stockage shall be eliminated through normal attrition and shall not be replenished. The successive actions indicated in paragraphs (a) through (c) of this section, shall be taken, as necessary, to remove stocks of inactive items from inventory.

(a) Transfer stock to other offices where needed within the agency.

(b) Transfer stock to other agencies as follows:

(1) Centrally managed items to the agency managing the item for credit; or
(2) Agency program items to agencies requiring them.

(c) Dispose of remaining stocks, as excess, after actions taken in paragraphs (a) and (b) of this section, in accordance with Subpart 101-43.3.

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

Dated: August 21, 1967.

LAWSON B. KNOTT, Jr.,
Administrator of General Services.

[F.R. Doc. 67-10013; Filed, Aug. 24, 1967; 8:47 a.m.]

SUBCHAPTER H—UTILIZATION AND DISPOSAL PART 101-43—UTILIZATION OF PERSONAL PROPERTY

Acquisition of Mercury

This amendment requires that requests for mercury be submitted to the General Services Administration, Washington, D.C. 20405, in lieu of the General Services Administration, Atlanta, Ga. 30309, amends the procedure to be followed, and provides for the utilization of excess mercury. It also furnishes the new regional office address for General Services Administration Region 7.

Subpart 101-43.3—Utilization of Excess

Subpart 101-43.3 is amended by revising § 101-43.303-1(b) and by adding new §§ 101-43.303-1 (c) and (d) as follows:

§ 101-43.303-1 Acquisition of mercury.

(b) Mercury, minimum 99.9 percent pure (not triple distilled), in 76-pound flasks, is available for transfer from GSA stocks at fair market value. Requests for the mercury by an agency for its use or for use by its cost-reimbursement type contractors shall be made to the Project Manager, Minerals and Ores, Property Management and Disposal Service, General Services Administration, Washington, D.C. 20405. The Proj-

ect Manager will furnish the current fair market value to the requesting agency. The requesting agency will submit a request for transfer to the General Services Administration, Washington, D.C. 20405, for the quantity required. The unit of issue is a 76-pound flask.

(c) Requests for clearance to purchase quantities of 76 pounds or more from sources other than GSA must be accompanied by a statement of the reasons that make the available mercury unsuitable for the purposes of the requesting agency. Requesting agencies will be notified as to the approval or disapproval of such requests.

(d) From time to time mercury, in quantities of less than 76 pounds and in lesser degrees of purity, may become excess to the needs of a Federal agency. Upon advice of the availability of such mercury, GSA will offer it for utilization without reimbursement in the same manner as other property is offered.

Subpart 101-43.49—Illustrations

Subpart 101-43.49 is amended by revising § 101-43.4903 as follows:

§ 101-43.4903 Regional Offices' addresses and assigned areas.

General Services Administration Region 7,
819 Taylor Street, Fort Worth, Tex. 76102.

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

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

Dated: August 19, 1967.

LAWSON B. KNOTT, Jr.,
Administrator of General Services.

[F.R. Doc. 67-10014; Filed, Aug. 24, 1967; 8:47 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 14419 RM-268]

PART 73—RADIO BROADCAST SERVICES

Hours of Operation of Standard Broadcast Stations; Order Extending Time

1. The Report and Order in this proceeding was published in the FEDERAL REGISTER on July 15, 1967. Some 23 petitions for reconsideration were timely filed on or before August 14, 1967, and public notice was given on August 21. Storer Broadcasting Co., licensee of various standard broadcast stations and a participant in the proceeding, has requested that the time for filing pleadings in response to these petitions—which would expire August 31 under the Commission's rules (§ 1.106, Note)—be extended to and including September 8, 1967. The Storer request refers to the number of the petitions and other com-

mitments of its legal and engineering staffs, which, it is stated, will make it impossible for it to file a responsive pleading within the time specified in the rules.

2. In view of the number of petitions filed by parties taking various positions with respect to the decision, it appears that good cause exists for the requested extension. Accordingly, it is ordered, This 21st day of August, 1967, that the time for filing pleadings in response to the petitions for reconsideration filed herein is extended, to and including September 8, 1967; and the time for filing replies to such responsive pleadings is extended to and including September 15, 1967.

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

Adopted: August 21, 1967.

Released: August 22, 1967.

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

[F.R. Doc. 67-10025; Filed, Aug. 24, 1967; 8:48 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[Ex Parte No. MC-1 (Sub-No. 1)]

PART 288—EXTENSION OF CREDIT TO SHIPPERS

Payment of Rates and Charges of Motor Carriers Credit Regula- tions—Household Goods

At a general session of the Interstate Commerce Commission, held at its office in Washington, D.C., on the 10th day of August 1967.

It appearing, that on March 31, 1965, the Commission entered an order instituting a rulemaking proceeding to determine whether rules and regulations governing the extension of credit for motor common carriers of household goods prescribed pursuant to authority granted in section 223 of the Interstate Commerce Act, and published in the Code of Federal Regulations, were serving their purpose;

And it further appearing, that the Commission, on the date hereof, has made and filed its report herein setting forth the basis for its conclusions and findings, which report and prior reports in 2 M.C.C. 365 and 328 I.C.C. 483, are hereby referred to and made a part hereof;

It is ordered, that the following section of Part 288, be, and it is hereby, revised and modified as follows:

Amend § 288.3 to read as follows:

§ 288.3 Period of credit following delivery of freight.

Period of credit following delivery of freight. Freight bills for all transportation charges shall be presented to the shippers within 7 calendar days from the first 12 o'clock midnight following delivery of the freight, except that motor common carriers of household goods shall

present their freight bills for all transportation charges to the shippers within 15 calendar days, excluding Saturday, Sundays and holidays, from the first 12 o'clock midnight following delivery of the freight.

It is further ordered, That this amendment shall become effective on September 25, 1967.

And it is further ordered, That notice of this order be given to the general

public by depositing a copy in the office of the Secretary of the Commission at Washington, D.C., and by filing with the Director, Office of the Federal Register.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 67-9998; Filed, Aug. 24, 1967;
8:45 a.m.]

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[50 CFR Part 32]

PARKER RIVER NATIONAL WILDLIFE REFUGE, MASS.

Proposed Deletion From Open Areas For Hunting Big Game

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by the Migratory Bird Conservation Act of February 18, 1929, as amended (45 Stat. 1222, 16 U.S.C. 715), and the Endangered Species Preservation Act of October 15, 1966 (80 Stat. 926, 16 U.S.C. 668aa), it is proposed to amend 50 CFR 32.31 by deleting Parker River National Wildlife Refuge, Mass., from the list of areas open to the hunting of big game.

It has been determined that the small population of deer on Parker River National Wildlife Refuge remains stable and compatible with available habitat without hunting, and that control is unnecessary.

It is the policy of the Department of the Interior, whenever practicable, to afford the public an opportunity to participate in the rulemaking process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to this proposed amendment to the Director, Bureau of Sport Fisheries and Wildlife, Washington, D.C. 20240, within 30 days of the date of publication of this notice in the FEDERAL REGISTER.

Section 32.31 is amended by the deletion of the Parker River National Wildlife Refuge.

JOHN S. GOTTSCHALK,
Director, Bureau of
Sport Fisheries and Wildlife.

AUGUST 22, 1967.

[P.R. Doc. 67-10015; Filed, Aug. 24, 1967; 8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 1050]

MILK IN THE CENTRAL ILLINOIS MARKETING AREA

Notice of Proposed Suspension of Certain Provision of the Order

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

the Central Illinois marketing area is being considered for the month of August 1967.

The provision proposed to be suspended is in § 1050.14(b) (2) and reads as follows, "during the months of May and June and in any month for not more than 8 days of production of producer milk by such producer", relating to diversion of producer milk to nonpool plants.

This suspension action was requested by a handler regulated under the order. It is contended that abnormal seasonal increase in production requires removal of the diversion limit for August this year if many producers regularly associated with the market are to maintain producer status. This suspension is requested to allow the movement of such producers' milk direct from their farms to nonpool manufacturing plants.

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

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

Signed at Washington, D.C., on August 23, 1967.

JOHN C. BLUM,
Acting Deputy Administrator,
Regulatory Programs.

[P.R. Doc. 67-10061; Filed, Aug. 24, 1967; 8:49 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 3]

NITROGLYCERIN AND AMYL NITRITE AS OVER-THE-COUNTER DRUGS FOR HUMANS

Proposed Statement of Policy

Pursuant to the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (secs. 502(f), 701(a), 52 Stat. 1051, 1055; 21 U.S.C. 352(f), 371(a)) and delegated by him to the Commissioner of Food and Drugs (21 CFR 2.120), it is proposed that Part 3 be amended by adding thereto a new section, as follows:

§ 3.— Nitroglycerin and amyl nitrite as over-the-counter drugs for human use.

(a) In § 3.21 Drug preparations intended for human use containing certain "coronary vasodilators", it is stated that various nitrates and nitrites when employed under medical supervision are generally regarded as safe and useful for the management of angina pectoris in some patients. It is also recognized by medical experts that the prompt use of the sublingual or inhalation forms of this class of drugs may terminate an attack of angina. Patients who have experienced anginal attacks and whose condition has been previously diagnosed and treated by a physician are familiar with the pain pattern typical of their condition and have been instructed as to the measures necessary to the use of these drugs in the event of an acute attack. Such attacks represent emergency situations calling for the prompt use of drugs of a type which are not likely to be purchased and used without medical advice.

(b) Amyl nitrite inhalant, in units of not over 0.3 cc., has been available over the counter for self-medication for a number of years without evidence of harm to the users.

(c) In view of the foregoing, it is the opinion of the Food and Drug Administration that it is in the public interest for amyl nitrite inhalant and nitroglycerin for sublingual use to be available as over-the-counter drugs for self-medication provided that all the following conditions are met:

(1) The individual dosage unit does not exceed 1/100 grain (0.65 mg.) nitroglycerin per sublingual tablet or 5 minims (0.3 cc.) amyl nitrite per perle.

(2) The article is packaged in a quantity not to exceed 50 nitroglycerin sublingual tablets or 12 individual dosage units of amyl nitrite per retail package.

(3) In addition to other required information, the label or labeling bears in effect the following information in a prominent and conspicuous manner:

(i) Indications: For the relief of pain of angina pectoris.

(ii) Caution: Patients with angina pectoris should be under close supervision of a physician. Consult your physician if prompt relief of pain is not obtained or side effects occur or are suspected. Side effects which have been reported include: Flushing, rash, nausea, weakness, headache, marked sensitivity which may be enhanced by alcohol, and pain within the eye.

(iii) Usual dosage: One tablet under the tongue or one perle repeated as needed for relief of pain as directed by your physician.

(iv) Keep out of reach of children.

Any interested person may, within 30 days from the date of publication of this notice 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 comments, preferably in quintuplicate, on this proposal. Comments may be accompanied by a memorandum or brief in support thereof.

Dated: August 16, 1967.

WINTON B. RANKIN,
Deputy Commissioner of
Food and Drugs.

[F.R. Doc. 67-10002; Filed, Aug. 24, 1967;
8:46 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 39]

[Docket No. 67-CE-6-AD]

AIRWORTHINESS DIRECTIVES

Continental Models IO-470 and
TSIO-470 Engines

The original Notice of Proposed Rule Making on this proceeding published in 32 F.R. 7598 proposed retirement within the next 200 hours' time in service after the effective date of the AD of reground or chrome plated cylinder assemblies, Part No. 626820, installed on the subject engines which do not have the letter "H" stamped on the rocker box flange over the exhaust valve.

An analysis of the comments already received indicates that the original proposal can perhaps be modified so as to be less burdensome. The agency is now considering and would also like comments on a modification to the original proposal which, instead of requiring retirement of the reground or chrome plated "non-H" cylinders, would prevent further installation but permit cylinders already installed to be operated until the next overhaul provided that inspections were conducted at intervals of 25 hours of operation.

As a result of comments received the Federal Aviation Administration intends to extend the time for comments on this proposal in order to permit the completion of a study the Agency is conducting through its own resources to determine the experience with both the "H" and "Non-H" cylinders and whether unmodified reground or chromed and also to obtain comments from the industry in these respects. This proposal may be further modified in light of comments and further information obtained as to the service experience with both the "H" and "Non-H" cylinders.

Comments should identify the docket number and be submitted in duplicate to the Director, Central Region, Attention: Regional Counsel, Airworthiness Rules Docket, 601 East 12th Street, Kansas City, Mo. 64106. All communications

received on or before October 1, 1967, will be considered before action is taken upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Airworthiness Rules Docket for examination by interested persons.

Issued at Kansas City, Mo., on August 18, 1967.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 67-9995; Filed, Aug. 24, 1967;
8:45 a.m.]

[14 CFR Part 121]

[Docket No. 8351; Notice 67-38]

FLIGHT FOLLOWING REQUIREMENTS

Proposed Revision

The Federal Aviation Administration is considering amending Part 121 of the Federal Aviation Regulations to completely revise the flight following rules that apply to supplemental air carriers and commercial operators.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to: Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket GC-24, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before November 6, 1967, will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

The complete revision of former CAR Part 42 adopted by the FAA in July of 1963 contained detailed requirements for the establishment of an "approved" flight following system. In adopting these requirements the FAA recognized that, due to the nature of the operations conducted under that Part, a complete dispatch system was impracticable. The FAA sought to require each operator to achieve the maximum possible level of operational control through the flight following requirements. Essentially, the flight following system required that a supplemental air carrier or commercial operator exercise operational control through (1) a joint flight release by the pilot in command and the director of operations; and (2) flight following centers through which the operator could monitor the progress of each flight from the point of departure to its destination, including intermediate stops. The regulations specifically stated that a flight following system need not provide for in-flight monitoring by a flight following center.

Supplemental air carriers and commercial operators, as well as certain domestic and flag air carrier charter and special service flights, have been operating under these flight following rules for almost 4 years. It has become apparent to FAA inspectors and to these operators that, to comply fully with the present flight following requirements, it is necessary to have virtually complete dispatch capability. Furthermore, even where technical compliance with these requirements may be achieved without complete dispatch capability, serious questions arise as to whether the steps taken to achieve such technical compliance actually contribute to the safety of the flight.

The joint flight release. The requirement that the pilot in command cannot sign the flight release until he and "the person authorized by the operator to exercise operational control believe that the flight can be made with safety", has caused the most serious problems. Unless an operator has on the scene personnel who have available as much information as the pilot in command, this requirement has usually meant that messages must be sent to the operator's principal operations base and concurrence received before a flight could be released from an overseas location. Frequently, the operational control exercised by the management personnel has been nothing more than rubber stamp approval of the pilot in command's request since the latter was on the scene and had available to him much more relevant information than did the former. In other cases, the FAA has found that operators sought to "technically" comply with the dual concurrence requirement by designating someone on the scene as a representative of the director of operations. At times, this designee was another member of the departing flight crew or a member of the "in-bound" crew who would have authority to concur in releasing the "out-bound" flight. Such arrangements obviously would not comply with the intent of the rule and would have little, if any, safety benefit.

The FAA has therefore concluded that a complete revision of the present system is justified. It is believed that the desire to involve the highest level of management in the operational control of each flight can be achieved without requiring actions that obviously do not add to the safety of the flight. The FAA, therefore, proposes to adopt a new system that would require that the certificate holder prepare in advance for each flight an "operational plan". This plan would contain all of the information needed by the pilot in command to determine that the flight can be released safely, except the specific information immediately available to him at the point of departure. Thus, as long as the operational plan was met, the pilot in command would be authorized to prepare and sign the flight release without further contact with management personnel.

Flight following. As previously indicated, the present flight following system requires a certificateholder to have flight following centers capable of

"monitoring the progress of each flight" from departure at the point of origin, through intermediate stops and diversions (including maintenance or other delays), to arrival at its destination. Since, as indicated previously, it is almost impossible to comply with this requirement without having what is virtually a complete dispatch system (even though the regulations specifically disclaim any requirement for inflight monitoring) the FAA proposes to delete the requirement for flight following centers. Although specific flight following facilities will not be required, use of the most rapid means of communication available will be required to notify the principal operations base of departures from a point of origin, arrivals at destinations, including intermediate stops, and diversions or maintenance or mechanical delays. Private or public (telephone, telegraph, radio, etc.) communications facilities may be used.

In consideration of the foregoing, it is proposed to amend Part 121 of the Federal Aviation Regulations as follows:

1. By deleting §§ 121.125 and 121.127.

2. By amending § 121.537 to read as follows:

§ 121.537 Responsibility for operational control: operational plan system: supplemental air carriers and commercial operators.

(a) Each supplemental air carrier and commercial operator is responsible for operational control.

(b) Each supplemental air carrier and commercial operator must show that it has an operational plan system that meets the requirements of this Part.

(c) The director of operations and the pilot in command are jointly responsible for the initiation, continuation, diversion, and termination of a flight in compliance with this Part and appropriate operations specifications. The director of operations exercises his responsibility when he establishes for each flight an operational plan that meets the requirements of § 121.688.

The director of operations may delegate the function of preparing operational plans but he may not delegate the responsibility for this function. The pilot in command exercises his responsibility when he prepares and signs a flight release that complies with the operational plan for that flight.

(d) Each operational plan system must insure that the pilot in command is furnished with all information necessary for, and that there is available to him adequate equipment and facilities for, the safe operation of the flight. The operational plan system must, by using the most rapid means of communication available, provide for monitoring the progress of each flight with respect to its departure from the point of origin and arrival at its destination, including intermediate stops, and any maintenance, mechanical, or other delays encountered at those points.

(e) Each pilot in command of an aircraft is, during flight time, in command of the aircraft and crew and is respon-

sible for the safety of the passengers, crewmembers, cargo, and aircraft. The pilot in command has full control and authority in the operation of the aircraft, without limitation, over other crewmembers and their duties during flight time, whether or not he holds valid certificates authorizing him to perform the duties of those crewmembers.

3. By amending § 121.559 as follows:

(a) By striking out the words "with a flight following service" in paragraph (b) and inserting the words "in accordance with an operational plan under § 121.537" in place thereof.

(b) By striking out the words "keep the appropriate ground radio station" in paragraph (c) and inserting the words "to the extent practicable keep the appropriate ATC facility and the appropriate management personnel exercising operational control over that flight" in place thereof.

4. By amending § 121.597 to read as follows:

§ 121.597 Operational plan and flight release authority: supplemental air carriers and commercial operators.

(a) No person may start a flight under an operational plan system except in accordance with the operational plan prepared for that flight by the director of operations or his designee.

(b) No person may start a flight under an operational plan system unless the pilot in command has prepared and signed a flight release that complies with § 121.689 and that is consistent with the operational plan for that flight. No pilot in command may sign a flight release unless it is in accordance with the operational plan for that flight and he believes that the flight can be made with safety.

(c) No person may continue a flight from an intermediate airport without a new flight release if—

(1) The aircraft has been on the ground more than 6 hours;

(2) There has been a change in the assigned flight crew; or

(3) The pilot in command has received a change in the operational plan for that flight.

5. By amending § 121.609 by striking out the words "communication and" and by amending the section heading to read as follows:

§ 121.609 Navigation facilities: supplemental air carriers and commercial operators.

6. By amending § 121.689(b) by adding the following new sentence at the end thereof:

"In addition a copy of the appropriate operational plan, including any amendments thereto, must be attached to the flight release."

7. By adding a new section following § 121.687 to read as follows:

§ 121.688 Operational plan form: supplemental air carriers and commercial operators.

(a) The operational plan may be in any form but each plan must contain at

least the following information for each flight to be conducted under that plan:

(1) Airports to be served and dates of service including available alternate airports.

(2) Planned departure and arrival time at each airport to be served.

(3) Aircraft to be used.

(4) Routes to be used.

(5) Any information needed to ensure compliance with appropriate airplane performance operating limitations of §§ 121.171 through 121.207.

(6) Crewmember assignments and layover points or rest stops required.

(7) Sources of weather data.

(8) Communications, navigation, maintenance, refueling, and ground handling facilities to be used.

(9) Maps, charts, and instrument approach procedures appropriate to the operation.

(10) Any special briefings or procedures necessary for the operation including alternate courses of action available to the pilot in command that may be exercised without an amendment to the operational plan.

(11) Status of any maintenance or inspections scheduled for the aircraft to be used and any other information relevant to the airworthiness status of the aircraft.

(b) Where practicable (regularly scheduled flights or frequently recurring flights) a certificate holder may include a master operational plan for a particular flight in its operations manual. A copy of the appropriate manual pages together with any amendments necessary for a particular operation may be attached to the flight release to satisfy the requirements of § 121.689(b).

8. By amending § 121.697 as follows:

a. By amending the section heading to read as follows:

§ 121.697 Disposition of load manifest, flight release, flight plans, and operational plans: supplemental air carriers and commercial operators.

b. By adding the words "and operational plan" in paragraph (a) (2) before the semicolon.

c. By adding after the words "of this section" in paragraph (c) the words "except the operational plan," and by adding a new sentence to paragraph (c) to read as follows: "In addition a copy of the load manifest shall be mailed to the principal operations base at each intermediate stop."

These amendments are proposed under the authority of sections 313(a), 601, and 604 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421, and 1424).

Issued in Washington, D.C., on August 21, 1967.

JAMES F. RUDOLPH,
Director, Flight Standards Service.
[F.R. Doc. 67-10031; Filed, Aug. 24, 1967;
8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 17662]

"PRE-SUNRISE" OPERATION BY CLASS II STATIONS UNDER PRE- SUNRISE SERVICE AUTHORIZATION ON U.S. I-A CLEAR CHANNELS

Order Extending Time for Filing Comments and Reply Comments

1. On July 13, 1967, simultaneously with the decision in the over-all "pre-sunrise" proceeding (Docket 14419) the Commission issued the notice of proposed rule making herein, concerning the power to be permitted for pre-sunrise operation by Class II stations on U.S. I-A clear channels. The time for comments and reply comments was specified therein as September 5 and October 5, 1967, respectively.

2. Two parties by petition have requested that the time for comments be extended. Storer Broadcasting Co., licensee of Station KGBS, Los Angeles (a Class II station on 1020 kc/s) seeks an extension until September 26, and Clear Channel Broadcasting Service (CCBS), a group of 12 Class I-A clear channel station licensees, seeks an extension until October 30, 1967. Storer urges other commitments of its legal, engineering, and management personnel during the next few weeks, and the need for analysis of the decision in 14419. CCBS asks additional time to make engineering studies.

3. It appears that an extension of time is warranted, but, in view of the desirability of resolving this matter, not the period of nearly 2 months sought by CCBS. It appears that an extension of about 1 month should be sufficient. Accordingly, it is ordered, That the time for filing comments and reply comments in this proceeding is extended to October 9 and November 10, 1967, respectively.

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

Adopted: August 21, 1967.

Released: August 22, 1967.

FEDERAL COMMUNICATIONS
COMMISSION,
BEN F. WAPLE,
Secretary.

[F.R. Doc. 67-10024; Filed, Aug. 24, 1967;
8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[49 CFR 288]

[Ex Parte No. MC-1 (Sub-No. 2)]

PAYMENT OF RATES AND CHARGES OF MOTOR CARRIERS CREDIT REGULATIONS — HOUSEHOLD GOODS

Notice of Proposed Rule Making

At a general session of the Interstate Commerce Commission, held at its office in Washington, D.C., on the 10th day of August 1967.

It appearing, that the Interstate Commerce Commission has prescribed rules and regulations pertaining to the extension of credit to shippers by motor common carriers of property operating in interstate or foreign commerce, see Payment of Rates and Charges of Motor Carriers, 2 M.C.C. 365;

It further appearing, that those to whom credit is extended, referred to for convenience as the shippers, are experiencing difficulty in complying with § 288.1 of the Code of Federal Regulations, 49 CFR 288, Carrier May Extend Credit to Shipper; and good cause appearing therefor:

It is ordered, That a rule making proceeding be, and it is hereby, instituted under the authority of part II of the Interstate Commerce Act (section 223) and section 4 of the Administrative Procedure Act for the purpose of determining whether and to what extent rules and regulations should be established to permit motor common carriers of household goods to impose, through published tariff notice, penalty charges for violation by shippers of § 288.1 and to exculpate a carrier which imposes such a penalty from violation of § 288.1 should it extend further credit to a shipper in violation of § 288.1, provided that the carrier has taken reasonable precautions to assure that such shipper is a sound credit risk.

It is further ordered, That all motor common carriers of household goods operating in interstate or foreign commerce subject to the Interstate Commerce Act be, and they are hereby, made respondents in this proceeding.

It is further ordered, That all persons including respondents who wish actively to participate in this proceeding, and file and receive copies of pleadings shall make known the fact by notifying the Commission in writing on or before September 18, 1967. To conserve time and avoid expense it is strongly urged that persons having common interests endeavor to consolidate their presentation to the greatest extent possible. Individual participation is not precluded; mere casual interest, however, does not justify participation, and will make the service of verified statements burdensome and impracticable. The Commission desires participation only of those who intend to take an active part in the proceeding.

It is further ordered, That:

(a) As soon as practicable after September 18, 1967, the Commission will serve a list of the names and addresses of all persons upon whom service of all verified statements, replies or other pleadings must be made;

(b) All parties shall file an original and two copies of their verified statements and exhibits thereto with the Commission on or before October 23, 1967, and at the same time serve a copy of such statements upon each person named in the service list;

(c) Parties desiring to file reply statements shall file such statements with the Commission on or before November 20, 1967, and upon all parties named in the service list;

(d) Any party may request a hearing for the purpose of cross-examining any witness submitting a verified statement by notifying all parties and the Commission on or before December 4, 1967.

And it is further ordered, That a copy of this order be served on the Public Utility Commission or Boards, or similar regulatory bodies of each State having jurisdiction over the transportation here involved; that a copy be posted in the Office of the Secretary of the Interstate Commerce Commission for public inspection; and that a copy be delivered to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER as notice to all interested persons.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 67-10000; Filed, Aug. 24, 1967;
8:45 a.m.]

Notices

DEPARTMENT OF COMMERCE

Bureau of International Commerce

[Case No. 372]

CHRIS F. RING

Order Temporarily Denying Export Privileges

In the matter of Chris F. Ring also known as Chris Ring, Christopher Ring, and Christian Ring, Via Fleming 110 Rome, Italy, respondent; Case No. 372; File: 23-989; 23(66)-38.

The Director, Investigations Division, Office of Export Control, Bureau of International Commerce, U.S. Department of Commerce, pursuant to the provisions of § 382.11 of the Export Regulations (Title 15, Chapter III, Subchapter B, Code of Federal Regulations), has applied to the Compliance Commissioner for an order temporarily denying all export privileges to the above-named respondent. The Compliance Commissioner has reviewed the application and the evidence presented in support thereof and has submitted his report, together with his recommendation that the application be granted and that a temporary denial order be issued until the completion of compliance proceedings now pending against the respondent.

The evidence and recommendation of the Compliance Commissioner have been considered. The evidence presented shows that a charging letter against respondent, alleging violations of the Export Control Act and Regulations, was duly served on him in June 1966; the respondent engaged counsel who filed an answer on his behalf; the said counsel entered into consultations with counsel for the Government for disposition of the case by consent order; the consultations were fruitful but respondent did not execute the consent proposal and revoked authorization of his counsel to proceed in the matter; after due notice to respondent the case proceeded to hearing before the Compliance Commissioner at which the Government presented evidence in support of the charges; a postponement of the case was granted to afford respondent an opportunity to engage new counsel and present evidence in defense; the respondent has requested a further postponement. While the respondent has not yet presented evidence in defense, the Compliance Commissioner reports that the evidence on behalf of the Government appears to support a prima facie case of violations.

The evidence presented also shows that in addition to the transaction on which the charging letter was based the respondent has participated in other transactions which involved the procurement or attempted procurement of strategic electronic items exported or to be exported from the United States; there

are suspicious aspects to said transactions and investigations are in progress to ascertain whether respondent or any other parties in connection with said transactions violated the U.S. Export Regulations.

On the basis of the evidence presented, I find that it is reasonably necessary to protect the public interest that an order be entered against respondent temporarily denying him U.S. export privileges until the completion of the pending compliance proceedings. A postponement will be granted to respondent, as requested, to afford him the opportunity to engage new counsel in the pending compliance proceedings and to present evidence in defense of said charges.

Accordingly, it is hereby ordered:

I. All outstanding validated export licenses in which respondent appears or participates in any manner or capacity are hereby revoked and shall be returned forthwith to the Bureau of International Commerce for cancellation.

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

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

IV. This order shall take effect forthwith and shall remain in effect until the completion of compliance proceedings

now pending against respondent, unless it is hereafter extended, amended, modified, or vacated in accordance with the provisions of the U.S. Export Regulations.

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

VI. A copy of this order shall be served upon the respondent.

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

This order shall become effective forthwith.

Dated: August 18, 1967.

SHERMAN R. ABRAHAMSON,
Acting Director,
Office of Export Control.

[P.R. Doc. 67-10006; Filed, Aug. 24, 1967;
8:46 a.m.]

Business and Defense Services Administration

YOUNGSTOWN UNIVERSITY

Notice of Decision on Application for Duty-Free Entry of Scientific Articles

The following is a decision on an application for duty free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651; 80 Stat. 897) and the

regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Office of Scientific and Technical Equipment, Department of Commerce, Room 5123, Washington, D.C. 20230.

Docket No. 67-00019-25-34095. Applicant: Youngstown University, 410 Wick Avenue, Youngstown, Ohio 44503. Article: Three-phase electrical generalized machine set consisting of generalized machine, a D.C. machine and torque measuring unit with a built-in tachometer-generator. Manufacturer: Mawdsley's Ltd., England. Intended use of article: Instructional experimentation in electromechanical principles. Comments: No comments were received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, is being manufactured in the United States. Reasons: The foreign article is a device which is specially designed for teaching students in the principles of electricity. The only comparable instrument known to be manufactured in the United States is the generalized machine laboratory set described in Bulletin 191 of the Westinghouse Electric Corp. The domestic instrument is limited to two-phase operation, whereas the foreign article is capable of three-phase operation. This difference is considered to be significant because it extends the range of electrical phenomena which can be demonstrated to students and, therefore is a pertinent characteristic.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, which is being manufactured and offered for sale in the United States.

CHARLEY M. DENTON,
Director, Office of Scientific and
Technical Equipment, Business
and Defense Services Administration.

[F.R. Doc. 67-9992; Filed, Aug. 24, 1967;
8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration
AMDAL CO.

Notice of Filing of Petition for Food Additive Spectinomycin Dihydrochloride Pentahydrate

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition has been filed by AMDAL Co., Agricultural Division, Abbott Laboratories, North Chicago, Ill. 60064, proposing the

issuance of a food additive regulation to provide for the safe use of spectinomycin dihydrochloride pentahydrate in drinking water of chickens (1) as an aid in the prevention or control of losses due to chronic respiratory disease associated with *Mycoplasma gallisepticum* (PPLO) infection and (2) as an aid in increasing the weight gains and improving the feed efficiency in the presence of infection.

Dated: August 17, 1967.

J. K. KIRK,
Associate Commissioner
for Compliance.

[F.R. Doc. 67-10003; Filed, Aug. 24, 1967;
8:45 a.m.]

UNION CARBIDE CORP.

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 8F0629) has been filed by Union Carbide Corp., Post Office Box 8361, South Charleston, W. Va. 25309, proposing the establishment of tolerances for residues of a herbicide that is 80 percent 3,4-dichlorobenzyl methylcarbamate and 20 percent 2,3-dichlorobenzyl methylcarbamate, in or on garlic at 0.15 part per million and in or on beans, peanuts, peas, potatoes, and soybeans at 0.1 part per million.

The analytical method proposed in the petition for determining residues of this herbicide is an electron capture-gas chromatographic technique.

Dated: August 17, 1967.

J. K. KIRK,
Associate Commissioner
for Compliance.

[F.R. Doc. 67-10004; Filed, Aug. 24, 1967;
8:45 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[OE Docket No. 66-SO-4]

BAY VIDEO, INC.

Notice of Cancellation of Discretionary Review

On December 22, 1966, a Notice of Petition for and Grant of Review was issued in response to a petition received by the Federal Aviation Administration appealing a determination of hazard to air navigation concerning the proposed construction by Bay Video, Inc., of a television tower 1,942 feet above mean sea level (1,797 feet above ground) near Woods, Fla. (31 F.R. 16798).

Bay Video, Inc., subsequently requested and was granted extensions to the comment period of the review in order to continue its negotiations with the Florida State University for joint use of the pro-

posed structure (32 F.R. 2480; 32 F.R. 3413; 32 F.R. 5299; 32 F.R. 6375; and 32 F.R. 7298).

On August 8, 1967, Bay Video, Inc., advised the Federal Aviation Administration that a new site has been selected for the structure. Accordingly, it was requested that the Petition for Review be dismissed and that the review be terminated.

Therefore, pursuant to the authority delegated to me by the Administrator, notice is hereby given that the discretionary review of the case is canceled.

Issued in Washington, D.C., on August 18, 1967.

ARCHIE W. LEAGUE,
Director, Air Traffic Service.

[F.R. Doc. 67-9996; Filed, Aug. 24, 1967;
8:45 a.m.]

GENERAL AVIATION DISTRICT OFFICE AT KANAWHA AIRPORT, CHARLESTON, W. VA.

Notice of Establishment

Notice is hereby given that on or about September 1, 1967, the General Aviation District Office at Kanawha Airport, Charleston, W. Va., will be established to provide services to the general aviation public. This service will include inspection, certification, and surveillance of air taxi/commercial operator (small aircraft), agricultural, commercial, industrial, private, and other general aviation operations. The 59 counties which will be serviced by the General Aviation District Office at Charleston, W. Va., are as follows:

WEST VIRGINIA (44)

Barbour.	Monroe.
Boone.	Nicholas.
Braxton.	Pendleton.
Cabell.	Pleasants.
Calhoun.	Pocahontas.
Clay.	Preston.
Doddridge.	Putnam.
Fayette.	Raleigh.
Gilmer.	Randolph.
Greenbrier.	Ritchie.
Harrison.	Roane.
Jackson.	Summers.
Kanawha.	Taylor.
Lewis.	Tucker.
Lincoln.	Tyler.
Logan.	Upshur.
Marion.	Wayne.
Mason.	Webster.
McDowell.	Wetzel.
Mercer.	Wirt.
Mingo.	Wood.
Monongalia.	Wyoming.

VIRGINIA (15)

Bland.	Russell.
Buchanan.	Scott.
Carroll.	Smythe.
Dickenson.	Tazewell.
Giles.	Washington.
Grayson.	Wise.
Lee.	Wythe.
Fulaski.	

The establishment of the General Aviation District Office at Kanawha Airport, Charleston, W. Va., will create some changes in the geographic boundaries of the General Aviation District Offices located at Baltimore, Md., and Richmond,

Va., and of the Flight Standards District Office at Washington, D.C. Services to the general aviation public by these offices will be rendered in the counties as outlined below:

Twenty-Six Counties Covered by the General Aviation District Office Located at Baltimore, Md.

WEST VIRGINIA (7)

Berkeley.	Jefferson.
Grant.	Mineral.
Hampshire.	Morgan.
Hardy.	

MARYLAND (19)

Allegany.	Howard.
Anne Arundel (North of Route 214).	Kent.
Baltimore.	Montgomery.
Caroline.	Prince Georges (North of Route 214).
Carroll.	Queen Annes.
Cecil.	Talbot.
Dorchester.	Washington.
Frederick.	Wicomico.
Garrett.	Worcester.
Harford.	

NOTE: There will be two counties shared with the Flight Standards District Office, Washington, D.C., Anne Arundel and Prince Georges. The dividing line for these two counties will be Route 214, running east and west from the District of Columbia to the Chesapeake Bay. The office will be responsible for the entire Chesapeake Bay south to the Maryland-Virginia border and the Atlantic Ocean eastward along applicable parallels of latitude to the in shore Atlantic Coastal Air Defense Identification Zone boundary.

Sixty-Five Counties Covered by the General Aviation District Office Located at Richmond, Va.

VIRGINIA (65)

Augusta.	James City.
Bath.	King and Queen.
Bedford.	King George.
Botetourt.	King William.
Brunswick.	Lancaster.
Buckingham.	Louisa.
Campbell.	Ludenburg.
Accomac.	Mathews.
Albermarle.	Mecklenburg.
Alleghany.	Middlesex.
Amelia.	Montgomery.
Amherst.	Nansemond.
Appomattox.	Nelson.
Caroline.	New Kent.
Charles City.	Northampton.
Charlotte.	Northumberland.
Chesterfield.	Nottoway.
Craig.	Orange.
Cumberland.	Patrick.
Dinwiddie.	Pittsylvania.
Essex.	Powhatan.
Floyd.	Prince Edward.
Fluvanna.	Prince George.
Franklin.	Richmond.
Gloucester.	Roanoke.
Goochland.	Rockbridge.
Greensville.	Southampton.
Halifax.	Spotsylvania.
Hanover.	Surry.
Henrico.	Sussex.
Henry.	Westmoreland.
Highland.	York.
Isle of Wight.	

NOTE: The responsibility for the counties of King George, Northumberland, and Westmoreland on the Potomac River end at the waters' edge on that river. The office is also responsible for the Atlantic Ocean eastward along applicable parallels of latitude to the in shore Coastal Air Defense Identification Zone boundary.

Twenty-One Counties Covered by the Flight Standards District Office Located at Washington, D.C., in Furnishing Services to the General Aviation Public

VIRGINIA (16)

Arlington.	Madison.
Clarke.	Page.
Culpeper.	Prince William.
Fauquier.	Rappahannock.
Fairfax.	Rockingham.
Frederick.	Shenandoah.
Greene.	Stafford.
Loudoun.	Warren.

MARYLAND (5)

Anne Arundel (South of Route 214).	Prince Georges (South of Route 214).
Calvert.	St. Marys.
Charles.	

NOTE: The responsibility for the counties of Anne Arundel, Calvert, and St. Marys ends at the waters' edge on the Chesapeake Bay. There will be two counties shared with the General Aviation District Office, Baltimore, Md., Anne Arundel and Prince Georges. The dividing line for these two counties will be Route 214, running east and west from the District of Columbia to the Chesapeake Bay. The office will also be responsible for the entire Potomac River to the Chesapeake Bay. There will be no boundary changes with respect to services provided by the office to air carriers. The area serviced continues to include the States of Maryland, the District of Columbia, Virginia, West Virginia (less the counties of Brooke, Hancock, Marshall, and Ohio) and the Atlantic Ocean eastward including the applicable parallels of latitude to the in shore Atlantic Coastal Air Defense Identification Zone boundary.

This information will be reflected in the FAA Organization Statement the next time it is released.

(Sec. 313(a), 72 Stat. 752; 49 U.S.C. 1354)

Issued in New York, N.Y., on August 11, 1967.

OSCAR BAEKE,
Director, Eastern Region.

[F.R. Doc. 67-9997; Filed, Aug. 24, 1967;
8:45 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-102]

UNIVERSITY OF TEXAS

Notice of Issuance of Facility License Amendment

The Atomic Energy Commission ("the Commission") has issued Amendment No. 2, effective as of the date of issuance and in the form set forth below, to Facility License No. R-92. The license authorizes The University of Texas to operate its TRIGA Mark I pool-type nuclear reactor on the campus at Austin, Tex. The amendment authorizes The University to use either the seven (7) curie sealed polonium-beryllium neutron source presently authorized, or a two (2) curie sealed americium-beryllium neutron source for reactor startup as described in The University's application for license amendment dated May 24, 1967.

Within fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER, the applicant may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for hearings and petitions to intervene shall be filed in accordance with the provisions of the Commission's regulations (10 CFR Part 2). If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment, see (1) the licensee's application for license amendment dated May 24, 1967, and (2) a related Safety Evaluation prepared by the Division of Reactor Licensing, both of which are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of item (2) above may be obtained at the Commission's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington, D.C. 20545, Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Md., this 17th day of August 1967.

For the Atomic Energy Commission.

DONALD J. SKOVHOLT,
Assistant Director for Reactor
Operations, Division of Reactor
Licensing.

AMENDMENT TO FACILITY LICENSE

[License No. R-92; Amdt. No. 2]

The Atomic Energy Commission (hereinafter "the Commission") having found that:

a. The application for amendment dated May 24, 1967, complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Chapter 1, CFR;

b. Operation of the reactor in accordance with the license, as amended, will not be inimical to the common defense and security or to the health and safety of the public; and

c. Prior public notice of proposed issuance of this amendment is not required since the amendment does not involve significant hazards considerations different from those previously evaluated;

Facility License No. R-92, as amended, is hereby further amended by revising subparagraph 3.C. in its entirety to read as follows:

"3.C. Pursuant to the Act and Title 10, Chapter 1, CFR, Part 30—'Rules of General Applicability to Licensing of Byproduct Material', to receive, possess and use a 7-curie sealed polonium-beryllium neutron source and a 2-curie sealed americium-beryllium neutron source either of which may be used for reactor startup; and to possess, but not to separate, such byproduct material as may be produced by operation of the reactor."

This amendment is effective as of the date of issuance.

Date of Issuance: August 17, 1967.

For the Atomic Energy Commission.

DONALD J. SKOVHOLT,
Assistant Director for Reactor Oper-
ations, Division of Reactor Licens-
ing.

[F.R. Doc. 67-9991; Filed, Aug. 24, 1967;
8:45 a.m.]

[Docket No. 50-184]

NATIONAL BUREAU OF STANDARDS

Notice of Proposed Issuance of
Provisional Operating License

Please take notice that the Atomic Energy Commission ("the Commission") is considering the issuance of Provisional Operating License No. TR-5, set forth below, which would authorize the National Bureau of Standards (NBS) to possess, use and operate the National Bureau of Standards Reactor (NBSR) at power levels up to 10 megawatts thermal on the NBS site located approximately 1 mile southwest of Gaithersburg in Montgomery County, Md.

Prior to issuance of the provisional operating license, the facility will be inspected by representatives of the Commission to determine whether it has been constructed in accordance with the provisions of Provisional Construction Permit No. CPTR-5 issued April 22, 1963. Upon issuance of the provisional operating license, NBS will be required to execute an indemnity agreement as required by section 170 of the Atomic Energy Act of 1954, as amended, and 10 CFR Part 140 of the Commission's regulations.

Within thirty (30) days from the date of publication of this notice in the FEDERAL REGISTER, the applicant may file a request for a hearing and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with section 2.714 of the Commission's regulations (10 CFR Part 2). If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this proposed provisional operating license, see (1) the application dated February 1, 1961, and amendments thereto dated April 11, 1961, May 12, 1961, August 11, 1961, October 19, 1961, August 2, 1962, January 15, 1963, January 22, 1963, February 12, 1963, February 27, 1963, August 15, 1963, April 30, 1964, February 14, 1966, April 6, 1966, April 7, 1966, October 4, 1966, December 21, 1966, February 6, 1967, July 25, 1967, August 3, 1967, and August 4, 1967, (2) the report of the ACRS dated February 17, 1967, (3) a related safety evaluation prepared by the Division of Reactor Licensing, (4) the Technical Specifications which are incorporated in the proposed license and designated as Appendix A thereto, and (5) the Special Nuclear Materials Transfer Schedule designated as Appendix B to the license, all of which are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. Copies of items (2) and (3) above may be obtained at the Commission's Public Document Room, or upon request addressed to the Atomic Energy Commission, Washington, D.C. 20545, Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Md., this 22d day of August 1967.

For the Atomic Energy Commission.

PETER A. MORRIS,
Director.

Division of Reactor Licensing.

[License No. TR-5]

PROPOSED PROVISIONAL OPERATING LICENSE

The Atomic Energy Commission ("Commission") having found that:

a. The application for provisional operating license (amendments to the license application dated Feb. 14, 1966, Apr. 6, 1966, Apr. 7, 1966, Oct. 4, 1966, Dec. 21, 1966, Feb. 6, 1967, July 25, 1967, Aug. 3, 1967, and Aug. 4, 1967, respectively) complies with the requirements of the Atomic Energy Act of 1954, as amended, (the "Act") and the Commission's regulations set forth in Title 10, Chapter 1, CFR (10 CFR);

b. The facility has been constructed in accordance with the application, as amended, and the provisions of Provisional Construction Permit No. CPTR-5;

c. There are involved features, characteristics and components as to which it is desirable to obtain actual operating experience before the issuance of an operating license for the full term requested in the application;

d. There is reasonable assurance (1) that the facility can be operated at power levels up to a maximum of 10 megawatts thermal in accordance with this license without endangering the health and safety of the public, and (2) that such activities will be conducted in compliance with the rules and regulations of the Commission;

e. The applicant is technically and financially qualified to engage in the activities authorized by this license, in accordance with the rules and regulations of the Commission;

f. The applicant is a Federal Agency and need not furnish proof of financial protection as would otherwise be required by subsection 170a of the Act, and has executed an indemnity agreement as required by section 170 of the Act and 10 CFR Part 140;

g. The issuance of this license will not be inimical to the common defense and security or to the health and safety of the public; Provisional Operating License No. TR-5 is hereby issued to the National Bureau of Standards ("NBS") as follows:

1. This license applies to the National Bureau of Standards high flux, heavy water moderated and cooled tank-type nuclear reactor ("the facility"). The facility is located on the NBS site 1 mile southwest of Gaithersburg in Montgomery County, Md., and is described in the application for license dated February 1, 1961, as amended, ("the application").

2. Subject to the conditions and requirements incorporated herein, the Commission hereby licenses NBS:

A. Pursuant to section 104c of the Act and 10 CFR Part 50, "Licensing of Production and Utilization Facilities", to possess, use and operate the reactor as a utilization facility at the designated location on the NBS site near Gaithersburg in Montgomery County, Md.

B. Pursuant to the Act and 10 CFR Part 70, "Special Nuclear Material", to receive, possess and use up to 57.03 kilograms of contained uranium 235 in connection with operation of the facility.

C. Pursuant to the Act and 10 CFR Part 30, "Rules of General Applicability to Licensing of Byproduct Material", to receive, possess and use a 2-curie americium-beryllium neutron source for reactor startup.

D. Pursuant to the Act and 10 CFR Parts 30 and 70, to possess, but not to separate, such byproduct and special nuclear material as may be produced by operation of the facility.

3. This license shall be deemed to contain and is subject to the conditions specified in the following Commission regulations in 10 CFR Part 20, § 30.34 of Part 30, § 40.41 of Part 40, §§ 50.54 and 50.59 of Part 50, and § 70.32 of Part 70, and is subject to all applicable provisions of the Act, and to the rules, regulations and orders of the Commission, now or hereafter in effect; and is subject to the additional conditions specified below:

A. *Maximum power level.* NBS is authorized to operate the facility at steady state power levels up to a maximum of 10 megawatts thermal.

B. *Technical Specifications.* The Technical Specifications contained in Appendix A¹ attached hereto, are hereby incorporated in this license. The licensee shall operate the facility in accordance with the Technical Specifications and may make changes therein only when authorized by the Commission in accordance with the provisions of section 50.59 of 10 CFR Part 50.

C. Prior to initiation of the following activities, NBS shall obtain written Commission authorization concerning:

(1) Initiation of experiments involving the possibility of large chemical energy releases.

(2) Installation or application of cryogenic equipment or techniques in the reactor facility.

D. *Reports.* In addition to reports otherwise required under this license and applicable regulations:

(1) NBS shall inform the Commission of any incident or condition relating to the operation of the facility which prevented or could have prevented a nuclear system from performing its safety functions as described in the Technical Specifications. For each such occurrence, NBS shall promptly notify by telephone the Director of the appropriate Atomic Energy Commission Regional Compliance Office listed in Appendix D of 10 CFR Part 20 and shall submit within ten (10) days a report in writing to the Director, Division of Reactor Licensing ("Director, DRL") with a copy to the Division of Compliance.

(2) NBS shall report to the Director, DRL, in writing within thirty (30) days of its observed occurrence any substantial variance disclosed by operation of the facility from performance specifications contained in the Safety Analysis Report or the Technical Specifications.

(3) NBS shall report to the Director, DRL, in writing within thirty (30) days of its occurrence any significant changes in transient or accident analysis as described in the Safety Analysis Report.

(4) As soon as possible after the completion of 6 months of operation of the facility (calculated from the date of initial criticality), NBS shall begin submitting reports in writing in accordance with the requirements of the Technical Specifications.

E. *Records.* (1) NBS shall keep facility operating records in accordance with the requirements of the Technical Specifications.

4. Pursuant to § 50.60, Title 10, Chapter 1, CFR, Part 50, the Commission has allocated to NBS for use in the operation of the reactor 57.03 kilograms of uranium 235 contained in uranium in the isotopic ratios specified in the NBS application. Estimated schedules of special nuclear material transfers to the NBS and returns to the Commission are contained in Appendix B² which is attached hereto. Transfers by the Commission to NBS in accordance with column (2) in Appendix B will be conditioned upon the return to the Commission of material

¹ These items were not filed with the Office of the Federal Register, but are available for inspection in the Public Document Room of the Atomic Energy Commission.

substantially in accordance with column (3) of Appendix B.

5. This license is effective as of the date of issuance and shall expire eighteen (18) months from said date, unless extended for good cause shown, or upon the earlier issuance of a superseding operating license.

For the Atomic Energy Commission.

Date of Issuance:

PETER A. MORRIS,
Director,
Division of Reactor Licensing.

[F.R. Doc. 67-10060; Filed, Aug. 24, 1967;
8:49 a.m.]

CIVIL AERONAUTICS BOARD

[Docket 18851; Order No. E-25565]

BUKER AIRWAYS, INC.

Order To Show Cause

AUGUST 21, 1967.

By petition, filed on July 31, 1967, Buker Airways, Inc., requests the Board to establish a final service mail rate of 55 cents per mile for the transportation of mail by aircraft between Portland, Maine, and Albany, N.Y.

Petitioner is a corporation organized under the laws of the State of New Hampshire and is currently engaged in business as an air taxi under Part 298 of the Board's Economic Regulations. Its usual place of business is Hartness Airport, North Springfield, Vt. Petitioner provides service with several types of aircraft including the Twin Beech aircraft which will be used for the proposed service. It believes the rate proposed constitutes a fair and reasonable final service mail rate for the services to be performed. Buker attached to its petition a letter from the Post Office Department. In it, the Department stated that the rate proposed by Buker is acceptable to the Post Office.

Under the circumstances, the Board finds it in the public interest to fix and determine the fair and reasonable rates of compensation to be paid to Buker Airways, Inc., by the Postmaster General for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, between the aforesaid points. Upon consideration of the petition and other matters officially noticed, the Board proposes to issue an order¹ to include the following findings and conclusions:

1. That the fair and reasonable final service mail rate to be paid to Buker Airways, Inc., pursuant to section 406 of the Act for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith between Portland, Maine, and

¹As this order to show cause does not constitute a final action and merely affords interested persons an opportunity to be heard on the matters herein proposed, it is not regarded as subject to the review provisions of Part 385 (14 CFR, Part 385). The provisions of that part dealing with petitions for Board review will be applicable to any final action which may be taken by the staff in this matter under authority delegated in § 385.14(g).

Albany, N.Y., shall be 55 cents per great circle mile;

2. The final service mail rate here fixed and determined is to be paid in its entirety by the Postmaster General.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 406 thereof, and regulations promulgated in 14 CFR Part 302 and 14 CFR Part 385(f),

It is ordered, That:

1. All interested persons and particularly Buker Airways, Inc., and the Postmaster General are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine, and publish the final rate specified above as the fair and reasonable rate of compensation to be paid to Buker Airways, Inc., for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith as specified above;

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

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

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

5. This order shall be served upon Buker Airways, Inc., and the Postmaster General.

This order will be published in the FEDERAL REGISTER.

[SEAL]

MABEL McCART,
Acting Secretary.

[F.R. Doc. 67-10079; Filed, Aug. 24, 1967;
10:05 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 17670-17672; FCC 67-972]

DURHAM-RALEIGH TELECASTERS, INC., ET AL.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Durham-Raleigh Telecasters, Inc., Durham, N.C., Docket

No. 17670, File No. BPCT-3882; Triangle Telecasters, Inc., Durham, N.C., Docket No. 17671, File No. BPCT-3883; WTVY, Inc., Durham, N.C., Docket No. 17672, File No. BPCT-3885; for construction permit for new television broadcast station.

1. The Commission has before it for consideration the above-captioned applications, each requesting a construction permit for a new television broadcast station to operate on Channel 28, Durham, N.C.

2. With respect to the issues set forth below the following considerations are pertinent:

1. Based on the information contained in the application of Triangle Telecasters, Inc., cash in the amount of \$643,566 will be needed for the construction and first-year operation of the proposed station, consisting of down payment on equipment—\$138,600; first-year payments on equipment including interest \$77,616; building—\$25,000; miscellaneous expenses—\$46,000; first-year payments on bank loan including interest—\$76,350; first-year cost of operation—\$280,000.

2. To meet the cash requirements, the applicant relies upon the availability of \$13,856 in existing capital, \$140,348 in stock subscription agreements, \$243,856 in loans from three stockholders, Robinson O. Everett, Katherine R. Everett, and R. O. Everett and a \$300,000 bank loan. The applicant has established the availability of \$4,500 in existing capital, \$92,144 in stock subscriptions and \$243,856 in loans, for a total of \$340,500. However, the applicant has failed to demonstrate that John D. Johnston, Jr., John H. Wheeler, Roland McClamrock, Emanuel J. Evans, and Dr. Wirt W. Smith have available liquid and current assets (as defined in sec. III, par. 4(d), FCC Form 301) in excess of current liabilities in sufficient amount for each stock subscriber to meet his respective commitment to the applicant. These stock subscribers have either failed to furnish balance sheets or they have submitted balance sheets which do not reflect their ability to meet their commitments. In addition, the proposed bank loan of \$300,000 from Branch Banking and Trust Co. does not comply with the requirements of section III, paragraph 4(h), in that the loan provides that certain conditions and requirements are to be drawn in the future "to our mutual satisfaction". Accordingly, financial issues have been specified.

3. There appears to be a significant disparity in the proposed Grade B contours of the applications. In accordance with the Commission's policy, evidence with respect to which of the proposals would represent a more efficient use of the frequency may be adduced under the comparative issue.¹

4. The transmitters proposed by Triangle Telecasters, Inc., and Durham-Raleigh Telecasters, Inc., have not been type accepted by the Commission. Accordingly, in the event of a grant of the

¹Harriscop, Inc., FCC 65-1165, 2 FCC 2d 223.

application of Triangle Telecasters, Inc., or Durham-Raleigh Telecasters, Inc., the grant shall be made subject to the condition that, prior to licensing, the permittee shall submit acceptable data for type acceptance of the proposed transmitter in accordance with § 73.640 of the Commission's rules.

5. Durham-Raleigh Telecasters, Inc., WTVY, Inc., are qualified to construct, own and operate the proposed new television broadcast station and, except as indicated by the issues set forth below, Triangle Telecasters, Inc., is qualified to construct, own and operate the proposed new television broadcast station. The applications are, however, mutually exclusive in that operation by the applicants as proposed would result in mutually destructive interference. The Commission is, therefore, unable to make the statutory finding that a grant of the applications would serve the public interest, convenience and necessity, and is of the opinion that they must be designated for hearing in a consolidated proceeding on the issues set forth below.

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned applications of Durham-Raleigh Telecasters, Inc., Triangle Telecasters, Inc., and WTVY, Inc., are designated for hearing in a consolidated proceeding at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine with respect to the application of Triangle Telecasters, Inc.:

(a) Whether John D. Johnston, Jr., John H. Wheeler, Roland McClamrock, Emanuel J. Evans, and Dr. Wirt W. Smith have liquid and current assets (as defined in sec. III, par. 4(d), FCC Form 301) in excess of current liabilities in sufficient amounts to meet their respective commitments to the applicant.

(b) The terms, condition and security, if any, required in connection with the proposed loan of \$300,000 from the Branch Banking and Trust Co., Raleigh, N.C.

(c) Whether, in light of the evidence adduced pursuant to the foregoing, Triangle Telecasters, Inc., is financially qualified.

2. To determine which of the proposals would best serve the public interest.

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

It is further ordered, That, in the event of a grant of the applications of Durham-Raleigh Telecasters, Inc., or Triangle Telecasters, Inc., the application shall be granted subject to the condition that, prior to licensing, the permittee shall submit acceptable data for type-acceptance of its proposed transmitter in accordance with the requirements of § 73.640 of the Commission's rules.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants herein, pursuant to § 1.221(c) of the Commission's rules,

in person or by attorney, shall within 20 days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

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

Adopted: August 16, 1967.

Released: August 22, 1967.

FEDERAL COMMUNICATIONS
COMMISSION,²

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 61-10026; Filed, Aug. 24, 1967;
8:48 a.m.]

[Docket Nos. 17648, 17649; FCC 67M-1412]

EL CAMINO BROADCASTING CORP.
AND SOUTH COAST BROADCASTING CO.

Order Scheduling Hearing

in re applications of El Camino Broadcasting Corp., San Clemente, Calif., Docket No. 17648, File No. BPH-5566; Leon Hyzen, Charles W. Jobbins, and Leon F. Westendorf, doing business as South Coast Broadcasting Co., San Clemente, Calif., Docket No. 17649, File No. BPH-5756; for construction permits.

It is ordered, That Basil P. Cooper shall serve as Presiding Officer in the above-entitled proceeding; that the hearings therein shall be convened on November 20, 1967, at 10 a.m.; and that a pre-hearing conference shall be held on October 6, 1967, commencing at 9 a.m.; *And, it is further ordered*, That all proceedings shall take place in the offices of the Commission, Washington, D.C.

Issued: August 18, 1967.

Released: August 21, 1967.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 67-10027; Filed, Aug. 24, 1967;
8:48 a.m.]

[Docket Nos. 17624, 17625; FCC 67M-1414]

FRED KAYSBIER AND SIERRA BLANCA
BROADCASTING CO. (KRRR)

Order Canceling Hearing

In re applications of Fred Kaysbier, Alamogordo, N. Mex., Docket No. 17624,

² Commissioners Wadsworth and Johnson absent.

File No. BP-16965; Edward D. Hyman, trading as Sierra Blanca Broadcasting Co. (KRRR), Ruidoso, N. Mex., Docket No. 17625, File No. BP-17487; for construction permits.

It is ordered, That the order of the Chief Hearing Examiner released August 11, 1967 (FCC 67M-1372), designating a Presiding Officer and a time and place for hearing in the above-entitled proceeding, is hereby rescinded.

Issued: August 18, 1967.

Released: August 21, 1967.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 67-10028; Filed, Aug. 24, 1967;
8:48 a.m.]

[Docket Nos. 17178-17180; FCC 67M-1413]

LAWRENCE COUNTY BROADCASTING
CORP. ET AL.

Order Re Procedural Dates

In re applications of Lawrence County Broadcasting Corp., New Castle, Pa., Docket No. 17178, File No. BP-16602; Brownsville Radio, Inc., Brownsville, Pa., Docket No. 17179; File No. BP-16648; Shawnee Broadcasting Co., Allquippa, Pa., Docket No. 17180, File No. BP-16880; for construction permits.

The Hearing Examiner having under consideration the letter of the three applicants in the above-entitled proceeding dated August 16, 1967, requesting that the procedural dates heretofore established be continued for a period of 60 days;

It appearing, that on June 12, 1967, there was filed with the Review Board a "Joint Request for Approval of Agreement" looking toward removal of the conflict, which was supplemented by the parties on August 4, 1967; and

It further appearing, that no useful purpose would be served by further action in this proceeding until the Review Board has acted upon said request for approval of agreement; and

It further appearing, that the Broadcast Bureau has no objection to a grant of this request, and that good cause has been shown therefor;

It is ordered, That the aforesaid request is granted, and that the following dates shall govern future proceedings in this case:

Preliminary exchange of engineering exhibits presently scheduled for August 14, 1967, is continued to October 16, 1967;

Final exchange of engineering and 307(b) exhibits presently scheduled for August 21, 1967, is continued to October 23, 1967;

Exchange of rebuttal exhibits presently scheduled for August 28, 1967, is continued to October 30, 1967;

Notification of witnesses presently scheduled for August 30, 1967, is continued to November 1, 1967; and

Hearing presently scheduled for September 19, 1967, is continued to November 21, 1967.

Issued: August 18, 1967.

Adopted: August 21, 1967.

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

[P.R. Doc. 67-10029; Filed, Aug. 24, 1967;
8:48 a.m.]

[Docket No. 17510 etc.; FCC 67-691]

**POTOMAC VALLEY TELEVISION
CORP. ET AL.**

**Designating Applications for Con-
solidated Hearing on Stated Issues**

In re applications of Potomac Valley Telecasting Corp., Irons Mountain, Md., for modification of license of Station KGO 30 to provide for carriage of FM signals, Docket No. 17510, File No. 5908-C1-ML-65; Potomac Valley Telecasting Corp., Mt. Cacapon, W. Va., for modification of license of Station KQX 32 to provide for carriage of FM signals, Docket No. 17511, File No. 5909-C1-ML-65; Potomac Valley Telecasting Corp., Mt. Cacapon, W. Va., for renewal of License of Station KQX 32, Docket No. 17512, File No. 1066-C1-R-66; Potomac Valley Telecasting Corp., Irons Mountain, Md., for renewal of License of Station of KGO 30, Docket No. 17513, File No. 2633-C1-R-66; and Potomac Valley TV Co., Inc., Cumberland and LaVale, Md.; Ridgeley, Wiley Ford and Fort Ashby, W. Va., Docket No. 17514; Upper Potomac Television Co., Inc., Piedmont, W. Va.; Westport, Md., Docket No. 17515; Frostburg Cable Television, Inc., Frostburg, Md., Docket No. 17516; Keyser Television Co., Inc., Keyser, W. Va., Docket No. 17531; Jackson Television Co., Inc., Lonaconing and Midland, Md., Docket No. 17532; requests for waiver of § 21.712 of the Commission's rules; and notifications given pursuant to § 74.1105 of the Commission's rules.

1. We here consider several requests, applications, petitions and notifications filed by (a) Potomac Valley Telecasting Corp. (hereafter Potomac Valley), a common carrier operating at the northern border between Maryland and West Virginia; and by (b) the five captioned CATV systems in Maryland and West Virginia which receive television signals from Potomac Valley's microwave relay stations. The basic question is whether the CATV operators will be required to provide carriage and program exclusivity for four television broadcast stations (WSVA-TV, WJAC-TV, WTAE-TV, and WFBG-TV), which claim rights under § 21.712 of the Commission's rules. The petitioners raise, in the main, one defense: that the television stations do not place signals of Grade B field strength over their communities.¹

¹ On Feb. 27, 1967, Potomac Valley filed an application (3761-C1-P-67) to replace cable with microwave relay from KGO-30 to Cumberland. This application is not here involved.

2. In a letter filed October 26, 1965, Potomac Valley first alleged lack of service from the television stations, while admitting they place predicted Grade B contours over the communities. Potomac Valley requested a waiver of § 21.712 of the rules, and asked that authorizations for Stations KGO 30 and KQX 32 be reissued without a condition requiring compliance with that provision. Potomac Valley's renewal applications (1066 and 2633-C1-R-66) were amended to request that the Commission determine § 21.712 inapplicable to Potomac Valley's affiliated CATV system in Cumberland, Md. Also, three of the carrier's other CATV customers (Upper Potomac Television Co., Inc., Frostburg Cable Television, Inc. and Keyser Television Co., Inc.) filed requests for waiver of § 21.712, as amendments to the renewal applications. Signal measurements were included with these petitions, and more detailed engineering studies were later submitted. After the Commission issued the Second Report and Order, the five CATV customers petitioned for waiver of amended Section 21.712, on the ground that the engineering data demonstrated that their areas are not within the measured (as opposed to predicted) Grade B contours of any of the requesting stations.²

3. The CATV systems involved are:
(a) Potomac Valley TV Co., Inc. (hereafter Potomac Valley TV), with 16,963 subscribers in Cumberland and La Vale, Md., and Ridgeley, Wiley Ford, and Fort Ashby, W. Va., who are provided the following television signals: (off the air) WFBG-TV (ABC, CBS), Altoona, Pa.; WSVA-TV (CBS, ABC), Harrisonburg, Va.; WJAC-TV (NBC), Johnstown, Pa. (via microwave) WRC-TV (NBC), WTTG-TV (Ind.), WMAL-TV (ABC), WTOP-TV (CBS), WETA-TV (Educ.), and WDCA-TV (Ind.) all from Washington, D.C.; WBAL-TV (NBC), WJZ-TV (ABC), and WMAR-TV (CBS) all from Baltimore, Md.; and WGAL-TV (NBC) Lancaster, Pa. The systems lie within the predicted Grade B contours of WSVA-TV, WJAC-TV, WTAE-TV, Pittsburgh, Pa. (not carried), and WFBG-TV.³

(b) Upper Potomac Television Co., Inc., with 1,987 subscribers in Piedmont, W. Va., and Westport, Md., receives via microwave all of Potomac Valley's signals. The systems lie within the predicted Grade B contours of WSVA-TV, WJAC-TV and WTAE-TV.

(c) Frostburg Cable Television, Inc., with 1,574 subscribers in Frostburg, Md., receives via microwave all of Potomac Valley's signals. The CATV system lies within the predicted Grade B contours of WJAC-TV and WTAE-TV.

(d) Keyser Television Co., Inc., with 3,001 subscribers in Keyser, W. Va., provides off-the-air and microwave service identical to Potomac Valley. The CATV system lies within the predicted Grade B contours of WSVA-TV and WJAC-TV.

² See footnote 40, Second Report and Order.
³ Although reference was made to predicted Grade B coverage by KDKA-TV, Pittsburgh, Pa., Commission files indicate that station's predicted Grade B contour does not cover any CATV communities involved here.

(e) Jackson Television Co., Inc., with 1,037 subscribers in Lonaconing and Midland, Md., provides off-the-air and microwave service identical to Potomac Valley. The CATV systems lie within the predicted Grade B contours of WJAC-TV and WTAE-TV.

All of the above systems carry full time the signals of WRC-TV, WTTG-TV, WMAL-TV, WTOP-TV, and WETA-TV. When WETA-TV is not broadcasting, the signals of the remaining stations, including all those requesting § 21.712 rights except WTAE-TV, are carried on an alternating basis. Responsive pleadings have been filed to the CATV operators' various petitions by WJAC, Inc., licensee of WJAC-TV; The Hearst Corp., licensee of WTAE-TV; Gilmore Broadcasting Corp. of Virginia, licensee of WSVA-TV; and Triangle Publications, Inc., licensee of WFBG-TV, opposing the request of each system within the licensees' stations' predicted Grade B contours.

4. Petitioners have advanced the following arguments: That full carriage and program exclusivity protection for the requesting stations will force CATV operators, to their economic detriment, to remove a high percentage of currently carried stations; that viewers' habits will be disrupted; that subscribers' interests are more closely identified with Washington than the areas where requesting stations broadcast; that the absence of Grade B service to communities obviates any competitive threat from CATV importation of distant signals; that the Commission should stay the effect of its rules until a final determination of United Artists Television, Inc., v. Fortnightly Corp., 255 F. Supp. 177, appeal pending before the U.S. Court of Appeals for the Second Circuit (Docket No. 30767); that a broadcaster may not demand carriage while simultaneously reserving any rights it may have to programs; and that any material issue of fact arising in the microwave renewal matter should be set for evidentiary hearing with all petitioners made a party.

5. Briefly, the engineering data submitted by petitioners follows four approaches: (a) The shadowing effect of mountainous terrain indicates that if measurements were taken along radials between station sites and CATV communities, measured Grade B contours would "fall short" of predicted contours; (b) profile graphs of terrain along the radials demonstrates line-of-sight signals are impossible to receive; (c) calculation of contours under propagation curves proposed in Docket No. 16004 would "shrink" predicted Grade B contours. WTAE-TV, WSVA-TV, and WFBG-TV would encompass none of the communities involved; WJAC-TV would no longer place a predicted Grade B contour over Frostburg; and (d) field intensity readings of all stations reveal but two Grade B strength signal measurements—both from WJAC-TV at two sites in Frostburg—out of a total of 95 measurement locations.

6. As to the arguments in paragraph 4 above, no factual showing has been made to support the alleged potential

economic injury or community of interest. Nor is either argument pertinent to the issue of carriage and program exclusivity rights under § 21.712. The petitioners have elected to carry distant signals and, under our rules and their underlying rationale, they therefore have the responsibility for providing the required program exclusivity, absent a showing of unusual or extraordinary circumstances justifying some other course—no such showing has been made here. When it adopted the Second Report and Order, the Commission considered the problem of disruption of viewing habits, but concluded that carriage of local stations and same-day program exclusivity constituted an adequate compromise between the competing interests. Petitioners have not persuaded us of any reason to depart from this policy. We held in reconsideration of the Second Report and Order, FCC 67-34, that it would be manifestly unfair to require a CATV operator to carry the signals of a station demanding such rights while simultaneously threatening copyright liability. Thus, except for the question of whether the communities are within measured Grade B contours, there is no reason to grant the requested relief.

7. The engineering showing referred to in paragraph 5 (a), (b), and (c) above is inconclusive, but we believe that the field strength measurements, 5(d), raise a substantial and material question of fact. We stated in the Second Report and Order, " * * * carriage will not be required where a sufficient showing is made that a predicted signal is not in fact present in the community * * *." None of the broadcasters here has supplied rebuttal engineering data, except WFBG-TV. Its May 18, 1966, opposition to the Potomac Valley TV waiver request contains an engineer's affidavit that cluster measurements made at the Cumberland head-end site revealed above-Grade B signals.⁵ WTAE-TV and WJAC-TV have submitted engineers' statements criticizing Potomac Valley TV's exhibits, but neither has conducted its own studies. We are, however, unable to reach a conclusion based on the materials submitted by the parties and a hearing will be required. Therefore, we will deny Potomac Valley's request for unconditional reissuance of its present authorization, but, pending the outcome of the hearing, the petitioners are authorized to continue their present mode of operation.

8. One further matter remains: On May 3, 1966, Potomac Valley TV sent notifications to WTAE-TV, WJAC-TV, and WFBG-TV of its intention to commence carriage of WDCA-TV, Washington, D.C., on June 3, 1966, via microwave on the Cumberland CATV system. By letters dated March 1, 1967, similar notifications were sent by Frostburg, Upper Potomac, Keyser, and Jackson to WTAE-

TV, WJAC-TV, WFBG-TV, and WSVA-TV. Allegedly, due to oversight, Potomac Valley TV did not send a notification to WSVA-TV in May 1966, and this matter was also covered by the March 1967 notification. WJAC-TV contends that Jackson, Frostburg, Upper Potomac, and Keyser failed properly to comply with § 74.1105 of the Commission's rules and that the addition of WDCA-TV's signal to the CATV systems violated § 74.1105. We agree, and will order hearing on the issue of compliance with § 74.1105, contingent upon a determination of actual service by the requesting stations in the areas involved. We do not believe, however, that the situation will be improved by forcing cessation of WDCA-TV carriage at this time. We will, therefore, permit the CATV systems to continue carriage pending resolution of the factual issue of actual service.

9. In view of the foregoing, except as indicated by the issues specified below, Potomac Valley Telecasting Corp. is legally, technically, financially and otherwise qualified to operate as proposed. However, the Commission is unable to make the statutory finding that grant of these applications and waiver petitions 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 the October 26, 1965, request of Potomac Valley Telecasting Corp., for reissuance of modified licenses (File Nos. 5908/5909-C1-ML-65) for Stations KQX 32 and KGO 30, without imposition of a condition subjecting them to the provisions of § 21.712 of the Commission's rules is denied.

It is further ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, and § 21.712 of the rules, the above-captioned renewal applications and applications for modification of licenses and petitions of Potomac Valley Telecasting Corp., Potomac Valley TV Co., Inc., Upper Potomac Television Co., Inc., Frostburg Cable Television, Inc., Keyser Television Co., Inc., and Jackson Television Co., Inc., are designated for consolidated hearing at a time and place to be specified in a subsequent order upon the following issues:

1. To determine whether Stations WJAC-TV, WTAE-TV, WSVA-TV or WFBG-TV place measured Grade B contours within the meaning of § 21.712 of the rules, over the CATV communities of Cumberland, La Vale, Westernport, Frostburg, Lonaconing, and Midland, Md.; and Ridgeley, Wiley Ford, Fort Ashby, Piedmont, and Keyser, W. Va.

2. Contingent on a finding of measured Grade B contours from all or any of the stations specified in Issue 1 above, to determine whether Potomac Valley TV Co., Inc., Upper Potomac Television Co., Inc., Frostburg Cable Television, Inc., Keyser Television Co., Inc., and/or Jackson Television Co., Inc., have complied with the notification requirements of § 74.1105 of the Commission's rules with respect to carriage of WDCA-TV's signal.

3. In light of the evidence adduced pursuant to the foregoing issues, to determine upon what conditions the above-captioned renewal applications and applications for modification of licenses should be granted.

Potomac Valley Telecasting Corp., Potomac Valley TV Co., Inc., Upper Potomac Television Co., Inc., Frostburg Cable Television, Inc., Keyser Television Co., Inc., and Jackson Television Co., Inc., WJAC, Inc., The Hearst Corp., Gilmore Broadcasting Corp. of Virginia, and Triangle Publications, Inc., are made parties to this proceeding, and, to participate, must comply with the applicable provisions of § 1.221 of the Commission's rules. The burden of proceeding with the introduction of evidence and the burden of proof with respect to all issues is upon the petitioning common carrier and CATV system operators.

Adopted: June 14, 1967.

Released: August 22, 1967.

FEDERAL COMMUNICATIONS
COMMISSION,⁶

[SEAL] BEN F. WAPLE,
Secretary.

[P.R. Doc. 67-10030; Filed, Aug. 24, 1967;
8:48 a.m.]

FEDERAL MARITIME COMMISSION

BOOTH STEAMSHIP CO., LTD., AND LAMPART & HOLT 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 office 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. P. Hancock, President, Booth American Shipping Corp., 17 Battery Place, New York, N.Y. 10004

⁵ Commissioner Bartley concurring in part and dissenting in part and issuing a statement; Commissioner Cox dissenting and issuing a statement; Commissioner Loevinger concurring in the result; Commissioner Wadsworth absent. Statements filed as part of the original document.

⁵ See footnote 2, supra.

⁶ Whether or not a community receives Grade B signals is not, however, determined by signal strength at the CATV head-end site. See Frank K. Spain, doing business as Microwave Service Co., 2 FCC 2d 905.

Agreement 8215-2 between the Booth Steamship Co., Ltd., and Lamport & Holt Line, Ltd., modifies the basic agreement, as amended, by (1) deleting the words "British, French and Netherlands Guianas" after "Barbados" in Article I and substituting "Guyana, French Guiana and Surinam" in lieu thereof, and adding Brazilian and River Amazon Ports, and (2) altering the name of "Booth Lamport West Indies Service" to "Booth Lamport Joint Service."

Dated: August 22, 1967.

By Order of the Federal Maritime Commission.

FRANCIS C. HURNEY,
Assistant Secretary.

[F.R. Doc. 67-10011: Filed, Aug. 24, 1967;
8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 1098]

MOTOR CARRIER, BROKER, WATER CARRIER, AND FREIGHT FOR- WARDER APPLICATIONS

AUGUST 18, 1967.

The following applications are governed by Special Rule 1.247¹ of the Commission's general rules of practice (49 CFR, as amended), published in the FEDERAL REGISTER issue of April 20, 1966, effective May 20, 1966. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 1.247(d)(3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and one copy of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of

§ 1.247(d)(4) of the special rule, and shall include the certification required therein.

Section 1.247(f) of the Commission's rules of practice further provides that each applicant shall, if protests to its application have been filed, and within 60 days of the date of this publication, notify the Commission in writing (1) that it is ready to proceed and prosecute the application, or (2) that it wishes to withdraw the application, failure in which the application will be dismissed by the Commission.

Further processing steps (whether modified procedure, oral hearing, or other procedures) will be determined generally in accordance with the Commission's General Policy Statement Concerning Motor Carrier Licensing Procedures, published in the FEDERAL REGISTER issue of May 3, 1966. This assignment will be by Commission order which will be served on each party of record.

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

No. MC 629 (Sub-No. 26), filed August 7, 1967. Applicant: HELM'S EXPRESS, INC., Post Office Box 268, Pittsburgh, Pa. 15230. Applicant's representative: John A. Vuono, 2310 Grant Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Kebert Park, Greenwood Township, Crawford County, Pa., in connection with applicant's presently authorized regular route operations. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Harrisburg, Pa.

No. MC 730 (Sub-No. 287), filed August 7, 1967. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, Oakland, Calif. 94046. Applicant's representative: Alfred G. Krebs (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those which require armored vehicles or armed guards, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving the plant site of Westinghouse Electric Corp. at or near Sykesville, Md., as an off-route point in connection with carrier's authorized regular route operations to and from Baltimore, Md. **NOTE:** Applicant states that no duplicating authority is being sought. If a hearing is deemed nec-

essary, applicant requests it be held at Baltimore, Md., or Washington, D.C.

No. MC 730 (Sub-No. 288), filed August 7, 1967. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, Oakland, Calif. 94046. Applicant's representative: Alfred G. Krebs (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those which require armored vehicles or armed guards, classes A and B explosives, household goods as defined by the Commission, livestock, and commodities in bulk, between Chicago, Ill., and St. Paul, Minn., from Chicago over Interstate Highway 55 to junction Interstate Highway 294, thence over Interstate Highway 294 to junction Interstate Highway 90, thence over Interstate Highway 90 to Madison, Wis., thence over Interstate Highways 90 and 94 to junction U.S. Highway 12 (Interstate Highway 94) at or near North Tomah, Wis., thence over U.S. Highway 12 (Interstate Highway 94) to Eau Claire, Wis., and thence over Interstate Highway 94 to St. Paul, and return over the same route, as an alternate route for operating convenience only, in connection with carrier's authorized regular route, serving no intermediate points. **NOTE:** Applicant states that no duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or St. Paul, Minn.

No. MC 989 (Sub-No. 14), filed July 27, 1967. Applicant: IDEAL TRUCK LINES, INC., 912 North State, Norton, Kans. Applicant's representative: John E. Janders, 841 Harrison Street, Topeka, Kans. 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities requiring special equipment, and those injurious or contaminating to other lading, serving points in Norton, Decatur, Rawlins, Cheyenne, Sherman, and Thomas Counties, Kans., as off-route points in connection with carrier's authorized regular route operations. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Hays, Topeka, Kans., or Kansas City, Mo.

No. MC 1872 (Sub-No. 66), filed July 31, 1967. Applicant: ASHWORTH TRANSFER, INC., 1526 South 600 West, Salt Lake City, Utah 84104. Applicant's representative: Keith E. Taylor, 520 Kearns Building, Salt Lake City, Utah 84101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as require special handling or special equipment by reason of size or weight, and *commodities* which do not require special handling or the use of special equipment, when moving in the same shipment on the same bill of lading and for the same consignee as commodities which because of size or weight require special handling or the use of special equipment, between points in Colo-

¹ Copies of Special Rule 1.247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423.

rado and New Mexico. **NOTE:** Applicant states it now holds authority to transport commodities which because of size or weight require special equipment between points in Colorado and New Mexico providing its Utah gateway is utilized. Tackling would occur with its authority in portions of its certificate MC 1872 and its Sub 55, thereunder wherein it conducts operations in the States of Arizona, Montana, Nevada, Colorado, Idaho, Wyoming, New Mexico, Nebraska, Kansas, Missouri, and South Dakota. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo., Albuquerque, N. Mex., or Salt Lake City, Utah.

No. MC 2593 (Sub-No. 16), filed August 7, 1967. Applicant: BAUMANN BROS. TRANSPORTATION, INC., 2937 North 27th Street, Post Office Box 1524, Lincoln, Nebr. 68501. Applicant's representative: S. M. Norris (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Junk, scrap material, and ferrous and non-ferrous articles*, between points in Nebraska, on the one hand, and, on the other, points in the United States (except Alaska and Hawaii). **NOTE:** Applicant states no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr., or Washington, D.C.

No. MC 3560 (Sub-No. 30), filed August 10, 1967. Applicant: GENERAL EXPRESSWAYS, INC., 1205 South Platte River Drive, Denver, Colo. 80223. Applicant's representative: Kenneth A. Willhite (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Gate 12, Pennsylvania Turnpike and Baltimore, Md., from Gate 12, Pennsylvania, Turnpike near Breezewood, Pa., over Interstate Highways 70 and 70N to Baltimore, Md., and return over the same route, serving no intermediate points, as an alternate route for operating convenience only. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo., or Philadelphia, Pa.

No. MC 4906 (Sub-No. 3), filed July 10, 1967. Applicant: D. W. RAMSAY MOTOR FREIGHT, INC., 313 South F Street, Aberdeen, Wash. Applicant's representative: George H. Hart, 1100 IBM Building, Seattle, Wash. 98101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Household goods, heavy machinery, and building materials* (excluding cement in bulk, in tank vehicles), between points in Washington; (2) *agricultural commodities*, unmanufactured or unprocessed, between points in Washington west of the summit of the Cascade Mountain Range; (3) *General commodities* (except those of unusual value, classes A and B explosives, commodities in bulk, and those requir-

ing special equipment), between points in Skamania, Clark, Cowlitz, Wahkila-kum, Pacific, Lewis, Grays Harbor, Thurston, and Pierce Counties, Wash., and those portions of Kitsap and King Counties lying south of a line drawn east and west through the northern city limits of the city of Seattle, Wash.; and (4) *fruit and vegetables*, between Yakima, Wenatchee, Prosser, Wapato, Seattle, Tacoma, Raymond, and Hoquiam, Wash. Regular route: *General commodities* (except those of unusual value, classes A and B explosives, commodities in bulk, and those requiring special equipment), between Seattle and Vancouver, Wash., over Interstate Highway 5 and U.S. Highway 99, serving all intermediate points and the off-route points of Longview, Shelton, Sumner, Putallup, Auburn, Kent, Renton, Bellevue, Snoqualmie Falls, and Bremerton, Wash. **NOTE:** By the instant application, applicant seeks to convert its certificate of registration No. MC 4906 (Sub-No. 1) to a Certificate of Public Convenience and Necessity, and it is not applicant's intent to broaden the scope of authority presently held in said certificate. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 5470 (Sub-No. 28), filed August 11, 1967. Applicant: ERSKINE & SONS, INC., Rural Delivery No. 5, Mercer, Pa. 16137. Applicant's representative: Theodore Polydoroff, Munsey Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ferro-alloys*, in bulk, in dump vehicles, from Detroit, Mich., to Portsmouth, Ohio. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa., or Washington, D.C.

No. MC 9104 (Sub-No. 2), filed August 10, 1967. Applicant: JOSEPH P. WEINER and DALE E. WEINER, a partnership, doing business as WEINER BROTHERS TRUCK LINE, 520 Bridge, Humboldt, Kans. 66748. Applicant's representative: Clyde N. Christey, 641 Harrison Street, Topeka, Kans. 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal, metal products, metal fabrications, refractory materials, metal and refractory parts and accessories used in the manufacture of fired heaters*, between a 5-mile radius of Chanute, Kans., on the one hand, and, on the other, points in Oklahoma and Missouri. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Wichita or Topeka, Kans.

No. MC 11207 (Sub-No. 265), filed August 7, 1967. Applicant: DEATON, INC., 3409 10th Avenue North, Birmingham, Ala. 35234. Applicant's representative: A. Alvis Layne, Pennsylvania Building, Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Composition boards* (including wallboard, insulation board, fibreboard, pulpboard, ceiling tile), and *parts, materials and accessories incidental to the installation thereof*, from the

plantsite of the Flintkote Co., Meridian, Miss., to points in Alabama (except Birmingham and points within 65 miles thereof), Georgia (except Atlanta and its commercial zone), Florida, North Carolina, South Carolina, and Virginia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Birmingham, Ala.

No. MC 13282 (Sub-No. 1), filed July 24, 1967. Applicant: O. H. FRISBIE MOVING & STORAGE CO., a corporation, 12811 Schaefer Road, Detroit, Mich. 48227. Applicant's representative: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich. 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, between Detroit, Mich., and points within the commercial zone thereof, on the one hand, and, on the other, points in Michigan within 50 miles thereof, restricted to shipments moving in containers and having an immediately prior or subsequent movement by rail, motor, water, or air and moving on through bills of lading of forwarders, operating under the section 402(b)(2) exemption. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., or Washington, D.C.

No. MC 19251 (Sub-No. 9), filed July 13, 1967. Applicant: HERBERT M. ADAMS, doing business as ADAMS VAN & STORAGE CO., 80 Dutton Street, Box 803, Bangor, Maine 04401. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Containerized household goods*, between points in Maine. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Bangor, Augusta, or Portland, Maine.

No. MC 20207 (Sub-No. 39), filed August 7, 1967. Applicant: CONTINENTAL TRANSPORTATION LINES, INC., Continental Square, Graham Street, McKees Rocks, Pa. 15136. Applicant's representative: John A. Vuono, 2310 Grant Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving Kebert Park, Greenwood Township, Crawford County, Pa., as an off-route point in connection with carrier's presently authorized regular route operations between Pittsburgh, Pa., and Buffalo, N.Y. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Harrisburg, Pa.

No. MC 28956 (Sub-No. 13), filed August 7, 1967. Applicant: G. P. RYALS, doing business as RYALS TRUCK SERVICE, Post Office Box 634, Albany, Ore. Applicant's representative: Lawrence V. Smart, Jr., 419 Northwest 23d Avenue, Portland, Ore. 97210. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ore*, in bulk, from Portland, Ore., and Vancouver, Wash., to Albany, Ore.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Portland, Oreg.

No. MC 31600 (Sub-No. 618), filed August 8, 1967. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham, Mass. 02154. Applicant's representative: Harry C. Ames, Jr., 529 Transportation Building, Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Carbon black*, in bulk, in tank or hopper type vehicles, from points in Pleasants County, W. Va., to points in Indiana, Kentucky, Maryland, Massachusetts, Michigan, New York, Ohio, Pennsylvania, and Virginia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 35628 (Sub-No. 279), filed August 8, 1967. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, a corporation, 134 Grandville SW., Grand Rapids, Mich. 49502. Applicant's representative: Leonard D. Verdier, Jr., 900 Old Kent Building, Grand Rapids, Mich. 49502. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except classes A and B explosives, household goods as defined by the Commission, and commodities in bulk, serving Kebert Park, Greenwood Township, Crawford County, Pa., as an off-route point, in connection with regular route operations between Pittsburgh, Pa., and Erie, Pa., over U.S. Highway 19. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 39721 (Sub-No. 15), filed August 4, 1967. Applicant: THE WM. HERBERT & SON COMPANY, a corporation, 39 Ridge Avenue, Youngstown, Ohio 44502. Applicant's representative: Harold G. Hernly, 711 14th Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Institutional, laboratory and business furniture, equipment, fixtures, supplies, accessories, and parts; data processing accessory equipment, supplies, and parts; data processing equipment cabinets, frames, panels, accessories and parts thereof; and printed forms, advertising matter display and show paraphernalia, and plastic articles when moving with any of the above described commodities*, between the plants and facilities of the General Fireproofing Co. located at Youngstown, Ohio, on the one hand, and, on the other, points in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Pennsylvania, Tennessee, Virginia, West Virginia, Wisconsin, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio, or Pittsburgh, Pa.

No. MC 41098 (Sub-No. 22), filed August 11, 1967. Applicant: GLOBAL VAN LINES, INC., Number One Global Way, Anaheim, Calif. 92803. Applicant's representative: Alan F. Wohlstetter, 1 Far-

ragut Square South, Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Arizona on the one hand, and, on the other, points in the United States (except Alaska). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Anaheim or Los Angeles, Calif.

No. MC 41240 (Sub-No. 11), filed August 3, 1967. Applicant: NELSON TRUCKING SERVICE, INC., Post Office Box 161, Mediapolis, Iowa. Applicant's representative: Thomas F. Kilroy, 1341 G Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, dangerous explosives, household goods, as defined by the Commission in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities requiring special equipment, and commodities in bulk, serving points in Illinois on and south of U.S. Highway 6 from junction U.S. Highway 6 and Illinois Highway 88 to junction U.S. Highway 51 to its junction with Illinois Highway 17, those points on and north of Illinois Highway 17, to its junction with Illinois Highway 88 and those points on and east of Illinois Highway 88 to its junction with U.S. Highway 6, in connection with applicant's regular-route operations between Sandwich, Ill., and Mediapolis, Iowa. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Des Moines, Iowa.

No. MC 42487 (Sub-No. 677), filed August 14, 1967. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. 94025. Applicant's representative: Vernon S. Tyler (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, dry, in bulk, (1) between points in California; (2) from points in California to points in Washington; and, (3) from points in California to Houston, Tex., and Pascagoula, Miss. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Los Angeles or San Francisco, Calif.

No. MC 52579 (Sub-No. 80), filed August 11, 1967. Applicant: GILBERT CARRIER CORP., 441 Ninth Avenue, New York, N.Y. 10001. Applicant's representative: Aaron Hoffman (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wearing apparel*, between Shelbyville, Ind., on the one hand, and, on the other, points in New York, N.Y., commercial zone; Nassau and Westchester Counties, N.Y., and Bergen, Passaic, Essex, Hudson, and Union Counties, N.J. **NOTE:** Applicant states it would tack at New York, N.Y., and Secaucus, N.J., with all existing authority serving said points. Common control may be involved. If a

hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Newark, N.J.

No. MC 53965 (Sub-No. 60), filed July 27, 1967. Applicant: GRAVES TRUCK LINES, INC., 739 North 10th Street, Salina, Kans. Applicant's representative: John E. Jandera, 641 Harrison, Topeka, Kans. 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities requiring special equipment, and those injurious or contaminating to other lading, serving points in Cheyenne, Sherman, Thomas, Sheridan, Wallace, and Logan Counties, Kans., as off-route points in connection with carrier's authorized regular route operations. **NOTE:** If a hearing is deemed necessary applicant requests it be held at Hays, Topeka, Kans., or Kansas City, Mo.

No. MC 59957 (Sub-No. 34), filed August 10, 1967. Applicant: MOTOR FREIGHT EXPRESS, a corporation, Arsenal Road and Toronita Street, Post Office Box 1029, York, Pa. 17405. Applicant's representative: Robert H. Griswold, 100 Pine Street, Post Office Box 432, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving Kebert Park, Greenwood Township, Crawford County, Pa., as an off-route point in connection with carrier's authorized regular route operations at Youngstown, Ohio, and Sharon and Pittsburgh, Pa. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Harrisburg, Pa.

No. MC 61396 (Sub-No. 189), filed August 9, 1967. Applicant: HERMAN BROS. INC., 2501 North 11th Street, Omaha, Nebr. 68110. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. 68102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bauxite ore*, in bulk, in tank trailers, from Monroe, La., to Redwood, Miss. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., Chicago, Ill., or New York, N.Y.

No. MC 61592 (Sub-No. 84) (Amendment), filed July 11, 1967, published FEDERAL REGISTER issue of July 27, 1967, and republished as amended, this issue. Applicant: JENKINS TRUCK LINES, INC., 3708 Elm Street, Bettendorf, Iowa 52722. Applicant's representative: R. Connor Wiggins, Jr., 909, 100 North Main Building, Memphis, Tenn. 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Incinerators*, knocked down, and accessories, therefor.

including blow pipe, from Memphis, Tenn., and points in its commercial zone to points in Arkansas, Louisiana, Kentucky, Texas, Georgia, North Carolina, Virginia, Mississippi, Missouri, Oklahoma, Illinois, Arizona, Colorado, Indiana, Kansas, Maine, New Mexico, Ohio, South Dakota, Montana, Minnesota, Pennsylvania, West Virginia, and Vermont. **NOTE:** Applicant states it would tack the proposed authority with any appropriate authority held, however none is known at this time. The purpose of this republication is to change the scope of the application and to delete the States of Alabama and Florida. If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 61592 (Sub-No. 36), filed August 4, 1967. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa 52722. Applicant's representative: Donald W. Smith, 511 Fidelity Building, Indianapolis, Ind. 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Agricultural machinery, agricultural implements, forestry machinery, grain bins, and parts* for the commodities named when moving in mixed loads with the commodities named above, from the plantsite of the Long Manufacturing Co. located at or near Davenport, Iowa, to points in the United States, except Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Wisconsin, Texas, and Hawaii, and (2) *materials and supplies* used in the manufacture of agricultural machinery, agricultural implements, forestry machinery, and grain bins, from points in the United States, except Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, Wisconsin, and Hawaii, to the plantsite of the Long Manufacturing Co. located at or near Davenport, Iowa. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 65285 (Sub-No. 15), filed August 4, 1967. Applicant: HILMER LINDBURG AND L. D. LINDBURG, a partnership, doing business as LINDBURG TRUCK LINE, Post Office Box 156, Mackay, Idaho. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Ore or ore concentrates*, in bulk or in containers, from points in Butte, Blaine, Lemhi, Clark, Custer, Elmore, Boise, Gem, and Valley Counties, Idaho to points in California, Nevada, Montana, Washington, and Utah. **NOTE:** If a hearing is deemed necessary, applicant does not specify a location.

No. MC 76032 (Sub-No. 216), filed August 10, 1967. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver, Colo. 80223. Applicant's representative: Kenneth A. Willhite (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular

routes, transporting: *General commodities*, except those of unusual value, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment (not including goods requiring refrigeration), and those injurious or contaminating to other lading, between Denver, Colo., and Los Angeles, Calif., from Denver over Interstate Highway 70 to junction Interstate Highway 15, at or near Cove Fort, Utah, thence over Interstate Highway 15 to junction Interstate Highway 10, at or near San Bernardino, Calif., thence over Interstate Highway 10, to Los Angeles, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with carrier's authorized regular route operations. **NOTE:** Applicant states that portion of Interstate Highways 70 and 15 between Denver and San Bernardino, Calif., are incomplete, and authority is sought to operate over U.S. Highway 6 to Price, Utah, thence over Utah Highways 10 and 4 and U.S. Highway 89 to junction Interstate Highway 15 at or near Cove Fort, Utah, thence over U.S. Highway 91 and Interstate Highway 15 to Cedar City, Utah. As portions of Interstate Highways 70 and 15 are completed, applicant will relinquish authority over the above routes and operate over the completed portions of Interstate Highways 70 and 15. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo., or Los Angeles, Calif.

No. MC 76032 (Sub-No. 217), filed August 10, 1967. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver, Colo. 80223. Applicant's representative: Kenneth A. Willhite (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Fort Garland, Colo., and Santa Cruz, N. Mex., from Fort Garland, over Colorado Highway 159 to the Colorado-New Mexico State line, thence over New Mexico Highway 3 to junction U.S. Highway 64 at Taos, N. Mex., thence over U.S. Highway 64 to junction U.S. Highway 285 at Santa Cruz, N. Mex., and return over the same route, serving no intermediate points, in connection with applicant's authorized regular route operations. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo., or Albuquerque, N. Mex.

No. MC 77424 (Sub-No. 31), filed August 7, 1967. Applicant: WENHAM TRANSPORTATION INC., 3200 East 79th Street, Cleveland, Ohio 44104. Applicant's representative: J. G. Bamer (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Tractors* (not including tractors with vehicle beds, bed frames, or fifth wheels); *agricultural implements; farm machinery; industrial and construction machinery and equipment; tractor parts and attachments;*

agricultural implements parts and attachments; farm machinery parts and attachments; industrial and construction machinery and equipment parts and attachments. (b) from Coldwater, Ohio, to points in Indiana, Illinois, and Michigan (Southern Peninsula); and (2) *materials, equipment, and supplies, including tools, utensils, containers, implements, machinery or parts used in the manufacture, sale and distribution of the commodities named above*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 83539 (Sub-No. 215), filed August 7, 1967. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Dallas, Tex. 75222. Applicant's representative: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla. 73102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Conduit or pipe, cement containing asbestos fiber*, from the plantsite and warehouses of Johns-Mansville, Corp., Waukegan, Ill., to points in Arkansas, Indiana, Kentucky, Michigan, Missouri, New York, Ohio, Oklahoma, Pennsylvania, Texas, West Virginia, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 96324 (Sub-No. 12) (Correction), filed July 25, 1967, published in FEDERAL REGISTER issue of August 10, 1967, corrected August 14, 1967, and republished as corrected this issue. Applicant: GENERAL DELIVERY, INC., 1822 Morgantown Avenue, Post Office Box 1816, Fairmont, W. Va. Applicant's representative: Harold G. Hernly, 711 14th Street NW, Washington, D.C. 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Materials and supplies used in the manufacture and shipping of glass containers* (except commodities in bulk in tank vehicles), from points in Pennsylvania, Ohio, Kentucky, Maryland, New Jersey, New York, and Virginia (except Big Island) to Fairmont, W. Va. **NOTE:** The purpose of this republication is to show in the commodity description in regards to "exceptions", in tank vehicles in lieu of and tank vehicles. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Pittsburgh, Pa.

No. MC 100463 (Sub-No. 24), filed August 14, 1967. Applicant: SMITH TRANSPORT (U.S.) LIMITED, 20 Toronto Street, Toronto, Ontario, Canada. Applicant's representative: Leonard Amdurskey, 26 East Onida Street, Oswego, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Aluminum and aluminum products*, including but not limited to coil, sheet and scrap, between the plantsite of Alcan, Inc., and junction U.S. Highway 11 and Interstate Highway 81; from the plantsite of Alcan, Inc., located on or near Oswego County Highway 1 easterly of the city of Oswego, N.Y., over Oswego County Highway 1 to junction County Highway 29, thence over County High-

way 29 to junction U.S. Highway 104, thence over U.S. Highway 104 to junction U.S. Highway 104B, thence over U.S. Highway 104B to junction New York Highway 3, thence over New York Highway 3 to junction New York Highway 13, thence over New York Highway 13 to the Village of Pulaski, N.Y., thence over city streets of the Village of Pulaski, N.Y., to junction U.S. Highway 11 and Interstate Highway 81, and return over the same route, serving no intermediate points, restricted to shipments moving in foreign commerce only. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Rochester or Syracuse, N.Y.

No. MC 103494 (Sub-No. 11), filed August 10, 1967. Applicant: EASLEY HAULING SERVICE, INC., 902 North First Avenue, Yakima, Wash. 98902. Applicant's representative: Earle V. White, 2400 Southwest Fourth Avenue, Portland, Ore. 97201. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Shipping containers*, from Longview, Wash., to points in Nez Perce County, Idaho, and Umatilla County, Ore., under contract with Longview Fibre Co. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 103993 (Sub-No. 294), filed August 10, 1967. Applicant: MORGAN DRIVE AWAY, INC., 2800 West Lexington Avenue, Elkhart, Ind. 46514. Applicant's representative: Robert G. Tassar, 2800 West Lexington Avenue, Suite 103-104, Elkhart, Ind. 46514. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, from points in Wood County, Ohio, to points in the United States. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Toledo, Ohio.

No. MC 106400 (Sub-No. 68), filed August 3, 1967. Applicant: KAW TRANSPORT COMPANY, a corporation, Post Office Box 8525, Sugar Creek, Mo. 64054. Applicant's representative: Robert L. Hawkins, Jr., 312 East Capitol Avenue, Jefferson City, Mo. 65101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from pipeline terminals of Williams Brothers Pipeline Co., located at or near Carthage and Springfield, Mo., to points in Kansas and Arkansas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 107496 (Sub-No. 562) (Amendment), filed May 4, 1967, published in the FEDERAL REGISTER issue of May 18, 1967, amended August 10, 1967, and republished as amended this issue. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Post Office Box 855, Des Moines, Iowa 50304. Applicant's representative: H. L. Fabritz (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transport-

ing: *Core oil and resin*, in bulk, from Mishawaka, Ind., to points in Pennsylvania, New York, Michigan, Illinois, Missouri, Wisconsin, Ohio, Minnesota, Iowa, and Kentucky. **NOTE:** The purpose of this republication is to add points in Kentucky to the destination description. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Gary, Ind.

No. MC 107496 (Sub-No. 581), filed August 7, 1967. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Post Office Box 855, Des Moines, Iowa 50304. Applicant's representative: H. L. Fabritz (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer materials, acids and chemicals including but not limited to anhydrous ammonia, fertilizer solutions, insecticides, fungicides, herbicides, aqua ammonia, methanol, urea and urea products*, in bulk, from the plantsite of Gulf Oil Corp. (Faustina Works) located at or near Donaldsonville, La., to points in Alabama, Arkansas, Mississippi, Missouri, Oklahoma, Tennessee, and Texas. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 107544 (Sub-No. 75), filed August 7, 1967. Applicant: LEMMON TRANSPORT COMPANY, INCORPORATED, Post Office Box 580, Marion, Va. 24354. Applicant's representative: Harry C. Ames, Jr., Transportation Building, Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Soda ash*, in bulk, from Saltville, Va., to Washington, D.C., and points in Maryland and New Jersey. **NOTE:** Applicant holds contract carrier authority under MC-113959 and Sub-2, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 109326 (Sub-No. 95), filed August 11, 1967. Applicant: C & D TRANSPORTATION CO., INC., Post Office Drawer 1503, Mobile, Ala. 36601. Applicant's representative: Robert E. Keene (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feeds* (except commodities in bulk), from Memphis, Tenn., Sikeston, Mo., and Meridian, Miss., to Mobile and Eight Mile, Ala. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Mobile, Ala.

No. MC 109397 (Sub-No. 155), filed August 11, 1967. Applicant: TRI-STATE MOTOR TRANSIT CO., a corporation, Post Office Box 113, Joplin, Mo. 64802. Applicant's representative: Daniel B. Johnson, 847 Warner Building, Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A, B, and C explosives, blasting materials and supplies, ammunition and component parts of ammunition and*

explosives, between West Hanover and Hingham, Mass., Richmond, Ind., Janesville, Wis., La Salle and Elk Grove, Ill., Hopkins and New Brighton, Minn. **NOTE:** Applicant states it will tack the applied for authority where possible to provide a through service for the supporting shipper. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 109435 (Sub-No. 49), filed August 11, 1967. Applicant: ELLSWORTH BROS. TRUCK LINE, INC., Post Office Drawer J, Stroud, Okla. 74079. Applicant's representative: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla. 73102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, and in bags, from Ada, Okla., to points in Arkansas and Texas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla., or Dallas, Tex.

No. MC 110193 (Sub-No. 160), filed August 7, 1967. Applicant: SAFWAY TRUCK LINES, INC., 20450 Ireland Road, Post Office Box 2628, South Bend, Ind. 46613. Applicant's representative: William J. Monheim (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from St. Louis, Mo., to points in Indiana, Ohio, Pennsylvania (except Philadelphia, Scranton and Kimberton and those points in Pennsylvania on and south of U.S. Highway 221, and on and west of U.S. Highway 219), Michigan, Delaware (except Wilmington), Maryland (except Baltimore), New Hampshire, Maine, and Vermont. **NOTE:** Applicant states it intends to tack at Chicago, Ill., and West Richfield, Ohio, to serve northern halves of Indiana, Ohio, Pennsylvania, Delaware, and Maryland. No duplicating authority is sought. Circuitous gateways will be eliminated by this application. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 110420 (Sub-No. 551), filed August 7, 1967. Applicant: QUALITY CARRIER, INC., 100 South Calumet Street, Burlington, Wis. 53105. Applicant's representative: Allan B. Torhorst, Post Office Box 339, Burlington, Wis. 53105. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Core oil and resin*, in bulk, from Mishawaka, Ind., to points in Illinois, Iowa, Michigan, Minnesota, Missouri, New York, Ohio, Pennsylvania, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 111231 (Sub-No. 153), filed August 2, 1967. Applicant: JONES TRUCK LINES, INC., 610 East Emma Avenue, Springdale, Ark. 72764. Applicant's representative: B. J. Wiseman (same address as applicant). Authority sought to operate as a *common carrier*,

by motor vehicle, over regular routes, transporting: *General commodities*, except dangerous explosives, serving the Argonne Industrial District located in Du Page and Will Counties, Ill., as an off-route point in connection with operations authorized under MC 111231 and subs. **NOTE:** Applicant states that the above proposed authority will be restricted to service between the Argonne Industrial District and Chicago, Ill., and points in its commercial zone for purposes of joinder only. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 111397 (Sub-No. 82), filed August 9, 1967. Applicant: DAVIS TRANSPORT, INC., 1345 South Fourth Street, Paducah, Ky. 42001. Applicant's representative: Herbert S. Melton, Jr., Box 1284, Paducah, Ky. 42001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ferrophosphorus*, in bulk, in dump vehicles, from the plantsite of Mobile Chemical Co., located at Mt. Pleasant, Tenn., to points in Ohio, Indiana, Illinois, Alabama, West Virginia, and Kentucky. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky., or Washington, D.C.

No. MC 111401 (Sub-No. 230), filed August 3, 1967. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, Post Office Box 632, Enid, Okla. 73701. Applicant's representative: Alvin L. Hamilton (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lubricating oil*, in bulk, from Wood River, Ill., to points in Colorado, Kansas, Oklahoma, Texas, and Wyoming. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Kans., or Oklahoma City, Okla.

No. MC 111401 (Sub-No. 231), filed August 4, 1967. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, Post Office Box 632, Enid, Okla. 73701. Applicant's representative: Alvin L. Hamilton (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fertilizer, fertilizer materials, fertilizer solutions, fertilizer ingredients and pesticides*, from points in Jasper County, Mo., to points in Arkansas, Iowa, Kansas, Nebraska, Oklahoma, and Texas and (2) *sulfuric acid*, from Neodesha, Kans., to Atlas, Mo. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Oklahoma City, Okla.

No. MC 111401 (Sub-No. 232), filed August 10, 1967. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, Post Office Box 632, Enid, Okla. 73701. Applicant's representative: Alvin L. Hamilton, 2510 Rock Island Boulevard, Post Office Box 632, Enid, Okla. 73701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer ingredients, and fertilizer compound*, from Etter, Tex., to points in Oklahoma. **NOTE:** Applicant states it in-

tends to tack this proposed authority with other presently held authorized authority. If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla., or Kansas City, Mo.

No. MC 111964 (Sub-No. 5), filed July 31, 1967. Applicant: DENNIS STORAGE CO., INC., 604 Railroad Avenue, Salisbury, Md. Applicant's representative: Clarence D. Todd, 1825 Jefferson Place NW., Washington, D.C. 20036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such machinery, materials, equipment, and supplies*, as are used or useful in the installation, repair, and maintenance of public utility facilities, between Salisbury, Md., on the one hand, and, on the other, points in Queen Annes, Caroline, Talbot, Dorchester, Wicomico, Worcester, and Somerset Counties, Md., Kent and Sussex Counties, Del., and Accomac and Northampton Counties, Va., under contract with Delmarva Power & Light Co., of Maryland. **NOTE:** Applicant holds common carrier authority in MC 76780, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Baltimore, Md.

No. MC 113267 (Sub-No. 179), filed August 7, 1967. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. 62232. Applicant's representative: Lawrence A. Fischer (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, canned, preserved, and frozen, and *animal feed*, from points in Harrison and Jackson Counties, Miss., to points in Tennessee, Kentucky, Michigan, Indiana, Illinois, Arkansas, Missouri, Iowa, Wisconsin, Minnesota, Kansas, Nebraska, South Dakota, and North Dakota. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Biloxi, Miss., or New Orleans, La.

No. MC 113362 (Sub-No. 138), filed August 7, 1967. Applicant: ELLSWORTH FREIGHT LINES, INC., 220 East Broadway, Eagle Grove, Iowa. Applicant's representative: William J. Boyd, 29 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Metal closures for bottles, glasses, or jars and manufacturing waste materials*, from New Market, N.J., to points in Kentucky, Louisiana, and Texas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 113678 (Sub-No. 287), filed August 7, 1967. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo. 80216. Applicant's representative: Duane W. Acklie, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, as described in sections A, B, and C of appendix I to the Report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Mankato, Kans., to points in Maine, New

Hampshire, Massachusetts, New York, Connecticut, Rhode Island, New Jersey, Pennsylvania, West Virginia, Maryland, Delaware, Kentucky, Virginia, Tennessee, North Carolina, South Carolina, Louisiana, Mississippi, Alabama, Georgia, Florida, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Omaha, Nebr.

No. MC 113855 (Sub-No. 166), filed August 3, 1967. Applicant: INTERNATIONAL TRANSPORT, INC., South Highway 52, Rochester, Minn. 55902. Applicant's representative: Franklin J. Van Osdel, 502 First National Bank Building, Fargo, N. Dak. 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Street sweepers and parts*, from points in Los Angeles County, Calif., to points in the United States (except Hawaii). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif., Washington, D.C., or Chicago, Ill.

No. MC 114045 (Sub-No. 286), filed August 8, 1967. Applicant: TRANSCOLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. 75222. Applicant's representative: R. L. Moore (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Camera and camera outfits, unexposed photographic paper, unexposed photographic film, photographic plates, photographic chemicals, advertising matter, matrix and surface coated paper*, not printed, in vehicles equipped with mechanical refrigeration, from Teterboro, N.J., to points in Oklahoma, Texas, and California. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 114194 (Sub-No. 141), filed August 10, 1967. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. 62201. Applicant's representative: Gene Kreider (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dextrose, sweeteners, syrups and mixtures and blends thereof; starches, feed ingredients, and steepwater*, in bulk, in tank vehicles, from Decatur, Ill., to (1) points in Illinois and (2) Edinburg, Ind. **NOTE:** Applicant indicates it intends to tack with its existing authority at Granite City and Duplo, Ill.; Edinburg, Ind., to provide a service to the area sought herein. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 114334 (Sub-No. 12), filed August 10, 1967. Applicant: BUILDERS TRANSPORTATION COMPANY, a corporation, 3265 Tulane Road, Memphis, Tenn. 38116. Applicant's representative: Dale Woodall, 900 Memphis Bank Building, Memphis, Tenn. 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Rust preventive pipeline coating (coal tar base)*, in drums, from Memphis, Tenn., to points in Mississippi, Texas, Oklahoma, Arkansas, Kentucky,

and Louisiana. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 114569 (Sub-No. 83), filed August 2, 1967. Applicant: SHAFER TRUCKING, INC., Post Office Box 418, New Kingstown, Pa. 17072. Applicant's representative: James W. Hagar, Post Office Box 432, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cheese* (1) from Fredericksburg and Preston, Iowa, to points in Maryland, New Jersey, New York, Pennsylvania, and the District of Columbia; and (2) points in New Wilmington Township, Lawrence County, Pa., and Smichsburg, Pa., to points in New Jersey and New York. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115669 (Sub-No. 77), filed August 7, 1967. Applicant: HOWARD N. DAHLSTEN, doing business as DAHLSTEN TRUCK LINE, Post Office Box 95, Clay Center, Nebr. 68933. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. 68102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer and fertilizer materials*, from Kansas City, Mo., including points in the commercial zone, to points in Iowa, Kansas, Missouri, Nebraska, and Oklahoma. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Omaha, Nebr.

No. MC 115841 (Sub-No. 310), filed August 7, 1967. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. 35201. Applicant's representative: C. E. Wesley (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Oleomargarine, salad dressing, coconut oil, vegetable oil, vegetable oil fatty acids, cooking oil, shortening, stearine, stearate, mayonnaise, and related advertising matter when moving in mixed shipments with the specified commodities* (except commodities in bulk in tank vehicles), from Columbus, Ohio, to points in Michigan, New York, Pennsylvania, Virginia, West Virginia, Georgia, Alabama, Florida, New Jersey, Maryland, Massachusetts, Connecticut, Maine, Delaware, Tennessee, Mississippi, Arkansas, Louisiana, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant does not specify a location.

No. MC 115841 (Sub-No. 311), filed August 7, 1967. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. 35201. Applicant's representative: Paul M. Daniel, Suite 1600 First Federal Building, Atlanta, Ga. 30303, and C. E. Wesley (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (except hides,

and in bulk and tanks vehicles), from Lexington, Ky., to points in Alabama, Georgia, Louisiana, Mississippi, Tennessee, and Boston, Mass., the Lower Peninsula of Mich., and Allentown, Pa. **NOTE:** Applicant states it could tack this proposed authority with other presently held authority at Birmingham, Ala., and points in Tennessee to serve points in Florida. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex., or Memphis, Tenn.

No. MC 116077 (Sub-No. 217), filed August 11, 1967. Applicant: ROBERTSON TANK LINES, INC., 5700 Polk Avenue, Post Office Box 1505, Houston, Tex. 77001. Applicant's representative: Thomas E. James, The 904 Lavaca Building, Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry resins*, in bulk, in tank- or hopper-type vehicles, from Orange, Tex., to Lake Charles, La. **NOTE:** If a hearing is deemed necessary, applicant did not specify location.

No. MC 116273 (Sub-No. 97), filed August 10, 1967. Applicant: D & L TRANSPORT, INC., 3800 South Laramie Avenue, Cicero, Ill. 60650. Applicant's representative: Robert G. Paluch (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum oil*, in bulk, in tank vehicles, from points in Chicago, Ill., to points in Louisiana. **NOTE:** Applicant intends to tack with existing authority at points in Illinois and Indiana. If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 117675 (Sub-No. 5), filed August 4, 1967. Applicant: FELTON METTS, doing business as METTS TRUCKING COMPANY, 5966 Jacks Street, Jacksonville, Fla. Applicant's representative: Sol H. Proctor, 1729 Gulf Life Tower, Jacksonville, Fla. 32207. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Charleston, S.C., to points in Florida. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Jacksonville, Fla.

No. MC 117851 (Sub-No. 2), filed August 14, 1967. Applicant: JOHN R. CHEESEMAN, 501 North First Street, Fort Recovery, Ohio 45846. Applicant's representative: Earl N. Merwin, 85 East Gay Street, Columbus, Ohio 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in Recovery Township, Mercer County, Ohio, on the one hand, and on the other, points in Arkansas, Connecticut, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Massachusetts, Michigan, Missouri, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, and Wisconsin, under a continuing contract with Fort Recovery Industries, Inc., Fort Recovery, Ohio. **NOTE:**

If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Washington, D.C.

No. MC 119226 (Sub-No. 64), filed August 7, 1967. Applicant: LIQUID TRANSPORT CORP., 3901 Madison Avenue, Indianapolis, Ind. 46227. Applicant's representative: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vinegar*, in bulk, in tank vehicles, from Indianapolis, Ind., to points in Illinois, Kentucky, Michigan, and Ohio. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind., or Louisville, Ky.

No. MC 119767 (Sub-No. 197), filed August 7, 1967. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. 53105. Applicant's representative: Allan B. Tornhorst, Post Office Box 339, Burlington, Wis. 53105. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Products of corn and soy beans*, from points in Macon County, Ill., to points in Michigan, Ohio, Wisconsin, and Iowa. **NOTE:** Applicant states it intends to tack this proposed authority with other presently held authority serving points in Minnesota. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or St. Louis, Mo.

No. MC 119767 (Sub-No. 198), filed August 10, 1967. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. 53105. Applicant's representative: Allan B. Tornhorst, Post Office Box 339, Burlington, Wis. 53105, and Fred H. Figue (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, and meat byproducts, and articles distributed by meat packinghouses* (except hides and commodities in bulk in tank trucks), as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plantsite and/or warehouse, facilities of George A. Hormel & Co. located at Austin, Minn., to points in Illinois, Indiana, and Wisconsin. Restricted to traffic originating at the above-named plantsite or warehouse facilities. **NOTE:** Applicant states the proposed authority herein can or will be joined with its presently authorized authority and Sub 82 wherein it is authorized to operate at Burlington, Wis. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn., or Chicago, Ill.

No. MC 119830 (Sub-No. 1), filed August 7, 1967. Applicant: L. A. LAMBRECHT TRUCKING CO., a corporation, Post Office Box 273, Sterling, Ill. 61081. Applicant's representative: Kenneth F. Dudley, 901 South Madison Avenue, Post Office Box 279, Ottumwa, Iowa 52501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel products*, from Sterling and Rock Falls, Ill., to points in Indiana and

Wisconsin; points in that part of Minnesota on and south of U.S. Highway 14; points in Missouri on and north of a line beginning at St. Louis, Mo., and extending along U.S. Highway 66 to Lebanon, Mo., thence along Missouri Highway 5 to Camden, Mo., and thence along U.S. Highway 54 to the Missouri-Kansas State Line. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 123405 (Sub-No. 19), filed August 8, 1967. Applicant: FOOD TRANSPORT, INC., Post Office Box 1041, York, Pa. 17404. Applicant's representative: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. 17101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned mushrooms*, from the plant site of Biscanti Foods, Inc., located at or near Evansville Maiden Creek Township, Berks County, Pa., to points in Florida, Georgia, North Carolina, and South Carolina. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Harrisburg, Pa.

No. MC 123589 (Sub-No. 3), filed August 7, 1967. Applicant: N & K CARTAGE COMPANY, a corporation, 2501 Henry Street, Muskegon, Mich. 49441. Applicant's representative: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich. 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, from Muskegon, Mich., to points in Indiana, Illinois, and Ohio. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., Chicago, Ill., or Washington, D.C.

No. MC 124083 (Sub-No. 37), filed August 7, 1967. Applicant: SKINNER MOTOR EXPRESS, INC., 1035 South Keystone Avenue, Indianapolis, Ind. 46203. Applicant's representative: Lee M. LeMay, 45 North Pennsylvania Street, Suite 312, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Diammonium phosphate* in bulk and dump vehicles, from the plantsites, warehouses, and facilities of the New Jersey Zinc Co., located at or near Depue and Riverdale, Ill.; Des Moines and Dubuque, Iowa, to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124377 (Sub-No. 9), filed August 7, 1967. Applicant: REFRIGERATED FOODS, INC., 3200 Blake Street, Denver, Colo. 80205. Applicant's representative: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver, Colo. 80203. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and articles distributed by meat packinghouses* as described in Sections A and C, Appendix I to report in *Descriptions in Motor Carrier Certificates*, 81 M.C.C. 209 and 766 (except hides and commodi-

ties in bulk, in tank vehicles, from Brush, Colo., and points within a 5-mile radius thereof, to El Paso, Tex., and points within a 5-mile radius thereof, under contract with Sigman Meat Co., Inc., Denver, Colo. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo., or El Paso, Tex.

No. MC 124774 (Sub-No. 43) (Amendment), filed May 19, 1966, published FEDERAL REGISTER issue of June 23, 1966, amended August 3, 1967, and republished as amended this issue. Applicant: CARAVELLE EXPRESS, INC., Post Office Box 384, Norfolk, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses* as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Darr, Nebr., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and Washington, D.C., and its commercial zone, restricted to traffic originating at Darr, Nebr. **NOTE:** Applicant proposes to transport exempt commodities on return. The purpose of this republication is to broaden the territorial authorization sought herein and to add the restriction. If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 124774 (Sub-No. 68), filed July 27, 1967. Applicant: CARAVELLE EXPRESS, INC., Box 384, Norfolk, Nebr. 68701. Applicant's representative: Richard N. McCoy, Post Office Box 384, Norfolk, Nebr. 68701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of Appendix I, to the *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from points in Colorado, Connecticut, Georgia, Illinois, Indiana, Iowa, Florida, Maryland, Massachusetts, Michigan, Nebraska, New Jersey, New York, Ohio, Pennsylvania, Wisconsin, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 125417 (Sub-No. 11), filed August 14, 1967. Applicant: BULK FREIGHTWAYS, 8332 Wilcox Avenue, South Gate, Calif. 90283. Applicant's representative: Warren N. Grossman, 606 South Olive Street, 825 City National Bank Building, Los Angeles, Calif. 90014. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemicals*, in bulk, between points in California. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 125777 (Sub-No. 115), filed August 7, 1967. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, Ind. 46323. Applicant's representative: Carl L. Steiner,

39 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, in dump vehicles, from points in Iowa and Wisconsin to points in Illinois, Indiana, Michigan, Ohio, and Kentucky. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 125842 (Sub-No. 2), filed August 7, 1967. Applicant: WALTER FLOWERS, 1001 North Oneida Street, Appleton, Wis. 54911. Applicant's representative: John T. Porter, 1 South Pinckney Street, Madison, Wis. 53703. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages and advertising matter*, from the Minneapolis-St. Paul, Minn., commercial zone to points in Wisconsin located on and east of the following highways: Wisconsin Highway 13 from Ashland, Wis., south to its junction with U.S. Highway 12 at Wisconsin Dells, thence over U.S. Highway 12 to junction U.S. Highway 14 at Middleton, thence over U.S. Highway 14 to junction Wisconsin Highway 213 at Evansville, thence over Wisconsin Highway 213 to the Wisconsin-Illinois State line, and *empty containers*, on return, under contract with Jacob Schmidt Brewing Co., Henning Dist. Co., Heights Inc., Ed Skowlund Distributor, Zastrow The Beer, Inc., Bur Wholesale Co., Inc., and Baer's Beverage, Inc. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 126367 (Sub-No. 2), filed August 10, 1967. Applicant: EVERGREEN TRUCKING COMPANY, a corporation, Rural Route Box 39, Jewell, Ore. Applicant's representative: Earle V. White, 2400 Southwest Fourth Avenue, Portland, Ore. 97201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood residuals such as chips and sawdust*, (1) from points in Grays Harbor, Thurston, and Lewis Counties, Wash., to Longview, Wash., and Portland, Ore., and (2) from points in Clackamas County, Ore., to Longview, Wash. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 127175 (Sub-No. 5), filed August 4, 1967. Applicant: REMO TRANSPORTS, INC., Route No. 4, Vinita, Okla. Applicant's representative: Dean Williamson, 450 American National Building, Oklahoma City, Okla. 73102. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting: *Potash and Baron Compounds*, from points in Eddy and Lea Counties, N. Mex., to points in Arkansas, Colorado, Iowa, Minnesota, Nebraska, North Dakota, South Dakota, Wisconsin, and Wyoming. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Tulsa, Okla., or St. Louis, Mo.

No. MC 127951 (Sub-No. 3), filed August 9, 1967. Applicant: SOUTHEASTERN CARRIERS, INC., 2400 Northwest 75th Street, Miami, Fla. Applicant's representative: Bernard C. Pesticoe, 412 City National Bank Building, Miami, Fla.

33130. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Building materials and household fixtures and supplies, furniture, store and office fixtures and supplies, together with accessory supplies and materials*; (2) *electric fans*; (3) *molded expanded polystyrene picnic chests, and swim toys, and (4) plastic Christmas trees*, between points in Alabama, Georgia, Mississippi, Texas, Virginia, New Jersey, Pennsylvania, North Carolina, South Carolina, Ohio, Louisiana, Tennessee, Kentucky, Indiana, Michigan, Massachusetts, Missouri, Illinois, Maryland, Wisconsin, New York, Connecticut, Delaware, Kansas, Oklahoma, Iowa, Colorado, Arkansas, West Virginia, California, New Mexico, Minnesota, Rhode Island, Utah, Vermont, South Dakota, Florida, Nevada, and Maine, under contract with Keller Industries, Inc. If a hearing is deemed necessary, applicant requests it be held at Miami, Fla.

No. MC 128146 (Sub-No. 1), filed August 9, 1967. Applicant: TED W. BETLEY, Amberg, Wis. Applicant's representative: Edward Solle, Executive Building, Suite 100, 4513 Vernon Boulevard, Madison, Wis. 53705. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Audit media and business records*, between Green Bay, Wis., on the one hand, and, on the other, points in Brown, Florence, Forest, Langlade, Marinette, Oconto, and Shawano Counties, Wis. NOTE: Applicant states tacking possibilities at Green Bay, Wis., with presently held authority held in MC-128146, wherein it conducts operations between Green Bay, Wis., on the one hand, and, on the other, points in Alger, Baraga, Delta, Dickinson, Houghton, Iron, Keeweenaw, Marquette, Menominee, and Schoolcraft Counties, Mich., however it states it does not propose to tack the two operations and a no-tacking restriction would be accepted. If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 128292 (Sub-No. 2), filed August 9, 1967. Applicant: RINSON, INC., 3065 Morse Road, Columbus, Ohio 43224. Applicant's representative: Robert N. Krier, 88 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sewage pumping stations, water pumping stations, water pressure reducing stations, altitude valve chambers, and radioactive disposal vaults*, from the plantsite of Liftmaster, Inc., Columbus, Ohio, to points in Arizona, Arkansas, California, Colorado, Idaho, Kansas, Louisiana, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Tennessee, Utah, Wyoming, and Washington, under contract with Liftmaster, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Washington, D.C.

No. MC 128537 (Sub-No. 1), filed August 7, 1967. Applicant: RAYMOND V. McDONOUGH, doing business as LUM-

BER TRANSPORT, Route 1, Delavan, Wis. Applicant's representative: William C. Dineen, 710 North Plankinton Avenue, Milwaukee, Wis. 53203. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Lumber and building materials*, as described in Appendix VI to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from the site of Wickes Lumber Co., yard located near Elkhorn, Wis., to points in Lake, McHenry, Boone, Winnebago, Stephenson, Jo Davies, Carroll, Whiteside, Lee, Ogle, De Kalb, Kane, Kendall, Cook, Du Page and Will Counties, Ill., and (2) *returned shipments*, of the above-specified commodities on return, under contract with the Wickes Lumber Co., of Elkhorn, Wis. NOTE: Applicant is also authorized to conduct operations as a common carrier in certificate MC 118015 Sub No. 2, authorizing the same operations set forth herein and herewith consents to the cancellation thereof upon the granting of this application. If a hearing is deemed necessary, applicant requests it be held at Milwaukee, Wis.

No. MC 128710 (Sub-No. 3), filed August 3, 1967. Applicant: SATELLITE EXPRESS, INC., Post Office Box 128, Vineland, N.J. 08360. Applicant's representative: Francis W. McInerny, 1000 16th Street NW, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Perishable subsistence*, moving on Government bills of lading, from Jersey City, N.J., to U.S. Army Depot, Tobyhanna, Pa., Niagara Falls Municipal Airport, N.Y., Seneca Army Depot, Romulus, N.Y., Veterans Administration Hospital, Castle Point, N.Y., Veterans Administration Hospital, Montrose, N.Y., Medina, N.Y., Veterans Administration Hospital, Albany, N.Y., and Veterans Administration Hospital, Canadaigua, N.Y. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 128799 (Sub-No. 1), filed August 10, 1967. Applicant: C. B. THOMPSON, doing business as C B T TRUCKING, 1500 East Powell, Fort Worth, Tex. 76104. Applicant's representative: M. Ward Bailey, 2412 Continental Life Building, Fort Worth, Tex. 76102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, in containers, from Texas City, Tex., to points in North Dakota, South Dakota, and Minnesota. NOTE: If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex., or Minneapolis, Minn.

No. MC 128937 (Sub-No. 1), filed August 7, 1967. Applicant: ROBERT L. GORDON, doing business as AVON MACHINERY COMPANY, 5720 Side Avenue, Cleveland, Ohio 44102. Applicant's representative: Bernard S. Goldfarb, 1625 The Illuminating Building, 55 Public Square, Cleveland, Ohio 44113. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Industrial Machinery*, between Ecorse, Mich., and Union, N.J., on the one hand, and, on the other,

points in Connecticut, Illinois, Indiana, Iowa, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, and Wisconsin, under contract with Elastic Stop Nut Corp. of America, Union, N.J., Ecorse Machinery Sales, Inc., Ecorse, Mich. NOTE: If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio, or Detroit, Mich.

No. MC 128951 (Sub-No. 4), filed August 7, 1967. Applicant: ROBERT DITTRICH, doing business as DITTRICH TRUCKING, 312 North Garden, New Ulm, Minn. 56073. Applicant's representative: C. Allen Dosland, State and Center Streets, New Ulm, Minn. 56073. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer* in bags and bulk, from Spencer, Iowa, to points in Minnesota on and south of U.S. Highway 212. NOTE: If a hearing is deemed necessary, applicant requests it be held at New Ulm or Mankato, Minn.

No. MC 128956 (Sub-No. 1), filed August 7, 1967. Applicant: NORTHWEST DISTRIBUTING CO., INC., 25 Third Avenue East, Moberg, S. Dak. 57601. Applicant's representative: Dennis W. Bierschbach (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bottled water products, bottled natural juices, canned Pepsi Cola and other soft drink products*, from Minneapolis and St. Paul, Minn., to Aberdeen, S. Dak., under contract with Pepsi Cola Bottling Co., Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Pierre or Slouss Falls, S. Dak.

No. MC 128961 (Sub-No. 1), filed August 14, 1967. Applicant: LAWS MOVING & STORAGE, INC., 2018 Commerce Avenue, Vero Beach, Fla. 32960. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crated and uncrated household goods* as defined by the Commission, between points in Brevard, Martin, Indian River, Okeechobee, Osceola, and St. Lucie Counties, Fla. NOTE: If a hearing is deemed necessary, applicant requests it be held at Vero Beach, Orlando, or Miami, Fla.

No. MC 129148 (Sub-No. 1), filed August 10, 1967. Applicant: RAY F. MIRR, Post Office Box 171, Princeton, Wis. 54968. Applicant's representative: Edward Solle, Executive Building, Suite 100, 4513 Vernon Boulevard, Madison, Wis. 53705. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Mechanical bean harvesting machinery*, between points in Wisconsin, Illinois, and Indiana, restricted to a transportation service to be performed under a continuing contract, or contracts, with Del Monte Corp., Midwest Division, Rochelle, Ill. NOTE: If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 129186 (Sub-No. 2), filed August 7, 1967. Applicant: TEEL WILLIAMS & ASSOCIATES OF MEMPHIS TRUCKING, INC., doing business as TWA OF MEMPHIS, 615 Falls Building,

Memphis, Tenn. 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture* of all types such as, but not limited to bedroom, dining room, dinette, living room, tables, occasional pieces or parts made of wood, metals, plastics, or upholstery, from furniture manufacturers in Virginia, North Carolina, South Carolina, Tennessee, Kentucky, Georgia, Alabama, Mississippi, Arkansas, Wisconsin, Illinois, Indiana, Ohio to points in Texas, Arizona, New Mexico, Nevada, California, Oregon, Washington, and Florida. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Memphis or Nashville, Tenn.

No. MC 129220 (Sub-No. 1), filed August 3, 1967. Applicant: TED M. HOSLER, doing business as HOSLER MOVING & STORAGE, 826 North Price, Junction City, Kans. 66441. Applicant's representative: Paul F. Sullivan, Suite 913, Colorado Building, 1341 G Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods* as defined by the Commission, between points in Geary, Riley, Dickinson, Saline, Morris, Clay, Pottawatomie, and Wabunsee Counties, Kans., restricted to shipments moving in containers and having an immediately prior or subsequent movement by rail, motor, water, or air and moving on through bills of lading of forwarders operating under the section 402(b) (2) exemption. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Topeka, Kans.

No. MC 129267 (Sub-No. 1), filed August 3, 1967. Applicant: H AND S TRANSFER COMPANY, INC., 1001 Fenwick Street, Augusta, Ga. Applicant's representative: Paul F. Sullivan, Suite 913, Colorado Building, 1341 G Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, (1) between points in Burke, Emanuel, Jefferson, Lincoln, Richmond, Tallafero, Wilke, Columbia, Glascock, Jenkins, McDuffy, Screven, and Warren Counties, Ga., and (2) between points in Alken, Barnwell, Hampton, Allendale, Edgefield, and McCormick Counties, S.C., restricted to shipments moving in containers and having an immediately prior or subsequent movement by rail, motor, water, or air and moving on through bills of lading of forwarders, operating under the section 402(b) (2) exemption. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Atlanta, Ga.

No. MC 129294 filed, August 1, 1967. Applicant: WESTLAKE MOVING AND STORAGE LIMITED, 686 Bathurst Street, Toronto, Ontario, Canada. Applicant's representative: Ralph S. McReath, 250 University Avenue, Toronto 1, Ontario, Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Uncrated used household, office and store furniture, new uncrated furniture*

and fixtures for furnishing of homes, offices, museums, hospitals, factories, and public institutions and objects of art, displays and exhibits that because of their unusual nature require specialized handling and special packing containers, between the ports of entry on the international boundary line between the United States and Canada, located in New York State, and New York, N.Y. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y. or New York, N.Y.

No. MC 129296 filed, July 31, 1967. Applicant: M & D HAULING, INC., Bliss, N.Y. 14024. Applicant's representative: Robert V. Gianniny, 900 Midtown Tower, Rochester, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt and salt products; pepper in mixed truck loads with salt*, weight of pepper not to exceed 10 percent of the total weight upon which charges are assessed; *mineral mixtures and animal feed* in packages or blocks in mixed shipments with salt, from Silver Springs, N.Y., to points in Pennsylvania. **NOTE:** Applicant seeks to convert its present contract authority in MC 109703 and Sub 2, to that of a common carrier. If a hearing is deemed necessary, applicant requests it be held at Rochester, N.Y.

No. MC 129300, filed August 3, 1967. Applicant: McDERMOTT'S, INC., Elm Street, Enosburg Falls, Vt. 05450. Applicant's representative: Arthur A. Wentzell, Post Office Box 720, Worcester, Mass. 01601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Molluscs*, in bulk, in tank vehicles, from Albany, N.Y., and ports of entry on the international boundary line between the United States and Canada located at or near East Richford and Richford, Vt., to Richford, Vt., (2) *fish foods* from Richford, Vt., to Montague, Palmer, Sandwich, Sunderland, Sutton, and Wilkinsons, Mass., Berlin, New Durham, New Hampton, and Warren, N.H., (3) *meat scrap*, in bulk, from Lowell, Mass., to Richford, Vt., (4) *animal and poultry feed*, and *animal and poultry feed ingredients*, in bulk, and in containers, from points in Franklin County, Vt., to points in Clinton, Essex, Franklin, and St. Lawrence Counties, N.Y., and between plants of H. K. Webster Co. located at Livermore Falls and Rockland, Maine, Chatham, N.Y., Lawrence, Mass., and Richford, Vt., and (5) *fertilizer*, in containers, from the port of entry on the international boundary line between the United States and Canada located at or near Roosevelt, N.Y., to points in Caledonia, Chittenden, Essex, Grand Isle, Franklin, Lamolles, and Orleans Counties, Vt. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Burlington or Montpelier, Vt.

No. MC 129301, filed, August 3, 1967. Applicant: CAL CARTAGE, INC., 1104 Mount Ephraim, Camden, N.J. Applicant's representative: V. Baker Smith, 123 South Broad Street, Philadelphia, Pa. 19109. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1)

Detergents, cleaning compounds, and toilet articles, except in bulk in tank vehicles, from Camden, N.J., to points in Connecticut, Delaware, Maryland, Massachusetts, New Hampshire, New York, Ohio, Pennsylvania, Rhode Island, Virginia, and the District of Columbia; (2) *containers and raw materials used in the manufacture of detergents, cleaning compounds, and toilet articles*, except in bulk in tank vehicles from New Castle, Del., Baltimore, Md., Painesville, Ohio, Manchester, N.H., Lowell, Mass., and Solvay, N.Y., to Camden, N.J., under contract with Curley Co., Inc. **NOTE:** Applicant is also authorized to conduct operations as a *common carrier*, in Certificate 119210, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 129306, filed August 7, 1967. Applicant: MILTON BROWN, INC., Foot of Howell Street, Jersey City, N.J. 07306. Applicant's representative: Herman B. J. Weckstein, 1060 Broad Street, Newark, N.J. 07102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat and meat products*, (1) between Chicago, Ill., on the one hand, and, on the other, Beacon, Bedford Hills, North Brentwood, West Brentwood, Central Islip, Elmsford, Garden City, Goshen, Highland, Kings Park, Melville, Middletown, Napanock, New Hampton, New York, Orangeburg, Ossining, Otisville, Poughkeepsie, Queens Village, Stormville, Thiells, Wallkill, Warwick, Wassaic, Wingdale, N.Y., and Hawthorne, Jersey City and Newark, N.J., and (2) between points in Hudson County, N.J., on the one hand, and, on the other, Beacon, Bedford Hills, North Brentwood, West Brentwood, Central Islip, Elmsford, Garden City, Goshen, Highland, Kings Park, Melville, Middletown, Napanock, New Hampton, New York, Orangeburg, Ossining, Otisville, Poughkeepsie, Queens Village, Stormville, Thiells, Wallkill, Warwick, Wassaic, Wingdale, N.Y., and Hawthorne, Jersey City and Newark, N.J., limited to shipments having a prior or subsequent movement by rail, under contract with Illinois Packing Co., Chicago, Ill. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 129307, filed August 4, 1967. Applicant: McKEE LINES, INC., 664 54th Avenue, Mattawan, Mich. 49071. Applicant's representative: William L. Carney, 105 East Jennings Avenue, South Bend, Ind. 46614. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Pharmaceuticals, drugs, and druggist supplies* in mechanically refrigerated equipment from Allegan, Mich., to points in California, Florida, and Louisiana, and to Atlanta, Ga., Phoenix, Ariz., and Salt Lake City, Utah; (2) *parts and supplies used in the construction of campers, camp trailers, and house trailers* from points in Indiana and the Lower Peninsula of Michigan to Belzoni, Miss., and (3) *frozen pizza pies and materials used in preparation of*

pizza from Syracuse, Ind., to points in the Lower Peninsula of Michigan. **NOTE:** Applicant is also authorized to conduct operations as a contract carrier, in Permit No. MC 119394, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Detroit, Mich.

No. MC 129308, filed August 7, 1967. Applicant: HUBERT JONES & SON TRUCKING & CRANE SERVICE, INC., 723 Virginia Street West, Charleston, W. Va. 25302. Applicant's representative: Charles E. Anderson, 1421 Kanawha Valley Building, Charleston, W. Va. 25332. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Heavy machinery and equipment, including, but not restricted to mine, mill and road-building machinery and equipment, tractors, steam shovels, compressors, bulldozers, hoists, drills, rigging, ditch diggers, air-conditioning equipment, welding machinery, motors, mixtures, elevators, cranes, rollers and similar machinery, and equipment and parts thereof*, between points in West Virginia, on the one hand, and, on the other, points in Kentucky, Ohio, Virginia, Pennsylvania, and Maryland. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Charleston, W. Va.

No. MC 129309, filed August 7, 1967. Applicant: N & K LEASING COMPANY, a corporation, 2501 Henry Street, Muskegon, Mich. 49441. Applicant's representative: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich. 48226. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, from Carrollton and Alpena, Mich., to points in Indiana, Illinois, and Ohio. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., Chicago, Ill., or Washington, D.C.

No. MC 129310, filed August 7, 1967. Applicant: NORTHWEST CRANE, RIGGING & TRANSPORT COMPANY, a corporation, Twin Falls, Idaho 83301. Applicant's representative: Raymond D. Givens, 500 Washington Street, Box 964, Boise, Idaho 83701. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Heavy machinery and equipment and commodities requiring special equipment*, between points in Idaho, Montana, Wyoming, Utah, Nevada, Oregon, and Washington. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Twin Falls or Boise, Idaho.

No. MC 129311, filed August 7, 1967. Applicant: IRVINE L. GEER, doing business as I. L. GEER, 211 Terrace Street, Warren, Pa. 16365. Applicant's representative: Kenneth T. Johnson, Bank of Jamestown Building, Jamestown, N.Y. 14701. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Crude oil* in tank trucks (straight) having a capacity of not over 4,500 gallons, from the township of Bustl and Kiantone in Chautauqua County, N.Y., to Mead Township, Warren County, Pa. **NOTE:** If a hearing is deemed necessary,

applicant requests it be held at Buffalo, N.Y.

No. MC 129312, filed August 3, 1967. Applicant: LUCIEN CALESTAGNE, doing business as GUYBOURG TRANSPORT ENRG., 8800 24th Avenue, Ville St. Michel, Province of Quebec, Canada. Applicant's representative: John J. Brady, Jr., 75 State Street, Albany, N.Y. 12207. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, in dump vehicles, from the ports of entry on the international boundary line between the United States and Canada, located at or near Highgate Springs, North Troy, Derby Line and Norton, Vt., to points in Vermont, under contract with The Canadian Salt Co. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Albany, N.Y.

No. MC 129313, filed August 4, 1967. Applicant: FLANIGAN BROTHERS STORAGE COMPANY, a corporation, 203 North Lake Street, Marquette, Mich. 49855. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Containerized household goods*, (1) from Marquette, Mich., to K. I. Sawyer A.F.B., Mich., and (2) between Marquette, Mich., and points in Marquette, Baraga, Houghton, Keweenaw, Alger, Schoolcraft, Delta, and Iron Counties, Mich., restricted to shipments moving in containers and having an immediately prior or subsequent movement by rail, motor, water, or air and moving on through bills of lading, of forwarders, operating under the section 402(b)(2) exemption. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Marquette or Escanaba, Mich.

No. MC 129314, filed August 4, 1967. Applicant: CLOVERLEAF FARM VANS, INC., Route 1, Box 1235, Kenner, La. 70062. Applicant's representative: Harold R. Ainsworth, 2307 American Bank Building, New Orleans, La. 70130. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Horses*, other than ordinary horses, and in the same vehicle with such horses, *mascots, personal effects of attendants, trainers, and exhibitors, attendants, and supplies and equipment used in the care and maintenance of such horses*, between points in Alabama, Arkansas, Florida, Georgia, Illinois, Kentucky, Louisiana, Michigan, Mississippi, Missouri, New Jersey, New York, Ohio, Tennessee, Texas, Vermont, and Virginia. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 129316 (Sub-No. 1), filed August 11, 1967. Applicant: THOMAS TRANSFER & STORAGE CO., INC., 911-919 Industrial Avenue, Palo Alto, Calif. 94303. Applicant's representative: Alan F. Wohlstetter, 1 Farragut Square, Washington, D.C. 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Marin, San Francisco, San Mateo,

Santa Clara, Alameda, Contra Costa, Santa Barbara, and Ventura Counties, Calif. Restricted to shipments having a prior or subsequent movement beyond said points in containers, and further restricted to pickup and delivery services incidental to and in connection with packing, crating, and containerization, or unpacking, uncrating, and decontainerization of such shipments. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Palo Alto, Calif.

No. MC 129319, filed August 10, 1967. Applicant: CITY TRANSFER & STORAGE INC., 902 South First Avenue, Post Office Box 669, Pocatello, Idaho 83201. Applicant's representative: Ronald W. Nicholas (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points within a 100-mile radius of Pocatello, Idaho, restricted to shipments moving in containers and having an immediately prior or subsequent movement by rail, motor, water, or air and moving on through bills of lading of forwarders, operating under the Section 402(b)(2) exemption. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 129320, filed August 10, 1967. Applicant: CHARLES LARABEE, Box 84, Bristol (Kenosha County), Wis. 53104. Applicant's representative: Charles J. Richards, 1024 56th Street, Kenosha, Wis. 53140. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Commodities*, uncrated and under 5,000 pounds in weight, between Kenosha, Racine, and Walworth Counties, Wis., Lake, McHenry, and Cook Counties, Ill., under contract with Montgomery Ward & Co., Kenosha, Wis. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kenosha, Wis.

No. MC 129321, filed August 10, 1967. Applicant: HERLIHY MOVING AND STORAGE, INC., 87 South Walnut Street, Chillicothe, Ohio 45601. Applicant's representative: Earl N. Merwin, 85 East Gay Street, Columbus, Ohio 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Used household goods*, between points in Adams, Athens, Fairfield, Fayette, Franklin, Highland, Hocking, Jackson, Meigs, Pickaway, Pike, Scioto, and Vinton Counties, Ohio. Restricted: (1) To shipments moving on through bills of lading for a forwarder operating under section 402(b)(2) exemption; (2) to shipments having an immediately prior or subsequent line-haul movement by rail, motor, water, or air; (3) to providing a local service for a forwarder of used household goods. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Washington, D.C.

No. MC 129322, filed August 8, 1967. Applicant: BIG T TRUCKING CORP., Valley Road, Rural Delivery No. 1, Somerville, N.J. 08876. Applicant's representative: Alvin Altman, 1776 Broadway,

New York, N.Y. 10019. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Brick*, from Somerville, N.J., to points in Connecticut, Massachusetts, Maine (except points in Aroostock County), New Hampshire, Rhode Island, and Vermont. **NOTE:** Applicant is authorized to conduct operations as a contract carrier, in Permit MC 116721 and Subs 1 and 2, therefor, dual operations may be involved. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 129324 (Sub-No. 1), filed August 11, 1967. Applicant: TAYLOR MOORE'S EXPRESS COMPANY, a corporation, 911 Hillcrest Lane, Willingboro, N.J. Applicant's representative: Raymond A. Thistle, Jr., Suite 1700, 1500 Walnut Street, Philadelphia, Pa. 19102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food, and food products* requiring refrigeration, from Philadelphia, Pa., to points in Camden, Burlington, Atlantic, and Cape May Counties, N.J. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 129325, filed August 4, 1967. Applicant: DIAZ MOTOR FREIGHT, INC., 2829 Frenchmen Street, Post Office Box 8166, New Orleans, La. 70122. Applicant's representative: William T. Croft, 1815 H Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from New Orleans, La., to points in Arkansas, Alabama, Florida, Georgia, Louisiana, Mississippi, Tennessee, and that part of Texas on and east of Interstate Highway 35 and 35W. **NOTE:** Applicant has pending a contract carrier application under MC-127261 Sub 2 TA, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 129330, filed August 14, 1967. Applicant: ROSSI SERVICE CORP., 7807 Ridge Boulevard, (Brooklyn) New York, N.Y. 11209. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Towels, towelings, and linens*, between Metuchen, N.J., on the one hand, and, on the other, New York, N.Y., and points in Hudson and Essex Counties, N.J., under contract with Franco Manufacturing Co., Inc., of New York, N.Y. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

MOTOR CARRIERS OF PASSENGERS

No. MC 228 (Sub-No. 61), filed August 4, 1967. Applicant: HUDSON TRANSIT LINES, INC., doing business as SHORT LINE, 17 Franklin Turnpike, Mahwah, N.J. 07430. Applicant's representative: John R. Sims, Jr., 1700 Pennsylvania Avenue NW., Washington, D.C. 20006. Authority sought to operate as a *common*

carrier, by motor vehicle, over regular and irregular routes, transporting: *Regular Routes:* (1) *Passengers, their baggage, express and newspapers* in the same vehicle, between Roscoe, N.Y., and Walton, N.Y.; from junction New York Highway 17 and Delaware County Highway 7 at Roscoe, over Delaware County Highway 7 to junction New York Highway 30; thence over New York Highway 30 to junction New York Highway 206; thence over New York Highway 206 to Walton, N.Y., and return over the same route, serving all intermediate points; and *Irregular Routes:* (2) *passengers, and their baggage*, in round-trip charter operations beginning and ending at points on the routes described in (1) above and extending to points in the United States, except Hawaii. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Binghamton, N.Y., or Monticello, N.Y.

No. MC 54534 (Sub-No. 5), filed August 8, 1967. Applicant: GRAND ISLAND TRANSIT CORPORATION, 200 Broadway, Buffalo, N.Y. Applicant's representative: James E. Wilson, 1735 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers in special operations, in round-trip sight-seeing or pleasure tours, beginning and ending at points in Niagara, Cattaraugus, Allegany, Steuben, Wyoming, and Erie Counties, except Buffalo, N.Y., and extending to points in the United States (except Alaska and Hawaii). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

APPLICATION FOR BROKERAGE LICENSES

No. MC 12918 (Sub-No. 1), filed August 2, 1967. Applicant: ALLEN S. KRAFT, doing business as UNIVERSAL TRAVEL SERVICE, 4107 South Yale, Southland Shopping Center, Tulsa, Okla. 74135. For a license (BMC-5) to engage in operations as a *broker*, in Tulsa, Okla., in arranging for transportation in interstate or foreign commerce of *passengers and their baggage*, in charter and special operations, between points in the United States, including Alaska and Hawaii.

WATER CARRIER APPLICATION

WATER CARRIER OF PROPERTY AND PASSENGERS

No. W-1236 BENJAMIN EVANS WHITELOCK COMMON CARRIER APPLICATION, filed July 27, 1967. Applicant: BENJAMIN EVANS WHITELOCK, Ewell, Md. Application filed July 27, 1967, for a certificate, covering a new operation under Part III of the Interstate Commerce Act, by water, in year-round operations, in the transportation of *general commodities and passengers*, (a) between ports at Ewell, Tylerton, Rhodes Point, and Crisfield, Md., regularly; and, (b) between ports at Ewell, Rhodes Point, Tylerton, and Crisfield, Md., and Tangier Island, Onancock, and Reedville, Va., irregularly.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

No. MC 1759 (Sub-No. 24), filed August 10, 1967. Applicant: FROELICH TRANSPORTATION CO., INC., 31 Victory Street, Stamford, Conn. Applicant's representative: Reubin Kaminsky, 410 Asylum Street, Hartford, Conn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Bakery products*, fresh (except unleavened and frozen bakery products), from Greenwich, Conn.; Long Island City, N.Y., and Totowa, N.J., to points in Erie County, N.Y., (2) *salt*, in packages, from Watkins Glen, N.Y., to Greenwich, Conn., and (3) *stale, damaged, refused, rejected, and nonsalable bakery products, fresh* (except unleavened and frozen bakery products), and *empty containers*, from points in Monroe County, N.Y., to Greenwich, Conn., Long Island City, N.Y., and Totowa, N.J. **NOTE:** Applicant states that tacking would take place at Greenwich, Conn., for the named commodities moving over applicant's presently authorized regular route between Hartford, Conn., and Newark, N.J.

No. MC 126625 (Sub-No. 1), filed July 31, 1967. Applicant: MURPHY SURF-AIR TRUCKING COMPANY, INC., Blue Grass Field, Lexington, Ky. Applicant's representative: Herbert D. Liebman, 403 West Main Street, Frankfort, Ky. 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between points in Shelby, Montgomery, Rowan, Fleming, Rockcastle, Trimble, Estill, Nicholas, Pulaski, Whitley, Knox, Boone, Laurel, Mercer, Bath, Owen, Henry, Grant, Oldham, Gallatin, Bell, Garrard, and Lincoln Counties, Ky., on the one hand and, on the other, Blue Grass Field, Lexington, Ky., Greater Cincinnati Airport, near Erlanger, Ky., and Standiford Field, Louisville, Ky., and (2) between Greater Cincinnati Airport, near Erlanger, Ky., and Standiford Field, Louisville, Ky.

No. MC 129269 (Sub-No. 2), filed August 8, 1967. Applicant: MAURICE EDWARD COMPTON, 4811 North Capitol Street, Washington, D.C. 20011. Applicant's representative: Harold E. Mesrow, 1625 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Masonry bank sand*, in bulk in dump trucks, from the plant site of Bob's Sand Co., Severn, Anne Arundel County, Md., to points in Fairfax, Arlington, Prince William, and Loudoun Counties, Va., and the District of Columbia, under contract with Bob's Sand Co.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 67-99148; Filed, Aug. 24, 1967; 8:45 a.m.]

[Ex Parte No. MC-1 (Sub-No. 1)]

PAYMENT OF RATES AND CHARGES OF MOTOR CARRIERS**Credit Regulations—Household Goods**

At a general session of the Interstate Commerce Commission, held at its office in Washington, D.C., the 10th day of August 1967.

It appearing, that the Interstate Commerce Commission has prescribed rules and regulations pertaining to the extension of credit to shippers by motor common carriers of property operating in interstate or foreign commerce. See Payment of Rates and Charges of Motor Carriers, 2 M.C.C. 365;

It further appearing, that those to whom credit is extended, referred to for convenience as the shippers, are experiencing difficulty in complying with § 288.1 of the Code of Federal Regulations, 49 CFR 288, Carrier May Extend Credit to Shipper; and good cause appearing therefor:

It is ordered, That an investigation be, and it is hereby, instituted under the authority of part II of the Interstate Commerce Act (section 223) and section 4 of the Administrative Procedure Act for the purpose of determining whether and to what extent the currently effective rules and regulations pertaining to the period of credit following delivery of freight accorded to shippers by motor common carriers of property operating in interstate or foreign commerce should be modified or changed insofar as the household goods motor common carriers are concerned.

It is further ordered, That all motor common carriers of household goods operating in interstate or foreign commerce subject to the Interstate Commerce Act be, and they are hereby, made respondents in this proceeding.

It is further ordered, That all persons including respondents who wish actively to participate in this proceeding, and file and receive copies of pleadings shall make known that fact by notifying the Commission in writing on or before September 18, 1967. To conserve time and avoid expense it is strongly urged that persons having common interests endeavor to consolidate their presentation to the greatest extent possible. Individual participation is not precluded; mere casual interest, however, does not justify participation, and will make the service of verified statements burdensome and impracticable. The Commission desires participation only of those who intend to take an active part in the proceeding.

It is further ordered, That:

(a) As soon as practicable after September 18, 1967, the Commission will serve a list of the names and addresses of all persons upon whom service of all

verified statements,¹ replies, or other pleadings must be made;

(b) All parties shall file an original and two copies of their verified statements and exhibits thereto with the Commission on or before October 23, 1967, and at the same time serve a copy of such statements upon each person named in the service list;

(c) Parties desiring to file reply statement shall file such statements with the Commission on or before November 20, 1967, and upon all parties named in the service list;

(d) Any party may request a hearing for the purpose of crossexamining any witness submitting a verified statement by notifying all parties and the Commission on or before December 4, 1967.

And it is further ordered, That a copy of this order be served on the Public Utility Commission or Boards, or similar regulatory bodies of each State having jurisdiction over the transportation here involved; that a copy be posted in the Office of the Secretary of the Interstate Commerce Commission for public inspection; and that a copy be delivered to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER, a notice to all interested persons.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 67-9099; Filed, Aug. 24, 1967;
8:45 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

AUGUST 22, 1967.

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. 41106—*Urea from and to Points in Wyoming*. Filed by Western Trunk Line Committee, Agent (No. A-2513), for interested rail carriers. Rates on urea, in bulk or in packages, in carloads, between points in Wyoming, on the one hand, and points in official, southwestern and western trunkline territories, on the other.

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

Tariffs—Supplements 1 and 3, and supplement 59 to Western Trunk Line Committee, Agent, tariffs I.C.C. A-4674 and A-4620, respectively, Supplements 134, and 79 to Traffic Executive Associa-

¹ In lieu of verification under oath, any prepared statement may be made subject to the following declaration: "I solemnly declare that I have examined the foregoing document and that the statements of fact contained therein are true."

(Signature)

tion-Eastern Railroads, Agent, tariffs I.C.C. C-314 and C-473, respectively, and Supplement 44 to Southwestern Freight Bureau, Agent, tariff I.C.C. 4690.

FSA No. 41107—*Stone from Salida and Wellsville, Colo.* Filed by Western Trunk Line Committee, Agent (No. A-2515), for interested rail carriers. Rates on stone, broken, crushed, or ground, in carloads, from Salida and Wellsville, Colo., to points in official territory.

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

Tariff—Supplement 59 to Western Trunk Line Committee, Agent, tariff I.C.C. A-4620.

FSA No. 41108—*Plate, Tin, Terne or Tin Mill Black, to Everman and Fort Worth, Tex.* Filed by Southwestern Freight Bureau, Agent (No. B-9008), for interested rail carriers. Rates on plate, tin, terne or tin mill black, in carloads, from specified points in Alabama, Illinois, Indiana, and Missouri, to Everman and Fort Worth, Tex.

Grounds for relief—Rate relationship.

FSA No. 41109—*Iron or Steel Articles to Eldon, Tex.* Filed by Southwestern Freight Bureau, Agent (No. B-9006), for interested rail carriers. Rates on iron or steel articles, in carloads, from points in official, southern, southwestern, and western trunkline territories.

Grounds for relief—Market competition.

Tariff—Supplement 263 to Southwestern Freight Bureau, Agent, tariff I.C.C. 4503.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 67-10016; Filed, Aug. 24, 1967;
8:47 a.m.]

[Notice 437]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

AUGUST 22, 1967.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 340), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protest must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined at the Office of the

Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 7555 (Sub-No. 58 TA), filed August 16, 1967. Applicant: TEXTILE MOTOR FREIGHT, INC., Post Office Box 7, Ellerbe, N.C. 28338. Applicant's representative: Jacob P. Billig, 1108 16th Street NW., Washington, D.C. 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities dealt in by wholesale and retail grocery stores (except frozen foods)*, from Brockport, N.Y., to points in North Carolina, South Carolina, Georgia, Alabama, and Florida, for 180 days. Supporting shipper: The Great Atlantic & Pacific Tea Co., Executive Offices, Graybar Building, 420 Lexington Avenue, New York, N.Y. 10017. Attention: J. M. Collins, General Traffic Manager. Send protests to: Jack K. Huff, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 206, 327 North Tryon Street, Charlotte, N.C. 28202.

No. MC 8544 (Sub-No. 21 TA), filed August 16, 1967. Applicant: GALVESTON TRUCK LINE CORPORATION, 7415 Wingate, Houston, Tex. 77011. Applicant's representative: Desmond A. Barry (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Sugar*, in packages, from Sugar Land, Tex., to points in Oklahoma, for 180 days. Supporting shipper: Imperial Sugar Co. (J. R. Skiles, traffic manager), Sugar Land, Tex. 77478. Send protests to: District Supervisor John C. Redus, Interstate Commerce Commission, Bureau of Operations, Post Office Box 61212, Houston, Tex. 77061.

No. MC 20894 (Sub-No. 10 TA), filed August 16, 1967. Applicant: P. CALLAHAN, INC., Comly Street at Delaware River, Philadelphia, Pa. 19135. Applicant's representative: Edward F. Kane, 522 Swede Street, Norristown, Pa. 19401. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities (except those of unusual household goods as defined by the Commission, commodities in bulk, and those requiring special equipment)*, between the site of the plant of Calgon Corp., located in Falls Township, near Morrisville, in Bucks County, Pa., on the one hand, and, on the other, Philadelphia, Pa., points in New Jersey, those in the New York, N.Y. commercial zone as defined by the Commission, and those in Nassau, Suffolk, and Westchester Counties, N.Y., for 180 days. Supporting shipper: Calgon Corp., Box 1346, Pittsburgh, Pa. 15230. Send protests to: F. W. Doyle, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 900 U.S. Custom House, Philadelphia, Pa. 19106.

No. MC 42487 (Sub-No. 679), filed August 16, 1967. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. 94025. Applicant's representative: V. S. Tyler, 175 Linfield Drive, Menlo Park, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum lubricating oil*, in bulk, in tank vehicles, from Seattle, Wash., to Libby Dam site, Montana, for 120 days. Supporting shipper: Texaco, Inc., Post Office Box 52332, Houston, Tex. 77052. Send protests to: District Supervisor William R. Murdoch, Interstate Commerce Commission, Bureau of Operations, 450 Golden Gate Avenue, Box 36004, San Francisco, Calif. 94012.

No. MC 52574 (Sub-No. 34 TA), filed August 16, 1967. Applicant: ELIZABETH FREIGHT FORWARDING CORP., 120 South 20th Street, Irvington, N.J. 07111. Applicant's representative: Edward Bowes, 1060 Broad Street, Newark, N.J. 07102, Attention: Edward F. Bowes. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Bakery products and containers therefor*, from Baltimore, Md., to Linden, N.J., for the account of Gourmet Bakers, Inc., for 150 days. Supporting shipper: Gourmet Bakers, Inc., Post Office Box 543, Linden, N.J. 07036, Attention: James P. Mucarrio, Vice President & General Manager. Send protests to: Robert S. H. Vance, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 1060 Broad Street, Newark, N.J. 07102.

No. MC 60612 (Sub-No. 16 TA), filed August 16, 1967. Applicant: SAMUEL TISCHLER, doing business as Tischler Motor Freight, Motor Avenue, Rosenhayn, N.J. 08352. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Empty tin cans*, from the plant of National Can Co., Cambridge, Md., to the plant and warehouse of Cedar Lake Canning Co., Cedarville, N.J., for 180 days. Supporting shipper: Cedar Lake Canning Co., Inc., Cedarville, N.J. Send protests to: District Supervisor Raymond T. Jones, Interstate Commerce Commission, Bureau of Operations, 410 Post Office Building, 402 East State Street, Trenton, N.J. 08608.

No. MC 105636 (Sub-No. 27 TA), filed August 16, 1967. Applicant: ARMELLINI EXPRESS LINES, INC., Oak and Brewster Roads, Vineland, N.J. 08360. Applicant's representative: Julio A. Armellini (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities (except those of unusual value, and except high explosives, livestock, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading)*, from the freight consolidation points of Fla-Texas Freight, Inc., at Boston, Mass., New Haven, Conn., Jersey City, N.J., Phila-

delphia, Pa., Carlstadt, N.J., to Jacksonville, Orlando, Tampa, Fort Pierce, West Palm Beach, Fort Lauderdale, and Miami, Fla., for 180 days. Supporting shipper: Florida-Texas Freight, Inc., Building 2140, Weatherford Boulevard, M.I.A.D. Miami, Fla. 33148. Send protests to: District Supervisor Raymond T. Jones, Interstate Commerce Commission, Bureau of Operations, 410 Post Office Building, 402 East State Street, Trenton, N.J. 08608.

No. MC 109397 (Sub-No. 156 TA), filed August 16, 1967. Applicant: TRI-STATE MOTOR TRANSIT CO., Post Office Box 113, East on Interstate Business Route 44, Joplin, Mo. 64801. Applicant's representative: Daniel B. Johnson, Warner Building, Washington, D.C. 20004. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Classes A, B, and C explosives, blasting materials and supplies, ammunition and component parts of ammunition and explosives*, between West Hanover and Hingham, Mass., Richmond, Ind., Janesville, Wis., La Salle and Elk Grove, Ill., Hopkins and New Brighton, Minn., for 150 days. Supporting shipper: Atlantic Research Corp., Post Office Box 1175, King Street, West Hanover, Mass. 02339. Send protests to: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1100 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 127689 (Sub-No. 7 TA), filed August 16, 1967. Applicant: Pascagoula Drayage Company, Inc., 705 East Pine Street, Post Office Box 1326, Hattiesburg, Miss. 39401. Applicant's representative: W. N. Innis, Post Office Box 1569, Hattiesburg, Miss. 39402. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Antifreeze compound*, except in bulk, from Mapleton, Ill., to points in Mississippi, Alabama, and Louisiana; (2) *egg carriers or cartons*, from Atlanta, Ga., to points in Mississippi, Alabama, and Louisiana; (3) *feed ingredients*, except in bulk, from Chicago Heights, Ill., to specified points in Mississippi, Alabama, and Louisiana; (4) *Citrus juices*, from Lake Wales, Fla., to points in Mississippi, Louisiana, Alabama, and Florida; (5) *milk replacer (feed supplement)*, from Lima, Ohio, to points in Mississippi, Louisiana, and Alabama, for 180 days. Restricted to traffic moving to and from plants, warehouses, or facilities of Mississippi Federated Cooperatives (AAL). Supporting shipper: Mississippi Federated Cooperatives (AAL), Jackson, Miss. Send protests to: Floyd A. Johnson, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 312-A U.S. Post Office Building, Jackson, Miss. 39201.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 67-10017; Filed, Aug. 24, 1967; 8:47 a.m.]

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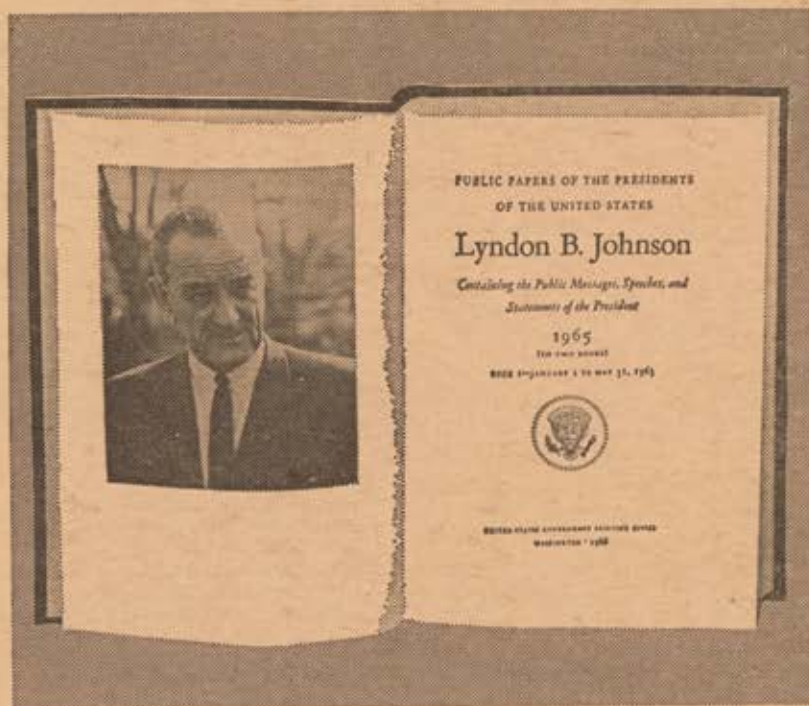
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