

FEDERAL REGISTER

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Pages 15573-15619

Agencies in this issue—

Agricultural Research Service
Agricultural Stabilization and
Conservation Service
Atomic Energy Commission
Business and Defense Services
Administration
Census Bureau
Civil Aeronautics Board
Consumer and Marketing Service
Federal Aviation Administration
Federal Communications Commission
Federal Housing Administration
Federal Maritime Commission
Federal Power Commission
Federal Trade Commission
Fish and Wildlife Service
Food and Drug Administration
Health, Education, and Welfare
Department
Interior Department
Interstate Commerce Commission
Land Management Bureau
Post Office Department
Securities and Exchange Commission
Small Business Administration
Treasury Department

Detailed list of Contents appears inside.



Latest Edition

Guide to Record Retention Requirements

[Revised as of January 1, 1967]

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

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Rules and Regulations

Title 7—AGRICULTURE

Chapter III—Agricultural Research Service, Department of Agriculture

PART 319—FOREIGN QUARANTINE NOTICES

Subpart—Citrus Fruits QUARANTINE

Pursuant to sections 5, 7, and 9 of the Plant Quarantine Act of 1912 (7 U.S.C. 159, 160, 162), Notice of Quarantine No. 28 (7 CFR 319.28) relating to the importation of citrus fruits is hereby amended in the following respect:

A new paragraph to be designated as § 319.28(h) is added to the said notice of quarantine to read as follows:

§ 319.28 Notice of quarantine.

(h) This prohibition shall not apply to importations into Alaska during the 1967 shipping season of oranges of the Unshu class grown in Japan, but such importations are subject to permit and other requirements under the Fruits and Vegetables Quarantine (§ 319.56).

(Secs. 5, 7, 9, 37 Stat. 316, 317, 318; 7 U.S.C. 159, 160, 162; 29 F.R. 16210, as amended, 30 F.R. 3799, as amended)

This amendment shall become effective November 9, 1967.

Effective July 3, 1967, the quarantine was revised to allow imports of Unshu oranges from Japan into Alaska, Washington, Oregon, Idaho, and Montana under specified requirements. Seasonal growing conditions in Japan have made it impossible to comply with such requirements. The foregoing amendment of the quarantine permits the importation of such oranges into Alaska under the same safeguards as were in force prior to the revision of July 3, 1967. No change is made in the requirements with respect to imports into the other States named.

Inasmuch as the shipping season for Unshu oranges from Japan is imminent it is necessary to make this amendment effective at the earliest possible date to be of maximum benefit to importers. Therefore, pursuant to the administrative procedure provisions of 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable, and the amendment may be made effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 3d day of November 1967.

[SEAL] **GEORGE W. IRVING, JR.,
Administrator,
Agricultural Research Service.**

[F.R. Doc. 67-13240; Filed, Nov. 8, 1967; 8:47 a.m.]

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

[Amdt. 1]

PART 945—IRISH POTATOES GROWN IN CERTAIN DESIGNATED COUNTIES IN IDAHO, AND MALHEUR COUNTY, OREG.

Limitation of Shipments

Findings. (a) Pursuant to Marketing Agreement No. 98 and Order No. 945, as amended (7 CFR Part 945), regulating the handling of Irish potatoes grown in the production area defined therein, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of recommendations and information submitted by the Idaho-Eastern Oregon Potato Committee, established pursuant to the said marketing agreement and order, and other available information, it is hereby found that the amendment to the limitation of shipments hereinafter set forth, will tend to effectuate the declared policy of the act.

(b) It is hereby found that it is impracticable and contrary to the public interest to give preliminary notice or engage in public rule making procedure, and that good cause exists for not postponing the effective date of this amendment until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553), in that (1) shipments of 1967 crop potatoes grown in the production area are now being made, (2) compliance with this amendment will not require any special preparation by handlers which cannot be completed by the effective date, (3) information regarding the committee's recommendation has been made to producers and handlers in the production area, and (4) this amendment relieves restrictions on the handling of potatoes in the production area.

Order, as amended. Paragraph (a) of § 945.326 (32 F.R. 9298) is amended to read as follows:

§ 945.326 Limitation of shipments.

(a) *Minimum quality requirements—*
(1) *Grade.* All varieties—U.S. No. 2, or better grade.

(2) *Size—*(1) *Round red varieties.* 1 3/8 inches minimum diameter.

(i) *All other varieties.* 2 inches minimum diameter, or 4 ounces minimum weight.

(iii) *All varieties.* Size B if U.S. No. 1, or better grade.

(3) *Cleanliness—*(1) *Kennebec variety.* Not more "slightly dirty."

(ii) *All other varieties.* Generally "fairly clean."

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

Dated November 3, 1967, to become effective November 6, 1967.

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

[F.R. Doc. 67-13241; Filed, Nov. 8, 1967; 8:47 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 78—BRUCELLOSIS

Subpart D—Designation of Modified Certified Brucellosis Areas, Public Stockyards, Specifically Approved Stockyards, and Slaughtering Establishments

MODIFIED CERTIFIED BRUCELLOSIS AREAS

Pursuant to § 78.16 of the regulations in Part 78, as amended, Title 9, Code of Federal Regulations, containing restrictions on the interstate movement of animals because of brucellosis, under sections 4, 5, and 13 of the Act of May 29, 1884, as amended; sections 1 and 2 of the Act of February 2, 1903, as amended, and section 3 of the Act of March 3, 1905, as amended (21 U.S.C. 111-113, 114a-1, 120, 121, 125), § 78.13 of said regulations designating modified certified brucellosis areas is hereby amended to read as follows:

§ 78.13 Modified certified brucellosis areas.

The following States, or specified portions thereof, are hereby designated as modified certified brucellosis areas:

Alabama. Autauga, Baldwin, Barbour, Bibb, Blount, Bullock, Butler, Calhoun, Chambers, Cherokee, Chilton, Choctaw, Clarke, Clay, Cleburne, Coffee, Colbert, Conecuh, Coosa, Covington, Crenshaw, Cullman, Dale, Dallas, De Kalb, Elmore, Escambia, Etowah, Fayette, Franklin, Geneva, Greene, Hale, Henry, Houston, Jackson, Jefferson, Lamar, Lauderdale, Lawrence, Lee, Limestone, Lowndes, Macon, Madison, Marion, Marshall, Mobile, Monroe, Montgomery, Morgan, Perry, Pickens, Pike, Randolph, Russell, St. Clair, Shelby, Sumter, Talladega, Tallapoosa, Tuscaloosa, Walker, Washington, Wilcox, and Winston Counties;
Alaska. The entire State except Kodiak, Sitkalidak, and Chirikof Islands;
Arizona. The entire State;
Arkansas. The entire State;
California. The entire State;

herbicide 1,1-dimethyl-3-(α,α,α -trifluoro-m-tolyl)urea in or on the raw agricultural commodity cottonseed.

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

Effective date. This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a(d)(2))

Dated: November 1, 1967.

J. K. Kirk,
Associate Commissioner
for Compliance.

[P.R. Doc. 67-13270; Filed, Nov. 8, 1967;
8:50 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER C—AIRCRAFT

[Airworthiness Docket No. 67-WE-21-AD;
Amdt. 39-505]

PART 39—AIRWORTHINESS DIRECTIVES

McDonnell Douglas Model DC-9 Series Airplanes

Pursuant to the authority delegated to me by the Administrator (14 CFR 11.81), an Airworthiness Directive (AD) was adopted on October 20, 1967, and made effective by telegram immediately as to all known operators of McDonnell Douglas Model DC-9 Series airplanes.

Adoption of this AD was necessitated by at least three reports of malfunctions in the battery charger installed in DC-9 airplanes that resulted in smoke and fire in the electrical compartment. The agency determined that this condition was unsafe and might occur in other DC-9 airplanes. In view of the urgency in prescribing appropriate corrective action of this unsafe condition and notifying affected operators as soon as possible of this action, the AD was issued in the form of a telegram. The telegraphic AD requires:

1. Within 10 hours' time in service, the battery charger be inspected, specific circuit breakers associated with the battery charger be deactivated, and placards to insure that the battery charger

would not be activated in flight and to minimize battery discharge on the ground be installed.

2. Replacement of the battery charger before flight if evidence of overheating, cracking, or other abnormalities appear as a result of the inspection of the battery charger; and

3. The prescription of certain operating limitations applicable immediately prior to the start of each taxi and after parking.

The telegraphic AD also indicates that a revision thereto will follow concerning approved modification methods when such methods become available.

Since it was found that the corrective action was required within a very short time, notice and public procedure thereon was found to be impracticable and contrary to the public interest and good cause existed for making this Airworthiness Directive effective immediately as to all known operators of McDonnell Douglas Model DC-9 Series airplanes by individual telegram dated October 20, 1967. These conditions still exist and the AD 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.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.81), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new Airworthiness Directive:

McDONNELL DOUGLAS. Applies to Model DC-9 Series airplanes.

Compliance required as indicated.

Due to at least three reports of malfunctions in the battery charger installed in DC-9 airplanes that have resulted in smoke and fire in the electrical compartment, accomplish the following:

1. Within 10 hours' time in service after the effective date of this AD:

A. Inspect the battery charger, P/N 26340061-01 and inspect and service each battery in the electrical compartment in accordance with paragraphs 1, 2, and 3 of the "Inspection Procedures for Aircraft" section of a wire dated October 19, 1967, constituting McDonnell Douglas DC-9 Alert Service Bulletin A-24-26, or by a method approved by the Chief, Aircraft Engineering Division, FAA, Western Region;

B. Deactivate circuit breakers normally coded K7, K8, and K9, titled battery charger and transfer relay (29 AMP, left bus) and secure in the open position, or remove and stow wires P32A14C, P33A14B, and P34A14A at the circuit breaker;

C. Placard circuit breakers K7, K8, and K9 to indicate that they are deactivated;

D. Unless already accomplished in accordance with paragraph 5 of the "Inspection Procedures for Aircraft" section of the Service Bulletin referenced in this paragraph, place an operating limitation in the form of a placard in the vicinity of the APU start switch stating: "Operating Limitation. Do not start APU electrically in flight"; and

E. Unless already accomplished in accordance with paragraph 5 of the "Inspection Procedures for Aircraft" section of the Service Bulletin referenced in this paragraph, place an operating limitation in the form of a placard in the cockpit in clear view of the pilot and copilot, stating: "Operating Limitation. Do not ground start APU after battery charger circuit breakers are opened (pulled) prior to takeoff".

2. If an inspection specified in paragraph 1 of this AD reveals evidence of overheating,

cracking, or other abnormal appearance of the battery charger (including the flag lugs and positive ceramic stud buildup and solder-joint on the inside and outside of the charger on the filter, and the solder-joints to chassis), replace before further flight.

3. The following operating limitations are prescribed for all affected airplanes:

A. Immediately prior to start of each taxi:

i. Determine that the battery charger is operating in the pulsing mode.

ii. Pull circuit breakers U21, W21, and X21 in immediate succession to deactivate the battery charger.

iii. Enter the electrical compartment and inspect the battery charger and adjacent vicinity to determine that the charger has been operating satisfactorily as evidenced by a lack of smoke. (May be accomplished by ground personnel.)

B. After parking close (push in) circuit breakers U21, W21, and X21 in immediate succession.

NOTE No. 1: The APU may be started after landing and during taxi to the ramp.

NOTE No. 2: The APU may be windmill started in flight in the event of a complete in-flight loss of electrical power.

4. A revision to this AD will follow concerning approved modification methods.

This amendment becomes effective upon publication in the FEDERAL REGISTER for all persons except those to whom it was made effective immediately by telegram dated October 20, 1967.

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

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by this directive who have not already received these documents from the manufacturer may obtain copies upon request to McDonnell Douglas Corp., Douglas Aircraft Co., Aircraft Division, 3855 Lakewood Boulevard, Long Beach, Calif. 90801. These documents may also be examined at FAA Western Region, 5651 West Manchester Avenue, Los Angeles, Calif. 90045, and FAA Headquarters, 800 Independence Avenue SW., Washington, D.C. 20553. A historical file on this AD which includes the incorporated material in full is maintained by the FAA at its headquarters in Washington, D.C., and at FAA Western Region.

Issued in Los Angeles, Calif., on October 31, 1967.

LEE E. WARREN,
Acting Regional Director,
FAA Western Region.

The incorporation by reference provisions in this document were approved by the Director of the Federal Register on November 8, 1967.

[P.R. Doc. 67-13250; Filed, Nov. 8, 1967;
8:48 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 67-CE-64]

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

Alteration of Control Zone and Transition Area; Correction

On October 14, 1967, a final rule was published in the FEDERAL REGISTER (32 F.R. 14266), F.R. Doc. 67-12171, which

included redesignation of the Alpena, Mich., transition area, incorrectly described the extension based on the Alpena VORTAC 346° radial as extending from the VORTAC to 23 miles north of the VORTAC. This 22-mile extension should have been 12 miles. Action is taken herein to make this correction.

Since this amendment is editorial in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, the redesignation of the Alpena, Mich., transition area as set forth in F.R. Doc. 67-12171 is corrected effective immediately as follows: "22 miles" is deleted and "12 miles" substituted therefor.

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

Issued in Kansas City, Mo., on October 25, 1967.

DANIEL E. BARROW,
Acting Director, Central Region.

[F.R. Doc. 67-13247; Filed, Nov. 8, 1967; 8:48 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 8495; Amdt. 566]

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	
MOL VOR	HSP RBN	Direct	6000	T-dn	300-1	300-1	300-1 ^{1/2}
Natural Well Int.	HSP RBN	Direct	6000	C-dn	800-2	800-2	NA
ROA VOR	HSP RBN	Direct	6000	S-dn-24	800-1	800-1 ^{1/2}	800-1 ^{1/2}
MOL VOR	Goshen Int.	Via MOL R 298°	6000	A-dn	NA	NA	NA
Goshen Int.	HSP RBN (final)	Direct	4601				

Procedure turn N side of crs 060° Outbd, 240° Inbd, 5300' within 10 miles.

Minimum altitude over facility on final approach crs, 4601'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of HSP RBN, make immediate right-climbing turn to 6000' to Natural Well Int. via MOL VOR R 279°. Hold N 1-minute left turns 183° Inbd.

NOTE: Use Roanoke altimeter.

CAUTION: Terrain 4280' 1.6 miles SSW airport boundary.

*All circling approaches are prohibited in the area S of Runway 6 and SW of Runway 32.

% Runway 24 climb on heading 279° to 5000' before proceeding on crs.

MSA within 25 miles of facility: 030°-130°-5500'; 120°-210°-5300'; 210°-300°-5000'; 300°-030°-5000'.

City, Hot Springs; State, Va.; Airport name, Ingalls Field; Elev., 3801'; Fac. Class., MHW; Ident., HSP; Procedure No. NDB(ADF) Runway 24, Amdt. 1; Eff. date, 2 Dec. 67; Sup. Amdt. No. ADF No. 1, Orig.; Dated, 3 Oct. 64

LAX VOR	LOM	Direct	3000	T-dn	300-1	300-1	*200-1 ^{1/2}
Downey FM/NDB	LOM (final)	Direct	3000	C-dn	600-1	600-1	600-1 ^{1/2}
LGB VOR	Downey FM/NDB	Direct	3000	S-dn-25L/R	600-1	600-1	600-1
La Habra Int.	Downey FM/NDB	Direct	3000	A-dn	800-2	800-2	800-2
Tower Int.	LOM	Direct	4000				

Radar available.

Procedure turn S side of crs. 068° Outbd, 248° Inbd, 2400' within 10 miles of LOM.

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

Crs and distance, facility to airport, 248°, 5.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LOM, climb to 2000' on crs of 248° within 15 miles of LOM.

% Northbound (280° through 060°) IFR departures: Unless otherwise directed by ATC, published SID's must be used.

*RVB 2400' authorized Runways 25L/R and 7L/R.

MSA within 25 miles of facility: 045°-135°-4800'; 135°-225°-2900'; 225°-315°-4800'; 315°-045°-9100'.

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Fac. Class., LOM; Ident., LA; Procedure No. NDB(ADF) Runway 25L/R, Amdt. 27; Eff. date, 2 Dec. 67; Sup. Amdt. No. NDB(ADF) Runway 25L/R, Amdt. 26; Dated, 7 Oct. 67

ADF 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	
SEA-VOR	SZ LOM	Direct	2000	T-dn ⁵	300-1	300-1	200-1/2
PAE VOR	SZ LOM (final)	Direct	2000	C-dn	500-1	500-1	500-1 1/2
Burton Int.	SZ LOM	Direct	2800	S-dn-10 ⁴	500-1	500-1	500-1
Lohill Int.	SZ LOM	Direct	3000	A-dn	800-2	800-2	800-2

Radar available.
 Procedure turn W side of crs. 338° Outbd., 158° Inbd., 2000' within 10 miles.
 Minimum altitude over facility on final approach crs. 180°.
 Crs and distance, facility to airport, 158°, 4.2 miles.*
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after passing SZ LOM, climb to 2000' direct to SE LOM or, when directed by ATC, turn right, climb southwestbound to 2000' on R 227° SEA VOR within 10 miles.
 *Distance indicated is to the displaced threshold.
 †Takeoff all runways: climb on SEA VOR R 265° within 10 miles to cross SEA VOR at or above: Northeastbound V2N 4300'; eastbound V2 2000'; southeastbound V2S/V4 4000'; southbound V4S 4000'.
 ‡Sliding scale not authorized for landing.
 MSA within 25 miles of facility: 060°-090°-6200'; 090°-180°-3400'; 180°-360°-4500'.

City, Seattle; State, Wash.; Airport name, Seattle-Tacoma International; Elev., 428'; Fac. Class., LOM; Ident., SZ; Procedure No. NDB(ADF) Runway 16, Amdt. 6; Eff. date, 2 Dec. 67; Sup. Amdt. No. ADF2, Amdt. 5; Dated, 24 Dec. 66

TCM RBN	SE LOM (final)	Via crs 020° from TCM RBN & crs 338° to LOM.	2000	T-dn ⁵ C-dn S-dn-34 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1/2 500-1 1/2 400-1 800-2
SEA VOR	SE LOM	Direct	2000				
Burton VHF Int.	SE LOM	Direct	2000				

Radar available.
 Procedure turn E side of crs. 158° Outbd., 338° Inbd., 1700' within 10 miles.
 Minimum altitude over facility on final approach crs. 160°.
 Crs and distance, facility to airport, 338°, 4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing SE LOM, climb to 2000' direct to SE LOM or, when directed by ATC, turn left, climb southwestbound to 2000' on R 227° SEA VOR within 10 miles.
 †Takeoff all runways: Climb on the SEA VOR R 265° within 10 miles to cross SEA VOR at or above: Northeastbound V2N 4300'; eastbound V2 2000'; southeastbound V2S 4000'; southbound V4S 4000'.
 MSA within 25 miles of facility: 060°-090°-6200'; 090°-180°-7100'; 180°-360°-2800'.

City, Seattle; State, Wash.; Airport name, Seattle-Tacoma International; Elev., 428'; Fac. Class., LOM; Ident., SE; Procedure No. NDB(ADF) Runway 34, Amdt. 27; Eff. date, 2 Dec. 67; Sup. Amdt. No. ADF 1, Amdt. 26; Dated, 24 Dec. 66

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition		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	
15-mile DME Fix, R 080° ITO VORTAC	5.9-mile DME Fix, R 089° ITO VOR-TAC	Direct	1000	T-dn* C-dn	300-1 600-1	300-1 600-1	200-1/2 500-1 1/2
Hibiscus Int.	Bayview Int.	Direct	1500	S-dn-20 ⁴	400-1	400-1	400-1
1.9-mile DME Fix, R 080° (Bayview Int.)	ITO VORTAC (final)	Direct	437	A-dn	800-2	800-2	800-2
R 121°, ITO VORTAC clockwise	R 080°, ITO VORTAC	Via 15-mile DME Arc	1500				
R 110°, ITO VORTAC counterclockwise	R 080°, ITO VORTAC	Via 7- to 15-mile DME Arc	1500				

Procedure turn S side of crs. 080° Outbd., 280° Inbd., 1500' within 10 miles.
 Minimum altitude over facility on final approach crs. 437°.
 Crs and distance, facility to airport, 280°, 1 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1 mile (1-mile DME Fix, R 290°) after passing ITO VORTAC, turn right and climb to 3000' on R 355° within 20 miles, turn right, return to VOR on R 355°, hold E on R 080°, left turns.
 CAUTION: Gradually rising terrain westerly quadrants.
 *400-1 required Runway 26 with right turn after takeoff.
 †400-1 authorized, with operative high-intensity runway lights, except for 4-engine turbojets.
 ‡4-engine turbojets: 600-2 circling N of Runways 8/26; 800-2 circling S of Runways 8/26.
 MSA within 25 miles of facility: 030°-120°-1200'; 120°-210°-7000'; 210°-300°-15,800'; 300°-030°-8000'.

City, Hilo, State, Hawaii; Airport name, General Lyman Field; Elev., 37'; Fac. Class., H-BVORTAC; Ident., ITO; Procedure No. VOR Runway 26, Amdt. 2; Eff. date, 2 Dec. 67; Sup. Amdt. No. VOR Runway 26, Amdt. 1; Dated, 27 May 67

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		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	
10-mile DME Fix ITO VORTAC, R 333°	7-mile DME Fix ITO VORTAC, R 323°	Direct	2500	T-dn*	300-1	300-1	200-½
7-mile DME Fix R 323°	1-mile DME Fix, R 323° (final)	Direct	637	C-dn A-dn	600-1 800-2	600-1 800-2	¾60-½ 800-2

Procedure turn not authorized.

Straight-in to facility from 10-mile DME Fix, R 323° only.

Minimum altitude over 7-mile DME Fix, 2500'; over 1-mile DME Fix, R 323°, 637', on final approach crs.

Crs and distance, facility to airport 250°—1 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 1-mile DME Fix, R 323°, turn left and climb to 3000' on R 355° within 30 miles; turn right, return to VOR on R 355°, hold E on R 080°, left turns.

NOTE: DME required for execution of this approach.

*400-1 required Runway 26 with right turn after takeoff.

¾4-engine turbojets: 600-2 circling N of Runways 8/26; 800-2 circling S of Runways 8/26.

MSA within 25 miles of facility: 030°-120°-1200'; 120°-210°-7000'; 210°-300°-15,500'; 300°-030°-8000'.

City, Hilo; State, Hawaii; Airport name, General Lyman Field; Elev., 37'; Fac. Class., H-BVORTAC; Ident., ITO; Procedure No. VOR/DME-1, Amdt. 2; Eff. date, 2 Dec. 67; Sup. Amdt. No. VOR/DME-1, Amdt. 1; Dated, 27 May 67

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		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	
SEA VOR	SZ OM	Direct	2500	T-dn#%	300-1	300-1	200-½
PAE VOR	SZ OM (final)	Direct	3000	C-dn	500-1	500-1	500-½
Burton VHF Int	SZ LOM	Direct	2800	S-dn-16#%	200-½	200-½	200-½
Lofall VHF Int	SZ LOM	Direct	3000	A-dn	600-2	600-2	600-2

Radar available.

Procedure turn W side of crs, 338° Outbd, 138° Inbd, 2000' within 10 miles.

Final approach from holding pattern at SZ LOM not authorized, procedure turn required.

Minimum altitude at glide slope interception Inbd, 1800'.

Altitude of glide slope and distance to approach end of runway at OM, 1732°—4.2 miles*; at MM, 632°—0.6 mile*.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1700' direct to SE LOM or, when directed by ATC, turn right, climb southwestbound to 2000' on R 227° SEA VOR within 10 miles.

NOTE: Back crs unusable.

*400-1 required when glide slope not utilized. 400-½ authorized, with operative high-intensity runway lights, except for 4-engine turbojets. 400-¼ authorized, with operative ALS, except for 4-engine turbojets.

*Distance indicated is to the displaced threshold.

#RVR 2400'. Descent below 625' not authorized unless approach lights are visible.

#RVR 2400' authorized Runway 16.

%Takeoff all runways: Climb on SEA VOR R 265° within 10 miles to cross SEA VOR at or above: Northeastbound V2N 4300'; eastbound V2 2000'; southeastbound V2S/V4 4000'; southbound V4S 4000'.

MSA within 25 miles of facility: 000°-090°-6200'; 090°-180°-5400'; 180°-300°-4500'.

City, Seattle; State, Wash.; Airport name, Seattle-Tacoma International; Elev., 425'; Fac. Class., ILS; Ident., I-SZ; Procedure No. ILS Runway 16, Amdt. 8; Eff. date, 2 Dec. 67; Sup. Amdt. No. ILS-16, Amdt. 7; Dated, 24 Dec. 66

TCM RBN	SE OM (final)	Via crs 020° and S crs of SEA LCLZR.	2000	T-dn#%	300-1	300-1	200-½
SEA VOR	SE OM	Direct	2000	C-dn	500-1	500-1	500-½
Burton VHF Int	SE LOM	Direct	2600	S-dn-34#%	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Radar available.

Procedure turn E side of crs, 158° Outbd, 338° Inbd, 1700' within 10 miles.

Minimum altitude at glide slope interception Inbd, 1600'.

Altitude of glide slope and distance to approach end of runway at OM, 1508°—4 miles; at MM, 560°—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' direct to SZ LOM or, when directed by ATC, turn left, climb southwest bound to 2000' on R 227° SEA VOR within 10 miles.

NOTE: Back crs unusable.

*400-1 required when glide slope not utilized. 400-½ authorized, with operative high-intensity runway lights except for 4-engine turbojets. 400-¼ authorized, with operative ALS, except for 4-engine turbojets.

#RVR 2400'. Descent below 625' not authorized unless approach lights are visible.

#RVR 2400' authorized Runway 34.

%Takeoff all runways: Climb on SEA VOR R 265° within 10 miles to cross SEA VOR at or above: Northeastbound V2N 4300'; eastbound V2 2000'; southeastbound V2S/V4 4000'; southbound V4S 4000'.

MSA within 25 miles of facility: 000°-090°-6200'; 090°-180°-7100'; 180°-360°-2800'.

City, Seattle; State, Wash.; Airport name, Seattle-Tacoma International; Elev., 425'; Fac. Class., ILS; Ident., I-SEA; Procedure No. ILS Runway 34, Amdt. 28; Eff. date, 2 Dec. 67; Sup. Amdt. No. ILS-34, Amdt. 27; Dated, 24 Dec. 66

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				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	
As established by Seattle ASR minimum altitude vectoring chart.				Precision approach: T-dn— 300-1 300-1 200-1½ C-dn— 500-1 500-1 500-1½ S-dn-16/344#— 200-1½ 200-1½ 200-1½ A-dn— 600-2 600-2 600-2 Surveillance approach: T-dn— 300-1 300-1 200-1½ C-dn— 500-1 500-1 500-1½ S-dn-16/345— 400-1 400-1 400-1 A-dn— 800-2 800-2 800-2			

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished: Runway 34—Climb to 2000' direct to SZ LOM or, when directed by ATC, turn right, climb southwestbound to 2000' on R 227° of Seattle VOR within 10 miles. Runway 16—Climb to 2000' direct to SE LOM or, when directed by ATC, turn right, climb southwestbound to 2000' on R 227° SEA VOR within 10 miles.

§ 97.19 2407. Descent below 628' not authorized unless approach lights are visible.
 § 97.19 2407 authorized Runways 16 and 34.
 § 60-14 authorized, with operative high-intensity runway lights, except for 4-engine turbojets. 400-1½ authorized, with operative ALS, except for 4-engine turbojets.
 MSA within 25 miles of facility: 000°-180°-6300'; 180°-360°-2800'.

City, Seattle; State, Wash.; Airport name, Seattle-Tacoma International; Elev., 428'; Fac. Class., and Ident., Seattle-Tacoma Radar; Procedure No. 1, Amdt. 14; Eff. date, 2 Dec. 67; Sup. Amdt. No. 1, Amdt. 13; Dated, 24 Dec. 66

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 October 25, 1967.

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

[F.R. Doc. 67-12854; Filed, Nov 8, 1967; 8:45 a.m.]

SUBCHAPTER H—SCHOOLS AND OTHER CERTIFICATED AGENCIES

[Docket No. 8235; Amdt. 141-5]

PART 141—PILOT SCHOOLS

Chief Flight Instructor Experience Requirements

The purpose of this amendment to Part 141 of the Federal Aviation Regulations is to establish equivalent but more practical levels of experience for chief flight instructors.

This amendment was proposed by notice of proposed rule making 67-23 published in the FEDERAL REGISTER on June 27, 1967 (32 F.R. 9102). Interested persons have been afforded an opportunity to participate in the making of this amendment, and all public comments have been considered. A substantial majority of the comments favored the adoption of the rule as proposed. Therefore, for the reasons set forth in Notice 67-23, the amendment is adopted herein without change.

One adverse comment was registered by a chief flight instructor who felt that the proposal would lower the standards for designation as a chief flight instructor. The FAA does not agree that this amendment lowers the standards. It establishes more practical requirements that will permit the designation of persons who are as well-qualified as those presently eligible but have been pre-

cluded by the restrictive provisions of the regulations before this amendment. The other adverse comment was filed by another flight instructor who felt that the regulations should require an instrument rating for the chief flight instructor of a primary flying school, and that effectiveness as an instructor, as shown by the rate of student success, should be considered. However, the limited objectives of the proposed rule do not allow consideration of these matters since they would require substantive changes on which the public has not been given an opportunity to comment.

This amendment provides for the acceptance of additional kinds of flight instruction experience for designation as a chief flight instructor and relieves an undue burden on flying schools and flight instructors. Therefore, I find that good cause exists for making this amendment effective on less than 30 days notice.

In consideration of the foregoing, Part 141 of the Federal Aviation Regulations is amended as follows, effective November 9, 1967.

1. By amending § 141.59 to read as follows:

§ 141.59 Chief flight instructor requirements.

(a) Each flight course must be under the direct supervision of a chief flight instructor designated by the school. A person may serve as chief flight instruc-

tor for each course for which he is qualified. A chief flight instructor must be at least 21 years of age, must have a good record as a pilot and flight instructor, and must meet the applicable requirements of paragraph (b), (c), or (d) of this section. However, a chief flight instructor of a flight course for gliders is only required to have 40 percent of the hours in paragraphs (b) and (c) of this section.

(b) For a primary flying school, a chief flight instructor must have—

(1) At least a commercial pilot certificate and a flight instructor certificate, each with a rating for the category of aircraft used in the course;

(2) At least 1,000 hours as pilot in command;

(3) Primary flight instruction experience, acquired as either a certificated flight instructor or an instructor in a military pilot primary flight training program, or a combination thereof, consisting of at least—

(i) Two years and a total of 500 flight hours; or

(ii) 1,000 flight hours; and

(4) Within the year preceding designation, at least 100 hours of primary flight instruction as a certificated flight instructor in the category of aircraft used in the course.

(c) For a commercial flying school or a flight instructor flying school, a chief flight instructor must have—

(1) At least a commercial pilot certificate and a flight instructor certificate, each with a rating for the category of aircraft used in the course and, for a course using airplanes, each with an instrument rating;

(2) At least 2,000 hours as pilot in command;

(3) Flight instruction experience, acquired as either a certificated flight instructor or an instructor in a military pilot primary or basic flight training program, or a combination thereof, consisting of at least—

(i) Three years and a total of 1,000 flight hours; or

(ii) 1,500 flight hours; and

(4) Within the year preceding designation, at least—

(i) 100 hours of pilot instruction as a certificated flight instructor in the category of aircraft used in the course;

(ii) One year of active service as chief flight instructor of an approved primary flight course; or

(iii) One year of active service as an FAA designated pilot examiner.

(d) For an instrument flying school, a chief flight instructor must have—

(1) At least a commercial pilot certificate and a flight instructor certificate, each with an instrument rating;

(2) At least 100 hours of flight time under actual or simulated instrument conditions;

(3) At least 1,000 hours as pilot in command;

(4) Instrument flight instruction experience, acquired as either a certificated flight instructor or an instructor in a military pilot basic or instrument flight training program, or a combination thereof, consisting of at least—

(i) Two years and a total of 250 flight hours; or

(ii) 400 flight hours; and

(5) Within the year preceding designation, at least—

(i) 100 hours of instrument flight instruction as a certificated instrument flight instructor; or

(ii) One year of active service as an FAA designated instrument rating examiner.

(e) The school shall notify the supervising FAA district office in writing prior to any change in designation of a chief flight instructor.

2. By adding the following new section after § 141.59:

§ 141.60 Chief flight instructor duties.

(a) A chief flight instructor shall perform the following duties:

(1) Certify training reports, graduation certificates, and official recommendations of the school.

(2) Maintain adequate instructional standards.

(3) Assure effective scheduling of aircraft, instructors, and students.

(4) Assure the maintenance of student progress and accomplishment records.

(5) Conduct competency and standardization checks of instructors.

(6) Assure the proper conduct of student proficiency stage checks.

(7) Maintain liaison with the FAA in applying the techniques, procedures, and standards of the school.

(b) Each flying school shall assign these duties in writing and the chief flight instructor shall accept them in writing.

(Secs. 313(a), 601, 607, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1427)

Issued in Washington, D.C., on November 3, 1967.

D. D. THOMAS,
Acting Administrator.

[F.R. Doc. 67-13248; Filed, Nov. 8, 1967; 8:48 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

SUBCHAPTER D—TRADE REGULATION RULES

PART 412—DISCRIMINATORY PRACTICES IN MEN'S AND BOYS' TAILORED CLOTHING INDUSTRY

The Federal Trade Commission, pursuant to the Federal Trade Commission Act, as amended, 15 U.S.C. 41, et seq., and the Clayton Act, as amended, 15 U.S.C. 12, et seq., and the provisions of Part 1, Subpart F of the Commission's procedures and rules of practice, 16 CFR 1.61, et seq. (amended June 13, 1967, as Subpart B, Part 1, 32 F.R. 8444), has conducted a proceeding for the promulgation of a Trade Regulation Rule regarding the granting or furnishing of advertising payments or promotional allowances, services or facilities, by sellers of men's, youths' and boys' suits, coats, overcoats, topcoats, jackets, dress trousers, and uniforms (hereinafter referred to as products), to buyers engaged in the resale of such products. Notice of this proceeding, including a proposed rule, was published in the FEDERAL REGISTER, on November 9, 1966 (31 F.R. 14416). Interested parties were thereafter afforded opportunity to participate in the rulemaking proceeding through the submission of written data, views and arguments by January 11, and to appear at a hearing on January 18, 1967.

The Commission has now considered all matters of fact, law, policy and discretion, including the data, views and arguments presented by interested or affected parties in the proceeding, and, having concluded that it has rulemaking authority concerning the practices involved, has determined that the Trade Regulation Rule set forth herein is in the public interest and should be adopted.

STATEMENT OF BASIS AND PURPOSE

Sec. 412.1 Basis of the proceeding.
412.2 The Trade Regulation Rule proceeding.
412.3 Conclusions.
412.4 Purpose.

THE RULE

412.5 Definitions.
412.6 The Rule.

AUTHORITY: The provisions of this Part 412 issued under 38 Stat. 717, as amended; 15 U.S.C. 41-56; 49 Stat. 1526; 15 U.S.C. 12, et seq.

STATEMENT OF BASIS AND PURPOSE

§ 412.1 Basis of the proceeding.

(a) The Commission focused its attention on the wearing apparel industry after having received numerous complaints from small apparel retailers, small manufacturers and apparel salesmen. These complainants asserted that many manufacturers of apparel, particularly in the outerwear categories of women's and misses' dresses, suits, coats, sweaters and blouses, and men's and boys' suits, coats, slacks, shirts and sweaters, had discriminated in the granting of advertising allowances to their competing customers, in violation of section 2(d) of the Clayton Act, as amended. In order to obtain further information concerning the practices alleged in these complaints, the Commission in 1961 issued orders requiring approximately 230 of the leading buying offices, including the large department store chains, to file special reports, pursuant to section 6(b) of the Federal Trade Commission Act. Subsequently, additional orders were issued requiring over 400 sellers or suppliers of apparel, including approximately 35 suppliers of men's and boys' tailored clothing, to file similar reports. An examination of the data furnished in these reports indicated that violations of section 2(d) of the amended Clayton Act were widespread in the wearing apparel industry.¹ Moreover, it appeared that such violations usually occurred in situations where sellers failed to furnish competing customers with written promotional plans.

(b) On the basis of the information developed by this inquiry, the Commission afforded those manufacturers or suppliers which it had reason to believe were engaged in practices violative of section 2(d) of the amended Clayton Act opportunity to enter into consent agreements which included orders to cease and desist from engaging in such unlawful practices.² Of the more than 300 manufacturers or suppliers of apparel which were the subject of cease and desist orders subsequently issued, approximately 25 were manufacturers of men's and boys' tailored clothing.

(c) The Men's and Boys' Tailored Clothing Industry, a sizable segment of the apparel trade, comprised some 635 establishments according to the 1963 Census of Manufacturers published by the Bureau of the Census. In 1964 the net value of shipments by manufacturers amounted to almost two billion dollars. Representatives of this industry petitioned the Commission to initiate an informal enforcement program for obtaining industrywide compliance with section 2 (d) and (e) of the amended Clayton Act.³ In connection with this petition a

¹ Rabiner & Jontow, Inc., Docket No. 8629 (Sept. 19, 1966) p. 3.

² Abby Kent Co., Inc., et al., Docket No. C-328 et al. (Aug. 9, 1967).

³ Subsecs. (d) and (e) of sec. 2 of the Clayton Act, as amended, are set forth in an appendix to the rule.

preliminary inquiry into industry practices was conducted in the course of which interviews were had with knowledgeable sources, including other government agencies, trade associations and retail organizations. After giving consideration to the industry petition in the light of the information developed in this inquiry, together with that obtained in the earlier investigations, the Commission initiated a Trade Regulation Rule proceeding in the Men's and Boys' Tailored Clothing Industry. Before deciding upon this course of action, the Commission considered alternative methods of obtaining correction of the practices in question, including the case-by-case approach. It was concluded, however, that this purpose could be accomplished most expeditiously and equitably through the initiation of a Trade Regulation Rule proceeding.

§ 412.2 The Trade Regulation Rule proceeding.

(a) A notice of proposed rule making, including a proposed rule, was published in the FEDERAL REGISTER on November 9, 1966, affording all interested or affected parties an opportunity to submit data, views or arguments concerning the proposed rule, in writing or orally at a public hearing which was held on January 18, 1967. The proposed rule provided in substance that the granting or furnishing of advertising allowances or special services or facilities would be presumed to be unlawful unless made pursuant to a written plan furnished by the supplier to all of his competing customers.

(b) In the course of the public hearing, industry representatives asserted that violations of section 2 (d) and (e) of the amended Clayton Act were widespread in the industry and attributed this primarily to the absence of written promotional plans. In support of this assertion a representative of a men's and boys' clothing manufacturers association who estimated that considerably more than 60 percent of this industry's production is covered by cooperative advertising plans, introduced a summary of a survey conducted among some of its members representing a cross-section of the industry. This survey showed that out of 48 manufacturers, 36 believed that their competitors deviated from their oral plans and granted discriminatory allowances, whereas significantly fewer manufacturers felt that their competitors discriminated when written plans were involved. Of the manufacturers polled, approximately 77 percent were of the opinion that retailers pressured manufacturers to deviate from their plans.

(c) Another association representing retail establishments selling men's wear referred to a survey made among its members which showed that of approximately 100 retailers of apparel polled, half believed that their suppliers discriminated among their customers in granting advertising allowances. Thirty expressed no opinion and 20 did not believe that manufacturers discriminated. It was stated that the ratio—50 believed yes and 20 no—fairly reflected the opin-

ion of the entire membership of more than 3,000 members of the retail organization.

(d) According to both written and oral statements received in the proceeding many retailers, especially the larger ones, exert pressure on their suppliers for special treatment and even in the absence of such pressure oral arrangements by their nature are subject to deviations in an industry where many salesmen serve numerous customers. Industry representatives also expressed the opinion that the use of written plans supplied to all competing customers would enable a manufacturer to resist more successfully pressures for preferred treatment brought by retailers, and thus better assure lawful treatment to all of the seller's competing customers.

(e) In summary, information received during the proceeding from attorneys, businessmen and association executives representing the manufacturing segment of the Men's and Boys' Tailored Clothing Industry fully supports the conclusion that the granting or furnishing of discriminatory advertising allowances or services in violation of section 2 (d) of the amended Clayton Act is widespread in the Men's and Boys' Tailored Clothing Industry, and the further conclusion that such violations have occurred usually when sellers have failed to furnish their competing customers with written promotional plans.

(f) The information developed in this Trade Regulation Rule proceeding accords with the Commission's experience in the enforcement of section 2 (d) and (e) of the Clayton Act, as amended, particularly in the application of these statutory provisions to practices in the wearing apparel industry. It is not by coincidence that oral plans were involved in all of the litigated cases arising out of the 1961 investigation of the apparel industry⁴ and in all but one of the cases in the Men's and Boys' Tailored Clothing Industry disposed of by consent orders. On the basis of this information and experience, the Commission believes that written notification of promotional plans appears to be the most—and perhaps the only—completely reliable and fair method of assuring compliance with the law.⁵

§ 412.3 Conclusions.

In view of the foregoing the Commission concludes that:

(a) The practice of granting or furnishing discriminatory advertising allowances or services in violation of section 2 (d) and (e) of the amended Clayton Act is widespread in the Men's and Boys' Tailored Clothing Industry;

(b) These violations usually occur when sellers fail to supply written pro-

motional plans to their customers who compete in the resale of their products;

(c) A reasonable relationship exists between the facts shown and the presumption stated in the rule; and

(d) The rule affords the most expeditious and equitable means of eliminating and preventing such violations.

§ 412.4 Purpose.

The purpose of this rule is to inform all interested or affected parties of the Commission's position with respect to the practices in question and to aid the Commission in the prevention of practices violative of section 2 (d) and (e) of the Clayton Act, as amended, in the Men's and Boys' Tailored Clothing Industry, on an equitable and industrywide basis.

THE RULE

§ 412.5 Definitions.

For the purpose of this rule the following definitions apply:

(a) *Products.* Men's youths' and boys' suits, coats, overcoats, topcoats, jackets, dress trousers and uniforms.

(b) *Seller.* Any person, firm, corporation or organization engaged in the sale of products for resale with or without further processing.

(c) *Customer or purchaser.* Persons, firms, corporations or organizations engaged in the purchase of products for resale.

(d) *Customers competing in the resale and competing customers.* Mean those customers who compete with each other in the distribution of a seller's products.

§ 412.6 The Rule.

The Commission hereby promulgates as a Trade Regulation Rule its conclusions and determination that the granting or furnishing, in whole or in part, of any advertising payment or promotional allowance, service or facility, by any seller of men's, youths' and boys' suits, coats, overcoats, topcoats, jackets, dress trousers and uniforms to a customer engaged in the resale of such products, will be presumed not to have been made available on proportionally equal terms to all the seller's customers competing in the resale of such products within the purview of section 2 (d) and (e) of the amended Clayton Act, unless such payments or allowances, services or facilities, have been made available pursuant to and in accordance with all the terms and conditions of a written plan supplied to all such competing customers.

Effective date of the rule. The rule will become effective on April 1, 1968.

Adopted: October 18, 1967.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

APPENDIX

Set forth below are subsections (d) and (e) of section 2 of the Clayton Act, as amended:
“(d) That it shall be unlawful for any person engaged in commerce to pay or contract for the payment of anything of value to or for the benefit of a customer of such person in the course of such commerce as compensation or in consideration for any

⁴ Rabiner & Jontow, Inc., Docket No. 8629 (Sept. 19, 1966), Gladstone-Arcuni, Inc., Initial Decision, Docket No. 8664 (Feb. 10, 1967), House of Lord's, Inc., Docket No. 8631 (Jan. 18, 1966), and Best & Co., Inc., Docket No. 8669 (Sept. 7, 1967).

⁵ House of Lord's, Inc., supra at p. 18; see also: Vanity Fair Paper Mills, Inc. v. Federal Trade Commission, 311 F. 2d 480, 485-486 (2d Cir. 1962).

services or facilities furnished by or through such customer in connection with the processing, handling, sale, or offering for sale of any products or commodities manufactured, sold, or offered for sale by such person, unless such payment or consideration is available on proportionally equal terms to all other customers competing in the distribution of such products or commodities.

"(e) That it shall be unlawful for any person to discriminate in favor of one purchaser against another purchaser or purchasers of a commodity bought for resale, with or without processing, by contracting to furnish or furnishing, or by contributing to the furnishing of, any services or facilities connected with the processing, handling, sale, or offering for sale of such commodity so purchased upon terms not accorded to all purchasers on proportionally equal terms."

[F.R. Doc. 67-13196; Filed, Nov. 8, 1967; 8:45 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Chapter II—Federal Housing Administration, Department of Housing and Urban Development

SUBCHAPTER A—GENERAL

PART 200—INTRODUCTION

Subpart C—Organization and Management

Subpart D—Delegations of Basic Authority and Functions

MISCELLANEOUS AMENDMENTS

Section 200.41 is amended to read as follows:

§ 200.41 Administrative staff.

The principal administrative staff of the FHA includes the Deputy Assistant Secretary, the Executive Assistant Commissioner, the General Counsel, and Assistant Commissioners, whose respective duties and areas of authority are indicated by their titles.

In Part 200 in the Table of Contents § 200.58e is deleted, and § 200.52 is amended to read as follows:

Sec.
200.52 Deputy Assistant Secretary,
200.58e [Deleted]

Section 200.51 is amended to read as follows:

§ 200.51 Acting Commissioner.

The Deputy Assistant Secretary, the Executive Assistant Commissioner, the Assistant Commissioner for Field Operations, the General Counsel, the Assistant Commissioner for Programs, the Assistant Commissioner for Administration, and the Assistant Commissioner-Comptroller, in the order named, are designated by the Assistant Secretary-Commissioner to act in his place and stead in the event of his absence or inability to act, having the title of "Acting Commissioner" with all the powers, duties, and rights delegated to the Assistant Secretary-Commissioner by the Secretary of Housing and Urban Development.

Section 200.52 is amended to read as follows:

§ 200.52 Deputy Assistant Secretary.

To the position of Deputy Assistant Secretary there is delegated the basic authority and functions and to act with and for the Assistant Secretary-Commissioner in the general administration of the Federal Housing Administration, in the determination of basic policy and in the general supervision, direction and coordination of all operations, activities and functions of the Federal Housing Administration, with full authority at all times to make any decision which the Assistant Secretary-Commissioner is authorized to make and to issue any order which the Assistant Secretary-Commissioner is authorized to issue.

In § 200.52a, paragraph (d) is revoked as follows:

§ 200.52a Assistant Commissioner for Field Operations and Deputy.

(d) [Revoked]

In § 200.57, a new paragraph (g) is added to read as follows:

§ 200.57 Assistant Commissioner for Multifamily Housing and Deputy.

(g) To approve or disapprove the non-collection or refund of fees, to extend the period within which a mortgagee or lender is required to take action in order to prevent the expiration of a multifamily housing commitment or in order to reopen an expired multifamily housing commitment, and to approve or disapprove the retroactive reinstatement or reopening of an expired multifamily housing commitment.

Section 200.58a is amended to read as follows:

§ 200.58a Chief of the Rental Housing Branch.

To the position of Chief of the Rental Housing Branch there is delegated the authority to develop and recommend policies and establish operating plans and procedures for the insurance of all multifamily housing project mortgages under sections 207 and 220, 221(d)(4), title VIII, and the insurance of equity investments in multifamily housing under title VII.

Section 200.58c is amended to read as follows:

§ 200.58c Chief of the Low and Moderate Income Housing Branch.

To the position of Chief of the Low and Moderate Income Housing Branch there is delegated the following basic authority and functions:

(a) To develop and recommend policies and establish operating plans and procedures for the insurance of mortgages under section 221, exclusive of 221 (d) (4) and 221 (h).

(b) To develop and recommend policies and establish operating plans and

procedures for the administration of the rent supplement program, including, but not limited to:

(1) The reservation of contract authority.

(2) The negotiation of rent supplement contracts.

(3) Tenant eligibility requirements.

(c) To direct and control the reservation of rent supplement contract authority.

Section 200.58e is revoked as follows:

§ 200.58e Chief of the Rent Supplement Branch. [Revoked]

(Sec. 2, 48 Stat. 1246, as amended; sec. 211, 52 Stat. 23, as amended; sec. 607, 55 Stat. 61, as amended; sec. 712, 62 Stat. 1251, as amended; sec. 907, 65 Stat. 301, as amended; sec. 807, 69 Stat. 651, as amended; 12 U.S.C. 1703, 1715b, 1742, 1747k, 1748f, 1750f)

Issued at Washington, D.C., November 3, 1967.

PHILIP N. BROWNSTEIN,
Federal Housing Commissioner.

[F.R. Doc. 67-13287; Filed, Nov. 8, 1967; 8:49 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

SUBCHAPTER C—THE NATIONAL WILDLIFE REFUGE SYSTEM

PART 32—HUNTING

Alamosa National Wildlife Refuge, Colo.

On page 13933 of the FEDERAL REGISTER of October 6, 1967, there was published a notice of a proposed amendment to § 32.11 of Title 50, Code of Federal Regulations. The purpose of this amendment is to provide public hunting of migratory game birds on the Alamosa National Wildlife Refuge, Colo., as legislatively permitted.

Interested persons were given 30 days in which to submit written comments, suggestions, or objections with respect to the proposed amendment. No comments, suggestions, or objections have been received. The proposed amendment is hereby adopted without change.

Since this amendment benefits the public by relieving existing restrictions on hunting, it shall become effective upon publication in the FEDERAL REGISTER.

(Sec. 10, 45 Stat. 1224; 16 U.S.C. 715i; sec. 4, 80 Stat. 927; 16 U.S.C. 668dd)

Section 32.11 is amended by the addition of the following area as one where hunting of migratory game birds is authorized.

§ 32.11 List of open areas; migratory game birds.

COLORADO

Alamosa National Wildlife Refuge.

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

NOVEMBER 7, 1967.

[P.R. Doc. 67-13290; Filed, Nov. 8, 1967;
8:50 a.m.]

PART 32—HUNTING

Alamosa National Wildlife Refuge,
Colo.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER. The limited time ensuing from the date of the adoption of the Federal migratory game bird regulations to and including the establishment of State hunting seasons makes it impracticable to give public notice of proposed rule making.

§ 32.12 Special regulations; migratory game birds; for individual wildlife refuge areas.

COLORADO

ALAMOSA NATIONAL WILDLIFE REFUGE

Public hunting of ducks and coots on the Alamosa National Wildlife Refuge, Colo., is permitted from date of this publication through December 26, 1967, inclusive, but only on the area designated by signs as open to hunting. This open area, comprising 2,805 acres, is delineated on maps available at refuge headquarters, Alamosa, Colo., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office Box 1306, Albuquerque, N. Mex. 87103. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of ducks and coots subject to the following special condition:

(1) Dogs—Not to exceed two dogs per hunter may be used only to retrieve wounded or dead ducks.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 26, 1967.

WILLIAM T. KRUMMES,
Regional Director,
Albuquerque, N. Mex.

NOVEMBER 7, 1967.

[P.R. Doc. 67-13289; Filed, Nov. 8, 1967;
8:50 a.m.]

PART 32—HUNTING

Kern National Wildlife Refuge, Calif.

The following regulations are issued and are effective on date of publication in the FEDERAL REGISTER. These regulations apply to public hunting on portions of the Kern National Wildlife Refuge in California.

General conditions: Hunting shall be in accordance with applicable State regulations. Portions of the refuge which are open to hunting are designated by signs and/or delineated on maps. Special conditions are listed on the reverse side of the refuge hunting map and/or included herein. Maps are available at refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 Northeast Pacific Street, Portland, Ore. 97208.

§ 32.22 Special regulations; upland game birds.

Pheasants may be hunted on the following refuge:

Kern National Wildlife Refuge, Post Office Box 219, Delano, Calif. 93215.

The provisions of these special regulations supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in 50 CFR Part 32, and are effective through December 3, 1967.

JOHN D. FINDLAY,
Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

OCTOBER 27, 1967.

[P.R. Doc. 67-13227; Filed, Nov. 8, 1967;
8:45 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 131—FIRST CLASS

Postal and Post Cards; Correction

In F.R. Doc. 67-12788 appearing at page 15021 in the issue for Tuesday, October 31, 1967, § 131.2(b)(4)(1) should read as follows:

§ 131.2 Classification.

(b) *Postal and post cards.* * * *
(4) *Additions, attachments and other alterations to single and double postal and post cards.* * * *

(1) The face of the card may be divided by a vertical line, the left half to be used for the message and the right half for the address only.

NOTE: The corresponding Postal Manual section is 131.224a.

(5 U.S.C. 301, 39 U.S.C. 501)

TIMOTHY J. MAY,
General Counsel.

NOVEMBER 3, 1967.

[P.R. Doc. 67-13235; Filed, Nov. 8, 1967;
8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 1131]

[Docket No. AO 271-A12]

MILK IN CENTRAL ARIZONA MARKETING AREA

Notice of Extension of Time for Filing Exceptions to Recommended Decision on Proposed Amendments to Tentative Marketing Agreement and to Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given that the time for filing exceptions to the recommended decision with respect to the proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Central Arizona marketing area, which was issued October 9, 1967 (32 F.R. 14232), which was previously extended to November 6, 1967, is hereby further extended to November 30, 1967.

Signed at Washington, D.C., on November 3, 1967.

JOHN C. BLUM,
Deputy Administrator,
Regulatory Programs.

[F.R. Doc. 67-13242; Filed, Nov. 8, 1967;
8:47 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 39]

[Airworthiness Docket No. 67-WE-22-AD]

AIRWORTHINESS DIRECTIVES

General Dynamics Models 340, 440, and C-131E Airplanes Including Those Using Turbo Propeller Power

The Federal Aviation Administration is considering amending Part 39 of the Federal Aviation Regulations by adding an Airworthiness Directive (AD) applicable to General Dynamics Models 340, 440, and C-131E airplanes, including those using turbo propeller power.

There have been numerous reports of cracks developing in the Pilot and Co-Pilot Direct Vision Window Frame Casting P/N 340-3110314. The presence of cracks affects the structural integrity of the Casting and in some cases, has resulted in a loss of cabin pressurization in

the affected airplane. Since this condition is likely to exist or develop in other airplanes of the same type design, an Airworthiness Directive is being proposed that would (1) require initial and repetitive inspections of all Pilot and Co-Pilot Direct Vision Window Castings P/N 340-3110314 with 4500 or more hours time in service and (2) require replacement of cracked Castings before further flight, although in certain cases the affected airplane could be operated at a cabin pressure differential of zero p.s.i. for a period of 200 hours time in service.

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 docket number and be submitted in duplicate to the Department of Transportation, Federal Aviation Administration, Western Region, Attention: Regional Counsel, Airworthiness Rules Docket, Post Office Box 90007, Airport Station, Los Angeles, Calif. 90009. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER 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.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423).

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations by adding the following new Airworthiness Directive:

GENERAL DYNAMICS. Applies to Models 340, 440, and C-131E, airplanes including those using turbo propeller power. Compliance required as indicated.

Due to numerous reports of cracks developing in the Pilot and Co-Pilot Direct Vision Window Frame Casting P/N 340-3110314 (hereinafter referred to as the Casting) which affects the structural integrity of the Casting and in some cases, has resulted in the loss of cabin pressurization in the affected airplane, accomplish the following:

(a) Inspect each Casting with 4,500 or more hours' time in service on the effective date of this AD in accordance with paragraph (c) within the next 100 hours' time in service after the effective date of this AD and thereafter at intervals not to exceed 100 hours' time in service from the last inspection.

(b) Inspect each Casting with less than 4,500 hours' time in service on the effective date of this AD in accordance with paragraph (c) prior to the accumulation of 4,600 hours' time in service and thereafter at intervals not to exceed 100 hours' time in service from the last inspection.

(c) Inspect all visible areas of the main body of each Casting for cracks with the aid of an eight power glass or by means of a dye penetrant method or by a method approved by the Chief, Aircraft Engineering Division, FAA Western Region.

Note: In performing the inspection specified in paragraph (c), special attention should be given to the lower left and right hand corner of the Casting.

Note: For purposes of complying with this AD, the main body of the Casting includes only that part of the Casting which outlines the Direct View Window and does not include the attach flanges.

(d) Except as provided in paragraph (e) of this AD, replace each Casting found cracked with a new part of the same part number prior to further flight (except that the airplane may be flown at a cabin pressure differential of zero p.s.i. in accordance with FAR 21.197 to a base where the replacement can be accomplished).

(e) Airplanes having a Casting(s) with one crack may be operated at a cabin pressure differential of zero p.s.i. for not more than 200 hours' time in service after discovery of the crack. If operation under this paragraph is elected:

(1) Prior to the initial takeoff after discovery of the cracked Casting(s), place an operating limitation in the form of a placard in clear view of the pilot stating: "Operating Limitation. Pressurized Flight Prohibited."

(2) Within 200 hours' time in service after discovery of the crack, replace each cracked Casting with a new part of the same part number (except that the airplane may continue to be flown at a cabin pressure differential of zero p.s.i. to a base where the replacement can be accomplished but only in accordance with FAR 21.197). Upon replacement of the cracked Casting(s), the placard installed in accordance with subparagraph (1) of this paragraph may be removed.

(f) Operators who have not kept records of hours time in service of individual Castings shall substitute hours time in service of the airplane in lieu thereof.

(g) Upon request of the operator, an FAA Maintenance Inspector, subject to prior approval of the Regional Director, FAA Western Region, may adjust the compliance times herein if the request contains substantiating data to justify the increase for that operator.

Issued in Los Angeles, Calif., on October 31, 1967.

ARVIN O. BASNIGHT,
Regional Director,
FAA Western Region.

[F.R. Doc. 67-13249; Filed, Nov. 8, 1967;
8:48 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 67-CE-98]

FEDERAL AIRWAY

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations which would alter VOR Federal airway No. 9 by adding an east alternate from

Iron Mountain, Mich., via Menominee, Mich., to Green Bay, Wis.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Central Region, Attention: Chief Air Traffic Division, Federal Building, Federal Aviation Administration, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

The Federal Aviation Administration proposes to designate the east alternate to V-9 from Iron Mountain via Menominee to Green Bay. This airway segment would provide controlled airspace for scheduled air carriers for the entire route from Iron Mountain to Green Bay.

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

Issued in Washington, D.C., on November 2, 1967.

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

[F.R. Doc. 67-13251; Filed, Nov. 8, 1967;
8:48 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 67-CE-99]

FEDERAL AIRWAY

Proposed Extension

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would extend VOR Federal airway No. 159 from Sioux City, Iowa, to Yankton, S. Dak.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Building, Federal Aviation Administration, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

This proposed extension of V-159 would provide a designated route and controlled airspace for scheduled air traffic operating from Omaha, Nebr., to Yankton, S. Dak.

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

Issued in Washington, D.C., on November 2, 1967.

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

[F.R. Doc. 67-13252; Filed, Nov. 8, 1967;
8:48 a.m.]

[14 CFR Part 93]

[Docket No. 6522; Notice No. 67-48]

VALPARAISO, FLA., TERMINAL AREA
Communication Requirement

The FAA is considering an amendment to Part 93 of the Federal Aviation Regulations that would place the communication requirement now existing for the Valparaiso Florida Terminal Area on a continuous basis.

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 January 8, 1968, 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.

Recognizing that a potentially hazardous condition existed in the airspace separating Restricted Areas R-2914 and R-2915 due to high speed USAF test flights operating between these areas, the FAA proposed in Notice No. 64-19 issued on March 30, 1964, that Part 93 be amended by setting forth a special air traffic regulation for flight in that airspace. Subsequently, Amendment 93-5, effective December 10, 1964, was adopted which added Subpart F—Valparaiso, Fla., Terminal Area.

Substantively, the regulation requires that unless otherwise authorized, flights may not be conducted in the airspace between Restricted Areas R-2914 and R-2915 A and B during daylight

hours Monday through Saturday unless communication with air traffic control (ATC) has been established for purposes of receiving ATC advisories concerning operations being conducted in the area.

The U.S. Air Force (USAF) contends that, due to an increase in general testing programs in the Eglin Complex, it is no longer feasible to schedule military crossings of the corridor between the restricted areas only during periods between sunrise and sunset, Monday through Saturday. The USAF advises that on a single night in the month of July 1967, 30 crossings were made and 12 crossings were made on a single Sunday. The speed of the aircraft making the crossings varies but some speeds are in the supersonic range.

The matter has been investigated and it was found that:

a. A high volume of test activities are being conducted at the Eglin Air Force Base complex;

b. Current tests requirements necessitate the rescheduling of some testing operations from daylight hours to night;

c. High priority daytime tests often require night scheduling of lower priority test activity.

d. Unpredictable defense requirements necessitate Sunday and night testing and it is expected that such unpredictable scheduling will continue;

e. The Eglin radar approach control and the Crestview flight service station are capable of providing advisory service to aircraft using the corridor 24 hours a day, 7 days per week;

f. General aviation interests in the area who were contacted approved of the proposed rule change.

In consideration of the foregoing, it is proposed to amend § 93.81 of the Federal Aviation Regulations by deleting the phrase "between sunrise and sunset, Monday through Saturday."

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

Issued in Washington, D.C., on November 3, 1967.

WILLIAM E. MORGAN,
Acting Director, Air Traffic Service.

[F.R. Doc. 67-13253; Filed, Nov. 8, 1967;
8:48 a.m.]

INTERSTATE COMMERCE
COMMISSION

[49 CFR Part 288]

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

MOTOR CARRIERS OF HOUSEHOLD
GOODS

Payment of Rates and Charges;
Credit

NOVEMBER 2, 1967.

In accordance with the Commission's report and order decided August 10, 1967, published in the August 25 issue of the

FEDERAL REGISTER (32 F.R. 12407), all interested parties were requested to notify the Commission of their intentions to file verified statements, replies or other pleadings thereto.

Upon the Commission's own motion, the date for the filing of verified statements by all parties, the filing of reply statements, and the request for a hearing for the purpose of cross-examination in the above-entitled proceeding are further postponed as follows:

(1) The date for filing verified statements by all parties is postponed to December 13, 1967;

(2) The date for filing reply statements is postponed to January 15, 1968;

(3) The date for requesting a hearing for the purpose of cross-examining any witness submitting a verified statement is postponed to February 15, 1968.

A list of all known parties participating in this proceeding is set forth below.

[SEAL] H. NEIL GARSON,
Secretary.

Mrs. Andrews, Aero Space Industries Association, 1725 De Sales St. NW., Washington, D.C. 20036.

Baker Oil Tools, Inc., Houston, Tex.

Russel S. Bernhard, 1625 K St. NW., Washington, D.C. 20006.

Elmer R. Bubbs, Abbott Laboratories, North Chicago, Ill. 60064.

Burrough Corp., 6071 Second Ave., Detroit, Mich. 48232.

Walter K. Cabot, Johnson & Johnson, 500 George St., New Brunswick, N.J. 08903.

John H. Caldwell, 914 Washington Bldg., 15th St. and New York Ave. NW., Washington, D.C. 20005.

M. J. Cavanagh, Otis Elevator Co., 260 11th Ave., New York, N.Y. 10001.

J. K. Christensen, Traffic Manager, Mattel, Inc., Toymakers, 5150 Rosecrans Ave., Hawthorne, Calif. 90250.

John M. Cleary, 914 Washington Bldg., 15th St. and New York Ave. NW., Washington, D.C. 20005.

Robert H. Cooke, Traffic Manager, Lockheed-California Co., Burbank, Calif. 91503.

Charles T. Coy, Ell Lilly & Co., Indianapolis, Ind. 46206.

C. A. Daniel, Director of Field Services, Lincoln Liberty Life Insurance Co., Houston, Tex.

Homer O. Darnall, Ampex Corp., 401 Broadway, Redwood, Calif. 94063.

G. C. Dixon, Altamil Corp., 2859 Meridian St., Indianapolis, Ind. 46208.

John F. Donelan, 914 Washington Bldg., 15th St. and New York Ave. NW., Washington, D.C. 20005.

Ed Drake, Traffic Manager, Scientific Data Systems, 1649 17th St., Santa Monica, Calif. 90404.

Carroll F. Genovese, Executive Secretary, Movers' & Warehousemen's Association of America, Inc., 1101 Warner Bldg., Washington D.C. 20004.

G. Zan Golden, North American Van Lines, Fort Wayne, Ind. 46801.

D. B. Goodwin, Manager of Traffic, Urroughs Corp., 6071 Second Ave., Detroit, Mich. 48232.

T. S. Harling, Brunswick Corp., 69 West Washington St., Chicago, Ill. 60602.

Leo F. Horner, Traffic Manager, Spacecraft Department, Valley Forge Space Technical Center, Goddard Blvd., King of Prussia, Pa.

Mr. T. R. Kingsley, General Manager, American Movers Conference, 1616 P St. NW., Washington, D.C. 20006.

Harry A. Knoblock, Traffic Manager, Balston Purina Co., Checkerboard Sq., St. Louis, Mo. 63199.

R. D. Langer, Control Data Corp., 8100 34th Ave. South, Minneapolis, Minn. 55440.

J. E. Lewis, Reynolds Metals Co., Reynolds Metals Bldg., Richmond, Va. 23218.

Wayne Love, Expediter, Martin K. Eby Construction Co., Inc., Post Office Box 1679, 610 North Main St., Wichita, Kans. 67201.

Cecil Provine, Executive Vice President, Rowan Drilling Co., Inc., Houston, Tex.

John G. Reid, Traffic Manager, Northrop Corp., 3901 West Broadway, Hawthorne, Calif. 90250.

R. V. Rogers, Purchasing Agent, General Precision System Link Group, Houston, Tex.

L. E. Roller, Traffic Manager, ITT Federal Laboratories, 3700 East Pontiac St., Fort Wayne, Ind. 46803.

J. A. Royal, Middle Atlantic Conference, Post Office Box 10213, Washington, D.C. 20018.

M. H. Savard, Hughes Aircraft Co., Van Nuys, Calif.

B. H. Smith, Senior Air Transport Analyst, Commercial Rates Section, Civil Aeronautics Board, Washington, D.C. 20428.

Clarence D. Smith, American Home Products Corp., 685 Third Ave., New York, N.Y. 10017.

G. L. Tideman, Al Johnson Construction Co., 580 Pillsbury Bldg., Minneapolis, Minn. 55402.

Hugo Waninger, Anheuser Busch, Inc., St. Louis, Mo. 63118.

E. S. Wheaton, Wheaton Van Lines, Inc., 2525 East 56th St., Post Office Box 55191, Indianapolis, Ind. 46205.

Clarence Wilson, Traffic Manager, FMC Corp., 3075 12th St., Box 552, Riverside, Calif. 92502.

Alan F. Wohlstetter, 1 Farragut Sq. South, Washington, D.C. 20006.

Mr. F. L. Wyche, Executive Secretary, Household Goods Carriers' Bureau, 1424 16th St. NW., Washington, D.C. 20006.

[F.R. Doc. 67-13260; Filed, Nov. 8, 1967; 8:49 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[A 1099]

ARIZONA

Notice of Classification of Public Lands for Multiple-Use Management

In F.R. Doc. 67-12499, appearing on page 14711 of the issue of October 24, 1967, the following change should be made: Under T. 4 N., R. 12 W., "Sec. 5, S $\frac{1}{2}$ SW $\frac{1}{4}$ " should read "Sec. 5, S $\frac{1}{2}$ NW $\frac{1}{4}$."

FRED J. WEILER,
State Director.

NOVEMBER 2, 1967.

[F.R. Doc. 67-13228; Filed, Nov. 8, 1967;
8:46 a.m.]

[A 1102]

ARIZONA

Notice of Classification of Public Lands for Multiple-Use Management

In F.R. Doc. 67-12502, appearing on page 14716 of the issue of October 24, 1967, the following change should be made: Under T. 5 S., R. 11 W., "Sec. 20" should be "Sec. 30."

FRED J. WEILER,
State Director.

NOVEMBER 2, 1967.

[F.R. Doc. 67-13229; Filed, Nov. 8, 1967;
8:46 a.m.]

[A-1359]

ARIZONA

Notice of Proposed Classification of Public Lands for Multiple-Use Management

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2410 and 2411, it is proposed to classify for multiple-use management the public lands within the Hualapai-Aquarius Unit described below, together with any lands therein that may become public lands in the future. Publication of this notice has the effect of segregating the public land in the described unit from appropriation under the agricultural land laws (43 U.S.C. Parts 7 and 9, 25 U.S.C. 334) and from sale under section 2455 of the Revised Statutes (43 U.S.C. 1171). It also has the effect of further segregating the lands described in paragraph 3b from State exchange (43 U.S.C. 315(c)). All the described lands shall remain open to all other forms of appropriation, including the mining and mineral leasing laws.

As used in this order, the term "public lands" means any lands withdrawn or reserved by Executive Order No. 6910 of November 26, 1934, as amended, or within a grazing district established pursuant to the Act of June 28, 1934 (48 Stat. 1269), as amended, which are not otherwise withdrawn or reserved for a Federal use or purpose.

2. The public lands proposed for classification in this notice are shown on maps on file and available for inspection in the District Office, Bureau of Land Management, and Land Office, Bureau of Land Management, Federal Building, Phoenix, Ariz.

3. The lands involved are located in Mohave and Yavapai Counties and are described as follows:

GILA AND SALT RIVER MERIDIAN, ARIZONA

a. As provided in paragraph 1 above, the following public lands are segregated from entry under the agricultural land laws and from public sale under R.S. 2455.

T. 14 N., R. 10 W.,
Secs. 1 to 12, inclusive, secs. 14 to 22, inclusive and secs. 27 to 30, inclusive.
T. 15 N., R. 10 W.,
Sec. 1, lots 1 to 4, inclusive, S $\frac{1}{2}$ N $\frac{1}{2}$, and SW $\frac{1}{4}$;
Secs. 2 to 11, inclusive;
Sec. 14, N $\frac{1}{2}$ and SW $\frac{1}{4}$;
Secs. 15 to 22, inclusive, and secs. 25 to 36, inclusive.
T. 16 N., R. 10 W.,
Secs. 1 to 36, inclusive.
T. 16 $\frac{1}{2}$ N., R. 10 W.,
Secs. 30 to 32, inclusive;
Sec. 33, S $\frac{1}{2}$.
T. 14 N., R. 11 W.,
Secs. 1 to 18, inclusive.
T. 15 N., R. 11 W.,
Secs. 1 to 36, inclusive.
T. 16 N., R. 11 W.,
Secs. 1 to 36, inclusive.
T. 16 $\frac{1}{2}$ N., R. 11 W.,
Secs. 19 to 36, inclusive.
T. 17 N., R. 11 W.,
Secs. 22 to 27, inclusive, and secs. 34 to 36, inclusive.
T. 14 N., R. 12 W.,
Secs. 1 to 18, inclusive.
T. 15 N., R. 12 W.,
Secs. 1 to 36, inclusive.
T. 16 N., R. 12 W.,
Secs. 1 to 36, inclusive.
T. 16 $\frac{1}{2}$ N., R. 12 W.,
Secs. 19 to 36, inclusive.
T. 14 N., R. 13 W.,
Secs. 1 to 6, inclusive.
T. 15 N., R. 13 W.,
Secs. 1 to 36, inclusive.
T. 16 N., R. 13 W.,
Secs. 1 to 36, inclusive.
T. 16 $\frac{1}{2}$ N., R. 13 W.,
Secs. 19 to 36, inclusive.
T. 17 N., R. 13 W.,
Sec. 3, lots 3 and 4, S $\frac{1}{2}$ NW $\frac{1}{4}$, and SW $\frac{1}{4}$;
Secs. 4 to 9, inclusive;
Sec. 10, W $\frac{1}{2}$ and W $\frac{1}{2}$ E $\frac{1}{2}$;
Sec. 15, W $\frac{1}{2}$ and W $\frac{1}{2}$ E $\frac{1}{2}$;
Secs. 16 to 21, inclusive;
Sec. 23, SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 26, W $\frac{1}{2}$ W $\frac{1}{2}$;
Secs. 27 to 34, inclusive;
Sec. 35, W $\frac{1}{2}$.

T. 18 N., R. 13 W.,
Sec. 26, NW $\frac{1}{4}$ and W $\frac{1}{2}$ SW $\frac{1}{4}$;
Secs. 33 and 34;
Sec. 35, W $\frac{1}{2}$ NW $\frac{1}{4}$.
T. 13 N., R. 14 W.,
Secs. 1 to 5, inclusive.
T. 14 N., R. 14 W.,
Secs. 1 to 36, inclusive.
T. 15 N., R. 14 W.,
Secs. 1 to 36, inclusive.
T. 16 N., R. 14 W.,
Secs. 1 to 36, inclusive.
T. 16 $\frac{1}{2}$ N., R. 14 W.,
Secs. 19 to 36, inclusive.
T. 17 N., R. 14 W.,
Secs. 4 to 10, inclusive, and secs. 12 to 36, inclusive.
T. 18 N., R. 14 W.,
Secs. 4 to 10, inclusive, secs. 14 to 23, inclusive, and secs. 26 to 34, inclusive.
T. 19 N., R. 14 W.,
Secs. 4 to 10, inclusive, secs. 14 to 24, inclusive, and secs. 26 to 34, inclusive.
T. 13 N., R. 15 W.,
Secs. 6 and 7.
T. 14 N., R. 15 W.,
Secs. 1 to 36, inclusive.
T. 15 N., R. 15 W.,
Secs. 1 to 36, inclusive.
T. 21 N., R. 15 W.,
Sec. 35, SE $\frac{1}{4}$ and E $\frac{1}{2}$ SW $\frac{1}{4}$.
T. 13 N., R. 16 W.,
Secs. 1 to 12, inclusive.
T. 14 N., R. 16 W.,
Secs. 1 to 36, inclusive.
T. 15 N., R. 16 W.,
Secs. 1 to 36, inclusive.
T. 16 N., R. 16 W.,
Secs. 1 to 36, inclusive.
T. 16 $\frac{1}{2}$ N., R. 16 W.,
Secs. 19 to 21, inclusive, and secs. 28 and 33, inclusive.
T. 17 N., R. 16 W.,
Secs. 1 to 36, inclusive.
T. 14 N., R. 17 W.,
Secs. 1 to 36, inclusive.
T. 15 N., R. 17 W.,
Secs. 1 to 36, inclusive.
T. 16 N., R. 17 W.,
Secs. 1 to 36, inclusive.
T. 16 $\frac{1}{2}$ N., R. 17 W.,
Secs. 19 to 36, inclusive.
T. 17 N., R. 17 W.,
Secs. 1 to 5, inclusive, secs. 8 to 17, inclusive, secs. 20 to 29, inclusive, and secs. 32 to 36, inclusive.
T. 18 N., R. 17 W.,
Secs. 1 to 30, inclusive, and secs. 32 to 36, inclusive.
T. 19 N., R. 17 W.,
Secs. 1 to 36, inclusive.
T. 20 N., R. 17 W.,
Sec. 8, E $\frac{1}{2}$;
Secs. 9 to 17, inclusive, secs. 20 to 29, inclusive, and secs. 32 to 36, inclusive.
The lands described aggregate 454,925.-70 acres of public lands.
b. As provided in paragraph 1 above, the following public lands are segregated from entry under the agricultural land laws, from public sale under R.S. 2455, and are further segregated from state exchange:
T. 20 N., R. 14 W.,
Sec. 7, lots 1 to 4, inclusive;
Secs. 18 to 20, inclusive, and secs. 28 to 33, inclusive.
T. 16 N., R. 15 W.,
Secs. 1 to 36, inclusive.

- T. 16½ N., R. 15 W.,
Secs. 19 to 36, inclusive.
- T. 17 N., R. 15 W.,
Secs. 1 to 36, inclusive.
- T. 18 N., R. 15 W.,
Secs. 1 to 36, inclusive.
- T. 19 N., R. 15 W.,
Secs. 1 to 36, inclusive.
- T. 20 N., R. 15 W.,
Secs. 1 to 36, inclusive.
- T. 16½ N., R. 16 W.,
Secs. 22 to 27, inclusive, and secs. 34 to 36,
inclusive.
- T. 18 N., R. 16 W.,
Secs. 1 to 36, inclusive.
- T. 19 N., R. 16 W.,
Secs. 1 to 36, inclusive.
- T. 20 N., R. 16 W.,
Secs. 4 to 11, inclusive;
Sec. 12, W½ and SE¼;
Secs. 13 to 36, inclusive.

The lands described aggregate 128,696.62 acres of public lands.

The lands described in paragraphs (a) and (b) above aggregate 583,622.32 acres of public land.

4. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the District Manager, Bureau of Land Management, Federal Building, Phoenix, Ariz. 85025.

5. A public hearing on the proposed classification will be held at 2 p.m. on December 11, 1967, at the Holiday Inn, Kingman, Ariz.

FRED J. WEILER,
State Director.

NOVEMBER 2, 1967.

[F.R. Doc. 67-13230; Filed, Nov. 8, 1967;
8:46 a.m.]

[A-1360]

ARIZONA

Notice of Proposed Classification of Public Lands for Multiple-Use Management

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2410 and 2411, it is proposed to classify for multiple-use management the public lands within the Mohave Mountains Unit described below, together with any lands therein that may become public lands in the future. Publication of this notice has the effect of segregating the public land in the described unit from appropriation under the agricultural land laws (43 U.S.C. Parts 7 and 9, 25 U.S.C. 334) and from sale under section 2455 of the Revised Statutes (43 U.S.C. 1171). All the described lands shall remain open to all other forms of appropriation, including the mining and mineral leasing laws. As used in this order, the term "public lands" means any lands withdrawn or reserved by Executive Order No. 6910 of November 26, 1934, as amended, or within a grazing district established pursuant to the Act of June 28, 1934 (48 Stat. 1269), as amended, which are not otherwise withdrawn or reserved for a Federal use or purpose.

2. The public lands proposed for classification in this notice are shown on maps on file and available for inspection in the District Office, Bureau of Land Management, and Land Office, Bureau of Land Management, Federal Building, Phoenix, Ariz.

3. The lands involved are located in Mohave County and are described as follows:

GILA AND SALT RIVER MERIDIAN, ARIZONA

- T. 12 N., R. 10 W.,
Secs. 6, 7, and 18.
- T. 13 N., R. 10 W.,
Secs. 6, 7, 18, 19, 30, and 31.
- T. 14 N., R. 10 W.,
Sec. 31.
- T. 12 N., R. 11 W.,
Secs. 1 to 18, inclusive.
- T. 13 N., R. 11 W.,
Secs. 1 to 36, inclusive.
- T. 14 N., R. 11 W.,
Secs. 19 to 36, inclusive.
- T. 12 N., R. 12 W.,
Secs. 1 to 16, inclusive;
Sec. 17, E½, E½ W½, and NW¼ NW¼;
Sec. 20, E½ and E½ W½;
Secs. 21 to 27, inclusive;
Sec. 28, N½ SE¼, and E½ SW¼;
Sec. 29, NE¼;
Sec. 33, E½ E½;
Secs. 34 and 35.
- T. 13 N., R. 12 W.,
Secs. 1 to 36, inclusive.
- T. 14 N., R. 12 W.,
Secs. 19 to 36, inclusive.
- T. 12 N., R. 13 W.,
Sec. 1;
Sec. 2, lot 4, N½ SW¼, and SW¼ SW¼;
Secs. 3 to 10, inclusive;
Sec. 11, NE¼ NE¼;
Sec. 12, N½, N½ SE¼, and SE¼ SE¼;
Sec. 13, SW¼ NW¼, SW¼, and S½ SE¼;
Secs. 14 to 18, inclusive.
- T. 13 N., R. 13 W.,
Secs. 1 to 36, inclusive.
- T. 14 N., R. 13 W.,
Secs. 7 to 36, inclusive.
- T. 12 N., R. 14 W.,
Secs. 1 to 36, inclusive.
- T. 13 N., R. 14 W.,
Secs. 6 to 36, inclusive.
- T. 12 N., R. 15 W.,
Secs. 1 to 5, inclusive, and secs. 9 to 12,
inclusive.
- T. 13 N., R. 15 W.,
Secs. 1 to 5, inclusive, and secs. 8 to 36,
inclusive.
- T. 13 N., R. 16 W.,
Sec. 13;
Sec. 14, E½;
Sec. 23, E½;
Secs. 24 and 25;
Sec. 26, E½.
- T. 12 N., R. 17 W.,
Secs. 29 to 31, inclusive.
- T. 13 N., R. 17 W.,
Sec. 6.
- T. 12 N., R. 18 W.,
Secs. 3, 3, 10, and 11;
Secs. 13 to 15, inclusive, secs. 22 to 27,
inclusive, and secs. 34 to 36, inclusive.
- T. 13 N., R. 18 W.,
Secs. 1 to 5, inclusive, and secs. 8 to 10,
inclusive;
Secs. 15, 16, 21, and 22;
Secs. 26 to 28, inclusive;
Secs. 34 and 35.
- T. 14 N., R. 18 W.,
Secs. 1 to 36, inclusive.
- T. 15 N., R. 18 W.,
Secs. 1 to 36, inclusive.
- T. 16 N., R. 18 W.,
Secs. 1 to 36, inclusive.
- T. 16½ N., R. 18 W.,
Secs. 21 to 29, inclusive, and secs. 31 to 36,
inclusive.

- T. 14 N., R. 19 W.,
Secs. 1 to 28, inclusive;
Sec. 29, N½ and SE¼;
Sec. 30, NE¼, E½ NW¼, and lots 1 and 2;
Secs. 34 to 36, inclusive.
- T. 15 N., R. 19 W.,
Secs. 1 to 36, inclusive.
- T. 16 N., R. 19 W.,
Secs. 12 to 36, inclusive.
- T. 14 N., R. 20 W.,
Secs. 1 and 2;
Secs. 11 to 14, inclusive;
Secs. 24 and 25.
- T. 15 N., R. 20 W.,
Secs. 1 to 3, inclusive, secs. 10 to 15, inclusive, secs. 22 to 27, inclusive, and secs. 34 to 36, inclusive.
- T. 16 N., R. 20 W.,
Secs. 13 to 36, inclusive.

The lands described aggregate approximately 334,830 acres.

4. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the District Manager, Bureau of Land Management, Federal Building, Phoenix, Ariz. 85025.

5. A public hearing on the proposed classification will be held at 2 p.m. on December 11, 1967, at the Holiday Inn, Kingman, Ariz.

FRED J. WEILER,
State Director.

NOVEMBER 2, 1967.

[F.R. Doc. 67-13231; Filed, Nov. 8, 1967;
8:46 a.m.]

[A-01361]

ARIZONA

Notice of Proposed Classification of Public Lands for Multiple-Use Management

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2410 and 2411, it is proposed to classify for multiple-use management the public lands within the Music Mountains Unit described below, together with any lands therein that may become public lands in the future. Publication of this notice has the effect of segregating the public land in the described unit from appropriation under the agricultural land laws (43 U.S.C. Parts 7 and 9, 25 U.S.C. 334) and from sale under section 2455 of the Revised Statutes (43 U.S.C. 1171), and from state exchange (43 U.S.C. 315g(c)). All the described lands shall remain open to all other forms of appropriation, including the mining and mineral leasing laws. As used in this order, the term "public lands" means any lands withdrawn or reserved by Executive Order No. 6910 of November 26, 1934, as amended, or within a grazing district established pursuant to the Act of June 28, 1934 (48 Stat. 1269), as amended, which are not otherwise withdrawn or reserved for a Federal use or purpose.

2. The public lands proposed for classification in this notice are shown on maps on file and available for inspection in the District Office, Bureau of

Land Management, and Land Office, Bureau of Land Management, Federal Building, Phoenix, Ariz.

3. The lands involved are located in Mohave County and are described as follows:

GILA AND SALT RIVER MERIDIAN, ARIZONA

- T. 23 N., R. 11 W.,
Secs. 3 to 9, inclusive, secs. 16 to 21, inclusive, and secs. 28 to 33, inclusive.
- T. 24 N., R. 11 W.,
Secs. 1 to 35, inclusive, outside Hualapai Indian Reservation.
- T. 23 N., R. 12 W.,
Secs. 1 to 30, inclusive;
Sec. 31, lots 2 to 7 inclusive, E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, and W $\frac{1}{2}$ SE $\frac{1}{4}$;
Secs. 33 to 36, inclusive.
- T. 24 N., R. 12 W.,
Secs. 1 to 36, inclusive, outside Hualapai Indian Reservation.
- T. 23 N., R. 13 W.,
Secs. 1 to 18, inclusive, outside Hualapai Indian Reservation;
Sec. 19, NE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$, and SE $\frac{1}{4}$ NE $\frac{1}{4}$;
Secs. 20 to 28, inclusive, and secs. 34 to 36, inclusive.
- T. 24 N., R. 13 W.,
Secs. 1 to 36, inclusive, outside Hualapai Indian Reservation.
- T. 25 N., R. 13 W.,
Secs. 1 to 36, inclusive, outside Hualapai Indian Reservation.
- T. 23 N., R. 14 W.,
Secs. 1, 2, and 12.
- T. 24 N., R. 14 W.,
Secs. 1 to 4, inclusive, secs. 9 to 16, inclusive, and secs. 22 to 26, inclusive;
Secs. 35 and 36.
- T. 25 N., R. 14 W.,
Secs. 1 to 18, inclusive, secs. 20 to 28, inclusive, and secs. 34 to 36, inclusive.
- T. 26 N., R. 14 W.,
Secs. 1 to 36, inclusive, outside Hualapai Indian Reservation.
- T. 27 N., R. 14 W.,
Secs. 30, 31, and 32, outside Hualapai Indian Reservation.
- T. 25 N., R. 15 W.,
Secs. 1, 2, and 12.
- T. 26 N., R. 15 W.,
Secs. 1 to 18, inclusive, secs. 20 to 28, inclusive, and secs. 34 to 36, inclusive.
- T. 27 N., R. 15 W.,
Secs. 1 to 36, inclusive, outside Hualapai Indian Reservation.
- T. 26 N., R. 15 W.,
Secs. 1 to 36, inclusive, outside Hualapai Indian Reservation.
- T. 20 N., R. 16 W.,
Secs. 1 to 4, inclusive, and secs. 10 to 14, inclusive.
- T. 27 N., R. 16 W.,
Secs. 1 to 30, inclusive, and secs. 32 to 36, inclusive.
- T. 28 N., R. 16 W.,
Secs. 1 to 36, inclusive.

The lands described aggregate approximately 194,518.95 acres.

4. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the District Manager, Bureau of Land Management, Federal Building, Phoenix, Ariz. 85025.

5. A public hearing on the proposed classification will be held at 2 p.m. on

December 11, 1967, at the Holiday Inn, Kingman, Ariz.

FRED J. WEILER,
State Director.

NOVEMBER 2, 1967.

[F.R. Doc. 67-13232; Filed, Nov. 8, 1967; 8:48 a.m.]

[Montana 5887]

MONTANA

Proposed Classification of Public Lands for Multiple-Use Management

NOVEMBER 1, 1967.

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2410 and 2411, it is proposed to classify for multiple-use management the unreserved public lands within the areas described below, together with any lands therein which may become public lands in the future. Publication of this notice has the effect of segregating the described lands from appropriation only under the agricultural land laws (43 U.S.C. Parts 7 and 9; 25 U.S.C. sec. 334) and from sales under section 2455 of the Revised Statutes (43 U.S.C. 1171) and the lands shall remain open to all other applicable forms of appropriation, including the mining and mineral leasing laws. As used herein, "public lands" means any lands withdrawn or reserved by Executive Order No. 6910 of November 26, 1934, as amended, or within a grazing district established pursuant to the Act of June 28, 1934 (48 Stat. 1269), as amended, which are not otherwise withdrawn or reserved for a Federal use or purpose.

2. For a period of sixty (60) days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the District Manager, Bureau of Land Management, Miles City, Mont. 59301.

3. A public hearing on the proposed classification will be held on January 17, 1968, at 2 p.m., in the Montana Cafe, Broadus, Mont.

4. The public lands proposed for classification are located within the following described areas and are shown on maps on file in the Miles City District Office, Bureau of Land Management, Miles City, Mont., and on plats in the Land Office, Bureau of Land Management, Federal Building, Billings, Mont.

PRINCIPAL MERIDIAN, MONTANA

POWDER RIVER COUNTY

- T. 8 S., R. 45 E.,
Sec. 1;
Secs. 12 and 13;
Secs. 24 to 26, inclusive;
Secs. 35 and 36.
- T. 9 S., R. 45 E.,
Secs. 1 and 2;
Secs. 11 to 14, inclusive;
Secs. 23 to 26, inclusive;
Secs. 35 and 36.
- T. 8 S., R. 46 E.,
Sec. 6, N $\frac{1}{2}$, SW $\frac{1}{4}$;
Sec. 7, W $\frac{1}{2}$;
Sec. 18, W $\frac{1}{2}$;
Sec. 19, W $\frac{1}{2}$.
- T. 9 S., R. 46 E.,
Secs. 6 and 7;
Secs. 18 and 19;
Secs. 25 to 27, inclusive;
Secs. 30 to 36, inclusive.
- T. 8 S., R. 47 E.,
Sec. 11, E $\frac{1}{2}$;
Secs. 12 and 13;
Secs. 25 and 26;
Secs. 35 and 36.
- T. 9 S., R. 47 E.,
Sec. 13.
- T. 7 S., R. 48 E.,
Sec. 1;
Secs. 12 and 13;
Secs. 24 and 25;
Sec. 36.
- T. 8 S., R. 48 E.,
Secs. 1 to 4, inclusive;
Sec. 5, NE $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 6, W $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$, SE $\frac{1}{4}$;
Secs. 7 to 24, inclusive;
Sec. 25, N $\frac{1}{2}$;
Sec. 26, N $\frac{1}{2}$;
Secs. 27 to 34, inclusive.
- T. 5 S., R. 49 E.,
Sec. 7, E $\frac{1}{2}$;
Secs. 8 to 10, inclusive;
Secs. 13 to 36, inclusive.
- T. 6 S., R. 49 E.,
Secs. 1 to 4, inclusive;
Secs. 9 to 16, inclusive;
Secs. 21 to 28, inclusive;
Secs. 33 to 36, inclusive.
- T. 7 S., R. 49 E.,
Secs. 1 to 11, inclusive;
Secs. 14 to 33, inclusive;
Sec. 36.
- T. 7 S., R. 49 E.,
Sec. 1;
Sec. 2, E $\frac{1}{2}$ E $\frac{1}{2}$;
Secs. 4 to 9, inclusive;
Sec. 12, N $\frac{1}{2}$;
Sec. 13, SW $\frac{1}{4}$;
Sec. 14, S $\frac{1}{2}$;
Secs. 15 to 23, inclusive;
Sec. 24, W $\frac{1}{2}$;
Sec. 25, NW $\frac{1}{4}$, S $\frac{1}{2}$;
Secs. 26 to 28, inclusive;
Secs. 30 and 31;
Sec. 32, W $\frac{1}{2}$;
Secs. 34 to 36, inclusive.
- T. 9 S., R. 49 E.,
Secs. 1 and 2;
Sec. 4, W $\frac{1}{2}$ W $\frac{1}{2}$;
Secs. 5 and 6;
Sec. 8;
Sec. 9, W $\frac{1}{2}$ W $\frac{1}{2}$;
Sec. 11, N $\frac{1}{2}$ N $\frac{1}{2}$;
Sec. 12, N $\frac{1}{2}$ N $\frac{1}{2}$;
Sec. 18, W $\frac{1}{2}$;
Secs. 19 and 20;
Secs. 29 to 31, inclusive;
Sec. 32, W $\frac{1}{2}$.
- T. 4 S., R. 50 E.,
Secs. 25 to 27, inclusive;
Secs. 34 to 36, inclusive.
- T. 5 S., R. 50 E.,
Secs. 1 to 3, inclusive;
Sec. 4, S $\frac{1}{2}$;
Sec. 7, E $\frac{1}{2}$;
Secs. 8 to 36, inclusive.
- T. 6 S., R. 50 E.,
Secs. 1 to 12, inclusive;
Secs. 15 to 22, inclusive;
Secs. 27 to 34, inclusive;
Sec. 35, W $\frac{1}{2}$.

T. 7 S., R. 50 E.,
Secs. 3 and 4;
Sec. 6;
Sec. 10;
Sec. 11, W $\frac{1}{2}$ W $\frac{1}{2}$;
T. 8 S., R. 50 E.,
Sec. 3;
Secs. 8 to 10, inclusive;
Sec. 14, W $\frac{1}{2}$;
Secs. 15 and 16;
Secs. 21 and 22;
Sec. 23, S $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 26, W $\frac{1}{2}$;
Sec. 27 and 28;
Sec. 29, SE $\frac{1}{4}$;
Sec. 30, SW $\frac{1}{4}$;
Sec. 31, NW $\frac{1}{4}$;
Sec. 32, E $\frac{1}{2}$;
Secs. 33 to 36, inclusive.
T. 9 S., R. 50 E.,
Secs. 1 to 3, inclusive;
Sec. 12;
Sec. 13, N $\frac{1}{2}$;
T. 4 S., R. 51 E.,
Sec. 25;
Sec. 26, S $\frac{1}{2}$;
Sec. 35, N $\frac{1}{2}$;
T. 5 S., R. 51 E.,
Secs. 7 and 18.
T. 6 S., R. 51 E.,
Sec. 6.
T. 8 S., R. 51 E.,
Sec. 31, S $\frac{1}{2}$ S $\frac{1}{2}$;
T. 9 S., R. 51 E.,
Sec. 5, W $\frac{1}{2}$ W $\frac{1}{2}$;
Secs. 6 to 8, inclusive;
Sec. 17, N $\frac{1}{2}$;
Sec. 18, N $\frac{1}{2}$;
T. 3 S., R. 52 E.,
Sec. 10, SE $\frac{1}{4}$;
Secs. 13 and 14;
Sec. 15, N $\frac{1}{2}$ NE $\frac{1}{4}$;
Secs. 23 to 26, inclusive;
Sec. 32, NE $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Secs. 35 and 36.
T. 4 S., R. 52 E.,
Sec. 1, N $\frac{1}{2}$ N $\frac{1}{2}$;
Sec. 5;
Secs. 8 and 9;
Secs. 16 to 21, inclusive;
Sec. 22, S $\frac{1}{2}$ S $\frac{1}{2}$;
Secs. 25 to 28, inclusive;
Sec. 34, N $\frac{1}{2}$;
Secs. 35 and 36.
T. 5 S., R. 52 E.,
Secs. 1 and 2;
Secs. 11 to 14, inclusive;
Sec. 15, E $\frac{1}{2}$ E $\frac{1}{2}$;
Sec. 22, E $\frac{1}{2}$ E $\frac{1}{2}$;
Secs. 23 to 26, inclusive;
Sec. 27, E $\frac{1}{2}$ E $\frac{1}{2}$;
Sec. 33, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 34, SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 36.
T. 6 S., R. 52 E.,
Secs. 1 and 12.
T. 7 S., R. 52 E.,
Sec. 13, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 13;
Sec. 14, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 24.
T. 8 S., R. 52 E.,
Sec. 24, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 25;
Sec. 36.
T. 9 S., R. 52 E.,
Secs. 1 and 2;
Sec. 3, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Secs. 11 to 14, inclusive;
Sec. 22, E $\frac{1}{2}$ NE $\frac{1}{4}$;
Secs. 23 and 26, inclusive;
Secs. 35 and 36.
T. 1 S., R. 53 E.,
Secs. 24 to 26, South of river;
Secs. 34 to 36, South of river.
T. 2 S., R. 53 E.,
Secs. 1 to 3, inclusive;
Secs. 4 to 6, South of river;
Secs. 8 to 17, inclusive;
Secs. 20 to 36, inclusive.

T. 3 S., R. 53 E.
T. 4 S., R. 53 E.
T. 5 S., R. 53 E.,
Secs. 1 to 21, inclusive;
Secs. 28 to 33, inclusive.
T. 6 S., R. 53 E.,
Secs. 5 to 8, inclusive;
Secs. 13 to 18, inclusive;
Secs. 21 to 27, inclusive;
Secs. 33 to 36, inclusive.
T. 7 S., R. 53 E.,
Secs. 2 to 10, inclusive;
Sec. 11, N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$;
Secs. 15 to 22, inclusive;
Secs. 27 to 30, inclusive;
Sec. 31, N $\frac{1}{2}$;
Sec. 32, N $\frac{1}{2}$;
Secs. 33 and 34.
T. 8 S., R. 53 E.,
Sec. 4, Lot 4;
Sec. 5, Lot 1;
Sec. 30, W $\frac{1}{2}$;
Sec. 31.
T. 9 S., R. 53 E.,
Sec. 18, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 19;
Secs. 30 to 32, inclusive;
Sec. 33, W $\frac{1}{2}$;
T. 1 S., R. 54 E.,
South of river.
T. 2 S., R. 54 E.
T. 3 S., R. 54 E.
T. 4 S., R. 54 E.
T. 5 S., R. 54 E.,
Sec. 2, N $\frac{1}{2}$;
Sec. 3, N $\frac{1}{2}$;
Sec. 18, W $\frac{1}{2}$ NW $\frac{1}{4}$;
T. 6 S., R. 54 E.,
Secs. 30 to 32, inclusive.
T. 7 S., R. 54 E.,
Secs. 3 to 6, inclusive;
Secs. 8 to 10, inclusive;
Secs. 15 to 17, inclusive;
Secs. 20 to 22, inclusive;
Secs. 27 to 30, inclusive.
T. 1 S., R. 54 $\frac{1}{2}$ E.

5. The public land in the areas described aggregates approximately 204,483 acres.

HAROLD TYSK,
State Director.

[P.R. Doc. 67-13233; Filed, Nov. 8, 1967;
8:48 a.m.]

ADMINISTRATIVE OFFICER AND ASSISTANT ADMINISTRATIVE OFFICER, FT. VANNOY JOB CORPS CONSERVATION CENTER

Delegation of Authority Regarding Contracts and Leases

NOVEMBER 1, 1967.

Pursuant to section 2(a) of Bureau Order No. 698, as amended (30 P.R. 1879), the Administrative Officer and Assistant Administrative Officer, Ft. Vannoy Job Corps Conservation Center, Grants Pass, Oreg., are authorized to enter into contracts and leases as set forth in section 1(b)(5), Amendments No. 6 and 9 of said order.

The above delegation shall become effective upon publication in the FEDERAL REGISTER.

JAMES H. STOOP,
Center Director.

[P.R. Doc. 67-13244; Filed, Nov. 8, 1967;
8:47 a.m.]

Office of the Secretary CAROL M. BENNETT

Report of Appointment and Statement of Financial Interests

SEPTEMBER 7, 1967.

Pursuant to section 302(a) of Executive Order 10647, the following information on a WOC appointee in the Department of the Interior is furnished for publication in the FEDERAL REGISTER.

Name of appointee: Carol M. Bennett.
Name of employing agency: Office of Oil and Gas—Emergency Petroleum and Gas Administration, Denton, Tex.

The title of the appointee's position: Regional Administrator, Region 5.

The name of the appointee's private employer or employers: Texas Pacific Oil Co., a subsidiary of Joseph E. Seagram & Sons, Inc.

The statement of "financial interests" for the above appointee is set forth below.

DAVID S. BLACK,
Under Secretary of the Interior.

APPOINTEE'S STATEMENT OF FINANCIAL INTERESTS

In accordance with the requirements of section 302(b) of Executive Order 10647, I am filing the following statement for publication in the FEDERAL REGISTER:

(1) Names of any corporations of which I am, or had been within 60 days preceding my appointment, on September 25, 1967, as President, Texas Pacific Oil Co., an officer or director:

Director—Distillers Corp.—Seagrams, Ltd.
Director—Middleton, Inc.
Director—Gaz Marine.

(2) Names of any corporations in which I own, or did own within 60 days preceding my appointment, any stocks, bonds, or other financial interests:

Acme Brick.
APCO.
Allied Chemical.
American Chain & Cable.
Celanese.
Capital Southwest.
Capital Wire & Cable.
Dallas Country Club.
Delhi-Australian Petroleum, Ltd.
Distillers Corp.—Seagrams, Ltd.
Fort Worth Steel & Machinery Co.
GAZOCOAN.
International Telephone & Telegraph.
Lenox, Inc.
Middleton, Inc.
McWood Corp.
Overhead Door.
Philadelphia & Reading Corp.
Rockwell Standard.
Southwest Gas Producing Co.
Sovereign Investment Corp.
Southwestern Electric Service.
Southwestern Public Service Co.
State Street Investment Corp.
Southwest Gas Producing Co., Inc.
Texas Capital Corp.

(3) Names of any partnerships in which I am associated, or had been associated within 60 days preceding my appointment:

Thurber Cattle Co.

(4) Names of any other businesses which I own, or owned within 60 days preceding my appointment:

Thurber Ranch.

CARROL M. BENNETT.

OCTOBER 11, 1967.

[P.R. Doc. 67-13234; Filed, Nov. 8, 1967; 8:47 a.m.]

DEPARTMENT OF THE TREASURY

Office of the Secretary

[Antidumping—ATS 643.3-v]

REFRIGERATION COMPRESSORS FROM DENMARK

Determination of Sales at Not Less Than Fair Value

OCTOBER 31, 1967.

On August 30, 1967, there was published in the FEDERAL REGISTER a "Notice of Tentative Determination" that refrigeration compressors manufactured by Danfoss Manufacturing Co. (Danfoss Denmark), Nordborg, Denmark, are not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

The statement of reasons for the tentative determination was published in the above-mentioned notice, and interested parties were afforded until September 30, 1967, to make written submissions or to request in writing an opportunity to present views in connection with the tentative determination.

No written submissions or requests having been received, I hereby determine that for the reasons stated in the tentative determination refrigeration compressors manufactured by Danfoss Manufacturing Co. (Danfoss Denmark), Nordborg, Denmark, are not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

This determination is published pursuant to section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)).

[SEAL]

TRUE DAVIS,

Assistant Secretary of the Treasury.

[P.R. Doc. 67-13261; Filed, Nov. 8, 1967; 8:49 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Stabilization and Conservation Service

SUGAR BEETS

Notice of Hearings on Wages and Prices and Designation of Presiding Officers

Pursuant to the authority contained in subsections (c) (1) and (c) (2) of section 301 of the Sugar Act of 1948, as amended (61 Stat. 929; 7 U.S.C. 1131), and in ac-

cordance with the rules of practice and procedure applicable to wage and price proceedings (7 CFR 802.1 et seq.) notice is hereby given that public hearings will be held as follows:

At Detroit, Mich., on November 27, in the Sky Room, Pick-Fort Shelby Hotel, beginning at 9:30 a.m.;

At Fargo, N. Dak., on November 29, in the Oak Manor Motor Lodge, Restaurant and Lounge, Highway 94 and South University Drive, beginning at 1:30 p.m.;

At San Francisco, Calif., on December 1, in Room 15018, 15th Floor, Federal Building, 450 Golden Gate Avenue, beginning at 1 p.m.;

At Lubbock, Tex., on December 4, in the Conference Room, South Plains Electric Co-op Building, 110 North Amarillo Road, beginning at 9:30 a.m.;

At San Antonio, Tex., on December 6, in the Assembly Room, Gunter Hotel, beginning at 9:30 a.m.;

At Cheyenne, Wyo., on December 8, in the Little America Motel, beginning at 9:30 a.m.;

At Presque Isle, Maine, on December 12, in the Ballroom, Northeastland Hotel, beginning at 10 a.m.

The purpose of these hearings is to receive evidence likely to be of assistance to the Secretary of Agriculture in determining (1) pursuant to the provisions of section 301(c) (1) of the act, whether the wage rates established for sugar beet fieldworkers in the wage determination which became effective April 17, 1967 (32 F.R. 5458), continue to be fair under existing circumstances, or whether such determination should be amended, and (2) pursuant to the provisions of section 301(c) (2) of the act, fair and reasonable prices for the 1968 crop of sugarbeets to be paid, under purchase or toll agreements, by producers who process sugarbeets grown by other producers and who apply for payments under the act.

All written submissions made pursuant to this notice will be made available for public inspection at such times and places and in a manner convenient to the public business (7 CFR 1.27(b)).

The hearings after being called to order at the times and places mentioned herein, may be continued from day to day within the discretion of the presiding officers and may be adjourned to a later day or to a different place without notice other than the announcement thereof at the hearings by the presiding officers.

T. O. Murphy, A. A. Greenwood, C. F. Denny, W. S. Stevenson, G. E. Rippel, and the Chairman of the ASC State Committee, or the State Executive Director of the ASCS State office of the State in which the hearing is held, are hereby designated as presiding officers to conduct either jointly or severally the foregoing hearings.

Signed at Washington, D.C., on November 3, 1967.

H. D. GODFREY,

Administrator, Agricultural Stabilization and Conservation Service.

[P.R. Doc. 67-13272; Filed, Nov. 8, 1967; 8:50 a.m.]

DEPARTMENT OF COMMERCE

Bureau of the Census

ANNUAL SURVEYS IN MANUFACTURING AREA

Notice of Determination

In conformity with the Act of Congress, Title 13, United States Code, sections 181, 224, and 225 and due notice having been published (32 F.R. 13420, Sept. 23, 1967) pursuant to said act, I have determined that annual data to be derived from the surveys listed below are needed to aid the efficient performance of essential governmental functions and have significant application to the needs of the public and industry and are not publicly available from nongovernmental or other government sources.

Report forms in most instances furnishing data on shipments and/or production and in some instances on stocks, unfilled orders, orders booked, consumption, etc., will be required of all or a sample of establishments engaged in the production of the items covered by the following list of surveys. The surveys have been arranged under major group headings shown in the revised Standard Industrial Classification Manual (1967 edition) promulgated by the Bureau of the Budget for the use of Federal statistical agencies.

MAJOR GROUP 22—TEXTILE MILL PRODUCTS

Stocks of wool.
Cotton and synthetic woven goods finished.
Narrow fabrics.
Knit cloth.
Woolen and worsted machinery activity.
Yarn production.
Rugs, carpets, and carpeting.

MAJOR GROUP 23—APPAREL AND OTHER FINISHED PRODUCTS MADE FROM FABRICS AND SIMILAR MATERIALS

Gloves and mittens.
Apparel.
Brassieres, corsets, and allied garments.
Sheets, pillowcases, and towels.

MAJOR GROUP 24—LUMBER AND WOOD PRODUCTS, EXCEPT FURNITURE

Hardwood plywood.
Softwood plywood.
Lumber.

MAJOR GROUP 26—PAPER AND ALLIED PRODUCTS

Pulp, and detailed grades of paper and board.

MAJOR GROUP 28—CHEMICALS AND ALLIED PRODUCTS

Sulfuric acid.
Industrial gases.
Inorganic chemicals.
Pharmaceutical preparations, except biologicals.

MAJOR GROUP 30—RUBBER AND MISCELLANEOUS PLASTICS PRODUCTS

Plastics products.

MAJOR GROUP 31—LEATHER AND LEATHER PRODUCTS

Shoes and slippers (by method of construction).

MAJOR GROUP 32—STONE, CLAY, AND GLASS
Consumer, scientific, technical, and industrial glassware.
Fibrous glass.

MAJOR GROUP 33—PRIMARY METAL INDUSTRIES
Commercial steel forgings.
Steel mill products.
Insulated wire and cable.
Magnesium mill products.

MAJOR GROUP 34—FABRICATED METAL PRODUCTS EXCEPT ORDNANCE, MACHINERY, AND TRANSPORTATION EQUIPMENT

Steel power boilers.
Heating and cooking equipment.

MAJOR GROUP 35—MACHINERY, EXCEPT ELECTRICAL

Fans, blowers, and unit heaters.
Internal combustion engines.
Tractors.
Farm machines and equipment.
Mining machinery and equipment.
Air-conditioning and refrigeration equipment.
Office, computing, and accounting machines.
Pumps and compressors.

MAJOR GROUP 36—ELECTRICAL MACHINERY, EQUIPMENT, AND SUPPLIES

Radios, television, and phonographs.
Motors and generators.
Wiring devices and supplies.
Switchgear, switchboard apparatus, relays, and industrial controls.
Selected electronic and associated products.
Electric housewares and fans.
Electric lighting fixtures.

MAJOR GROUP 37—TRANSPORTATION EQUIPMENT

Aircraft propellers.

MAJOR GROUP 38—PROFESSIONAL, SCIENTIFIC, AND CONTROLLING INSTRUMENTS; PHOTOGRAPHIC AND OPTICAL GOODS; WATCHES AND CLOCKS

Selected instruments and related products.
Atomic energy products and services.

The following list of surveys represents annual counterparts of monthly, quarterly, and semiannual surveys and will cover only those establishments which are not canvassed or do not report in the more frequent survey. Accordingly, there will be no duplication in reporting. The content of these annual reports will be identical with that of the monthly, quarterly, and semiannual reports except for construction machinery which will additionally call for data on shipments of power cranes and shovels, concrete mixers, and attachments for contractors' off-highway type tractors. Also, reports on manmade fiber, silk, woolen, and worsted fabrics, on finishing plants, and on piece goods inventories listed below will call for information relating to the monthly fluctuations of stocks and unfilled orders for woven fabrics in addition to the annual production data.

MAJOR GROUP 20—FOOD AND KINDRED PRODUCTS

Flour milling products.
Confectionery products.

MAJOR GROUP 22—TEXTILE MILL PRODUCTS

Manmade fiber, silk, woolen, and worsted fabrics.
Finishing plant report—broad woven fabrics.
Piece goods inventories and orders.
Broad woven goods (cotton, wool, silk, and synthetic).

Consumption of wool and other fibers, and production of tops and noils.

MAJOR GROUP 25—FURNITURE AND FIXTURES

Mattresses and bedsprings.

MAJOR GROUP 26—PAPER AND ALLIED PRODUCTS

Consumers of wood pulp.
Converted flexible packaging products.

MAJOR GROUP 28—CHEMICALS AND ALLIED PRODUCTS

Superphosphates.
Paint, varnish, and lacquer.

MAJOR GROUP 29—PETROLEUM REFINING AND RELATED INDUSTRIES

Asphalt and tar roofing and siding products.

MAJOR GROUP 30—RUBBER AND MISCELLANEOUS PLASTICS PRODUCTS

Plastics bottles.
Rubber.

MAJOR GROUP 31—LEATHER AND LEATHER PRODUCTS

Shoes and slippers.

MAJOR GROUP 32—STONE, CLAY, AND GLASS

Flat glass.
Glass containers.
Refractories.
Clay construction products.

MAJOR GROUP 33—PRIMARY METAL INDUSTRIES

Nonferrous castings.
Iron and steel foundries.

MAJOR GROUP 34—FABRICATED METAL PRODUCTS, EXCEPT ORDNANCE, MACHINERY, AND TRANSPORTATION EQUIPMENT

Plumbing fixtures.
Steel shipping barrels, drums, and pails.
Closures for containers.
Metal cans.

MAJOR GROUP 35—MACHINERY, EXCEPT ELECTRICAL

Construction machinery.
Metalworking machinery.
Typewriters.

MAJOR GROUP 36—ELECTRICAL MACHINERY, EQUIPMENT, AND SUPPLIES

Electric lamps.
Fluorescent lamp ballasts.

MAJOR GROUP 37—TRANSPORTATION EQUIPMENT

Aircraft engines.
Complete aircraft.
Backlog of orders for aircraft, space vehicles, missiles, engines, and selected parts.
Truck trailers.

The Annual Survey of Manufactures and those surveys listed above which furnish data substitutable for data usually collected in the Census of Manufactures are additionally considered a part of the 1967 Census of Manufactures as provided for by Title 13, United States Code, section 131. The 1967 Census of Manufactures report forms have been modified to recognize those annual reports as the source for these Census data.

A survey of research and development costs will be conducted also. The data to be obtained will be limited to total research and development costs of work performed by the company, total cost of research and development work performed for the Federal Government, and, for comparative purposes, total net sales

and receipts, and total employment of the company.

In addition, a survey on shipments to, or receipts for work done for, Federal Government agencies and their contractors and suppliers is planned. This survey was conducted for the year 1963, 1965, and 1966. It is designed to provide information on the impact of Federal procurement on selected industries and on the economy of States, standard metropolitan statistical areas, and geographic regions.

The report forms will be furnished to firms included in these surveys and additional copies are available on request to the Director, Bureau of the Census, Washington, D.C. 20233.

I have, therefore, directed that annual surveys be conducted for the purpose of collecting the data hereinabove described.

Dated: October 27, 1967.

A. ROSS ECKLER,
Director, Bureau of the Census.

[P.R. Doc. 67-13254; Filed, Nov. 8, 1967; 8:48 a.m.]

Business and Defense Services Administration

STANFORD UNIVERSITY

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

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; 60 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. 68-00004-00-46040, Applicant: Stanford University, Controller's Office, Post Office Box 4409, Stanford, Calif. 94305. Article: Shutter for Siemens Electron Microscope, Type No. 171 460. Manufacturer: Siemens Aktiengesellschaft, West Germany. Intended use of article: Applicant states: "Accurate preset exposure of photoplates in the Siemens Elmiskop." Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purpose for which such article is intended to be used, is being manufactured in the United States. Reasons: The foreign article is an accessory to a Siemens Elmiskop electron microscope which is designed specifically for use with the foreign electron microscope. We know of no domestic manufacturer that produces a comparable accessory which will fit the Siemens electron microscope.

For the foregoing reasons, we find that 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.

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

[F.R. Doc. 67-13218; Filed, Nov. 8, 1967;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 19176]

TRANSAMERICA CORP. AND TRANS INTERNATIONAL AIRLINES CORP.

Notice of Prehearing Conference

Application for transfer of certificates to a new corporation pursuant to section 401(h) of the Act, for a disclaimer of jurisdiction, or approval of the acquisition of control of an air carrier under section 408 of the Act.

Notice is hereby given that a prehearing conference on the above-entitled docket is assigned to be held on November 16, 1967, at 10 a.m., e.s.t., in Room 211, Universal Building, 1825 Connecticut Avenue N.W., Washington, D.C. before Examiner Walter W. Bryan.

Dated at Washington, D.C., November 3, 1967.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 67-13255; Filed, Nov. 8, 1967;
8:48 a.m.]

DEPARTMENT OF HEALTH, EDU- CATION, AND WELFARE

Office of the Secretary

OFFICE OF EDUCATION

Statement of Organization, Functions, and Delegations of Authority

Part 6 (Office of Education) of the Statement of Organization, Functions and Delegations of Authority of the Department of Health, Education, and Welfare (32 F.R. 10476, at 10477, dated July 15, 1967), is hereby amended to reassign some of the functions and to change the organizational designations of three of the divisions of the National Center for Educational Statistics. The organization and functions of the Center now read as follows:

NATIONAL CENTER FOR EDUCATIONAL STATISTICS

The Center which includes the Office of the Assistant Commissioner and the following four divisions is responsible for developing and carrying out the statistical program of the Office of Education, and for coordinating the collection of statistics by the Center and other ele-

ments of OE, and assisting other units in headquarters and the field in applying and using data processing systems and services. It also develops comprehensive analytical models for investigating the operation and structures of American education.

DIVISION OF OPERATIONS ANALYSIS

Responsible for developing and maintaining quantitative analytical models of the educational enterprise by integrating statistical information into comprehensive structures, the principal function of which is to aid in appraising probable outcomes of significant policy or operational changes in American education. Analyzes the role of education in the life of the Nation insofar as this can be done in quantitative terms.

DIVISION OF STATISTICAL OPERATIONS

Responsible for the design and execution of the OE general educational statistical program. Develops and maintains communications with sources of educational statistics and provides leadership in development of standard terminology and reporting procedures. Provides data validation and editing for the Center's surveys. Maintains universes and associated basic data files. Responsible for ensuring compliance with the Federal Reports Act and for administering the forms management program. Develops sampling plans for all Office of Education surveys and provides statistical consultation to all elements of the Office of Education.

DIVISION OF AUTOMATIC DATA PROCESSING

Provides technical assistance in survey and other research activities conducted by the Office of Education. Services to all elements of the Office include computer systems analysis, computer programming, special software development, query system operation, and application of data input technology.

DIVISION OF DATA ANALYSIS AND DISSEMINATION

Provides, and as necessary, develops methods and procedures of statistical analysis required by or appropriate to the programs of the Office. Furnishes references, estimates and projections services for all aspects of educational statistical information, calculates allotment tables used in development and implementation of legislation. Publishes reports based on analyses of data gathered by other elements of the Center and the Office of Education.

Dated: November 6, 1967.

DONALD F. SIMPSON,
Assistant Secretary
for Administration.

[F.R. Doc. 67-13269; Filed, Nov. 8, 1967;
8:50 a.m.]

PUBLIC HEALTH SERVICE

Statement of Organization and Func- tions and Delegations of Authority

Part 4 (Public Health Service) of the Statement of Organization and Func-

tions and Delegations of Authority for the Department of Health, Education, and Welfare (32 F.R. 9739 et seq., July 4, 1967), as amended, is hereby amended with regard to Section 4-B, Organization and Functions, as follows:

In the first paragraph of the section on the Bureau of Health Services (2700), delete item (8) on community services to the mentally retarded and renumber the next two items as item (8) and item (9) respectively.

The paragraph entitled "Division of Mental Retardation (2769)" is deleted.

DONALD F. SIMPSON,
Assistant Secretary
for Administration.

NOVEMBER 6, 1967.

[F.R. Doc. 67-13271; Filed, Nov. 8, 1967;
8:50 a.m.]

INTERSTATE AIR POLLUTION IN NA- TIONAL CAPITAL METROPOLITAN AREA

Notice of Conference of Air Pollu- tion Control Agencies

Whereas, on the basis of reports, surveys or studies, I have reason to believe that interstate air pollution originating in the District of Columbia and the States of Maryland and Virginia (National Capital Metropolitan Area) is endangering the health or welfare of persons in the District of Columbia and the States of Maryland and Virginia, respectively, and

Whereas, officials of the District of Columbia and the States of Maryland and Virginia have been consulted pursuant to section 105(c)(1)(C) of the Clean Air Act (42 U.S.C. 1857d(c)(1)(C)),

Now, therefore, pursuant to section 105(c)(1)(C) of the Clean Air Act, I hereby give formal notification of the air pollution described above to, and call a conference of, the air pollution control agencies of the following:

District of Columbia (District of Columbia Department of Public Health).

State of Maryland (Maryland State Department of Health).

State of Virginia (Virginia State Air Pollution Control Board).

City of Alexandria, Va.

City of Falls Church, Va.

City of Fairfax, Va.

Arlington County, Va.

Fairfax County, Va.

Loudoun County, Va.

Prince William County, Va.

Montgomery County, Md.

Prince Georges County, Md.

All municipalities as defined in section 302(f) of the Clean Air Act (42 U.S.C. 1857h(f)) located in the following named counties:

In the State of Maryland: Montgomery County and Prince Georges County;

In the State of Virginia: Fairfax County, Loudoun County, and Prince William County.

The Director, National Center for Air Pollution Control, will fix the date, time and place for convening the conference after consultation with representatives of the air pollution control agencies of the District of Columbia and the States of Maryland and Virginia.

Any municipality desiring to make a formal presentation at the conference should file three copies of a notice of such intention with Dr. John T. Middleton, Director, National Center for Air Pollution Control, Room 2062, South Building, Department of Health, Education, and Welfare, Washington, D.C. 20201, not later than 30 days after the publication of this notice.

The agencies called to attend such conference may bring such persons as they desire to the conference. Those persons who wish to appear for the record should contact the appropriate agency.

Dated: November 6, 1967.

[SEAL] JOHN W. GARDNER,
Secretary.

[F.R. Doc. 67-13288; Filed, Nov. 8, 1967;
8:50 a.m.]

ATOMIC ENERGY COMMISSION

URANIUM SUPPLY POLICIES AND RELATED ACTIVITIES

Proposed Statement

Notice is hereby given that the U.S. Atomic Energy Commission is publishing for public comments, prior to action thereon, a proposed statement clarifying its policies relating to uranium supply and describing its plans for related research and development, and for compilation and evaluation of information on uranium resources. The proposed statement is set forth below in an appendix to this notice. All interested persons desiring to submit comments and suggestions for the consideration of the Commission in connection with the proposed statement should send them, in triplicate, to the Secretary, U.S. Atomic Energy Commission, Washington, D.C. 20545, within 90 days after initial publication in the FEDERAL REGISTER. The Commission staff is also prepared to discuss this proposed statement with any interested person within this 90-day period.

Dated at Germantown, Md., this 31st day of October 1967.

For the U.S. Atomic Energy Commission.

W. B. McCool,
Secretary.

APPENDIX

Background. 1. In 1948 the AEC faced a critical shortage of uranium to meet the growing defense requirements for nuclear weapons. The principal sources of supply at that time, as during the war, were a single mine in the Belgian Congo and another on the Arctic Circle in Canada. Efforts were made to broaden the supply base to the maximum extent feasible. Exploration in Canada, undertaken in response to the defense requirement, subsequently turned up extensive deposits in northern Saskatchewan and southern Ontario, resulting in Canada becoming one of the world's leading uranium producers. Important production was also developed in South Africa which, under long-term contracts, delivered uranium to the United States through calendar year

1966. Lesser quantities of uranium were obtained from Portugal and Australia. One part of the AEC effort initiated in 1948 was to develop a domestic source of supply; toward this end, AEC established guaranteed price schedules and other incentives to stimulate private exploration. The stimulus so provided resulted in substantial uranium discoveries which were not only sufficient to make this country independent of foreign sources of supply, but raised the possibility of an overcommitment under the program. Therefore, in November 1958 the AEC limited its new purchase commitments to quantities based on domestic ore reserves developed prior to that date. The effect of this was to provide the domestic uranium industry with a substantial continuing market, but it extended only through 1966.

2. As late as 1962 deliveries under existing contracts were projected to exceed current requirements, yet it seemed probable that a large-scale civilian requirement for uranium would not develop for a number of years after 1966. Therefore, in November 1962, the Commission embarked on a stretch-out program providing for deferral until after 1966 of some of the deliveries under its procurement contracts, together with some additional purchases at a reduced price through 1970. As a result, deliveries in 1967-70 will be at a level of about 8,000 tons per year.

3. Although a reasonable balance between uranium purchases and requirements had been expected to result from the stretch-out program, decisions in 1964 and 1965 to reduce the rate of production of materials for nuclear weapons, together with the adoption of legislation permitting private ownership of special nuclear material and the commencement in 1969 of enrichment services to private owners of uranium, have resulted in a projected surplus of AEC-owned uranium over forecast Government requirements. On the other hand, the rapid growth in the rate of orders for civilian nuclear power facilities has resulted in a rapidly growing commercial market for uranium. Sales already concluded for delivery in 1968-70, exclusive of AEC purchases, total about 5,000-6,000 tons per year.

4. During the past 18 months, orders for nuclear power plants in the United States have continued at a more rapid rate than had been predicted. The AEC 1962 Report to the President¹ foresaw a U.S. nuclear generating capacity of 40,000 MWE by 1980. Since that time, successive estimates have reflected increasing confidence in the ability of nuclear power plants to provide cheaper electric power in many areas of the country. Earlier this year, AEC projected installed domestic capacity by 1980 in the range of 120,000 to 170,000 MWE. If the midpoint of this range is taken as a basis, there is projected to be a cumulative U.S. U₃O₈ requirement for civilian power through 1980 of approximately 250,000 tons. The attached tabulation shows the latest AEC projection of nuclear growth and U₃O₈ requirements by years through 1980, as well as commercial sales of uranium concentrate reported to September 1, 1967.

5. As a result of sales to the AEC under the stretch-out program and orders from commercial buyers, it appears that most of the domestic uranium producers will be operating at or near capacity through 1970. Under the impetus of increasing demand, the domestic market price of U₃O₈ has risen significantly over the past 2 years. Except for some remaining uncertainty as to the size of the commercial market in the first 2 or 3 years following expiration of AEC purchase contracts in 1970, a relatively

¹"Civilian Nuclear Power * * * a Report to the President—1962," USAEC.

smooth transition from a Government to a private market now seems reasonably certain.

6. These developments are resulting in a rapid expansion in the level of exploration for additional reserves, which is essential to the evolution of a stable nuclear fuel market. Although some additions to reserves are anticipated in the near future, it may be a few years before the full effect of this effort on U.S. reserves can be assessed. Meanwhile, the substantial demand and rising prices have resulted in increased interest by consumers in the possible purchase of enriched uranium from the AEC.

Previously announced AEC policies on supply of uranium. 7. The Commission has given careful consideration over an extended period to its uranium supply policies. Extensive hearings were held before the Joint Committee on Atomic Energy during consideration of the Private Ownership of Special Nuclear Materials legislation in 1964 and of the Uranium Enrichment Services Criteria in 1966. The policies were again reviewed in the AEC Authorization Hearings in 1967. The present restatement and clarification of these policies is believed desirable in the light of the rapidly changing uranium supply and demand situation.

8. The major objectives of the Commission's supply policies as announced on July 25, 1966, and in the Uranium Enrichment Services Criteria established on December 23, 1966 (31 F.R. 16479), were: (1) To establish toll enrichment as the preferred means for obtaining enriched uranium from the AEC, (2) to help assure a viable domestic uranium mining and milling industry, and (3) to provide incentives to private industry to undertake the early expansion of exploration and development of the large uranium ore reserves and production capability required to supply the expected demand for nuclear fuel for civilian power reactors.

9. The outstanding policies were:

(a) The natural uranium component of the AEC schedule of charges for lease and sale of enriched uranium would continue to be based upon a price of \$8 per pound of U₃O₈, at least through June 30, 1973.

(b) Sales of enriched uranium would be limited to single transactions, rather than long-term contracts except where provisions for long-term sales are included in Agreements for Cooperation with foreign nations. A further exception would be made in the case of distributions to domestic customers of enriched uranium to be used in a research and development program involving production of U²³⁵ when lease is not available and during the period when a guaranteed purchase price is in effect for U²³⁵. In Agreements for Cooperation providing for supply of enriched uranium via toll enriching, the AEC would also agree to furnish, for an appropriate charge, the natural uranium for a toll enrichment transaction where the foreign party has determined that the required natural uranium is not reasonably available to him.

(c) While quantitative criteria could not be specified, the disposal of AEC's available feed stocks would not be undertaken until it could be done in a manner which would not adversely affect the general viability of the domestic uranium industry.

(d) Beginning January 1, 1971, enriched uranium on lease may be converted to private ownership by a mechanism, called "in situ" toll enriching, under which the lessee would furnish to the AEC specified amounts of uranium feed and dollars and would thereby acquire ownership of the leased material.

(e) The transition to private ownership of all material held or being procured by licensees for power reactor use would be accomplished by AEC's terminating distributions of such material by lease on December 31, 1970, and terminating outstanding leases

for such material on June 30, 1973. These are the same dates which are already applicable under the Atomic Energy Act of 1954, as amended, to distribution of such material to power reactor operators. However, AEC would, on a case-by-case basis, consider requests by U.S. fabricators for deferred payment of enriching service charges on toll enriched material—at an interest charge on the unpaid balance equal to the then-current use charge rate—during a fabrication period of up to 1 year.

In addition, and as stated in the Uranium Enrichment Services Criteria (pursuant to sec. 181v of the Atomic Energy Act of 1954, as amended), in order to assure the maintenance of a viable domestic uranium industry, AEC would not agree to enrich foreign uranium intended for use in domestic facilities. AEC would, from time to time, review the status of the domestic mining and milling industry to determine the need to continue this restriction.

Proposed procedures for implementing policies on sale of enriched and natural uranium. 10. The Commission reaffirms its willingness to sell enriched uranium on a single transaction basis. AEC will contract for the sale, with future delivery, of enriched uranium for an initial core or a single replacement region of core (including allowances for spare elements, losses in processing and fabrication, etc.), for a specified reactor project. Sales contracts normally would not be executed more than 18 months in advance of deliveries. It is believed that, under the enrichment approach, an 18-month time interval will normally be sufficient for the purchase of uranium concentrate, conversion to uranium hexafluoride, and toll enrichment in AEC diffusion plants. However, consideration will be given to executing sales contracts providing for a longer interval if the purchaser is in a position to justify the necessity for such longer interval. The charge for enriched uranium sold will be that in effect on the date of delivery. The natural uranium feed component in the schedule of charges for lease or sale of enriched uranium will continue to be based on \$3 per pound of U_3O_8 , at least through June 30, 1973. As stated in the Uranium Enrichment Services Criteria, the separate work component in the schedule of charges for lease or sale will be the same as the charge per unit of separate work concurrently in effect for enriching services.

11. Consistent with its policy on the sale of enriched uranium on the basis of single transactions, and upon request of the holder of a toll enrichment contract who has insufficient uranium available to meet his immediate requirements under such contract, the Commission will, at its option, either: (a) supply natural uranium as required to meet the needs for feed material for a single transaction under the toll enrichment contract, or (b) supply the necessary enriched uranium on a sale basis and make an appropriate adjustment in the toll enrichment contract. In either case, the Commission will enter into such contractual arrangements only within a limited period prior to the date when delivery of the enriched uranium is required.

12. With respect to requests to purchase either natural or enriched uranium, the Commission would expect the purchaser to have made a reasonable effort to secure natural uranium from commercial sources for toll enrichment. Sales of both natural and enriched uranium, as discussed in the preceding paragraphs, will be subject to the availability of AEC-owned uranium. The amount available from AEC will depend on the quantities needed to meet Government requirements and on the extent to which it is considered desirable to maintain a Government reserve. Disposition of enriched and

natural uranium by the means stated herein is not expected to be of major significance either in terms of tonnage removed from stocks or of competition with the domestic uranium industry. The quantity of uranium which would be available, therefore, appears ample at this time to meet the expected demand.

13. Foreign as well as domestic customers may purchase enriched or natural uranium on the basis outlined above. Existing foreign sales policies and arrangements pursuant to Agreements for Cooperation are not affected by these policies.

Removal of restrictions on enrichment of foreign uranium for domestic use. 14. No date has been established for removal of restrictions on the enrichment of foreign uranium for domestic use, but in the 1968 review it was generally considered that this might be done by the mid-1970's. The Commission is reviewing these restrictions in the light of recent developments and will propose their removal at the earliest date consistent with reasonable assurance of the viability of the domestic uranium industry as a whole. It will announce this proposed date as early as possible.

15. The Commission does not believe it is feasible to define quantitatively in advance the criteria which in its judgment would characterize a viable industry. Although the size of the market is an important element, a number of other factors must also be considered, such as the price of uranium at the time restrictions are removed, the size of domestic ore reserves, the rate of development of new reserves, the probable penetration of the domestic market by foreign imports, and the size of the export market. The Commission is considering June 30, 1973, as well as alternative dates, for removal of this restriction. The Commission is also considering the possibility of removing the restriction on a graduated schedule. A decision that the restriction can be removed on a specified date or schedule would constitute a proposed amendment to the Uranium Enrichment Services Criteria which, before being established, would be submitted for Congressional review in accordance with Section 181v of the Atomic Energy Act.

Long-term availability of uranium. 16. In addition to its responsibility to see that its uranium supply policies adequately meet the needs of the various segments of the nuclear energy industry in the near term, the Commission is charged with assisting in the effective long-term development of nuclear energy. The availability of adequate fuel supplies is critical to the continued development of this important energy source. The Commission believes, therefore, that it should help assure adequate fuel resources through a program of resource evaluation and technical support to private exploration and through a vigorous reactor development program aimed at extending the supply of low-cost nuclear fuel resources through more efficient use.

17. A reevaluation of the long-term supply picture makes it apparent that the effort required by the uranium mining industry to meet the projected demand will be even greater than foreseen two years ago. The uranium industry faces potential domestic commercial requirements for delivery through 1980 approaching 250,000 tons of U_3O_8 (exclusive of AEC purchases), although this demand would be reduced to the extent of AEC sales of uranium to industry. An 8-year ore reserve in 1980, which is considered to be the minimum to support the continued expansion of production required, would be about 400,000 tons. Thus, during the period through 1980 production plus reserves would be about 650,000 tons of U_3O_8 , which will require new discoveries exceeding 500,000 tons

(presently known reserves at prices up to \$8 per pound are about 140,000 tons).

18. Mining and milling capacities will have to be expanded to a production capability of nearly 40,000 tons per year by 1980 if U.S. requirements are to be met from domestic sources. The total investment in exploration and production facilities required is estimated in excess of \$1 billion. This would represent an investment requirement of more than \$2 per pound of U_3O_8 sold during the 1967-80 period. If consumers wish to negotiate long-term supply contracts committing reserves 8 to 10 years or more in the future, larger ore reserves would be needed and the exploration investment would be greater.

19. The Commission considers it important that information on uranium availability resulting from uranium exploration by private industry be collected and evaluated on a continuing basis. Such information on uranium reserves and resources is required for sound long-range planning of nuclear power development by both Government and industry. The Commission also believes that, in view of the large quantities of uranium that must be found and produced in the years ahead and the great potential savings in the cost of power if low uranium costs can be maintained, it is important that there be an adequate program of research and development to achieve an improved understanding of the occurrence, characteristics, and distribution of uranium ore deposits, the underlying ore-forming processes, and the technology of discovery and exploitation. AEC-sponsored projects of a type not undertaken by industry and appropriate effort by other agencies, particularly mapping of areas favorable for uranium by the U.S. Geological Survey, are believed essential to this end.

20. Means of extending low-cost nuclear fuel resources are being actively pursued. The primary approach, and the ultimate solution, to the problem of extending fuel resources is the development of breeder reactors which make more fissionable material than they burn. An efficient fast breeder reactor would make it possible to utilize most of the energy latent in uranium and permit the economic use of higher priced fuel. Pending availability of fast breeders, interim measures to conserve available uranium-235 may include advanced converter systems which use fuel more efficiently than the present generation of light water moderated reactors.

PROJECTED NUCLEAR POWER GROWTH COMMERCIAL URANIUM REQUIREMENTS AND SALES BY YEARS

	Installed capacity in net electrical megawatts	Domestic requirements, short tons of U_3O_8 ¹	
		Annual	Cumulative
1966	1,800	1,500	1,500
1967	2,800	2,300	3,800
1968	3,900	4,000	7,800
1969	6,000	5,000	13,800
1970	9,800	7,500	20,900
1971	16,500	9,200	30,100
1972	23,000	12,500	42,600
1973	33,000	14,300	57,900
1974	47,000	15,000	72,900
1975	61,000	21,000	93,900
1976	74,000	24,000	117,900
1977	91,000	26,000	143,900
1978	108,000	30,000	173,900
1979	124,000	34,000	207,900
1980	145,000	38,000	245,900

¹ Requirements each year include initial fuel for reactors under construction and makeup fuel for reactors constructed in prior years, the latter varying from about 15 percent of total annual requirements in 1966 to 60 percent in 1980. The computations involve assumptions about fuel-processing times and utilize reactor characteristics supplied by reactor manufacturers. The tails assay in the uranium enrichment plants is taken as 0.2 percent U^{235} . Plutonium recycle in thermal reactors is assumed to start in 1974, resulting in a reduction in annual requirements for U_3O_8 ranging from about 2 percent in 1973 to 12 percent in 1980.

DOMESTIC SALES AND CONTRACT COMMITMENTS
[Excludes AEC purchases]

	Tons of U ₂ O ₃ by year of delivery	
	Annual	Cumulative
1960-67	800	800
1968	4,900	5,700
1969	5,000	10,700
1970	5,900	16,600
1971	7,200	23,800
1972	7,900	31,700
1973	6,200	37,900
1974	4,400	42,300
1975-77	4,200	46,500

Foreign sales by domestic producers—total, 2,440.

[F.R. Doc. 67-13217; Filed, Nov. 8, 1967; 8:45 a.m.]

FEDERAL MARITIME COMMISSION

AMERICAN PRESIDENT LINES, LTD., AND PACIFIC FAR EAST LINE, INC.

Notice of Agreement Filed for Approval

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

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

Notice of modification to an agreement filed for approval by:

D. J. Morris, Manager, Rates and Conferences, American President Lines, Ltd., 601 California Street, San Francisco, Calif. 94108.

Amended agreement designated No. 8454-3 between American President Lines, Ltd., and Pacific Far East Line, Inc., modifies their approved rate agreement in the trade between the United States and Guam, Midway Island, Wake Island, Eniwetok, and Kwajalein, Agreement 8454, to provide that each party may separately maintain its own tariff or American President Lines, Ltd., may concur in the Pacific Far East Line, Inc., tariff publications.

Dated: November 6, 1967.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 67-13262; Filed, Nov. 8, 1967; 8:49 a.m.]

ITALY, SOUTH FRANCE/U.S. GULF CONFERENCE

Notice of Agreement Filed for Approval

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

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

Notice of agreement filed for approval by:

Mr. G. Ravera, Secretary, Italy, South France/U.S. Gulf Conference, Vico San Luca No. 4, Genoa, Italy.

Agreement No. 9522-7, between the member lines of the Italy, South France/U.S. Gulf Conference, amends Article 4 of the basic agreement to provide that admission fees will be considered non-reimbursable payments to be distributed among all the members forming the Conference at the date of admittance of a new member, in proportion to the expenses incurred by the members from the date of the establishment of the Conference up to the date of admittance of the new member.

Dated: November 3, 1967.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 67-13263; Filed, Nov. 8, 1967; 8:49 a.m.]

TICA LINE AND GALLEN LINE

Notice of Agreement Filed for Approval

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H. Street NW., Room 609; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be

submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. John A. Katuto, Traffic Manager, Tica Line, 29 Broadway, New York, N.Y. 10006.

Agreement 9668, between Tica Line and Gallen Line establishes a through billing arrangement for movement of cargo from New York to Bluefields, Nicaragua, with transshipment at Puerto Limon, Costa Rica, in accordance with terms and conditions set forth in the agreement.

Dated: November 3, 1967.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 67-13266; Filed, Nov. 8, 1967; 8:49 a.m.]

TRANS-OCEAN STEAMSHIP CO.

Application for Certificate of Financial Responsibility To Meet Liability Incurred for Death or Injury to Passengers or Other Persons on Voyages; Notices of Application for Certificate (Casualty)

Notice is hereby given that pursuant to the provisions of section 2, Public Law 89-777 (80 Stat. 1357, 1358) and Federal Maritime Commission General Order 20, Amdt. 2 (46 CFR Part 540), the following persons have applied to the Federal Maritime Commission for a Certificate of Financial Responsibility To Meet Liability Incurred for Death or Injury to Passengers or Other Persons on Voyages:

N.V. Scheepvaart Maatschappij "Trans-Ocean" (Trans-Ocean Steamship Co.).

Dated: November 6, 1967.

THOMAS LISI,
Secretary.

[F.R. Doc. 67-13264; Filed, Nov. 8, 1967; 8:49 a.m.]

TRANS-OCEAN STEAMSHIP CO.

Indemnification of Passengers for Nonperformance of Transportation; Notice of Application for Certificate (Performance)

Notice is hereby given that pursuant to the provisions of section 3, Public Law 89-777 (80 Stat. 1357, 1358) and Federal Maritime Commission General Order 20 (46 CFR Part 540) the following persons have applied to the Federal Maritime Commission for a Certificate of Financial Responsibility for Indemnification of Passengers for Nonperformance of Transportation:

N.V. Scheepvaart Maatschappij "Trans-Ocean" (Trans-Ocean Steamship Co.).

Dated: November 6, 1967.

THOMAS LISI,
Secretary.

[P.R. Doc. 67-13265; Filed, Nov. 8, 1967;
8:49 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. G-2737, RP64-9]

CONTINENTAL OIL CO. ET AL.

Notice Fixing Oral Argument

NOVEMBER 2, 1967.

Continental Oil Co., Continental Gas Producing Co., Docket No. G-2737; Cities Service Gas Co., Docket No. RP64-9.

The Commission has before it the Presiding Examiner's decision, and the exceptions thereto. Request for oral argument was filed by Commission Staff Counsel.

Take notice that oral argument is scheduled to be heard by the Commission en banc commencing at 10 a.m., e.s.t., December 15, 1967, in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C.

All parties desiring to participate in such oral argument shall notify the Secretary of the Commission in writing on or before November 27, 1967, of the amount of time desired for presentation of their respective oral arguments.

By direction of the Commission.

GORDON M. GRANT,
Secretary.

[P.R. Doc. 67-13221; Filed, Nov. 8, 1967;
8:45 a.m.]

[Project 1971]

IDAHO POWER CO.

Notice of Application for Approval of Exhibits for Partly Constructed Project

NOVEMBER 2, 1967.

Public notice is hereby given that Idaho Power Co. (correspondence to: James E. Bruce, Secretary, Idaho Power Co., Post Office Box 770, Boise, Idaho 83701) has filed for Commission approval under the Federal Power Act (16 U.S.C. 791a-825r) as part of the license for Project No. 1971, of Exhibits J and K and Exhibits M, N, and O, showing a 69-kv service transmission line extending between the Pine Creek substation at the Oxbow Development and the Hells Canyon Development. The line is within the boundary of Project No. 1971 located on the Snake River in the States of Idaho and Oregon.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is December 20, 1967. The exhibits are on file

with the Commission for public inspection.

GORDON M. GRANT,
Secretary.

[P.R. Doc. 67-13222; Filed, Nov. 8, 1967;
8:45 a.m.]

[Docket No. E-7372]

KANSAS CITY POWER & LIGHT CO.

Notice of Application

NOVEMBER 2, 1967.

Take notice that on October 25, 1967, Kansas City Power & Light Co. (Applicant) filed an application pursuant to section 203 of the Federal Power Act seeking authority to sell certain electric facilities to the Missouri Public Service Co., a Missouri corporation.

Applicant is incorporated under the laws of Missouri with its principal business office at Kansas City, Mo., and is engaged in the electric utility business in 11 counties in Missouri and 10 counties in Kansas.

The facilities to be sold consist principally of certain metering station and communications equipment located at various substations of the Missouri Public Service Co. Applicant will receive as consideration for these facilities \$100,149.05 which is the estimated depreciated original cost of the properties.

Any person desiring to be heard or to make any protest with reference to the application should, on or before November 27, 1967, file with the Federal Power Commission, Washington, D.C. 20426, petitions or protests in accordance with the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file with the Commission and is available for public inspection.

GORDON M. GRANT,
Secretary.

[P.R. Doc. 67-13223; Filed, Nov. 8, 1967;
8:45 a.m.]

[Docket No. CP68-138]

CITY OF LEITCHFIELD, KY., AND TEXAS GAS TRANSMISSION CORP.

Notice of Application

NOVEMBER 2, 1967.

Take notice that on October 23, 1967, the city of Leitchfield, Ky. (Applicant), filed in Docket No. CP68-138 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Texas Gas Transmission Corp. (Respondent) to establish physical connection of its transmission facilities with the facilities to be constructed by Applicant and to sell and deliver to Applicant volumes of natural gas for distribution and resale in Applicant and environs, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant has an existing distribution system but proposes to construct a transmission line with which Applicant requests that Respondent be ordered to connect its transmission line in Breckin-

ridge County, Ky., in the vicinity of Respondent's Hardinsburg compressor station.

Applicant also requests that Respondent be ordered to sell and deliver volumes of natural gas estimated for third year peak-day and annual requirements to be 2,072 Mcf and 196,646 Mcf of natural gas, respectively, which gas will be resold and distributed in Applicant and environs.

The estimated cost of Applicant's transmission line is \$700,000, which will be financed through the sale of revenue bonds.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before November 29, 1967.

GORDON M. GRANT,
Secretary.

[P.R. Doc. 67-13220; Filed, Nov. 8, 1967;
8:45 a.m.]

[Docket Nos. G-18313, CP66-172]

MIDWESTERN GAS TRANSMISSION CO.

Notice of Petition To Amend

NOVEMBER 2, 1967.

Take notice that on October 26, 1967, Midwestern Gas Transmission Co. (Petitioner), Post Office Box 774, Chicago, Ill. 60690, filed in Docket Nos. G-18313 issued October 31, 1959, and CP66-172 issued March 25, 1966, said orders both subsequently amended, a petition to amend said orders, as amended, by requesting authorization to continue the importation of certain volumes of natural gas from Canada and continue the sale and delivery of natural gas in certain quantities on an interruptible basis, all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

By the order issued March 25, 1966, in Docket No. CP66-172 et al., Petitioner was authorized to sell up to 25,000 Mcf of natural gas per day to its existing northern system customers on an interruptible basis for a term ending October 31, 1966. That order also, by amending the order issued in Docket No. G-18313, authorized Petitioner to import on an interruptible basis up to 25,000 Mcf of natural gas daily from Trans-Canada Pipe Lines, Ltd. (Trans-Canada) for the term ending October 31, 1966. Subsequently, by the amending order issued in Docket No. CP66-172 on December 12, 1966, Petitioner was authorized to continue this service for another year.

In response to requests for continuation of the aforementioned interruptible service from its northern system customers, Petitioner requests that the aforementioned orders, as amended, be further amended by authorizing the continuation of the said interruptible service of up to 25,000 Mcf of natural gas per day to the northern system customers and the continuation of importation of up to 25,000 Mcf of natural gas

per day from Canada by the purchase of such volumes from Trans-Canada on an interruptible basis.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (§ 157.10) on or before November 29, 1967.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 67-13224; Filed, Nov. 8, 1967;
8:45 a.m.]

[Docket No. CP68-140]

NORTHERN NATURAL GAS CO. AND CITIES SERVICE GAS CO.

Notice of Application

NOVEMBER 2, 1967.

Take notice that on October 23, 1967, Peoples Natural Gas Division of Northern Natural Gas Co. (Applicant), 2223 Dodge Street, Omaha, Nebr. 68102, filed an application in Docket No. CP68-140 pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Cities Service Gas Co. (Respondent) to establish physical connection of its transmission facilities with facilities to be constructed by Applicant and to sell and deliver to Applicant volumes of natural gas for resale and distribution in the community of Eureka, Mo., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant proposes that Respondent be ordered to construct a branch line extension from transmission facilities which Applicant proposed to be constructed by Respondent in Docket No. CP68-109, construct a gas measuring station, construct any necessary related facilities, establish physical connection of the transmission facilities with distribution facilities to be constructed by Applicant, and to sell and deliver to Applicant volumes of natural gas for resale and distribution in and about the community of Eureka, Mo. Applicant requests further that Respondent's facilities be constructed under its "Sales Lateral Pipeline" policy as set forth in the FPC Gas Tariff, Second Revised Volumes No. 1 of Cities Service Gas Co.

The estimated third year peak-day and annual requirements of Eureka, Mo., are 933 Mcf and 92,614 Mcf of natural gas, respectively.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before November 29, 1967.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 67-13225; Filed, Nov. 8, 1967;
8:45 a.m.]

[Docket No. CP68-141]

WESTERN TRANSMISSION CORP.

Notice of Application

NOVEMBER 2, 1967.

Take notice that on October 24, 1967, Western Transmission Corp. (Applicant), 1907 Chamber of Commerce Building, Houston, Tex. 77002, filed in Docket No. CP68-141 a "budget-type" application pursuant to section 7(c) of the Natural Gas Act and § 157.7(b) of the regulations under the Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas gathering facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant proposes to construct, during the 12-month period subsequent to the issuance of the certificate, and operate certain gas gathering facilities to enable Applicant to take into its transmission system natural gas as it becomes available from various producers within the vicinity of its transmission facilities.

The total estimated cost of the proposed facilities will not exceed \$175,000 with no single project exceeding \$43,000. The cost of these facilities will be financed from funds available from company operations.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (§ 157.10) on or before November 29, 1967.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 67-13226; Filed, Nov. 8, 1967;
8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Mexican Change List 240]

MEXICAN BROADCAST STATIONS

List of Changes, Proposed Changes, and Corrections in Assignments

OCTOBER 4, 1967.

Notifications under the provisions of Part III, section 2 of North American Regional Broadcasting Agreement.

List of changes, proposed changes, and corrections in assignments of Mexican Broadcast Stations Modifying the appendix containing assignments of Mexican Broadcast Stations (Mimeograph No. 4721-6) attached to the recommendations of the North American Regional Broadcasting Agreement Engineering Meeting, January 30, 1941.

Call letters	Location	Power watts	Antenna	Schedule	Class	Expected date of commencement of operation
XEAF (assignment deleted).	Tala, Jalisco.....	550 kilocycles 150.....	ND	U	IV	10-4-67.
XENZ (correction of an omission: In operation since 4-10-58; change in class of daytime service, previously IV).	Cullacan, Sin.....	670 kilocycles 1000-D/200-N.....	ND	U	(III-D IV-N)	4-10-58.
XEACM (change in call letters, previously XEVL).	Villahermosa, Tab.....	680 kilocycles 1000-D/100-N.....	ND	U	(III-D IV-N)	
XEFJ (correction of an omission: Operation definitive with 1000 W-D, 100 W-N, ND, since 9-14-57).	Teztlutlan, Pue.....	680 kilocycles 1000-D/100-N.....	ND	U	II	8-14-57.

NOTICES

Call letters	Location	Power watts	Antenna	Schedule	Class	Expected date of commencement of operation
XEZZ (correction of an omission; in operation with 1000 W, N.D., since 11-29-66; increase in power; this corrects the class, previously notified III).	Toluca, Jal.	750 kilowatts 5000.	ND	D	II	11-1-67 (probable).
XEH (this cancels the notification included in List 287).	Chihuahua, Chih.	750 kilowatts 5000-D/800-N.	ND	U	{ III-D } { V-N }	10-4-67.
XERPC (correction of an omission; in operation on 750 kcs since 7-1-66).	Chihuahua, Chih.	750 kilowatts 5000-D/800-N.	ND	U	{ III-D } { IV-N }	7-1-66.
XELY (PO: 1400 kcs).	Morelia, Mich.	570 kilowatts 1000.	ND	D	II	11-4-67 (probable).
XEMM (correction of an omission; since 7-20-66; see 602 kcs).	Morelia, Mich.	570 kilowatts 500.	ND	D	II	7-20-66.
XETAA (temporary operation with 500 W-D, 200 W-N, since 3-6-67; change in Class of daytime service).	Turkey, Coah.	500 kilowatts 1000-D/200-N.	ND	U	{ III-D } { IV-N }	3-6-67.
XEFA (change in call letters, previously XERPH).	Chihuahua, Chih.	850 kilowatts 500-D/250-N.	ND	U	{ III-D } { IV-N }	
XEMM (PO: 870 kcs).	Morelia, Mich.	800 kilowatts 500-D/200-N.	ND	U	{ III-D } { IV-N }	11-4-67 (probable).
XEUNO (new).	Guadaluajara, Jal.	1750 kilowatts 500.	ND	D	II	11-9-67 (probable).
XERTM (in operation since 4-25-66).	Masapunta, Tab.	1750 kilowatts 1000-D/725-N.	ND	U	{ III-D } { IV-N }	4-25-66.
XEAK (assignment cancelled; see 1000 kcs).	Acombaro, Gto.	1750 kilowatts 1000.	ND	D	II	10-4-67.
XELW (new).	Uruapan, Mich.	1750 kilowatts 1000.	ND	D	II	11-4-67 (probable).
XEVW (PO: 1600 kcs).	Acombaro, Gto.	1000 kilowatts 1000.	ND	D	II	11-4-67 (probable).
XESOL (new).	CA. Hidalgo, Mich.	1750 kilowatts 500.	ND	D	II	11-4-67 (probable).
XETKR (this corrects the notification included in List 288; in operation at VU 06 Guadaluajara on 1480 kcs with 1500 W-D, 500 W-N, N.D., since 8-19-66; change to 1500 kcs).	Villa de Guadaluajara, N.L.	1100 kilowatts 1000-D/500-N.	DA-N	U	II	11-15-67 (probable).
XEVI (correction of an omission; in operation since 11-23-66; see 1400 kcs).	San Juan del Rio, Gro.	1210 kilowatts 1000.	ND	D	III	11-23-66.
XEKJ (in operation with 500 W-D, 100 W-N, since 4-6-67).	Saltillo, Coah.	1500 kilowatts 500-D/200-N.	ND	U	{ III-D } { IV-N }	4-6-67.
XEPI (in operation at San Pedro Tlapacapa, Jal.).	San Pedro Tlapacapa, Jal.	1570 kilowatts 500.	ND	U	III	6-10-67.
XELP (assignment deleted).	Nueva Estrella, Coah.	1580 kilowatts 250.	ND	U	IV	10-4-67.
XEGW (in operation with 1000 W-D, 150 W-N, since 3-2-67).	CA. Victoria, Tams.	1580 kilowatts 1000-D/150-N.	ND	U	{ III-D } { IV-N }	3-2-67.
XERUY (in operation at Merida since 1-31-67).	Merida, Yuc.	1700 kilowatts 200.	ND	U	IV	1-31-67.
XEVI (PO: 1010 kcs).	San Juan del Rio, Gro.	1700 kilowatts 300-D/200-N.	ND	U	IV	11-4-67 (probable).
XERPC (assignment deleted; see 790 kcs).	Chihuahua, Chih.	1700 kilowatts 5000-D/150-N.	ND	U	{ III-D } { IV-N }	11-4-67.
XELY (PO: 1400 kcs, 1000 W, N.D.; change to 870 kcs).	Morelia, Mich.	1700 kilowatts 1000-D/700-N.	ND	U	{ III-D } { IV-N }	11-4-67 (probable).
XELQ (this corrects the class notified in List 288; assignment deleted).	Panama, Coah.	1710 kilowatts 5000.	ND	D	III	3-6-67.
XEPY (correction of an omission; in operation since 4-10-67).	Merida, Yuc.	1750 kilowatts 250.	ND	U	IV	4-10-67.
XEDY (assignment deleted).	Merida, Yuc.	1750 kilowatts 250.	ND	U	IV	10-4-67.

Call letters	Location	Power watts	Antenna	Schedule	Class	Expected date of commencement of operation
XEVIP (change in call letters, previously XEVRMK; provisional operation with 500 W, ND, U, since 3-16-63; see list No. 228).	Cd Satellite, Mex.	1600 kilocycles 1000-D/500-N	ND	U	II	
XEYVW (change to 1160 kc/s).	Acambaro, Gto.	1600 kilocycles 500-D/200-N	ND	U	IV	11-4-67 (probable).
XEAK (previously notified on 1160 kc/s).	Acambaro, Gto.	1600 kilocycles 500-D/200-N	ND	U	{III-D {IV-N	5-2-68 (probable).

FCC NOTE: Mexican Change List No. 240 has not been received through official channels.

[SEAL]

FEDERAL COMMUNICATIONS COMMISSION,
BEN F. WAPLE,
Secretary.

[F.R. Doc. 67-13216; Filed, Nov. 8, 1967; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

INTERAMERICAN INDUSTRIES, LTD.

Order Suspending Trading

NOVEMBER 3, 1967.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the capital stock of Interamerican Industries, Ltd., Calgary, Alberta, Canada, being traded in the United States otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in the United States in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period November 5, 1967 through November 14, 1967, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 67-13236; Filed, Nov. 8, 1967; 8:47 a.m.]

[File No. 1-1277]

PENROSE INDUSTRIES CORP.

Order Suspending Trading

NOVEMBER 3, 1967.

The common stock \$2 par value, of Penrose Industries Corp., being listed and registered on the American Stock Exchange pursuant to provisions of the Securities Exchange Act of 1934 and the 5 percent cumulative convertible preferred stock, \$20 par value of Penrose Industries Corp., being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such exchange and otherwise than on

a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to sections 15(c) (5) and 19(a) (4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period November 5, 1967, through November 14, 1967, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 67-13237; Filed, Nov. 8, 1967; 8:47 a.m.]

[812-2194]

SCRIPPS-HOWARD INVESTMENT CO.

Notice of Filing of Application for Order Exempting Transaction Between Affiliates

NOVEMBER 3, 1967.

Notice is hereby given that The Scripps-Howard Investment Co. ("Applicant"), 1100 Central Trust Tower, Cincinnati, Ohio 45202, an Ohio corporation and a registered closed-end non-diversified management investment company, has filed an application pursuant to section 17(b) of the Investment Company Act of 1940, 15 U.S.C. section 80a-1, et seq. ("Act"). Applicant requests an order exempting from the provisions of section 17(a) of the Act the proposed sale by Applicant to Pittsburgh Press Co. ("Pittsburgh"), a Pennsylvania corporation, of 17,450 no par preferred shares of Pittsburgh at a price of \$100 per share in cash, pursuant to an invitation for tenders. All interested persons are referred to the application on file with the Commission for a statement of the representations made therein, which are summarized below:

Pittsburgh is authorized to issue a total of 500,000 shares of capital stock, of which 100,000 are no par common voting shares and all of which are issued and outstanding, 300,000 Class A no par, com-

mon nonvoting shares of which 295,850 are issued and outstanding, and 100,000 preference shares, all of which are issued and outstanding. The holders of the preference shares are entitled to receive dividends at the rate of \$6 per share per year when and as declared by the board of directors of the company. Dividends on the preference shares are not cumulative.

Applicant owns 29,800 common voting shares and 44,000 Class A common shares of Pittsburgh, which represents 29.8 percent and 14.87 percent of the issued and outstanding shares of these two classes respectively. Applicant also owns 22,175 preference shares of Pittsburgh. Pittsburgh is therefore an affiliated person of the Applicant within the meaning of the Act. Pursuant to the invitation for tenders, Applicant's board of directors has determined that 17,450 preference shares will be tendered to Pittsburgh on a conditional basis subject to an exemptive order of the Commission.

Section 17(a) of the Act, as here pertinent, makes it unlawful for an affiliate of a registered investment company to purchase from such investment company any security or other property unless the Commission, upon application pursuant to section 17(b), grants an exemption from the provisions of section 17(a) after finding that the terms of the proposed transaction, including the consideration to be paid or received, are reasonable and fair and do not involve overreaching on the part of any person concerned and that the proposed transaction is consistent with the policy of such investment company and with the general purposes of the Act.

Applicant represents that its directors have consistently since December 31, 1937, placed a value of \$100 per share on preference shares. The directors have based their valuation on such factors as the amount and consistency of the dividend as well as the redemption price and liquidation and dissolution rights of the preference shares. Since there are only 20 shareholders, there is no established market for the preference shares. Applicant further represents that the price paid in previous sales has always been \$100 per share and that such price fairly represents the investment value of such shares in today's market for nonconvertible preferred stock.

Notice is further given that any interested person may, not later than November 21, 1967 at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Applicant at the address stated above. Proof

of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 67-13238; Filed, Nov. 8, 1967;
8:47 a.m.]

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Loan Area 641]

CALIFORNIA

Declaration of Disaster Loan Area

Whereas, it has been reported that during the month of October 1967, because of the effects of certain disasters, damage resulted to residences and business property located in the counties of Los Angeles, Orange, Riverside, and San Diego, in the State of California;

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

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

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

1. Applications for disaster loans under the provisions of section 7(b) (1) of the Small Business Act, as amended, may be received and considered by the offices below indicated from persons or firms whose property, situated in the aforesaid counties and areas adjacent thereto, suffered damage or destruction resulting from brush fires occurring on or about October 15, 1967, and continuing thereafter.

OFFICES

Small Business Administration Regional Office, 312 West Fifth Street, Los Angeles, Calif. 90013.

Small Business Administration Regional Office, 110 West C Street, San Diego, Calif. 92101.

2. Applications for disaster loans under the authority of this declaration will

not be accepted subsequent to May 31, 1968.

Dated: November 2, 1967.

HOWARD W. ROGERSON,
Acting Associate Administrator.

[F.R. Doc. 67-13245; Filed, Nov. 8, 1967;
8:47 a.m.]

[Declaration of Disaster Loan Area 640]

FLORIDA

Declaration of Disaster Loan Area

Whereas, it has been reported that during the month of October 1967, because of the effects of certain disasters, damage resulted to residences and business property located in Escambia County, in the State of Florida;

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

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

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

1. Applications for disaster loans under the provisions of section 7(b) (1) of the Small Business Act, as amended, may be received and considered by the offices below indicated from persons or firms whose property, situated in the aforesaid county and areas adjacent thereto, suffered damage or destruction resulting from tornado occurring on October 30, 1967.

OFFICE

Small Business Administration Regional Office, Federal Office Building, 400 West Bay Street, Jacksonville, Fla. 32202.

2. A temporary office will be established at Pensacola, Fla., address to be announced locally.

3. Applications for disaster loans under the authority of this declaration will not be accepted subsequent to May 31, 1968.

Dated: November 2, 1967.

HOWARD W. ROGERSON,
Acting Associate Administrator.

[F.R. Doc. 67-13246; Filed, Nov. 8, 1967;
8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 1121]

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

NOVEMBER 3, 1967.

The following applications are governed by Special Rule 1.247¹ of the

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

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 200 (Sub-No. 224), filed October 20, 1967. Applicant: RISS & COMPANY, INC., 903 Grand Avenue, Kansas City, Mo. Applicant's representative: Ivan E. Moody (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fibrous glass, fibrous glass products* (except fibrous glass boats) and accessories therefor, from Newark, Ohio, to points in Florida, Georgia, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Cleveland, Ohio.

No. MC 2202 (Sub-No. 334), filed October 19, 1967. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Post Office Box 471, Akron, Ohio 44309. Applicant's representative: William O. Turney, 2001 Massachusetts Avenue NW., Washington, D.C. 20036. 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), (1) between Harrisburg, Pa., and Bristol, Va., from Harrisburg over U.S. Highway 11 to junction Interstate Highway 81, thence over Interstate Highway 81 to junction U.S. Highway 11 south of Harrisonburg, Va., thence over Interstate Highway 81 to Bristol, Va., as an alternate route for operating convenience only, serving no intermediate points, and serving Bristol and junction U.S. Highway 11 and Interstate Highway 81 south of Harrisonburg, Va., for joinder purposes only, and (2) between Harrisburg, Pa., and junction U.S. Highways 11 and 340 near Mountain Springs, Va., over U.S. Highway 11 as an alternate route for operating convenience only, serving no intermediate points, and serving the junctions of (a) U.S. Highways 11 and 211 and (b) junction of U.S. Highways 11 and 340, for joinder purposes only. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 2228 (Sub-No. 52), filed October 9, 1967. Applicant: MERCHANTS FAST MOTOR LINES, INC., East U.S. Highway 80, Post Office Drawer 270, Abilene, Tex. 79604. Applicant's representative: Reagan Sayers, Century Life Building, Post Office Drawer 17007, Fort Worth, Tex. 76102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between (1) San Antonio, Tex., and the intersection of Interstate Highway 10 with Interstate Highway 20, over Interstate Highway 20; and (2) between San Antonio and Pecos, Tex.; from San Antonio as in (1) above to

the intersection of Interstate Highway 10 with U.S. Highway 285, thence over U.S. Highway 285 to Pecos; and return over the same routes, serving no intermediate points, as alternate routes in connection with applicant's existing routes between the termini. NOTE: If a hearing is deemed necessary applicant requests it be held at Dallas or Fort Worth, Tex.

No. MC 10321 (Sub-No. 3), filed October 23, 1967. Applicant: J. A. CARMAN TRUCKING COMPANY, INC., Post Office Box 156, Prattville, N.Y. Applicant's representative: Martin Werner, 2 West 45th Street, New York, N.Y. 10036. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: (1) *Charcoal and charcoal products* (except in bulk, in tank vehicles), *grills, advertising materials, premiums, and displays*, from town of Roxbury (Delaware County) and town of Glenville (Schenectady County), N.Y., to points in Connecticut, Maine, New Hampshire, Vermont, Rhode Island, Massachusetts, New York, New Jersey, and Pennsylvania, and (2) *materials and supplies* used by a charcoal manufacturing plant (except commodities in bulk, in tank vehicles), from points in Connecticut, Maine, New Hampshire, Vermont, Rhode Island, Massachusetts, New York, New Jersey, and Pennsylvania, to town of Roxbury and town of Glenville, N.Y. NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 11207 (Sub-No. 267), filed October 23, 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: (1) *Board, building, wall and insulating, and parts, materials and accessories incidental thereto*, and (2) *composition boards, and parts, and materials and accessories incidental thereto*, from the plantsite of the Celotex Corp., located at or near Marrero, La., to points in Mississippi, Alabama (except Birmingham and points within a 65-mile radius thereof), Georgia (except Atlanta and its commercial zone), Tennessee, South Carolina, North Carolina, Kentucky, Virginia, and West Virginia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 13250 (Sub-No. 93) (Amendment), filed October 19, 1967, published in FEDERAL REGISTER issue of November 2, 1967, amended October 28, 1967, and republished as amended, this issue. Applicant: J. H. ROSE TRUCK LINE, INC., 5003 Jensen Drive, Post Office Box 16190, Houston, Tex. 77022. 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: (1) *Agricultural machinery and implements*, and (2) *parts and accessories* of items named in (1) above, between points in Maricopa County, Ariz., on the one hand, and, on

the other, points in Texas, Louisiana, Mississippi, Alabama, Georgia, North Carolina, and South Carolina. NOTE: Applicant states that tacking would take place at points in Maricopa County, Ariz., involving movements between California, on the one hand, and, on the other, Mississippi, Alabama, Georgia, North Carolina, and South Carolina. Applicant also states that no duplicating authority is being sought. The purpose of this republication is to redescribe the commodity description by adding (2) above. If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz., or Washington, D.C.

No. MC 13692 (Sub-No. 10), filed October 26, 1967. Applicant: E. J. SCANNELL, INC., 151 Linwood Street, Somerville, Mass. 02143. Applicant's representative: Francis W. McInerney, 1000 16th Street NW., Washington, D.C. 20036. 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, livestock, commodities requiring special equipment, and those injurious or contaminating to other lading, serving Columbia City, Md., as an off-route point in connection with applicant's presently authorized regular route authority to serve Baltimore, Md. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Baltimore, Md.

No. MC 20992 (Sub-No. 17), filed October 11, 1967. Applicant: DOTSETH TRUCK LINE INC., Knapp, Wis. Applicant's representative: Robert R. Gavic, Spring Valley, Wis. 54767. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agriculture machinery, implements and parts* thereof as described in sections B and C of appendix XII to the report in *Descriptions in Motor Carrier Certificates*, as defined by the Commission, from the plant and warehouse sites of Kasten Manufacturing Corp., located at Allenton, Wis., and Menomonie, Wis., to points in Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, North Dakota, South Dakota, Wyoming, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn., or Madison, Wis.

No. MC 22195 (Sub-No. 132), filed October 24, 1967. Applicant: DAN DUGAN TRANSPORT COMPANY, a corporation, 41st and Grange Avenue, Post Office Box 946, Sioux Falls, S. Dak. 57101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, (1) from the Kanab Pipe Line Co. terminal sites located at or near Le Mars and Milford, Iowa, to points in Iowa, Minnesota, Nebraska, and South Dakota, and (2) from the Williams Bros. Pipe Line Co. terminal site located at or near Milford, Iowa, to points in Iowa, Minnesota, Nebraska, and South Dakota. NOTE: If a hearing is

deemed necessary, applicant requests it be held at Minneapolis, Minn., or Omaha, Neb.

No. MC 25798 (Sub-No. 162), filed October 23, 1967. Applicant: CLAY HYDER TRUCKING LINES, INC., 502 East Bridgers Avenue, Post Office Box 1186, Auburndale, Fla. 33823. Applicant's representative: Tony G. Russell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from Austin, Minn.; Des Moines and Fort Dodge, Iowa; Fremont and Scottsbluff, Nebr.; Huron and Mitchell, S. Dak., to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee. Restricted: To traffic originating at the plantsites and/or warehouse facilities of the George A. Hormel & Co. Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Tampa or Miami, Fla.

No. MC 27817 (Sub-No. 74), filed October 13, 1967. Applicant: H. C. GABLER, INC., Rural Delivery No. 3, Chambersburg, Pa. 17201. 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: *Grass stop*, in rolls, *metal store shovels, metal roofing and siding, and fabricated metal building products*, from the plantsite of Penn Supply Metal Corp., Inc., located at or near Philadelphia, Pa., to points in Kentucky, Tennessee, and Virginia. Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Harrisburg, Pa.

No. MC 29647 (Sub-No. 41), filed October 20, 1967. Applicant: CHARLTON BROS. TRANSPORTATION COMPANY, INC., Box 2097, 552 Jefferson Street, Hagerstown, Md. 21740. Applicant's representative: Spencer T. Money, Park Lane Building, 2025 Eye Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Salt cake*, in bulk, from Front Royal, Va., to Winchester, Va., over U.S. Highway 522, thence over U.S. Highway 50 to the junction of U.S. Highways 50 and 220, thence over U.S. Highway 220 through New Creek, W. Va., to McCoole, Md., and thence over Maryland Highway 135 to Luke, Md., serving no intermediate points, as alternate routes for operating convenience only in connection with carrier's present regular routes operations. Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 30022 (Sub-No. 89), filed October 12, 1967. Applicant: PAUL S.

CREBS, 277 Ninth Street, Northumberland, Pa. Applicant's representative: Richard V. Zug, 1418 Packard Building, Philadelphia, Pa. 19102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *New furniture, from Lewisburg, Pa., to points in Wisconsin and Minneapolis, Minn., and returned or damaged shipments, on return*; and (2) *furniture display materials*, between Lewisburg, Pa., and points in Wisconsin and Minneapolis, Minn. Note: If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa., or Washington, D.C.

No. MC 31600 (Sub-No. 624), filed October 23, 1967. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham, Mass. Applicant's representative: Harry C. Ames, Jr., 529 Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals, dry*, in bulk, in tank or hopper type vehicles, from Neal, W. Va., to points in Alabama, Arkansas, Colorado, Connecticut, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Massachusetts, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio (except points in Ashtabula, Cuyahoga, Lake Summit, Muskingum, Licking, Franklin, and Wayne Counties, Ohio), Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 33641 (Sub-No. 69), filed October 23, 1967. Applicant: IML FREIGHT, INC., Post Office Box 2277, Salt Lake City, Utah 84110. Applicant's representative: Marshall G. Berol, 100 Bush Street, Second Floor, San Francisco, Calif. 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those requiring armored vehicles or armed guards, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), (1) between Smith Center, Kans., and junction Interstate Highway 70 and Interstate Highway 75 (also junction U.S. Highway 40 and Interstate Highway 75), from Smith Center, Kans., over U.S. Highway 36 to Indianapolis, Ind., thence over Interstate Highway 75 (or over U.S. Highway 40 to junction Interstate Highway 75), and return over the same routes, serving no intermediate points, as an alternate route for operating convenience only, and (2) between Kansas City, Mo., and junction Interstate Highway 70 and Interstate Highway 75 (also junction U.S. Highway 40 and Interstate Highway 75), from Kansas City, Mo., over Interstate Highway 70 to junction U.S. Highway 54 (near Kingdom City, Mo.), thence over U.S. Highway 54 to junction U.S. Highway 36 (near Pittsfield, Ill.), thence over U.S. Highway 36 and the

routes above specified to junction Interstate Highway 75, and return over the same routes, serving no intermediate points, as an alternate route for operating convenience only. Note: Common control may be involved. If a hearing is deemed necessary, applicant did not specify location.

No. MC 33641 (Sub-No. 70), filed October 25, 1967. Applicant: IML FREIGHT, INC., Post Office Box 2277, Salt Lake City, Utah 84110. Applicant's representative: Marshall G. Berol, 100 Bush Street, 21st Floor, San Francisco, Calif. 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those requiring armored vehicles or armed guards, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, serving the plantsite of Westinghouse Electric Corp. at or near Sykesville, Md., as an off-route point in connection with applicant's authorized regular route service to and from Baltimore, Md. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 51146 (Sub-No. 66), filed October 23, 1967. Applicant: SCHNEIDER TRANSPORT & STORAGE, INC., 817 McDonald Street, Green Bay, Wis. 54306. Applicant's representative: Charles W. Singer, 33 North Dearborn Street, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper and paper products*, from Manitowoc, Wis., to points in Illinois, Indiana, Iowa, and Michigan, and (2) *returned and rejected shipments of the above-described commodities and equipment, materials and supplies* (except commodities in bulk in tank or hopper type equipment), used in the manufacture and distribution of the above-described commodities, from the destination area in (1) above to Manitowoc, Wis. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 59150 (Sub-No. 36), filed October 25, 1967. Applicant: PLOOF TRANSFER COMPANY, INC., 1901 Hill Street, Jacksonville, Fla. 32202. Applicant's representative: Martin Sack, Jr., 1754 Gulf Life Tower, Jacksonville, Fla. 32207. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, products produced or distributed by manufacturers and converters of paper and paper products, *materials, equipment and supplies* used in the manufacture and distribution of the above-described commodities, between points in McMinn County, Tenn., on the one hand, and, on the other, points in Louisiana. Note: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., Jacksonville, Fla., or Washington, D.C.

No. MC 67200 (Sub-No. 25), filed October 20, 1967. Applicant: THE FURNITURE TRANSPORT COMPANY, INC., Furniture Row, Milford, Conn. Applicant's representative: Arthur J. Piken, 160-16 Jamaica Avenue, Jamaica, N.Y.

11432. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, from Turner Falls, Mass., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, and New Jersey, and returned, refused or rejected merchandise of the above described commodity, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Hartford, Conn.

No. MC 73165 (Sub-No. 239), filed October 23, 1967. Applicant: EAGLE MOTOR LINES, INC., Post Office Box 1348, Birmingham, Ala. 35201. Applicant's representative: Robert M. Pearce, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Material handling equipment; winches; compaction and road making equipment; rollers, self-propelled and non-self-propelled; mobile cranes; and highway freight trailers*, and (2) *parts, attachments and accessories for the commodities described in (1) above*, between the plantsites of the Hyster Co. located at or near Danville, Kewanee, and Peoria, Ill., on the one hand, and, on the other, points in Alabama, Arkansas, Florida, Louisiana, Mississippi, and Tennessee, restricted to the handling of traffic originating at or destined to the above-named plantsites. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky., or Nashville, Tenn.

No. MC 75830 (Sub-No. 6), filed September 29, 1967. Applicant: INTERCITY TRANSPORT & MOTOR COMPANY, a corporation, Post Office Box 88, Buckhannon, W. Va. 26201. Applicant's representative: James W. Muldoon, 50 West Broad Street, Suite 3210, Columbus, Ohio 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by chain retail variety stores, and materials, equipment, and supplies used in the conduct of such business houses*, between McKeesport, Pa., on the one hand, and on the other, Fond du Lac and Sheboygan, Wis., under contract with G. C. Murphy Co., McKeesport, Pa. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, Pittsburgh, Pa., or Sheboygan, Wis.

No. MC 76032 (Sub-No. 220), filed October 26, 1967. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver, Colo. Applicant's representative: William E. Kenworthy (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, explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite of the Browning Arms Co., located approximately one-fourth mile north and 2 miles east of Arnold, Mo., as an off-route point in connection with applicant's regular route operations between St. Louis, Mo.,

and Kansas City, Mo., over U.S. Highway 40. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Chicago, Ill.

No. MC 95540 (Sub-No. 716), filed October 23, 1967. Applicant: WATKINS MOTOR LINES, INC., 1120 West Griffin Road, Lakeland, Fla. 33802. Applicant's representative: Hoyt Starr (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Candy, confectionery products and snack foods*, from New Orleans and Ponchatoula, La., and Memphis, Tenn., to points in Alabama, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Mississippi, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia. **NOTE:** Applicant states it intends to interchange traffic. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La., Memphis, Tenn., or Washington, D.C.

No. MC 96500 (Sub-No. 2), filed October 23, 1967. Applicant: HARRY'S EXPRESS COMPANY, INC., 545 West 25th Street, New York, N.Y. 10001. Applicant's representative: Martin Werner, 2 West 45th Street, New York, N.Y. 10036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Radios, clock radios and radio parts*, between points in the New York, N.Y., commercial zone, as defined by the Commission, on the one hand, and, on the other, South Hackensack, N.J., under contract with New York Transistor Corp. and York Radio Corp. **NOTE:** Applicant desires to serve shipper at new location. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Newark, N.J.

No. MC 96619 (Sub-No. 3), filed October 25, 1967. Applicant: FEDERAL TRANSFER COMPANY, INC., 270 South Hanford Street, Seattle, Wash. 98134. 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) *General commodities*, between Seattle, Wash., on the one hand, and, on the other, points in Washington including Seattle, and (2) *household goods, heavy machinery and building materials* (except cement in bulk in tank or bottom dump vehicles or similar specialized equipment), between points in Washington. **NOTE:** Common control may be involved. Applicant states the operating authority set forth above is identical in commodity authorization and territorial scope as that held by applicant under certificate of registration No. 96619, Sub 1, canceled September 7, 1967. Applicant further states this application is filed for the purpose of proving that public convenience and necessity require

the continuation of such operations by applicant. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 102616 (Sub-No. 821) (Correction), filed October 16, 1967, published FEDERAL REGISTER issue of November 2, 1967, corrected and republished as corrected this issue. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. 17405. 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: *Fertilizer*, dry, in bulk, in tank and hopper type vehicles, equipped with pneumatic unloading devices, from Baltimore, Md., to points in Delaware, points in Adams, Bedford, Chester, Cumberland, Dauphin, Franklin, Fulton, Lancaster, Lebanon, Somerset, and York Counties, Pa.; Caroline, Clarke, Culpeper, Essex, Fairfax, Fauquier, Frederick, King and Queen, King George, Lancaster, Loudoun, Middlesex, Northumberland, Orange, Prince William, Rappahannock, Richmond, Spotsylvania, Stafford, Warren, and Westmoreland Counties, Va.; and Berkeley, Grant, Hampshire, Hardy, Jefferson, Mineral, and Morgan Counties, W. Va. **NOTE:** The purpose of this republication is to add the destination of State of Delaware which was inadvertently omitted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 103494 (Sub-No. 13), filed October 23, 1967. Applicant: EASLEY HAULING SERVICE, INC., 902 North First Avenue, Yakima, Wash. 98902. Applicant's representative: Earle V. White, 2500 Southwest Fourth Avenue, Portland, Ore. 97201. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Molded pulp*, nested, from Hood River, Ore., to points in Washington and east of Okanogan, Chelan, Kittitas, Yakima, and Klickitat Counties, under contract with Fibre Mold, Inc. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 104104 (Sub-No. 6), filed October 24, 1967. Applicant: GEORGE A. FETZER, INC., Rural Delivery No. 1, Augusta, N.J. 07822. Applicant's representative: James J. Farrell, 201 Montague Place, South Orange, N.J. 07079. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic articles*, expanded (commercially known as polystyrene and/or urethane), in packages, from Netcong and Stanhope, N.J., to points in Connecticut, Delaware, Kentucky, Maine, Maryland, Massachusetts, New Hampshire, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Newark, N.J., or New York, N.Y.

No. MC 105045 (Sub-No. 19), filed October 23, 1967. Applicant: R. L. JEFFRIES TRUCKING CO., INC., 1020

Pennsylvania Street, Evansville, Ind. 47708. Applicant's representative: Robert M. Pearce, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Material handling equipment; winches; compaction and roadmaking equipment, rollers, self-propelled and non-self-propelled; mobile cranes; and highway freight trailers, and parts, attachments and accessories therefor, between the plantsite of the Hyster Co. located at or near Danville, Kewanee, and Peoria, Ill., on the one hand, and, on the other, points in Alabama, Florida, Kentucky, Michigan, Ohio, Pennsylvania, Tennessee, Texas, Virginia, and West Virginia, restricted to the handling of traffic originating at or destined to the named plantsites. NOTE: If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky., or Nashville, Tenn.*

No. MC 105350 (Sub-No. 13) (Clarification), filed October 2, 1967, published FEDERAL REGISTER issue October 19, 1967, and republished as corrected, this issue. Applicant: NORTH PARK TRANSPORTATION CO., a corporation, 1600 Elliot Street, Denver, Colo. 80204. Applicant's representative: Leslie R. Kehl, 420 Denver Club Building, Denver, Colo. 80202. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities (except petroleum and petroleum products in bulk, in tank vehicles), between Parshall, Colo., and a point located 25 miles south of Parshall on Williams Fork Road in Colorado; from Parshall over unnumbered highway known as Williams Fork Road to a point thereon located 25 miles south of Parshall, and return over the same route, serving all intermediate points and all off-route points located within 5 miles of the aforesaid road. NOTE: The purpose of this republication is to more clearly set forth the exceptions in the commodity description. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.*

No. MC 107010 (Sub-No. 29), filed October 23, 1967. Applicant: D & R BULK CARRIERS, INC., Box 106, Auburn, Nebr. 68305. Applicant's representative: Leonard A. Jaskiewicz, Madison Building, 1155 15th Street NW., Washington, D.C. 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer material, from Kansas City, Mo., and the Kansas City, Mo., commercial zone thereof, to points in Arkansas, Iowa, Kansas, Minnesota, Missouri, North Dakota, Oklahoma, Nebraska, and South Dakota. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Omaha, Nebr.*

No. MC 107376 (Sub-No. 13), filed October 25, 1967. Applicant: TELISCHAK TRUCKING, INC., 12300 Farmington Road, Livonia, Mich. 48150. Applicant's representative: William B. Elmer, 22644 Gratiot Avenue, East Detroit, Mich. 48021. Authority sought to operate as a common carrier, by motor vehicle, over

irregular routes, transporting: *High pressure concrete water pipe, and equipment, materials, and supplies used in connection with the installation, construction, maintenance or repair of such pipe, from the site of the International Pipe & Ceramics Corp. plant located at or near Romeo, Mich., to points in New York and Pennsylvania. NOTE: If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich., or New York, N.Y.*

No. MC 107839 (Sub-No. 116), filed October 18, 1967. Applicant: DENVER-ALBUQUERQUE MOTOR TRANSPORT, INC., 4985 York Street, Denver, Colo. 80216. Applicant's representative: Leslie R. Kehl, 420 Denver Club Building, Denver, Colo. 80202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bananas, from Los Angeles, Calif., to points in Colorado and New Mexico. NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.*

No. MC 109064 (Sub-No. 18), filed October 26, 1967. Applicant: TEX-O-KA-N TRANSPORTATION COMPANY, INC., Post Office Box 8367, 3301 South East Loop 820, Fort Worth, Tex. 76112. Applicant's representative: Reagan Sayers, Post Office Drawer 17007, Century Life Building, Fort Worth, Tex. 76102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Plastic pipe, plastic tubing, plastic conduit, valves, fittings, compounds, joint sealer, bonding cement, primer, coating, thinner, and accessories used in the installation of such products, from the plantsite of Universal Pipe & Plastic, Inc., located at or near Hillsboro, Tex., to points in Oklahoma, Kansas, New Mexico, Arizona, Colorado, Arkansas, Louisiana, and Mississippi. NOTE: If a hearing is deemed necessary, applicant requests it be held at Fort Worth or Houston, Tex., or Oklahoma City, Okla.*

No. MC 109326 (Sub-No. 96), filed October 11, 1967. Applicant: C & D TRANSPORTATION CO., INC., Post Office Drawer 1503, Mobile, Ala. 36601. Applicant's representative: R. E. Keene (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Agricultural commodities, exempt from economic regulation, pursuant to section 203(b) (6) of the Interstate Commerce Act, when transported at the same time and in the same vehicle with commodities subject to full economic regulation (as otherwise authorized), (1) from Gulfport, Miss., to Atlanta, Ga., Louisville, Ky., Kansas City and St. Louis, Mo., Cincinnati, Ohio, Indianapolis, Terre Haute, and Evansville, Ind., and points in Tennessee, and (2) from Gulfport, Miss., to Decatur, Ill., and Indianapolis, Ind. NOTE: Applicant states the authority sought in (1) above is subject to the restriction that operations will be conducted through Mobile, Ala., under its present authority in certificates MC 109326, and Sub "7" thereunder, and in (2) above to operations conducted through New Orleans, La., under its pres-*

ent authority in its Subs 94 and 77. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La., or Mobile, Ala.

No. MC 109638 (Sub-No. 19), filed October 24, 1967. Applicant: WOODROW EVERETTE, doing business as W. EVERETTE TRUCK LINE, Post Office Box 145, Washington, N.C. 27889. Applicant's representative: Edward G. Villalon, 1735 K Street NW., Washington, D.C. 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lime, limestone products and masonry cement, in bags, from points in Warren and Frederick Counties, Va., to points in North Carolina. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., Raleigh, N.C., and Richmond, Va.*

No. MC 110525 (Sub-No. 847), filed October 25, 1967. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. 19335. Applicant's representatives: Edwin H. van Deusen (same address as applicant), and Leonard A. Jaskiewicz, Madison Building, 1155 15th Street NW., Washington, D.C. 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid chemicals, in bulk, in tank vehicles, from Wyandotte, Mich., to points in Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., or Washington, D.C.*

No. MC 111138 (Sub-No. 49) (Correction), filed September 25, 1967, published FEDERAL REGISTER issue of October 12, 1967, and republished as corrected, this issue. Applicant: W. J. DIGBY, INC., OF IOWA, Post Office Box 15386, Salt Lake City, Utah 84119. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, 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 I. D. Packing Co., located at Des Moines, Iowa, to Austin, Minn., and Fremont, Nebr. Restricted to shipments originating at the plantsite and/or storage facilities of the I. D. Packing Co., Des Moines, Iowa, and destined to Austin, Minn., or Fremont, Nebr. NOTE: The purposes of this republication is to indicate the restriction. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.*

No. MC 112184 (Sub-No. 28), filed October 23, 1967. Applicant: THE MANFREDI MOTOR TRANSIT COMPANY, a corporation, Route 87, Newbury, Ohio 44065. Applicant's representative: John P. McMahon, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Hydrofluoric acid, in bulk, in shipper owned*

tank vehicles, from Cleveland, Ohio, to points in Missouri, Kansas, and Kentucky, under contract with the Harshaw Chemical Co., division of Kewanee Oil Co. **NOTE:** Applicant holds common carrier authority in MC 128302 and Sub 1, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Washington, D.C.

No. MC 113678 (Sub-No. 294), filed October 25, 1967. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo. 80216. Applicant's representative: Duane W. Acklie, Post Office Box 2028, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Description in Motor Carrier Certificates*, 61 M.C.C. 209 and 61 M.C.C. 766 (except commodities in bulk in tank vehicles and hides), from the plantsite of Missouri Beef Packers at or near Friona, Tex., to points in Washington, Montana, Idaho, Oregon, Wyoming, California, Nevada, Utah, and Colorado, restricted to traffic originating at the above named plantsite and destined to the states named. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 114045 (Sub-No. 299), filed October 25, 1967. Applicant: TRANS-COLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. 75222. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay*, in packages, from Wrens, Ga., to points in Virginia, Maryland, Delaware, District of Columbia, New Jersey, New York, Pennsylvania, Connecticut, Vermont, Rhode Island, Massachusetts, New Hampshire, Maine, West Virginia, and Ohio. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 114284 (Sub-No. 36), filed October 25, 1967. Applicant: FOX-SMYTHE TRANSPORTATION CO., INC., Post Office Box 82307, Stockyards Station, Oklahoma City, Okla. Applicant's representative: John E. Janders, 641 Harrison Street, Topeka, Kans. 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts and articles distributed by meat packinghouses*, as described in section A and C of appendix I. *Description in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk in tank vehicles and hides), from the plantsite of Missouri Beef Packers located at or near Friona, Tex., to points in South Dakota, California, Nevada, Arizona, New Mexico, Nebraska, Kansas, Oklahoma, Missouri, and Arkansas, restricted to traffic originating at the above named plant site and destined to the states named. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 114301 (Sub-No. 50) (Correction), filed October 11, 1967, published in FEDERAL REGISTER issue of October 26,

1967, and republished as corrected, this issue. Applicant: DELAWARE EXPRESS CO., a corporation, Post Office Box 141, Elkton, Md. 21921. Applicant's representative: Chester A. Zyblut, 1522 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Feed* and (2) *commodities*, the transportation of which is partially exempt under the provisions of section 203(b)(6) of the Interstate Commerce Act if transported in vehicles not used in carrying any other property, when moving in the same vehicles at the same time with feed, from Manheim, Pa., to points in Kent, and New Castle Counties, Del., and Kent, Cecil, and Queen Anne Counties, Md. **NOTE:** The purpose of this republication is to show "Cecil county in Maryland," which was erroneously published in Delaware. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114364 (Sub-No. 147), filed October 23, 1967. Applicant: WRIGHT MOTOR LINES, INC., Post Office Box 1191, 1401 North Little Street, Cushing, Okla. 74023. Applicant's representative: Marion F. Jones, 420 Denver Club Building, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Products used in the agricultural, water treatment, food processing, wholesale grocery and institutional supply industries*, when shipped in mixed truckloads with salt and salt products, from Hutchinson, Kans., to points in Arizona, Colorado, New Mexico, and Texas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Oklahoma City, Okla.

No. MC 114364 (Sub-No. 148), filed October 23, 1967. Applicant: WRIGHT MOTOR LINES, INC., Post Office Box 1191, 1401 North Little Street, Cushing, Okla. 74023. Applicant's representative: Marion F. Jones, Suite 420, Denver Club Building, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sugar*, from Sugarland, Tex., to points in Arkansas, Kansas, Louisiana, Missouri, New Mexico, and Oklahoma. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 114364 (Sub-No. 149), filed October 23, 1967. Applicant: WRIGHT MOTOR LINES, INC., Post Office Box 1191, 1401 North Little Street, Cushing, Okla. 74023. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Petroleum and petroleum products*, in containers and packages, (a) from points in Jefferson County, Tex., to points in Colorado, Idaho, Illinois, Iowa, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, Wisconsin, and Wyoming, and (b) from points in the St. Louis, Mo.-East St. Louis, Ill., commercial zone and points in Madison County, Ill., to points in Arizona, California, Colorado, Idaho, Montana, Nebraska, Nevada, New Mexico, Oregon,

Utah, Washington, and Wyoming; and (2) *empty containers*, from points in Colorado, Idaho, Illinois, Iowa, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, Wisconsin, and Wyoming to Minneapolis, Minn., and points in Jefferson County, Tex. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Louis, or Kansas City, Mo.

No. MC 114364 (Sub-No. 150), filed October 23, 1967. Applicant: WRIGHT MOTOR LINES, INC., Post Office Box 1191, 1401 North Little Street, Cushing, Okla. 74023. Applicant's representative: Rodger Spahr (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, (1) from La Junta, Colo., to points in Arkansas, Kansas, Missouri, Nebraska, New Mexico, Oklahoma, and Texas; (2) from Hutchinson, Kans., to points in Arkansas, Colorado, Missouri, Nebraska, New Mexico, Oklahoma, South Dakota, and Texas, and (3) from Wichita, Kans., to points in Utah. **NOTE:** Applicant indicates tacking possibilities at Delta, Colo., to provide service to Arizona, California, and Nevada. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo., or Kansas City, Mo.

No. MC 114958 (Sub-No. 6), filed October 11, 1967. Applicant: GEORGE H. BROWN, doing business as OCEANWAY TRANSPORT, Post Office Box 747, Florence, 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: (1) *Lumber*, from points in Benton, Clackamas, Clatsop, Columbia, Douglas, Hood River, Lane, Lincoln, Linn, Marion, Multnomah, Polk, Tillamook, Washington, and Yamhill Counties, Ore., to water terminals on the Sluslaw, Umpqua, Coquille, and Rogue Rivers and on Coos Bay, Tillamook Bay, and Yaquina Bay, in Oregon. **NOTE:** No authority is requested from points in those portions in Lincoln, Lane, and Douglas Counties, Ore., located west of an imaginary line running north and south through the post office site of Greenleaf, Ore., to points on Coos Bay, Ore., which applicant is now authorized to serve, and (2) *paper products, linerboard, fiberboard, hardboard, pulpboard, and particleboard*, from points in Benton, Clackamas, Clatsop, Columbia, Coos, Douglas, Hood River, Lane, Lincoln, Linn, Marion, Multnomah, Polk, Tillamook, Washington, and Yamhill Counties, Ore., to water terminals of the Sluslaw, Umpqua, Coquille, and Rogue Rivers and Coos Bay, Tillamook Bay, and Yaquina Bay, in Oregon. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 115180 (Sub-No. 44), filed October 25, 1967. Applicant: ONLEY REFRIGERATED TRANSPORTATION, INC., 408 West 14th Street, New York, N.Y. 10011. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought

to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, and articles distributed by meat packinghouses* (except hides and commodities in bulk in tank vehicles), as described in sections A and C of appendix I in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209 and 766, from Chicago, Ill., to points in New Jersey, New York, Connecticut, Delaware, Maryland, Virginia, West Virginia, and Washington, D.C. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115491 (Sub-No. 103), filed October 23, 1967. Applicant: COMMERCIAL CARRIER CORPORATION, 502 East Bridgers Avenue, Auburndale, Fla. 33823. Applicant's representative: Tony G. Russell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Powdered milk with additives, canned cream and milk, milk and cream substitutes, dessert preparations, dry beverage preparations, liquid dietary products, flour mixes and powdered milk, without additives*, when moving in the same vehicle and at the same time with commodities, the transportation of which is not exempt from economic regulation, from Cameron, Wis., to points in Tennessee, North Carolina, South Carolina, Mississippi, Alabama, Georgia, Florida, and Louisiana east of the Mississippi River. NOTE: If a hearing is deemed necessary, applicant requests it be held at Tampa or Miami, Fla.

No. MC 115554 (Sub-No. 10), filed October 23, 1967. Applicant: SCOTT'S TRANSPORTATION SERVICE, INCORPORATED, Post Office Box 1136, Cedar Rapids, Iowa 52406. Applicant's representative: William A. Landau, 1451 East Grand Avenue, Des Moines, Iowa 50306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Refrigerators, refrigeration, cooling, heating and electrical equipment, appliances, and parts, materials, and supplies* used in the manufacture, repair, and distribution of such commodities between the plantsites and warehouse facilities utilized by Amana Refrigeration, Inc., located at or near Amana and Oxford, Iowa, on the one hand, and, on the other, points in the United States, except Alaska, Hawaii, Illinois, Indiana, Iowa, Minnesota, Michigan, Nebraska, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 116273 (Sub-No. 98), filed October 16, 1967. Applicant: D & L TRANSPORT, INC., 3800 South Laramie Avenue, Cicero, Ill. 60650. Applicant's representative: William R. Lavery (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dextrine*, in bulk, in tank or hopper type vehicles, from Chicago, Ill., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Tennessee, and Wisconsin. NOTE:

If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 116474 (Sub-No. 17), filed October 23, 1967. Applicant: LEAVITTS FREIGHT SERVICE, INC., Route 1, Box 170B, Springfield, Ore. 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: *Laminated wood products, prefabricated wooden timbers, trusses and beams, and accessories* used in the erection, construction and completion of the foregoing when shipped therewith, (1) from Cottage Grove, Ore., to points in California, Nevada, and Washington, under contract with Weyerhaeuser Co., and (2) from Springfield, Ore., to Portland, Ore., and points in Washington, under contract with Rosboro Lumber Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 116730 (Sub-No. 5), filed October 23, 1967. Applicant: CARL W. STOLTENBERG, doing business as STOLTENBERG TRUCKING, Post Office Box 365, Kimberly, Idaho 83341. Applicant's representative: Donald A. Ericson, 708 Old National Bank Building, Spokane, Wash. 99201. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and timbers and beams, laminated or not laminated*, from Lewiston and Jaype, Idaho, to points in Colorado, Iowa, Nebraska, Wisconsin, and Wyoming, under contract with Potlatch Forests, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho, Spokane, Wash., or Portland, Ore.

No. MC 118159 (Sub-No. 43), filed October 25, 1967. Applicant: EVERETT LOWRANCE, Post Office Box 10216, New Orleans, La. 70121. Applicant's representative: John E. Jandera, 641 Harrison Street, Topeka, Kans. 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts and articles* distributed by meat packinghouses, as described in sections A and C of Appendix I, *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles and hides), from the plantsite of Missouri Beef Packers located at or near Friona, Tex., to points in Kentucky, North Carolina, South Carolina, Alabama, West Virginia, Georgia, Florida, Tennessee (except Memphis, Tenn., and points in its commercial zone). Restriction: Restricted to traffic originating at the above-named plantsite and destined to the States named. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 118159 (Sub-No. 44), filed October 26, 1967. Applicant: EVERETT LOWRANCE, Post Office Box 10216, New Orleans, La. 70121. Applicant's representative: John E. Jandera, 641 Harrison Street, Topeka, Kans. 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes,

transporting: *Meats, meat products, and meat byproducts and articles distributed by meat packinghouses*, as described in sections A and C of appendix I, *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles and hides), from the plantsite of Missouri Beef Packers located at or near Friona, Tex., to points in Ohio, Indiana, Oklahoma, Arkansas, Louisiana, Mississippi, and Memphis, Tenn., restricted to traffic originating at the above named plantsite and destined to the States named. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 119531 (Sub-No. 71), filed October 25, 1967. Applicant: DIECKBRADDER EXPRESS, INC., 5391 Wooster Road, Cincinnati, Ohio 45226. Applicant's representative: Charles W. Singer, 33 North Dearborn Street, Suite 1625, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper and paper products*, from Fremont, Ohio, to points in Illinois, Indiana, Michigan, and West Virginia and (2) *equipment, materials, and supplies* used in, or incidental to, the manufacture, sale, and distribution of paper and paper products, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Detroit, Mich.

No. MC 119531 (Sub-No. 72), filed October 26, 1967. Applicant: DIECKBRADDER EXPRESS, INC., 5391 Wooster Road, Cincinnati, Ohio 45226. Applicant's representative: Charles W. Singer, 33 North Dearborn Street, Suite 1625, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Metal containers and covers*, from Cleveland and Conneaut, Ohio, to points in Illinois, Indiana, Kentucky, Michigan, New York, Pennsylvania, West Virginia, and Wisconsin; and (2) *materials and supplies* used in, or incidental to, the manufacture, sale, and distribution of metal containers and covers on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Detroit, Mich.

No. MC 119702 (Sub-No. 28), filed October 9, 1967. Applicant: STAHLY CARTAGE CO., a corporation, Post Office Box 481, Edwardsville, Ill. 62025. Applicant's representative: Mack Stephenson, 42 Fox Mill Lane, Springfield, Ill. 62707. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from Seneca, Ill., and points within 5 miles thereof, to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 121508 (Sub-No. 2), filed October 23, 1967. Applicant: WESTERN CARTAGE, INC., 1260 Fourth Avenue South, Seattle, Wash. 98134. Applicant's representatives: George H. Hart and Jack R. Davis, 1100 IBM Building, Seattle, Wash. 98101. Authority sought

to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *General commodities*, between Seattle, Wash., on the one hand, and, on the other, points in King, Pierce, Snohomish, and Skagit Counties, Wash.; and (2) *household goods, heavy machinery, and building materials* (except cement in bulk, in tank or bottom dump vehicles or similar specialized equipment), between points in Washington. **NOTE:** Applicant states the operating authority set forth above is identical in commodity authorization and territorial scope as that held by applicant under certificate of registration No. MC 121508 canceled September 6, 1967, due to a Federal Court determination. Applicant further states this application is filed for the purpose of proving that public convenience and necessity require the continuation of such operations by applicant. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 123245 (Sub-No. 3) (Amendment), filed August 3, 1967, published **FEDERAL REGISTER** issue of August 17, 1967, amended October 23, 1967, and republished as amended, this issue. Applicant: LEESER & STAUFFER TRUCK SERVICE, INC., Taylor, Mo. 63471. Applicant's representative: Leonard A. Jaskiewicz, 1155 15th Street, NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, from the plantsite of American Cyanamid Co. at South River (Marion County), Mo., to points in Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Nebraska, Ohio, South Dakota, and Wisconsin. **NOTE:** Applicant holds contract carrier authority under MC 113865 and Subs 8 and 9, therefore dual operations may be involved. The purpose of this republication is to add the destination State of Minnesota. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 124692 (Sub-No. 42), filed October 19, 1967. Applicant: SAMMONS TRUCKING, a corporation, Post Office Box 933, Missoula, Mont. 59801. Applicant's representative: Charles E. Nieman, 1160 Northwestern Bank Building, Minneapolis, Minn. 554402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cast iron pipe, fittings, valves and accessories and supplies* used in the installation of pipe, from Savage, Minn., to points in North Dakota, South Dakota, Montana, and Wyoming; and (2) *precast concrete structurally reinforced beams, joists, panels, columns and related parts, materials and supplies*, from Osseo and St. Paul, Minn., to points in North Dakota, South Dakota, Nebraska, Montana, Wyoming, and Colorado. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Minneapolis or St. Paul, Minn.

No. MC 124813 (Sub-No. 45), filed October 23, 1967. Applicant: UMTIUN TRUCKING CO., a corporation, 910 South Jackson Street., Eagle Grove, Iowa 50533. Applicant's representative:

William A. Landau, 1451 East Grand Avenue, Des Moines, Iowa 50306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed*, except liquids in bulk, from Sioux City, Iowa, to points in Minnesota, Nebraska, North Dakota, and South Dakota. **NOTE:** Applicant holds contract carrier authority in MC 118468 Sub 16, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 125550 (Sub-No. 3), filed October 27, 1967. Applicant: THE HELLER COMPANY, a corporation, 200 Chestnut Avenue, Altoona, Pa. 16603. Applicant's representative: Arthur J. Diskin, 302 Frick Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Electrical fixtures, metal housewares and houseware products, and metal utility buildings*, knocked down, from Altoona, Pa., to Hartford, Conn., Syracuse, N.Y., Youngstown, Cincinnati, and Cleveland, Ohio, Memphis, Tenn., and points in Wisconsin, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon and Nevada, and *materials*, used in the manufacture of the above-specified commodities, on return, under contract with Stanley Electric Manufacturing Co. of Altoona, Pa. Restriction: The authority sought herein is restricted against the transportation of such commodities in bulk. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Pittsburgh, Pa.

No. MC 125473 (Sub-No. 6), filed October 27, 1967. Applicant: YAZOO TRUCKING CO., INC., 1633 Highway 49 East, Yazoo City, Miss. 39194. Applicant's representative: Donald B. Morrison, 829 Deposit Guaranty National Bank Building, Post Office Box 961, Jackson, Miss. 39205. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Manufactured fertilizer and urea*, dry, in bags, and in packages, from Hattiesburg, Meridian, Pascagoula, and Yazoo City, Miss., to points in Georgia, under continuing contracts with Mississippi Chemical Corp. and Coastal Chemical Corp. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss., or Memphis, Tenn.

No. MC 126045 (Sub-No. 9), filed October 20, 1967. Applicant: ALTER TRUCKING AND TERMINAL CORPORATION, 2333 Rockingham Road, Davenport, Iowa 52808. Applicant's representative: Eugene Anderson, 135 South La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, from La Crosse, Wis., to points in Minnesota and *rejected materials*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 126422 (Sub-No. 4), filed October 27, 1967. Applicant: QUALITY TRANSPORT, INC., Post Office Box 26174, New Orleans, La. 70126. 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: *Cement kiln dust*, in bulk, in tank vehicles, from points in Louisiana, to points in Mississippi. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New Orleans or Baton Rouge, La.

No. MC 126835 (Sub-No. 17), filed October 23, 1967. Applicant: EDGAR BISCHOFF, doing business as CASKET DISTRIBUTORS, Rural Route 2, West Harrison, Ind. Applicant's representative: Jack B. Josselson, 700 Atlas Bank Building, Cincinnati, Ohio 45202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Uncrated caskets, casket displays and funeral supplies, and crated caskets* when moving with uncased caskets, from (1) Springfield, Ohio, under continuing contracts with the Springfield Metallic Casket Division, Mid-Continent Manufacturing Co., (2) Nashua, N.H., under continuing contracts with Merivale, Inc., and (3) York, Pa., under continuing contracts with York-Hopper Corp., to points in the United States (except Alaska and Hawaii), and *returned shipments* of the above commodities, from the designated destinations, to the above designated origin points. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127505 (Sub-No. 12), filed October 25, 1967. Applicant: RALPH H. BOELK, doing business as R. H. BOELK TRUCK LINES, 1201 14th Avenue, Mendota, Ill. 61342. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, iron and steel articles, materials, equipment, and supplies* used in the manufacture and processing of iron and steel and iron and steel articles, between points in the St. Louis, Mo.-East St. Louis, Ill., commercial zone as defined by the Commission, Alton and Carlinville, Ill., and points within 5 miles of Carlinville, Ill., on the one hand, and, on the other, points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 128411 (Sub-No. 1), filed October 24, 1967. Applicant: ROCKVILLE AUTOMOTIVE SERVICE, INC., 324 North Stonestreet Avenue, Rockville, Md. 20850. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked*.

disabled or repossessed vehicles and replacement vehicles for wrecked, disabled or repossessed vehicles by use of wrecker equipment only, (1) between points in Montgomery, Frederick, Washington, Carroll, Howard, Anne Arundel, Calvert, Charles, and Prince Georges Counties, Md., and the District of Columbia, points in Fairfax, Prince William, Loudoun, and Arlington Counties, Va., and Alexandria, Va., on the one hand, and, on the other, points in Maryland, Virginia, West Virginia, Pennsylvania, Delaware, New Jersey, New York, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 128570 (Sub-No. 3), filed October 25, 1967. Applicant: BROOKS ARMORED CAR SERVICE, INC., 13 East 35th Street, Wilmington, Del. 19802. Applicant's representative: L. Agnew Myers, Jr., Suite 1122, Warner Building, Washington, D.C. 20004. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Accounting, bookkeeping, billing and office records, memorandums, media and documents, and inter office records and memorandums, between Dover, Del., on the one hand, and, on the other, points in Cecil, Harford, Baltimore, Anne Arundel, Prince Georges, Wicomico, and Howard Counties, Md., Philadelphia, Delaware, Chester, Montgomery, Berks, Bucks, Adams, York, and Lancaster Counties, Pa., Atlantic, Camden, and Burlington Counties, N.J.; and Baltimore, Md. NOTE: Applicant holds contract carrier authority under No. MC 115601 and subs, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Wilmington, Del., or Philadelphia, Pa.

No. MC 128608 (Sub-No. 1), filed October 23, 1967. Applicant: M.D.I. TRUCKING CORP., 228 Oliver Building, Pittsburgh, Pa. 15222. Applicant's representative: Arthur J. Diskin, 302 Frick Building, Pittsburgh, Pa. 15219. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Formed metal building products, coated metals, and materials used in the manufacture thereof (except commodities in bulk), (1) between the plantsites of Rosewall Industries located at or near junction U.S. Highways 19 and 40 in Washington County, Pa., and at or near Weirton, W. Va., and (2) between the said plantsites in (1) above, on the one hand, and, on the other, points in Ohio, Indiana, Illinois, Michigan, Pennsylvania, West Virginia, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, Maine, Maryland, Delaware, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Louisiana, Mississippi, Tennessee, Kentucky, and the District of Columbia, under continuing contract with Rosewall Industries. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Pittsburgh, Pa.

No. MC 128608 (Sub-No. 2), filed October 20, 1967. Applicant: M.D.I. TRUCKING CORP., 228 Oliver Building,

Pittsburgh, Pa. 15222. Applicant's representative: Aruthr J. Diskin, 302 Frick Building, Pittsburgh, Pa. 15219. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Formed metal roofing, from the plantsite of Metal Deck, Inc., located at East Brunswick (New Brunswick), N.J., to points in North Carolina, South Carolina, Georgia, Florida, Kentucky, Tennessee, Alabama, Mississippi, and Louisiana, and materials used in the manufacture of formed metal roofing, on return, under contract with Metal Deck, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Pittsburgh, Pa.

No. MC 128800 (Sub-No. 1), filed October 23, 1967. Applicant: HAROLD RYAN, doing business as NORTH PACIFIC REFRIGERATED TRANSPORT, 2054 South 210th Street, Seattle, Wash. 98188. Applicant's representative: Joseph O. Earp, 607 Third Avenue, Seattle, Wash. 98104. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) (a) Cheese, from Spencer, Wyoconca, and Amery, Wis., and Beach, N. Dak.; (b) butter, from St. Paul, Minn. and Fargo, N. Dak.; (c) dried and powered milk, from Fargo, Dickinson, and Beach, N. Dak.; (d) jams, jellies and preserves, from Fargo, N. Dak.; (e) eggs, from points in Minnesota, North Dakota, and South Dakota; (f) margarine and shortening, from Albert Lea, Minn.; to Livingston, Butte, Kallispell, and Ronan, Mont.; Couer d' Alene, Idaho; Centralia, Chelalis, Winlock, and points in King County, Wash., and Portland, Oreg., all under contract with R. L. Stephenson Butter & Egg Co., Seattle, Wash.; and (2) frozen fruits and berries, from points in Oregon and Washington to Bismarck and Fargo, N. Dak., under contract with Paul-Mark, Inc., Fargo, N. Dak. NOTE: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 128931 (Sub-No. 1), filed October 12, 1967. Applicant: GARY F. GOLLOTT, doing business as G & G MOVING & STORAGE OF BILOXI, MISSISSIPPI 1256 Couavas Street, Biloxi, Miss. 39533. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Used household goods, (1) between points in Mississippi on traffic having a prior or subsequent out-of-State movement, and (2) between points in Mississippi, on the one hand, and, on the other, the ports of New Orleans, La., and Mobile, Ala.; restricted to the transportation of shipments both (1) moving on the through bill of lading of a freight forwarder operating under the exemption provisions of section 402(b)(2) of the Interstate Commerce Act, as amended, and (2) having an immediately prior or subsequent out-of-State line haul movement by rail, motor, water, or air. NOTE: If a hearing is deemed necessary, applicant requests it be held at Biloxi, Miss.

No. MC 129034 (Sub-No. 1) (Amendment), filed June 9, 1967, published in the FEDERAL REGISTER issue of June 29, 1967, amended October 20, 1967, and re-

published this issue. Applicant: LOOMIS COURIER SERVICE, INC., 55 Battery Street, Seattle, Wash. 98121. Applicant's representative: George H. Hart, 1100 IBM Building, Seattle, Wash. 98101. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Interoffice records and memorandums, accounting and billing records, commercial papers, documents, written instruments and business records, between Portland and Clackamas, Oreg., on the one hand, and, on the other, points in Clark and Cowlitz Counties, Wash., under contract with Safeway Stores, Inc.; Crown Zellebrach Corp.; and J. C. Penney Co. NOTE: The purpose of this republication is to add Clackamas, Oreg., to the origin point. If a hearing is deemed necessary, applicant requests it be held at Portland, Oreg., or Seattle, Wash.

No. MC 129146 (Sub-No. 1), filed October 25, 1967. Applicant: HORN TRANSFER LINE, INC., 3850 Tucker Avenue, Louisville, Ky. 40216. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Cookies, from bakery and storage facilities of Mothers Cookie Co. located in Jefferson County, Ky., to points in Alabama, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and Wisconsin, under contract with Mothers Cookie Co. NOTE: Applicant is authorized to operate as a common carrier in docket No. MC 9509, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 129265 (Sub-No. 2), filed October 25, 1967. Applicant: VINCENT P. FONTANELLI AND LOIS A. FONTANELLI, a partnership, doing business as: RAPID TRANSFER, 4 Dewey Street, Albany, N.Y. 12205. Applicant's representative: John J. Brady, Jr., 75 State Street, Albany, N.Y. 12207. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Luggage and such personal property usually carried by airline passengers, between the Albany County Airport in Colonie, N.Y., on the one hand, and, on the other, points in Rutland, Windsor, Bennington, and Windham Counties, Vt., Berkshire, Franklin, Hampshire, and Hampden Counties, Mass., and Albany, Columbia, Essex, Delaware, Dutchess, Fulton, Greene, Hamilton, Herkimer, Montgomery, Orange, Otsego, Rensselaer, Saratoga Schoharie, Schoenectady, Sullivan, Ulster, Warren, and Washington Counties, N.Y., restricted to having a prior or subsequent movement by air. NOTE: If a hearing is deemed necessary, applicant requests it be held at Albany, N.Y.

No. MC 129451, filed October 10, 1967. Applicant: GRAY LINE SIGHTSEEING TOURS, INC., 540 Northwest 10th Street, Miami, Fla. 33136. Applicant's representative: John T. Bond, 1955 Northwest

17th Avenue, Miami, Fla. 33125. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in special and charter operations, in sightseeing and pleasure tours, between points in Florida, having a prior or subsequent movement in interstate or foreign commerce. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Miami, Fla.

No. MC 129467, filed October 12, 1967. Applicant: BACON TRANSPORT COMPANY, a corporation, Refining and Industrial Road, Post Office Box 1134, Ardmore, Okla. 73401. Applicant's representative: Arthur L. Claussen, 303 New England Building, Topeka, Kans. 66603. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Industrial asphalt*, from Augusta and El Dorado, Kans., to points in the Kansas City, Mo.-Kans., commercial zone, under contract with Trumbull Asphalt Co., Kansas City, Mo. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Topeka, Kans., or Kansas City, Mo.

No. MC 129469 (Sub-No. 1), filed October 25, 1967. Applicant: METRO VAN AND STORAGE CO., INC., 5845 Curlew Drive, Norfolk, Va. 23502. Applicant's representative: Alan F. Wohlstetter, 1 Farragut Square South, Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Norfolk, Newport News, Hampton, Virginia Beach, Suffolk, Williamsburg, Portsmouth and Chesapeake, Va., and points in York, James City, Gloucester, Matthews, Surry, Isle of Wight, Sussex, Nansemond, Southampton, and Northampton Counties, Va. 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 Norfolk, Va., or Washington, D.C.

No. MC 129485, filed October 23, 1967. Applicant: WESTOVER FUEL AND SUPPLY COMPANY, a corporation, La Jose, Pa. 15753. Applicant's representative: Arthur J. Diskin, 302 Frick Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal and clay*, in bulk in dump vehicles, between points in Clearfield, Jefferson, Indiana, Armstrong, Somerset, Cambria, and Clinton Counties, Pa. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington D.C., or Pittsburgh, Pa.

No. MC 129488, filed October 23, 1967. Applicant: HERCULES EXPRESS, INC., 915 College Street, Beaumont, Tex. Applicant's representative: Austin L. Hatchell, 1102 Perry Brooks Building, Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor

vehicle, over irregular routes, transporting: (1) *Master batch rubber*, from Port Neches, Tex., to Findlay, Ohio, and (2) *new tires and tread rubber*, from Findlay, Ohio, to Dallas, Irving, Beaumont, and Sandy Point, Tex. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Dallas or Houston, Tex.

No. MC 129489, filed October 23, 1967. Applicant: ALVAREZ SHIPPING CO., INC., 3854 Third Avenue, Bronx, N.Y. 10457. Applicant's representative: Richard S. Pardes, 4027 White Plaines Road, Bronx, N.Y. 10466. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods, furnishings, appliances, personal effects, and automobiles*, between points in the New York, N.Y., commercial zone, wherein transportation may be performed exempt from economic regulation. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 129491, filed October 25, 1967. Applicant: OGRAC CARGO, INC., 526 South Main Street, New Lexington, Ohio 43764. Applicant's representative: James Muldoon, 50 West Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Vehicular replacement parts; die sets; and diemakers supplies*, from New Lexington, Ohio, to points in the United States (except Alaska and Hawaii), and *damaged or rejected items* on return, under contract with Lempeo Industrial, Inc., and Lempeo Products, Inc. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Washington, D.C.

MOTOR CARRIERS OF PASSENGERS

No. MC 125066 (Sub-No. 12), filed October 24, 1967. Applicant: M. I. LOKER AND PAULINE LOKER, a partnership, doing business as SEAWAY COACH LINES, 231 State Street, Erie, Pa. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, express, mail and newspapers*, in the same vehicle with passengers, between Lantz Corners and Custer City, Pa., over U.S. Highway 219, serving all intermediate points. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Erie or Pittsburgh, Pa., or Buffalo, N.Y.

APPLICATIONS FOR BROKERAGE LICENSES

No. MC 12743 (Sub-No. 2), filed October 20, 1967. Applicant: MORGAN THOMAS EDWARDS, doing business as MORG EDWARDS EXCURSIONS, 2643 Schley Street, Erie, Pa. 16508. Applicant's representative: John R. Sims, Jr., 1700 Pennsylvania Avenue NW., Washington, D.C. 20006. For a license (BMC 5) to engage in operations as a *broker* at Erie, Pa., in arranging for the transportation of *passengers and their baggage*, both as individuals and in groups, in special and charter operations, in round-trip,

sightseeing, and pleasure tours, beginning and ending at points in Erie County, Pa., and extending to points in the United States including Alaska but excluding Hawaii. **NOTE:** Applicant states it currently holds authority in MC 12743, Sub 1 which duplicates in part that sought in the instant application, and which would be canceled if the authority sought herein is granted.

No. MC 130043, filed October 2, 1967. Applicant: CHESTER A. RUBIN, 77 Park Street, Brookline, Mass. Applicant's representative: Harold Katz, 73 Tremont Street, Boston, Mass. 02108. For a license (BMC 5) to engage in operations as a *broker* at Brookline, Mass., in arranging for the transportation of *passengers and their baggage*, both as individuals and in groups, in all expense special and chartered round-trip conducted tours, beginning and ending at Brookline, Mass., and extending to points in New York. **NOTE:** Applicant states it does not hold any motor carrier authority nor does it seek such authority.

APPLICATION FOR WHICH NO HEARING IS REQUESTED

No. MC 70151 (Sub-No. 46), filed October 20, 1967. Applicant: UNITED TRUCKING SERVICE, INC., 3047 Lonyo Road, Detroit, Mich. 48209. Applicant's representative: Archie C. Fraser, 1400 Michigan National Tower, Lansing, Mich. 48933. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, except those of unusual value, and except dangerous explosives, livestock, commodities in special equipment, and those injurious or contaminating to other lading, between junction Michigan Highway 50 and U.S. Highway 127, at or near Jackson, Mich. and Charlotte, Mich., over Michigan Highway 50, as an alternate route for operating convenience only, with no new or intermediate points being served. **NOTE:** Applicant states it intends to tack the above proposed authority with its existing authority.

APPLICATION OF WATER CARRIER

No. W-1189 (Sub-No. 14) BULK FOOD CARRIER, INC.—Extension—defluorinated phosphate, filed October 24, 1967. Applicant: BULK FOOD CARRIERS, INC., 311 California Street, San Francisco, Calif. 94104. Applicant's representative: J. Raymond Clark (same address as applicant). Application of Bulk Food Carriers, Inc., filed October 24, 1967, for a revised certificate authorizing extension of its operations to include operation as a *contract carrier* by water in interstate or foreign commerce, by non-self-propelled vessels with the use of separate towing vessels in the transportation of *defluorinated phosphate*, in bulk, between ports in Florida and ports in California.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 67-13191: Filed, Nov. 8, 1967; 8:45 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

NOVEMBER 6, 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. 41165—*Fresh meats and packinghouse products from Millard, Nebr.* Filed by Western Trunk Line Committee, agent (No. A-2525), for interested rail carriers. Rates on fresh meats and packinghouse products, in carloads, from Millard, Nebr., to points in southern territory.

Grounds for relief—Market competition.

Tariff—Supplement 9 to Western Trunk Line Committee, agent, tariff ICC A-4680.

FSA No. 41166—*Perchloroethylene to Danville, Ill.* Filed by Southwestern Freight Bureau, agent (No. B-9024), for interested rail carriers. Rates on perchloroethylene, in tank carloads, from Lake Charles, Plaquemine, and West Lake Charles, La., Freeport, Houston, and Port Neches, Tex., to Danville, Ill.

Grounds for relief—Market competition.

Tariffs—Supplements 147 and 84 to Southwestern Freight Bureau, agent, tariffs ICC 4564 and 4668, respectively.

AGGREGATE-OF-INTERMEDIATES

FSA No. 41167—*Perchloroethylene to Danville, Ill.* Filed by Southwestern Freight Bureau, agent (No. B-9023), for interested rail carriers. Rates on perchloroethylene, in tank carloads, from Lake Charles, Plaquemine, West Lake Charles, La., Freeport, Houston, and Port Neches, Tex., to Danville, Ill.

Grounds for relief—Maintenance of depressed rates published to meet market competition without use of such rates as factors in constructing combination rates.

Tariffs—Supplements 147 and 84 to Southwestern Freight Bureau, agent, tariffs ICC 4564 and 4668, respectively.

By the Commission.

(SEAL) H. NEIL GASSON,
Secretary.

[P.R. Doc. 67-13256; Filed, Nov. 8, 1967; 8:48 a.m.]

[Notice 489]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

NOVEMBER 6, 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 protests 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 52110 (Sub-No. 107 TA), filed November 1, 1967. Applicant: BRADY MOTORFRATE, INC., 2150 Grand Avenue, Des Moines, Iowa 50312. Applicant's representative: Homer E. Bradshaw, 11th Floor, Des Moines Building, Des Moines, Iowa 50309. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods, frozen vegetables, frozen juice concentrates and frozen potatoes and potato products*, from Mid Continent Storage Caves at or near Loring, Kans., to Fort Wayne, Ind., Des Moines, Ames, and Woodward, Iowa; Minneapolis and St. Paul, Minn. commercial zone; Champaign and Peoria, Ill.; Bismarck and Fargo, N. Dak.; Xenia, Ohio; Sioux Falls, S. Dak.; Green Bay, Wis.; and Lincoln, Nebr., for 180 days. Supporting shipper: National Sales & Marketing Co., Post Office Box 598, Orinda, Calif. 94563. Send protests to: Ellis L. Annett, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 227 Federal Office Building, Des Moines, Iowa 50309.

No. MC 66562 (Sub-No. 2272 TA), filed October 31, 1967. Applicant: RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York, N.Y. 10017. Applicant's representative: Robert C. Boozer, 80 Broad Street NW., Atlanta, Ga. 30303. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities moving in express service*. (1) Between Gainesville, Fla., and Tampa, Fla., serving the intermediate and/or off-route points of Hawthorne, Edgar, Interlachen, Palatka, Pomona Park, Crescent City, Seville, Plerson, Barberville, De Land, Sanford, Casselberry, Oviedo, Altamonte Springs, Maitland, Winter Park, Orlando, Kissimmee, St. Cloud, Davenport, Haines City, Lake Alfred, Winter Haven, Polk City, Auburndale, Highland City, Lakeland, Plant City, Dover, and Seffner, Fla.; from Gainesville over Florida Highway 20 to Palatka, thence over U.S. Highway 17 to Haines City, thence over U.S. Highway 92 to Tampa, and return over the same route. (2) Between Gainesville, Fla., and Reddick, Fla., serving the intermediate and/or points of Newberry, Trenton, Cross City, Chiefland, Archer, and Williston, Fla.; from Gainesville over Florida Highway 26 to junction U.S.

Highway 27A, thence over U.S. Highway 27A to Bronson, thence over Florida Highway 24 to Archer, thence over U.S. Highway 27 to junction Florida Highway 316, thence over Florida Highway 316 to Reddick, and return over the same route. (3) Between Ocala, Fla., and Inverness, Fla., serving the intermediate and/or off-route points of Dunnellon and Crystal River, Fla.; from Ocala over Florida Highway 200 to junction Florida Highway 484, thence over Florida Highway 484 to Dunnellon, thence over Florida Highway 488 to junction Florida Highway 495, thence over Florida Highway 495 to Crystal River, thence over Florida Highway 44 to Inverness, and return over the same route.

(4) Between Haines City, Fla., and Miami, Fla., serving the intermediate and/or off-route points of Dundee, Waverly, Lake Wales, West Lake Wales, Frostproof, Avon Park, Sebring, Lake Placid, Okeechobee, Indiantown, West Palm Beach, and Deerfield Beach, Fla.; from Haines City over U.S. Highway 27/27A to junction U.S. Highway 98 (south of Sebring), thence over U.S. Highway 98 to Okeechobee, thence over Florida Highway 70 to junction Florida Highway 710, thence over Florida Highway 710 to West Palm Beach, thence over U.S. Highway 1/Interstate Highway 95 to Miami, and return over the same route. (5) Between Tallahassee, Fla., and Bainbridge, Ga., serving the intermediate point of Havana, Fla.; from Tallahassee over U.S. Highway 27 to Bainbridge, and return over the same route. (6) Between Venice, Fla., and Boca Grande, Fla., serving no intermediate points, from Venice over U.S. Highway 41 to junction Florida Highway 775, thence over Florida Highway 775 to Placida, thence over Florida Highway 771 to Boca Grande, and return over the same route. (7) Between Tallahassee, Fla., and Panama City, Fla., serving the intermediate point of Blountstown, Fla.; from Tallahassee, over Florida Highway 20 to junction U.S. Highway 231, thence over U.S. Highway 231 to Panama City, and return over the same route. (8) Between Eglin AFB, Fla., and Crestview, Fla., serving no intermediate points; from Eglin AFB over Florida Highway 85 to Crestview, and return over the same route.

(9) Between Jacksonville, Fla., and Tampa, Fla., serving the intermediate and/or off-route points of Lawtey, Starke, Waldo, Hawthorne, Citra, Ocala, Belleview, Wildwood, Inverness, Bushnell, Center Hill, Dade City, Zephyrhills, and Plant City, Fla.; from Jacksonville over Interstate Highway 10 to junction U.S. Highway 301, thence over U.S. Highway 301 to junction Interstate Highway 4, thence over Interstate Highway 4 to Tampa, and return over the same route. (10) Between Jacksonville, Fla., and Tampa, Fla., serving no intermediate points, as an alternate route for operating convenience only, in conjunction with the route requested immediately above between Jacksonville and Tampa, and also in conjunction with applicant's authorized regular-route authority between

Jacksonville and Palatka (MC 66562 Sub 1709) plus the authority requested in (1) above between Palatka and Tampa; from Jacksonville over Interstate Highway 95 to junction Interstate Highway 4, thence over Interstate Highway 4 to Tampa, and return over the same route. (11) Between Jacksonville, Fla., and Miami, Fla., serving no intermediate points, as an alternate route for operating convenience only, in conjunction with applicant's authorized regular-route operations between Jacksonville and Miami (MC 66562 Sub 1709 and R-247); from Jacksonville over Interstate Highway 95 to junction Interstate Highway 4, thence over Interstate Highway 4 to junction Sunshine State Parkway, thence over Sunshine State Parkway to junction Interstate Highway 95, thence over Interstate Highway 95 to Miami, and return over the same route. (12) Between junction Sunshine State Parkway and Interstate Highway 75 (for purposes of joinder only) and Cocoa, Fla., serving the intermediate point of Orlando, Fla.; from junction Sunshine State Parkway and Interstate Highway 75, over Sunshine State Parkway to junction Interstate Highway 4, thence over Interstate Highway 4 to junction Florida Highway 528, thence over Florida Highway 528 to junction Florida Highway 520, thence over Florida Highway 520 to Cocoa, and return over the same route.

(13) Between Jacksonville, Fla., and Jacksonville, Fla., serving the intermediate and/or off-routes points of Callahan, Fla., and Folkston, Nahunta, Woodbine, Kingsland, and St. Marys, Ga.; from Jacksonville over U.S. Highway 1 to Folkston, thence over U.S. Highway 301 to Nahunta, thence U.S. Highway 84 to Atkinson, Ga., thence over Georgia Highway 110 to Waverly, Ga., thence over U.S. Highway 17/Interstate Highway 95 to Jacksonville, and return over the same route. Restrictions: The service to be performed shall be limited to that which is auxiliary to or supplemental of express service of the Railway Express Agency. Shipments transported by applicant shall be limited to those moving on through bills of lading or express receipts, for 150 days. Applicant states it does intend to tack the authority here applied for to other authority held by it under Docket No. MC 66562 and Sub-numbers thereunder. Supporting shippers: There are approximately 45 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: Stephen P. Tomany, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 346 Broadway, New York, N.Y. 10013.

No. MC 116111 (Sub-No. 5 TA), filed November 1, 1967. Applicant: NORTH KANSAS CITY TOW SERVICE, INC., 901 East 13th Avenue, North Kansas City, Mo. 64106. Applicant's representative: C. S. Reavis (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular

routes, transporting: *Wrecked, disabled or repossessed motor vehicles*, by use of wrecker equipment only, and *replacement vehicles* for wrecked or disabled motor vehicles, in secondary movements, in truckaway service; between Kansas City, Mo., on the one hand, and, on the other, points in Colorado, Indiana, Kentucky, New Mexico, Ohio, Tennessee, and Texas, for 180 days. Supporting shippers: Consolidated Freightways, 175 Linfield Drive, Menlo Park, Calif.; White Trucks Division, White Motor Corp., 522 Locust Street, Kansas City, Mo. 64106; Navajo Freight Lines, Inc., 1205 South Platte River Drive, Denver, Colo. 80223; Mack Trucks, Inc., 3738 Gardner, Kansas City, Mo. 64120; Triangle Leasing, Inc., 901 East 13th Street, North Kansas City, Mo. 64116. Send protests to: H. J. Simmons, District Supervisor, Interstate Commerce Commission, 1100 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 123508 (Sub-No. 2 TA) (Correction), filed October 19, 1967, published FEDERAL REGISTER issue of October 28, 1967, and republished this issue. Applicant: M. AND W. CORPORATION, 301 West Commercial Street, Lowell, Ind. 46356. Applicant's representative: Warren C. Moberly, 1212 Fletcher Trust Building, Indianapolis, Ind. 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Refractory materials*, packaged and palletized, and in bulk, from Schneider, Ind., to those points in the Chicago commercial zone in the State of Illinois, for 180 days. Note: The purpose of this republication is to show the correct origin point and shippers address as Schneider, Ind., in lieu of Schneider Industries as was printed erroneously in the FEDERAL REGISTER. Supporting shipper: Carb-Rite Co., Schneider, Ind. Send protests to: District Supervisor, J. H. Gray, Bureau of Operations, Interstate Commerce Commission, 308 Federal Building, Fort Wayne, Ind. 46802.

No. MC 125417 (Sub-No. 12 TA), filed November 11, 1967. Applicant: BULK FREIGHTWAYS, 8332 Wilcox Avenue, South Gate, Calif. 90280. Applicant's representative: Warren N. Grossman, 825 City National Bank Building, 606 South Olive Street, 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, for 180 days. Supporting shipper: The Richardson Co., 2700 Lake Street, Melrose Park, Ill. 60160. Send protests to: John E. Nance, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 7708 Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 67-13257; Filed, Nov. 8, 1967; 8:48 a.m.]

[Notice 49]

MOTOR CARRIER TRANSFER PROCEEDINGS

NOVEMBER 6, 1967.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 279), appear below:

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

No. MC-FC-35412. By order of October 25, 1967, the Transfer Board approved the lease, for a period of 1 year, of the operating rights in certificate No. MC-126123 (Sub-No. 1) to the corporation, Felton & Tenny, Ltd., Kodiak, Alaska, issued September 15, 1965, to Harry Felton doing business as Felton & Tenny, Kodiak, Alaska, authorizing the transportation of: General commodities, with certain exceptions; namely, commodities of unusual value, household goods, and classes A and B explosives, between points on Kodiak Island, Alaska, Donald P. Nelles, Ernst & Ernst, Lathrop Building, Post Office Box 1079, Anchorage, Alaska 99501, attorney for applicants.

No. MC-FC-69942. By order of October 25, 1967, the Transfer Board approved the transfer to Arnold E. Wade, doing business as Wade's Charter Coaches, Schenectady, N.Y., of that portion of the operating rights in certificate No. MC-95375, issued October 18, 1949, to West Point Tours, Inc., Highland Falls, N.Y., authorizing the transportation of passengers and their baggage, restricted to traffic originating at the points indicated, in charter operations, from points in Saratoga and Washington Counties, N.Y., to points in Pennsylvania, New York, New Jersey, Connecticut, Vermont, New Hampshire, and the District of Columbia, and return, traversing Maryland for operating convenience only. Arthur J. Piker, 160-16 Jamaica Avenue, Jamaica, N.Y. 11432, and James H. Glavin III, 69 Second Street, Post Office Box 40, Waterford, N.Y. 12188, attorneys for applicants.

No. MC-FC-69956. By order of October 25, 1967, the Transfer Board approved the transfer to Nuel L. Wallace Co., Inc., Roanoke, Va., of the operating rights of certificate No. MC-123656, issued June 7, 1962, to Nuel Leonard Wallace, Roanoke, Va., authorizing the transportation of disabled or wrecked motor vehicles and replacement vehicles therefor (except trailers designed to be drawn by passenger automobiles and commodities moving on Government bills

of lading), by use of wrecker equipment only, between points in Virginia, on the one hand, and, on the other, points in North Carolina, West Virginia, Maryland, and the District of Columbia. Nuel L. Wallace, 1320 Williamson Road NE., Roanoke, Va. 24012, representative for applicants.

No. MC-FC-69970. By order of October 25, 1967, the Transfer Board approved the transfer to Holiday Horse Pullman, Inc., Warrenton, Va., of a portion of the operating rights in certificate No. MC-127579, issued April 22, 1966, to Penn-Mar-Va Transportation Corp., Wilmington, Del., authorizing the transportation of: Horses (other than ordinary livestock), and equipment and paraphernalia incidental to the transportation, care and display of such horses, between points in Connecticut, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia, between points in the above-specified states and the boundary of the United States and Canada, through port of entry at Rouse's Point, N.Y. Richard A. Reid, Campbell Building, Towson, Md. 21204, David A. Sutherland, 1120 Connecticut Avenue, Washington, D.C. 20036, attorneys for applicants.

No. MC-FC-69971. By order of October 25, 1967, the Transfer Board approved the transfer to Mobile Home Movers, Inc., Oklahoma City, Okla., of certificates of registration No. MC-120929 (Sub-No. 1), issued January 12, 1965, to Jack L. Griffin, Oklahoma City, Okla., authorizing the transportation of: House trailers between points in Oklahoma. Charles D. Dudley, 419 Northwest Sixth Street, Oklahoma City, Okla. 73102, attorneys for applicants.

No. MC-FC-69972. By order of October 25, 1967, the Transfer Board approved the transfer to Curran Express, Inc., New Bedford, Mass., of the operating rights in certificate No. MC-2149 issued April 2, 1964, to Matthew J. Cur-

ran, Jr., doing business as M. J. Curran, New Bedford, Mass., authorizing the transportation of: General commodities, with the usual exceptions, between specified points in Massachusetts and Rhode Island. Louis A. Perras, Jr., Acushnet Avenue, New Bedford, Mass. 02740, attorney for applicants.

No. MC-FC-69973. By order of October 25, 1967, the Transfer Board approved the transfer to G. H. Bemis Freight Service, Inc., Quincy, Ill., of certificate of registration No. MC-96696 issued December 10, 1963, to Glenn H. Bemis, doing business as G. H. Bemis Freight Service, Quincy, Ill., authorizing transportation of general commodities, within Illinois. Robert T. Lawley, 308 Reisch Building, Springfield, Ill. 62701, attorney for applicants.

No. MC-FC-69974. By order of October 25, 1967, the Transfer Board approved the transfer to Vincent J. Herzog, Honesdale, Pa., of the operating rights in certificate No. MC-29871 issued March 9, 1953, to Wayne C. Tiel and Francis L. Tiel, doing business as Tiel Brothers, Honesdale, Pa., authorizing the transportation of: Plumbing supplies, heating equipment, silos, farm supplies, pianos, household goods, and feed, between points in New York, New Jersey, and Pennsylvania. John M. Zachara, Post Office Box Z, Paterson, N.J. 07509, representative for applicants.

No. MC-FC-69975. By order of October 25, 1967, the Transfer Board approved the transfer to Ralph R. Lanciano, doing business as Charles J. Lanciano, Philadelphia, Pa., of the operating rights in certificate No. MC-5987 issued August 31, 1967, to Ralph Lanciano and Charles J. Lanciano, doing business as Charles J. Lanciano, Philadelphia, Pa., authorizing the transportation of: Electric switchboards, motors, transformers, and rigging and tools used in the installation thereof, between Philadelphia, Pa., on the one hand, and, on the other, Wilmington, Del., and Conowingo and Baltimore, Md. M. Mark Mendel, 1440 P.S.F.

Building, Philadelphia, Pa. 19143, attorney for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 67-13258; Filed, Nov. 8, 1967;
8:49 a.m.]

[Notice 49-A]

MOTOR CARRIER TRANSFER PROCEEDINGS

NOVEMBER 3, 1967.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 279), appear below:

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

No. MC-FC-69636. By order of September 28, 1967, Division 3, acting as an Appellate Division, approved the transfer to Amelia Gerace, Mary Capitani, Ernest Capitani, and Ernest A. Capitani, Jr., of control of passenger broker license No. MC-12379 issued December 12, 1947, to Parker Tours, Inc., both of New York, N.Y., authorizing the holder thereof to engage in operations as a broker at New York, N.Y., in arranging for the transportation of: Passengers and their baggage, between points in the United States. S. S. Elsen, 140 Cedar Street, New York, N.Y. 10006, attorney for applicant.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 67-13259; Filed, Nov. 8, 1967;
8:49 a.m.]

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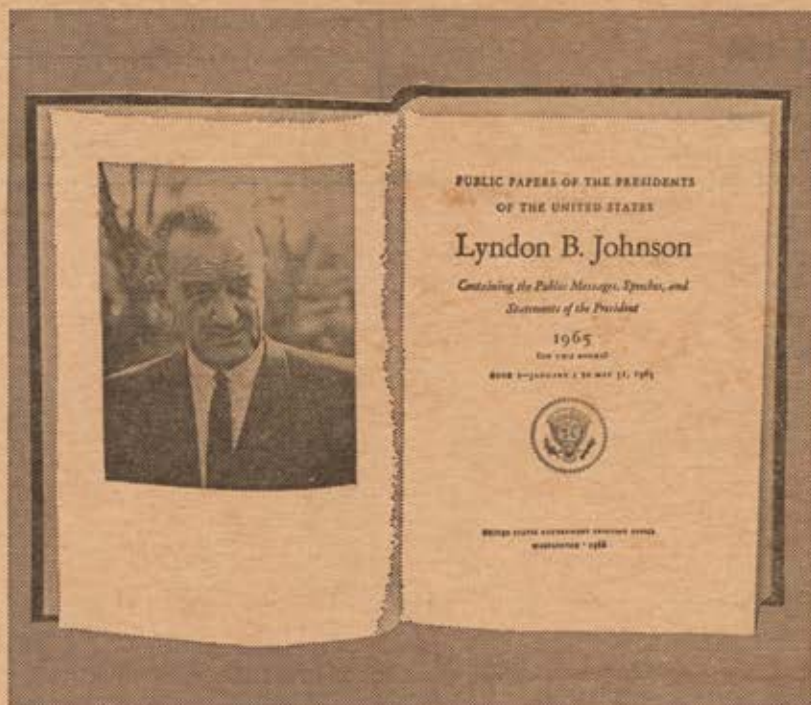
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