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Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of Housing and Urban Development

Section 213.3384 is amended to show that the position of Special Assistant to the Assistant Secretary for Equal Opportunity is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, subparagraph (3) is added to paragraph (f) of § 213.3384 as set out below.

§ 213.3384 Department of Housing and Urban Development.

* * * * *

(f) *Office of the Assistant Secretary for Equal Opportunity.* * * *

(3) One Special Assistant to the Assistant Secretary.

(5 U.S.C. 3301, 3302, E.O. 10577, 3 CFR 1954–1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[F.R. Doc. 69-6739; Filed, June 5, 1969; 8:49 a.m.]

Title 7—AGRICULTURE

Chapter III—Agricultural Research Service, Department of Agriculture

PART 354—OVERTIME SERVICES RELATING TO IMPORTS AND EXPORTS

Commuted Traveltime Allowances

Pursuant to the authority conferred upon the Director of the Plant Quarantine Division by § 354.1 of the regulations concerning overtime services relating to imports and exports, effective July 14, 1968 (7 CFR 354.1), administrative instructions (7 CFR 354.2), effective August 19, 1967, as amended February 9, 1968, April 19, 1968, July 25, 1968, December 14, 1968, and February 19, 1969 (32 F.R. 11981, 33 F.R. 2757, 5987, 10561, 18580, 34 F.R. 2351), prescribing the commuted traveltime that shall be included in each period of overtime or holiday duty are hereby amended by deleting from and adding to the "lists" therein as follows:

§ 354.2 Administrative instructions prescribing commuted traveltime.

* * * * *

OUTSIDE METROPOLITAN AREA

TWO HOURS

Delete: Marine Corps Air Facility, N.C. (served from Wilmington, N.C.).

Add: Marine Corps Air Station (New River), Jacksonville, N.C. (served from Wilmington, N.C.).

THREE HOURS

Add: South Miami, Fla. (served from Miami, Fla.).

* * * * *

These commuted traveltime periods have been established as nearly as may be practicable to cover the time necessarily spent in reporting to and returning from the place at which the employee performs such overtime or holiday duty when such travel is performed solely on account of such overtime or holiday duty. Such establishment depends upon facts within the knowledge of the Plant Quarantine Division. It is to the benefit of the public that these instructions be made effective at the earliest practicable date. Accordingly, pursuant to the provisions of 5 U.S.C. 553, it is found upon good cause that notice and public procedure on these instructions are impracticable, unnecessary, and contrary to the public interest, and good cause is found for making these instructions effective less than 30 days after publication in the FEDERAL REGISTER.

(64 Stat. 561; 7 U.S.C. 2260)

This amendment shall become effective upon publication in the FEDERAL REGISTER.

Done at Hyattsville, Md., this 3d day of June 1969.

[SEAL] F. A. JOHNSTON,
Director,
Plant Quarantine Division.

[F.R. Doc. 69-6687; Filed, June 5, 1969; 8:49 a.m.]

Title 10—ATOMIC ENERGY

Chapter I—Atomic Energy Commission

PART 30—RULES OF GENERAL APPLICABILITY TO LICENSING OF BYPRODUCT MATERIAL

PART 32—SPECIFIC LICENSES TO MANUFACTURE, DISTRIBUTE OR IMPORT EXEMPTED AND GENERALLY LICENSED ITEMS CONTAINING BYPRODUCT MATERIAL

Exemption of Tritium, Krypton-85 and Promethium-147 in Self-Luminous Products

On June 21, 1968, the Atomic Energy Commission published for comment in the FEDERAL REGISTER (33 F.R. 9198) proposed amendments of 10 CFR Parts 30 and 32 to (a) establish a class exemption from licensing requirements for the use of self-luminous products containing tritium, krypton-85 and promethium-147 when such products have been manufactured, imported, or transferred pursuant to a specific license issued by the Commission authorizing distribution for use under the exemption and (b) establish requirements for the issuance of specific licenses authorizing manufacture, import, or transfer of self-luminous products containing such byproduct material for possession and use under the exemption, and for submission of reports of transfers of byproduct material under such licenses.

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

After careful consideration of the comments received and other factors, the Commission has adopted the amendments set forth below. The only changes from the proposed amendments, other than editorial and clarifying changes, are described below, together with a discussion of the basic features of the amendments.

The amendments of Part 30 exempt, in a new § 30.19, from the licensing and regulatory requirements of the Atomic Energy Act of 1954, as amended, the possession and use of self-luminous products containing tritium, krypton-85, and promethium-147 when such products have been manufactured, processed, produced, imported, or transferred pursuant to a specific license issued by the Commission authorizing transfer for use under the exemption.

The amendments of Part 32 establish, in a new § 32.22, the framework in the Commission's regulations for the issuance of specific licenses to distribute, to persons exempt from licensing requirements, self-luminous products which meet the Commission's safety criteria. An applicant for a license to manufacture, process, produce, import, or transfer self-luminous products for use under the exemption provided by the amendment to Part 30 must, among other things, demonstrate that the safety criteria in § 32.23 would be met.

The safety criteria in § 32.23(a) limit the average dose, or dose commitment, in any one year to members of the group expected to receive the highest dose from normal use and disposal of a single exempt unit, and, in § 32.23(b), limit the dose or dose commitment received by persons engaged in marketing, distributing, and servicing of exempt products,

as a result of exposure to the quantities of exempt units likely to accumulate in one location.

A new § 32.23(c) has been added which requires that the product be designed and manufactured so that wear and abuse are unlikely to cause an increase in the potential dose to persons during normal handling and use of the product. Although this requirement was implied in the proposed amendments, or could have been inferred from the information to be submitted in an application for a specific license under § 32.22, the requirement has been specifically included in the safety criteria as adopted.

The limits in the safety criteria for dose or dose commitment to any individual under normal and the most severe conditions, such as accidents or fires, which were published in the notice of proposed rule making, have been restated in an expanded § 32.23(d) in terms of the probability of the failure of the product under such circumstances that a person would receive a dose or dose commitment in excess of the specified doses. These doses are specified to define the degree of risk under accident conditions. The likelihood of persons receiving such doses as a result of failure of any exempt product must be very small. The doses specified are considerably smaller than those that would be likely to produce clinical symptoms of injury. These criteria may have the effect of establishing an upper limit on the amount of radioactive material in the exempt unit.

The probabilities are expressed in terms of the frequency of failure of the containment, shielding, or other safety features of an exempt unit under such circumstances that a person would receive a dose in excess of specified values. The probability of a failure resulting in a dose in excess of the doses referred to in § 32.23(d) may be limited by (1) the ability of the product to withstand severe conditions which it is likely to encounter, (2) the amount of radioactive material present in each exempt unit, (3) the likelihood of occurrence of conditions of sufficient severity to cause failure of the containment, shielding, or other safety features of the product, or (4) any combination of these and other credible circumstances.

Two changes have been made in information to be supplied by an applicant for a specific license to manufacture, process, produce, transfer, or import self-luminous products under § 32.22(a). The distances for measurement of radiation levels have been changed from 1 and 10 centimeters to 5 and 25 centimeters from the external surface of the product and a provision for averaging the radiation levels over an area not to exceed 10 square centimeters has been added in § 32.22(a)(2)(vi). A new item has been added, in § 32.22(a)(2)(xiv), to require the applicant to submit a determination that the probabilities with respect to the doses referred to in § 32.23(d) meet the criteria of that paragraph. The definition of "dose commitment" has been eliminated, since that definition has been included in other amendments to Part 32 published in the FEDERAL REGISTER on April 18, 1969 (34 F.R. 6653). The exemption for self-luminous products (§ 30.19) has been modified to provide that, in addition to toys and adornments, products in which tritium, krypton-85 or promethium-147 is used "primarily for frivolous purposes" are not included in the class exemption.

The Commission has concluded that the overall benefits to be derived from the use of radioactive materials in self-luminous products covered by the amendments, as a class of products, offset the small risk as reflected in the safety criteria.

Petitions for rule making for exemption of self-luminous products which do not meet the conditions of the amendments will be considered on a case-by-case basis.

The Commission has found that, under the conditions specified in the amendments, the exemption will not constitute an unreasonable risk to the common defense and security and to the health and safety of the public.

Under the provisions of § 150.15(a)(6) of 10 CFR Part 150, "Exemptions and Continued Regulatory Authority in Agreement States Under Section 274," the transfer of possession or control by the manufacturer, processor, or producer of self-luminous products distributed for use under the proposed exemption would be subject to the Commission's licensing and regulatory requirements even if the product is manufactured pursuant to an Agreement State license.

Pursuant to the Atomic Energy Act of 1954, as amended, and sections 552 and 553 of title 5 of the United States Code, the following amendments of 10 CFR Parts 30 and 32 are published as a document subject to codification, to be effective 30 days after publication in the FEDERAL REGISTER.

1. A new § 30.19 is added to 10 CFR Part 30 to read as follows:

§ 30.19 Self-luminous products containing tritium, krypton-85, or promethium-147.

(a) Except for persons who manufacture, process, or produce self-luminous products containing tritium, krypton-85, or promethium-147, or who import such products, and except as provided in paragraph (c) of this section, any person is exempt from the requirements for a license set forth in section 81 of the Act and from the regulations in Parts 20 and 30–36 of this chapter to the extent that such person receives, possesses, uses, transfers, exports, owns, or acquires tritium, krypton-85, or promethium-147 in self-luminous products manufactured, processed, produced, imported, or transferred in accordance with a specific license issued by the Commission pursuant to § 32.22 of this chapter, which license authorizes the transfer of the product for use under this section.

(b) Any person who desires to manufacture, process, or produce self-luminous products containing tritium, krypton-85, or promethium-147, or to transfer or to import such products for use pursuant to paragraph (a) of this section, should apply for a license pursuant to § 32.22 of this chapter, which license states that the product may be transferred by the licensee to persons exempt from the regulations pursuant to paragraph (a) of this section or equivalent regulations of an Agreement State.

(c) The exemption in paragraph (a) of this section does not apply to tritium, krypton-85, or promethium-147 used in products primarily for frivolous purposes or in toys or adornments.

2. New §§ 32.22, 32.23, 32.24, and 32.25 are added to 10 CFR Part 32 to read as follows:

§ 32.22 Self-luminous products containing tritium, krypton-85 or promethium-147: requirements for license to manufacture, process, produce, import, or transfer.

(a) An application for a specific license to manufacture, process, or produce self-luminous products containing tritium, krypton-85, or promethium-147, or to import or to transfer such products for use pursuant to § 30.19 of this chapter or equivalent regulations of an Agreement State, will be approved if:

(1) The applicant satisfies the general requirements specified in § 30.33 of this chapter: *Provided, however,* That the requirements of § 30.33(a)(2) and (3) do not apply to an application for a license to transfer tritium, krypton-85, or promethium-147 in self-luminous products manufactured, processed, or produced pursuant to a license issued by an Agreement State.

(2) The applicant submits sufficient information relating to the design, manufacture, prototype testing, quality control procedures, labeling or marking, and conditions of handling, storage, use, and disposal of the self-luminous product to demonstrate that the product will meet the safety criteria set forth in § 32.23. The information should include:

(i) A description of the product and its intended use or uses.

(ii) The type and quantity of byproduct material in each unit.

(iii) Chemical and physical form of the byproduct material in the product and changes in chemical and physical form that may occur during the useful life of the product.

(iv) Solubility in water and body fluids of the forms of the byproduct material identified in subdivisions (iii) and (xii) of this subparagraph.

(v) Details of construction and design of the product as related to containment and shielding of the byproduct material and other safety features under normal and severe conditions of handling, storage, use, and disposal of the product.

(vi) Maximum external radiation levels at 5 and 25 centimeters from any external surface of the product, averaged over an area not to exceed 10 square centimeters, and the method of measurement.

(vii) Degree of access of human beings to the product during normal handling and use.

(viii) Total quantity of byproduct material expected to be distributed in the product annually.

(ix) The expected useful life of the product.

(x) The proposed method of labeling or marking each unit with identification of the manufacturer or importer of the product and the byproduct material in the product.

(xi) Procedures for prototype testing of the product to demonstrate the effectiveness of the containment, shielding, and other safety features under both normal and severe conditions of handling, storage, use, and disposal of the product.

(xii) Results of the prototype testing of the product, including any change in the form of the byproduct material contained in the product, the extent to which the byproduct material may be released to the environment, any increase in external radiation levels, and any other changes in safety features.

(xiii) The estimated external radiation doses and dose commitments relevant to the safety criteria in § 32.23 and the basis for such estimates.

(xiv) A determination that the probabilities with respect to the doses referred to in § 32.23(d) meet the criteria of that paragraph.

(xv) Quality control procedures to be followed in the fabrication of production lots of the product and the quality control standards the product will be required to meet.

(xvi) Any additional information, including experimental studies and tests, required by the Commission.

(b) Notwithstanding the provisions of paragraph (a) of this section, the Commission may deny an application for a specific license under this section if the end uses of the product cannot be reasonably foreseen.

§ 32.23 Same: safety criteria.

An applicant for a license under § 32.22 shall demonstrate that the product is designed and will be manufactured so that:

(a) In normal use and disposal of a single exempt unit, it is unlikely that the external radiation dose in any one year, or the dose commitment resulting from the intake of radioactive material in any one year, to a suitable sample of the group of individuals expected to be most highly exposed to radiation or radioactive material from the product will exceed the dose to the appropriate organ as specified in Column I of the Table in § 32.24.

(b) In normal handling and storage of the quantities of exempt units likely to accumulate in one location during marketing, distribution, installation, and servicing of the product, it is unlikely that the external radiation dose in any one year, or the dose commitment resulting from the intake of radioactive material in any one year, to a suitable sample of the group of individuals expected to be most highly exposed to radiation or radioactive material from the product will exceed the dose to the appropriate organ as specified in Column II of the Table in § 32.24.

(c) It is unlikely that there will be a significant reduction in the effectiveness of the containment, shielding, or other safety features of the product from wear and abuse likely to occur in normal handling and use of the product during its useful life.

(d)[2] In use and disposal of a single exempt unit, or in handling and storage of the quantities of exempt units likely to accumulate in one location during marketing, distribution, installation, and servicing of the product, the probability is low that the containment, shielding, or other safety features of the product would fail under such circumstances that a person would receive an external radiation dose or dose commitment in excess of the dose to the appropriate organ as specified in Column III of the Table in § 32.24, and the probability is negligible that a person would receive an external radiation dose or dose commitment in excess of the dose to the appropriate organ as specified in Column IV of the Table in § 32.24.

§ 32.24 Same: table of organ doses.

TABLE I

Part of body	Column I (rem)	Column II (rem)	Column III (rem)	Column IV (rem)
Whole body, head, and trunk, active blood-forming organs, gonads, or lens of eye.	0.001	0.01	0.5	15
Hands and forearms, feet and ankles, localized areas of skin averaged over areas no larger than 1 square centimeter.	0.015	0.15	7.5	200
Other organs.....	0.003	0.03	1.5	50

§ 32.25 Conditions of licenses issued under § 32.22: quality control, labeling, and reports of transfers.

Each person licensed under § 32.22 shall:

(a) Carry out adequate control procedures in the manufacture of the product to assure that each production lot meets the quality control standards approved by the Commission;

(b) Label or mark each unit so that the manufacturer, processor, producer, or importer of the product and the byproduct material in the product can be identified; and

(c) File an annual report with the Director, Division of Materials Licensing, U.S. Atomic Energy Commission, Washington, D.C. 20545, which shall state the total quantity of tritium, krypton-85, or promethium-147 transferred to other persons for use under § 30.19 of this chapter or equivalent regulations of an Agreement State during the reporting period. Each report shall cover the year ending June 30, and shall be filed within 30 days thereafter.

(Sec. 81, 68 Stat. 935; 42 U.S.C. 2111; sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Washington, D.C., this twenty-seventh day of May 1969.

For the Atomic Energy Commission.

W. B. McCOOL,
Secretary.

[F.R. Doc. 69-6640; Filed, June 5, 1969; 8:45 a.m.]

[2] It is the intent of this paragraph that as the magnitude of the potential dose increases above that permitted under normal conditions, the probability that any individual will receive such a dose must decrease. The probabilities have been expressed in general terms to emphasize the approximate nature of the estimates which are to be made. The following values may be used as guides in estimating compliance with the criteria:

Low—not more than one such failure per year for each 10,000 exempt units distributed.

Negligible—not more than one such failure per year for each 1 million exempt units distributed.

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Airworthiness Docket No. 69-WE-8-AD, Amdt. 39-776]

PART 39—AIRWORTHINESS DIRECTIVES

Boeing Model 707/720 and 727 Series Airplanes; Takeoff Aural Warning System

An accident occurred to a Model 707 airplane in which it was determined that the takeoff was made with the flaps in the retracted position. The airspeeds for rotation and lift off for this type airplane are based in part upon the flaps being set at a prescribed takeoff position. In the takeoff with the flaps retracted, insufficient airspeed was attained at lift off to maintain control of the airplane, and the crash resulted. The takeoff aural warning system which should have warned of the improper flap position failed to be armed for sounding.

Since this condition is likely to occur in other airplanes of this type and in Model 727 airplanes as well, an airworthiness directive is being issued to require modifications of the takeoff warning system which will render the system less likely to be unarmed and thereby fail to warn of an unsafe condition on takeoff. The modifications are applicable to all 727 series airplanes and only those 707/720 airplanes equipped with JT3D turbofan engines. In addition to the system modification, appropriate information in the Airplane Flight Manuals covering the characteristics of the warning horn system is required for all airplanes. The AFM revisions are written to encompass the information needed for the takeoff warning system into the information presently in the manuals for other warning systems (landing and cabin pressurization) which sound the warning horn.

The present arrangement of the takeoff warning system is such that the warning horn actuating switch, which is actuated by the No. 3 power lever, is not actuated until the power lever is advanced to 42° of power lever travel on some airplanes and 33° on other airplanes. At ambient temperatures below about +40° F. for 707/720 airplanes and +10° F. for 727 airplanes, the power lever movement required to obtain takeoff thrust on the engines is less than 42° or 33°. In such case, the takeoff warning system is not armed. The ambient temperature at the time of the accident, described above, was below the temperature at which the takeoff warning system would be armed by the power lever movement for setting takeoff thrust.

This AD requires that the warning switch installation be reset in accordance with applicable Boeing Service Bulletins. The modification described in the Service Bulletins should cause the warning switch to be actuated at 25° of power lever travel and the takeoff warning system to be armed at about −40° F. ambient temperature for applicable 707/720 airplanes and −60° F. for 727 airplanes.

While the takeoff warning system is not required by the airworthiness or operations regulations, manufacturers have installed these systems on aircraft as a supplement to certain flight crew checklist items. The function of the system is to warn the crew in the event of their failure to set flaps, stabilizer or spoilers in the takeoff configuration in accordance with the checklist. The agency considers that a safety system which may become nonoperative under varying weather conditions normally encountered in service induces a potential safety hazard because of this characteristic.

Prior to initiating this AD, the manufacturer and the ATA member airlines operating Boeing 707/720 and 727 airplanes were contacted on the subject of modifying the warning system to provide for arming the system at −65° F. or at the lowest practicable temperature. The airlines responded that they were generally accomplishing compliance with the Boeing Service Bulletins on a scheduled basis, and they were opposed to any further modification of the warning system.

The manufacturer, in his analysis, pointed out that the repositioning of the arming switch in accordance with the bulletins was the optimum for obtaining takeoff warning at low ambient temperatures without incurring nuisance warnings from the warning horn during ground operations of the airplanes, such as with the power or thrust required for breakaway and other taxiing maneuvers.

The manufacturers and operators were opposed to any change in the design of the takeoff warning system in which the system would be armed by means other than by power lever movement, such that arming would be independent of temperature. The agency recognizes that any such change in design would involve development and testing. Delay in adopting the corrective measures covered by this AD, pending development of such design changes, is not deemed justified.

The minimum ambient temperature at which most transport aircraft are approved to operate is −65° F. However, the agency considers that if arming of the takeoff warning system at about −40° F. is the lowest temperature at which it can be achieved with the present system design, this provides a satisfactory level of safety with respect to the function of this system as a supplement to certain items of the taxi and pretakeoff check list. Furthermore, the exposure of airplanes to a possible nonoperative condition of the warning system when operating in temperature regimes below −40° F. involves a relatively small portion of the overall environmental temperature spectrum.

However, due to installation tolerances in the setting of the arming switch and in the rigging of the power lever controls, the relocation of the arming switches in accordance with these Service Bulletins does not assure that the warning system will always be armed at takeoff at the nominal ambient temperatures related to the relocation of the arming switch to the 25° power lever position. The effect of these tolerances may amount to as much as 35° F. temperature difference. Furthermore, the ambient temperature at which arming of the system will occur is increased by the use of reduced thrust for takeoff. This reduced thrust procedure is currently approved for many of the affected models. For these reasons, the Airplane Flight Manuals should include information that, at low ambient temperatures, the takeoff warning system may not be armed when setting takeoff thrust. Accordingly, the AD requires operators to incorporate such appropriate information in the Airplane Flight Manuals.

The compliance time for the modification, as well as the incorporation of Airplane Flight Manual material has been established by the agency on the basis of the safety considerations together with the object of providing operators sufficient lead time to schedule compliance with a minimum burden. To prescribe the modifications and Airplane Flight Manual revisions required by this AD under the usual notice and public procedures followed by the agency within the time the agency has determined is required in the interest of safety, would necessarily result in a reduction of the compliance time for the modifications and Airplane Flight Manual revisions required by this AD. This could possibly leave the operators insufficient time to schedule airplanes for compliance with the AD. Therefore, accomplishment of the modifications and Airplane Flight Manual revisions required by this AD within the time the agency has determined is necessary makes strict compliance with the notice and public procedure provisions of the Administrative Procedure Act impracticable and this amendment becomes effective 30 days after publication in the FEDERAL REGISTER. However, interested persons are invited to submit such written data, views or arguments as they may desire relative to this AD. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Administration, Western Region, Attention: Regional Counsel, Rules Docket, Post Office Box 92007, Worldway Postal Center, Los Angeles, Calif. 90009. All communications received before the effective date will be considered by the Director, and the AD may be changed in the light of comments received. All comments will be available both before and after the effective date in the Rules Docket for examination by interested persons. Operators are urged to submit their comments as early as possible since it may not be possible to evaluate comments received near the effective date in sufficient time to amend the AD before it becomes effective.

In consideration of the foregoing, § 39.13 of Part 39 of the FARs is amended by adding the following new Airworthiness Directive.

BOEING 707/720 and 727 series airplanes.

Applies to all Boeing 707/720 and 727 series airplanes, as appropriate.

Compliance required within 1,000 hours time in service after the effective date of this AD, unless previously accomplished.

To provide for (1) arming of the takeoff warning system at about 25° of thrust lever advancement from the idle position, and (2) to advise flight crews of the characteristics of the system, accomplish the following:

A. For 707/720 series airplanes listed in Boeing S.B. No. 2384, dated January 31, 1967, or later FAA-approved revisions, modify the takeoff warning actuating switch installation in accordance with Boeing Service Bulletin No. 2384, dated January 13, 1967, or later FAA-approved revision, or by an equivalent modification approved by the Chief, Aircraft Engineering Division, FAA, Western Region.

B. For 727 series airplanes listed in Boeing S.B. 27-102, Revision 1, dated July 7, 1967, or later FAA-approved revisions, modify the takeoff warning actuating switch installation in accordance with Boeing Service Bulletin No. 27-102, Revision 1, dated January 7, 1967, or later FAA-approved revision, or by an equivalent modification approved by the Chief, Aircraft Engineering Division, FAA, Western Region.

NOTE: Some operators have modified the throttle control system to incorporate automatic throttle controls using equipment not designed by Boeing. In such installations, the modification kits available from Boeing for compliance with Service Bulletin No. 27-102 may not be applicable, and operators should submit their modification for FAA approval.

C. For all 707/720 and 727 airplanes listed in this paragraph, incorporate revisions in the FAA-Approved Airplane Flight Manual as follows:

1. For Models 707-100/-200/-400/-100B/-300B/-300B(ADV)/-300C Revise Section III, existing paragraph headed "Warning Horn," to read:

Warning Horn—Landing. The warning horn will sound when any thrust lever is retarded or the flap control lever is in the 40° or 50° detent with the landing gear in the "unsafe to land position".

NOTE: (Applicable only for airplanes incorporating Boeing Service Bulletin 1891). When the landing gear warning horn circuit modification is installed, landing gear warning horn will not function with outboard flaps in the fully retracted position. However, landing gear warning lights will function when thrust-levers are retarded to idle power.

Takeoff—Service Bulletin No. 2384 installed sounding of the warning horn, when the No.

3 thrust lever is advanced to takeoff thrust indicates one or more of the following:

(a) Speed brakes handle is not in the zero degree detent.

(b) Stabilizer trim is not within the green band range used for takeoffs.

(c) Wing flaps are not in the takeoff position.

(d) An essential A–C power failure has occurred during takeoff. (Applicable only for Models 707–123B/–138B airplanes.)

CAUTION: The warning horn will not:

1. Be armed for sounding at the lower ambient temperatures due to thrust lever takeoff positioning not actuating power lever quadrant switch, or

2. Indicate stabilizer trim is in the improper takeoff position specified for actual center of gravity location.

Cabin pressurization. The warning horn will sound intermittently whenever the cabin altitude exceeds 10,000 feet.

2. For Models 707–300/720/720B Revise Section III, existing paragraph headed "Warning Horn," to read:

Warning horn—Landing. The warning horn will sound when any thrust lever is retarded or the flap control lever is in the 40° or 50° detent with the landing gear in the "unsafe to land position".

NOTE: (Applicable only for airplanes incorporating Service Bulletin No. 1891.) When the landing gear warning horn circuit modification is installed, landing gear warning horn will not function with outboard flaps in the fully retracted position. However, landing gear warning lights will function when thrust-levers are retarded to idle power.

Takeoff—Service Bulletin No. 2384 installed sounding of the warning horn when the No. 3 thrust lever is advanced to takeoff thrust indicates one or more of the following:

(a) Speed brakes handle is not in the zero degree detent.

(b) Stabilizer trim is not within the green band range used for takeoffs.

(c) Wing flaps are not in one of the approved takeoff flap setting positions.

CAUTION: The warning horn will not:

1. Be armed for sounding at the lower ambient temperatures due to thrust lever takeoff positioning not actuating power lever quadrant switch, or

2. Indicate stabilizer trim is in the improper takeoff position specified for actual center of gravity location.

3. Indicate wing flaps are in the improper takeoff position specified for actual takeoff speeds and performance limits.

Cabin pressurization. The warning horn will sound intermittently whenever the cabin altitude exceeds 10,000 feet.

3. For Models 727/727C/727–200 add new paragraph heading "Warning Horn" in section 3, to read:

Warning horn—Landing. The warning horn will sound when any thrust lever is retarded or the flap control lever is in the 30° or 40° detent with the landing gear in an "unsafe to land position".

Takeoff—Service Bulletin No. 27–102 installed sounding of the warning horn, when No. 3 thrust lever is advanced to takeoff thrust, indicates one or more of the following:

(a) Speed brakes handle is not in the zero degree detent.

(b) Stabilizer trim is not within the green band range used for takeoffs.

(c) Wing flaps are not in one of the approved takeoff flap setting positions.

(d) Auxiliary power unit door is not latched (if APU installed).

Caution: The warning horn will not:

1. Be armed for sounding at the lower ambient temperatures due to thrust lever takeoff positioning not actuating power lever quadrant switch, or

2. Indicate stabilizer trim is in the improper takeoff position specified for actual center of gravity location.

3. Indicate wing flaps are in the improper takeoff position specified for actual takeoff speeds and performance limits.

Cabin Pressurization. The warning horn will sound intermittently whenever the cabin altitude exceeds 10,000 feet.

NOTE: Due to modifications accomplished by Supplemental Type Certificate, or by other FAA approvals, the AFM material may not, in all cases, apply. Notify the Chief, Aircraft Engineering Division, FAA Western Region, when changes in equipment indicate possible nonapplicability.

This amendment becomes effective on July 6, 1969.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Los Angeles, Calif., on May 28, 1969.

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

[F.R. Doc. 69–6657; Filed, June 5, 1969; 8:46 a.m.]

[Docket No. 69–CE–7–AD, Amdt. 39–775]

PART 39—AIRWORTHINESS DIRECTIVES

Cessna Model 310, 310A, 310B, 310C, 310D, 310E, and 310F Airplanes

There has been a report of a complete loss of engine power due to air being introduced into the fuel system when a fuel crossfeed line was chafed through by a firewall stiffener in a Cessna Model 310D airplane. This report indicates that the fuel crossfeed lines located behind the firewall and forward of the wing spar will chafe on the firewall stiffener causing a hole to be worn in the fuel lines.

Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive is being issued requiring within 25 hours' time-in-service after the effective date of this airworthiness directive, and thereafter at intervals of 100 hours' time-in-service, inspection of the fuel crossfeed lines for chafing at the firewall stiffener. Chafed fuel lines must be replaced. When P/N 0826031–1 fuel line support bracket has been installed in accordance with Cessna Service Letter 310–66, dated June 30, 1961, the inspections required by this airworthiness directive may be discontinued. For those Cessna model aircraft with Serial Numbers 35000 through 35138, before inspection of the fuel crossfeed lines can be accomplished, a firewall inspection opening must be installed in accordance with Cessna Service Letter 310–3, dated February 10, 1956.

Since immediate action is required in the interest of safety, compliance with the notice and public procedure provisions of the Administrative Procedure Act is not practical and good cause exists for making this amendment effective in less than thirty (30) days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive.

CESSNA. Applies to Models 310 (Serial Numbers 35000 thru 35546); 310A (Serial Numbers 38001 thru 38161); 310B (Serial Numbers 607, 35547, 35548, 35549, 35551 thru 35771); 310C (Serial Numbers 35550, 35772 thru 35999, 39001 thru 39031); 310D (Serial Numbers 39032 thru 39299); 310E (Serial Numbers 35912A, 310M0001 thru 310M0036); and 310F (Serial Numbers 310 0001 thru 310 0156) Airplanes.

Compliance: Required as indicated.

To prevent complete loss of engine power due to air being introduced into the fuel system should a fuel crossfeed line become chafed through by the firewall stiffener on the aft side of the aircraft firewall, unless already accomplished, perform the following:

(A) Within 25 hours' time-in-service after the effective date of this airworthiness directive, remove the firewall access opening for both engines and visually inspect the fuel crossfeed lines for chafing at the firewall stiffeners. Replace chafed fuel lines with a serviceable part and install P/N 0826031–1 fuel line support bracket in accordance with Cessna Service Letter 310–66, dated June 30, 1961, or any equivalent method approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Central Region. A minimum of 0.50 inch clearance should be maintained between the fuel lines and the angle stiffener.

(B) If P/N 0826031–1 fuel line support bracket is not available, the inspection required in Paragraph A must be repeated at intervals not to exceed 100 hours' time-in-service from the date of the last inspection, until P/N 0826031–1 fuel line support bracket is installed in accordance with Cessna Service Letter 310–66, dated June 30, 1961, or any equivalent method approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Central Region. When the support bracket has been installed, the inspections required by this airworthiness directive may be discontinued.[1]

(C) Before the inspection required by Paragraph A can be accomplished on those model aircraft with Serial Numbers 35000 through 35138, a firewall inspection opening must be installed in accordance with Cessna Service Letter 310–3, dated February 10, 1956.

This amendment becomes effective June 10, 1969.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Kansas City, Mo., on May 29, 1969.

BROWNING ADAMS,
Acting Director, Central Region.

[F.R. Doc. 69–6658; Filed, June 5, 1969; 8:46 a.m.]

[Docket No. 69–SO–50; Amdt. 39–773]

PART 39—AIRWORTHINESS DIRECTIVES

Piper PA–28R–180/200 Airplanes

There have been reports of the flexible engine air inlet duct collapsing at the

[1] This does not preclude continued inspections of this area as required by FAR 91.

bend due to deterioration of the duct. Collapse of this duct restricts air flow into the engine induction system causing a loss of engine power or engine stoppage. Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive is being issued to require inspection and/or replacement.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 is amended by adding the following new airworthiness directive:

PIPER—Applies to PA-28R-180 series airplanes, Serial Numbers 28-30004 through 28-31092 and to PA-28R-200 series airplanes, Serial Numbers 28-35000 through 28-35237, 28-35239 through 28-35251 and 28-35253 through 28-35256.

Compliance required as indicated.

To prevent the possibility of restricting air flow through the engine air induction system, accomplish the following:

(a) Within the next 10 hours' time in service after the effective date of this airworthiness directive, unless already accomplished, remove air induction inlet hose Piper Part Number 63633-43 and inspect for deterioration, broken or frayed cord wrapping, evidence of hose partially collapsed, indication of reinforcement wire slippage or evidence of wire not being bonded properly to the hose interior wall, especially in the vicinity of the Koroseal ties or clamps.

(b) If the hose shows any deterioration, as noted in (a), remove it from service. Install an airworthy hose, Piper P/N 63633-43, or Aero-Duct SCAT 3¼ O.D. hose, or MIL-H-8796B Type 1 Class 3 hose, 22½ long, making sure that the wire reinforcing coils extend over the pilot tubes at each end and under the clamps. Piper Kit 760 328 may be installed in lieu of duct replacement. (See Item (d) below.)

(c) Repeat the inspections of item (a) above at intervals not to exceed 10 hours' time in service. These inspections need not be continued after installation of Piper Kit 760 328.

(d) Within the next 50 hours' time in service after the effective date of this AD, unless already accomplished, install a new Piper air induction hose installation Kit No. 760 328 in accordance with the instructions included with the kit.

(e) The inspection or kit installation time intervals (other than for the initial inspection) may be adjusted by an FAA inspector up to a maximum of 5 hours to coincide with aircraft annual or 100-hour scheduled inspections.

Other means of compliance with the requirements of this directive may be utilized, if approved by the Chief, Engineering and Manufacturing Branch, FAA, Southern Region.

(Piper Service Bulletin No. 297 covers this same subject.)

This amendment becomes effective June 10, 1969.

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

Issued in East Point, Ga., on May 27, 1969.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 69-6659; Filed, June 5, 1969; 8:46 a.m.]

[Airspace Docket No. 69-WE-29]

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

Alteration of Control Zone

On April 29, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 7030) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations which would alter the description of the Los Angeles (Hawthorne Municipal Airport), Calif., control zone.

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

Effective date. This amendment shall be effective 0901 G.m.t., August 21, 1969.

Issued in Los Angeles, Calif., on May 27, 1969.

LEE E. WARREN,
Acting Director, Western Region.

In § 71.171 (34 F.R. 4557) the description of the Los Angeles (Hawthorne Municipal Airport) Control zone is amended by deleting "* * * effective from 0700 to 2300 hours, local time, daily" and substituting therefor "This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual."

[F.R. Doc. 69-6660; Filed, June 5, 1969; 8:46 a.m.]

[Airspace Docket No. 69-WE-30]

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

Alteration of Control Zone

On April 29, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 7030) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the description of the Fullerton, Calif., control zone.

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

Effective date. This amendment shall be effective 0901 G.m.t., August 21, 1969.

Issued in Los Angeles, Calif., on May 27, 1969.

LEE E. WARREN,
Acting Director, Western Region.

In § 71.171 (34 F.R. 4557) the description of the Fullerton, Calif., control zone is amended by deleting the last sentence and substituting therefor "This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual."

[F.R. Doc. 69-6661; Filed, June 5, 1969; 8:46 a.m.]

[Airspace Docket No. 69-EA-7]

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

Alteration of Control Zone and Transition Area

On page 6288 of the FEDERAL REGISTER for April 9, 1969, the Federal Aviation Administration published proposed regulations which would alter the Columbus, Ohio, control zone and transition area.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., July 24, 1969.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Jamaica, New York on May 22, 1969.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to delete in the description of the Columbus, Ohio, control zone the name "Columbus Municipal Airport" and insert in lieu thereof "Port Columbus International Airport."

2. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to insert in the description of the Columbus, Ohio, 700 foot transition area, following the phrase "8 miles W of the RBN;" the words "within a 6-mile radius of the center 40°01'25" N., 82°27'40" W., of Licking County Airport, Newark, Ohio; within 2 miles each side of the Licking County Airport Runway 8 centerline extended from the Licking County Airport 6-mile radius area to 7 miles E of the end of the runway; within 2 miles each side of the Appleton, Ohio, VORTAC 320° radial and 140° radial extending from the Licking County Airport 6-mile radius area to 8 miles NW of the Appleton VORTAC;". Delete "Columbus Municipal Airport" and insert in lieu thereof "Port Columbus International Airport."

[F.R. Doc. 69-6662; Filed, June 5, 1969; 8:46 a.m.]

[Airspace Docket No. 69-EA-53]

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

Alteration of Control Zones and Transition Areas

The Federal Aviation Administration is amending §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the Burlington, Vt. (34 F.R. 4567), Norfolk, Va. (Norfolk Municipal) (34 F.R. 4609), Norfolk, Va. (NAS Norfolk) (34 F.R. 4609) control zones, and Burlington, Vt. (34 F.R. 4658), Springfield, Vt. (34 F.R. 4770), transition areas.

A change in the name of Burlington Municipal Airport, Burlington, Vt., Hartness Municipal Airport, Springfield, Vt., and Norfolk Municipal Airport, Norfolk, Va., requires alteration of the present designation of those transition areas and control zones where the description includes specific reference to these airports.

Since the amendments are editorial in nature, notice and public procedure herein are unnecessary and they may be made effective in less than 30 days.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, upon publication in the FEDERAL REGISTER, as follows:

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to:

(a) Delete in the description of the Burlington, Vt., control zone, "Burlington Municipal Airport" and insert "Burlington International Airport" in lieu thereof.

(b) Delete in the caption of the Norfolk, Va. (Norfolk Municipal), control zone "(Norfolk Municipal)" and insert "(Norfolk Regional)" in lieu thereof. Delete in the description, "Norfolk Municipal Airport" and insert "Norfolk Regional Airport" in lieu thereof.

(c) Delete in the description of the Norfolk, Va. (NAS Norfolk), control zone, "with the Norfolk, Va. (Norfolk Municipal)", and insert "with the Norfolk, Va. (Norfolk Regional)", in lieu thereof.

2. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to:

(a) Delete in the description of the Burlington, Vt., transition area, "Burlington Municipal Airport" and insert "Burlington International Airport" in lieu thereof.

(b) Delete in the description of the Springfield, Vt., transition area, "Hartness Municipal Airport" and insert "Springfield State (Hartness) Airport" in lieu thereof.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on May 22, 1969.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

[F.R. Doc. 69-6663; Filed, June 5, 1969; 8:46 a.m.]

[Airspace Docket No. 69-SO-10]

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

Alteration of Federal Airway

On March 13, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 5180) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would realign VOR Federal airway No. 139 from Wilmington, N.C., 1,200 feet AGL direct to New Bern, N.C.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., July 24, 1969, as hereinafter set forth.

In § 71.123 (34 F.R. 4509), V-139 is amended by deleting all before "12 AGL Cofield, N.C." and substituting "From Wilmington, N.C., 12 AGL New Bern, N.C.;" therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348 sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on May 29, 1969.

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

[F.R. Doc. 69-6664; Filed, June 5, 1969; 8:47 a.m.]

[Airspace Docket No. 69-EA-24]

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

Alteration of Transition Area

On page 6486 of the FEDERAL REGISTER for April 15, 1969, the Federal Aviation Administration published a proposed regulation which would alter the Poughkeepsie, N.Y., 700-foot transition area.

Subsequent to the publication of the proposal, a change of 1° in the final approach course was made. Since this change is minor in nature, notice and public procedure herein are unnecessary.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., July 24, 1969 as follows:

In the proposed alteration, delete the figures 322° and 142° and insert in lieu thereof 323° and 143° respectively.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348; sec. 6(c), Department of Transporation Act; 49 U.S.C. 1655 (c))

Issued in Jamaica, N.Y., on May 22, 1969.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the description of the Poughkeepsie, N.Y., 700-foot floor transition area as follows:

In the description of the Poughkeepsie, N.Y., 700-foot floor transition area, after the words "NE of the VOR" insert "within a 5-mile radius of the center (41°34'40" N., 73°43'55" W.) of Stormville Airport, Stormville, N.Y.; within 2 miles each side of the Stormville Airport Runway 8 centerline extended from the 5-mile radius area to 10 miles east of the end of the runway; within 2 miles each side of the Stormville Airport Runway 26 centerline extended from the 5-mile radius area to 6 miles west of the end of the runway and within 2 miles each side of the Kingston, N.Y., VOR 323° and 143° radials extending from the 5-mile radius area to 8 miles northwest of the Kingston, N.Y., VOR."

[F.R. Doc. 69-6665; Filed, June 5, 1969; 8:47 a.m.]

[Airspace Docket No. 69-WE-6]

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

Designation and Alteration of Control Zone

On April 15, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 6487) stating that the Federal Aviation Administration was considering amendments to Part 71 of the Federal Aviation Regulations which would designate a new control zone for Palo Alto Airport, Calif., and redesignate the Mountain View, Calif. (Moffett Field NAS), control zone.

Interested persons were given 30 days in which to submit written comments, suggestions, or objections. No objections have been received and the proposed amendments are hereby adopted subject to the following change:

In the 10th line of the description of the Mountain View, Calif. (Moffet Field NAS), control zone delete "* * * 325° * * *" and substitute "* * * 319° * * *" therefor.

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

Staffing problems have delayed the commissioning of the Palo Alto tower for a lengthy period of time. Approval has now been received for a commissioning date of June 15, 1969, therefore, in the interest of safety the effective date of the control zone should be coincidental and good cause exists for making these amendments effective in less than 30 days notice.

Effective date. These amendments shall be effective 0901 G.m.t., June 15, 1969.

Issued in Los Angeles, Calif., on May 27, 1969.

LEE E. WARREN,
Acting Director, Western Region.

In § 71.171 (34 F.R. 4557) the following control zone is added:

PALO ALTO, CALIF.

Within a 3-mile radius of Palo Alto Airport (latitude 37°27'39" N., longitude 122°06'50" W.) excluding the portion southeast of a line extending from latitude 37°25'14" N., longitude 122°08'30" W. to latitude 37°26'30" N., longitude 122°05'43" W. to latitude 37°29'10" N., longitude 122°04'08" W. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

In § 71.171 (34 F.R. 4557) the description of the Mountain View, Calif. (Moffett Field NAS) is amended as follows:

MOUNTAIN VIEW, CALIF. (MOFFETT FIELD NAS)

Within a 5-mile radius of Moffett Field NAS (latitude 37°24'55" N., longitude 122°02'50" W.), within a 3-mile radius of Palo Alto, Calif. Airport (latitude 37°27'40" N., longitude 122°06'50" W.) within 2.5 miles southwest and 2 miles northeast of the Moffett TACAN 157° radial, extending from the 5-mile radius zone to 8 miles southeast of the TACAN and within 2 miles each side of the San Jose VOR 319° radial, extending from the VOR to 8 miles northwest of the VOR, excluding the portion southeast of a line from latitude 37°25'45" N., longitude 121°56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W., and the portion within the Palo Alto control zone when it is effective.

[F.R. Doc. 69-6666; Filed, June 5, 1969; 8:47 a.m.]

[Airspace Docket No. 69-EA-9]

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

Designation of Transition Area

On page 6289 of the FEDERAL REGISTER for April 9, 1969, the Federal Aviation Administration published proposed regulations which would designate a 700-foot transition area over Holmes County Airport, Millersburg, Ohio.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., July 24, 1969.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on May 22, 1969.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Millersburg, Ohio, transition area described as follows:

MILLERSBURG, OHIO

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°32'15" N., 81°57'10" W. of Holmes County Airport, Millersburg, Ohio, and within 2 miles each side of the Tiverton, Ohio, VOR 059° radial extending from the 5-mile radius area to the VOR.

[F.R. Doc. 69-6667; Filed, June 5, 1969; 8:47 a.m.]

[Airspace Docket No. 69-EA-32]

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

Designation of Transition Area

On page 6488 of the FEDERAL REGISTER for April 15, 1969, the Federal Aviation Administration published a proposed regulation which would designate a 700-foot transition area over Williams County Airport, Bryan, Ohio.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., July 24, 1969.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on May 22, 1969.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Bryan, Ohio, 700-foot transition area described as follows:

BRYAN, OHIO

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (41°28'05" N., 84°30'25" W.) of Williams County Airport, Bryan, Ohio; within 2 miles each side of the Runway 25 centerline extended from the 7-mile radius area to 7 miles west of the end of the runway and within 2 miles each side of a 068° bearing from the Bryan, Ohio, RBN (41°28'47" N., 84°27'58" W.) extending from the RBN to 8 miles east of the RBN, excluding the portion which coincides with the Defiance, Ohio, transition area.

[F.R. Doc. 69-6668; Filed, June 5, 1969; 8:47 a.m.]

[Airspace Docket No. 69-EA-18]

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

Designation of Transition Area

On page 6289 of the FEDERAL REGISTER for April 9, 1969, the Federal Aviation Administration published proposed regulations which would designate a 700-foot transition area over Central Bucks County Airport, Doylestown, Pa.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., July 24, 1969.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on May 22, 1969.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Doylestown, Pa., transition area described as follows:

DOYLESTOWN, PA.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (40°20'20" N., 75°07'20" W.), of Central Bucks County Airport, Doylestown, Pa.; within 2 miles each side of the runway 5 centerline extended from the Doylestown, Pa., 5-mile radius area to 5 miles northeast of the end of the runway and within 2 miles each side of the Solberg, N.J., VORTAC 229° radial extending from the Doylestown, Pa., 5-mile radius area to 10 miles southwest of the VORTAC, excluding the portions which coincide with the North Philadelphia, Pa., and Readington, N.J., transition areas. This transition area is effective from sunrise to sunset, daily.

[F.R. Doc. 69-6669; Filed, June 5, 1969; 8:47 a.m.]

[Airspace Docket No. 69-SW-21]

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

Designation of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to designate the Benton, Ark., transition area.

On April 15, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 6489) stating the Federal Aviation Administration proposed to designate a 700-foot transition area at Benton, Ark.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. Due consideration was given to all relevant matter presented.

The Air Transport Association of America (ATA) agreed with designation of controlled airspace for any IFR procedures to serve Saline County Airport; however, ATA disagreed with the proposed procedure stating that it conflicts with the primary ILS procedure serving Adams Field, Little Rock, Ark. ATA stated they feel the IFR procedure must be independent of the IFR procedures serving Adams Field.

The proposed Saline County procedure will require the use of radar, and aircraft executing the procedure will be under the control jurisdiction of the same approach control facility as aircraft executing the ILS procedure to Adams Field. Further, it is expected that the Saline County procedure will be used only occasionally. In view of the foregoing, the agency cannot foresee any adverse effect on IFR operations at Adams Field by the addition of the proposed instrument approach procedure to serve Saline County Airport.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., July 24, 1969, as herein set forth.

In § 71.181 (34 F.R. 4637), the following transition area is added:

BENTON, ARK.

That airspace extending upward from 700 feet above the surface within a 6.5-mile

radius of Saline County Airport (lat. 34°-33'30" N., long. 92°36'30" W.) excluding that portion within the Little Rock, Ark., transition area.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Fort Worth, Tex., on May 26, 1969.

A. L. COULTER,
Acting Director, Southwest Region.

[F.R. Doc. 69-6670; Filed, June 5, 1969; 8:47 a.m.]

Title 29—LABOR

Subtitle A—Office of the Secretary of Labor

PART 2—GENERAL REGULATIONS

Claims Under the Federal Tort Claims Act for Loss of or Damage to Property, or for Personal Injury or Death

Pursuant to 28 U.S.C. 2672, 5 U.S.C. 301, and 28 CFR Part 14, 29 CFR 2.5 is hereby revised to read as set forth below. This revision concerns only a rule of agency procedure. Neither notice of proposed rule making and opportunity for public participation therein, nor delay in effective date are required by 5 U.S.C. 553. Also, it does not appear that such participation or delay would serve a useful purpose here. Accordingly, this revision shall become effective upon publication in the FEDERAL REGISTER.

As revised, § 2.5 reads as follows:

§ 2.5 Claims under the Federal Tort Claims Act for loss of or damage to property, or for personal injury or death.

(a) *Filing of claims.* Pursuant to 28 U.S.C. 2672, any claim under the Federal Tort Claims Act for money damages for loss of or injury to property, or for personal injury or death, caused by the negligent or wrongful act or omission of any employee of the Department of Labor while acting within the scope of his office or employment, under circumstances where the United States, if a private person, would be liable to the claimant for such loss, injury, or death in accordance with the law of the place where the act or omission occurred, may be presented to the Office of the Solicitor of Labor, 14th Street and Constitution Avenue, Washington, D.C. 20010, or to any regional or branch office of the Office of the Solicitor of Labor, at any time within 2 years after such claim has accrued. Such a claim may be presented by a person specified in 28 CFR 14.3, in the manner set out in 28 CFR 14.2 and 14.3, and shall be accompanied by as much of the appropriate information specified in 28 CFR 14.4 as may reasonably be obtained.

(b) *Action on claims.* The Deputy Solicitor shall have the power to consider, ascertain, adjust, determine, compromise, and settle any claim referred to in, and presented in accordance with, paragraph (a) of this section. Any exercise of such power shall be in accordance with 28 U.S.C. 2672 and 28 CFR Part 14, and shall be subject to the general direction and supervision of the Solicitor.

(c) *Payment of awards.* Any award, compromise, or settlement in an amount of $2,500 or less made pursuant to this section will be paid by the Secretary of Labor out of appropriations available to the Department of Labor. Payment of an award, compromise, or settlement in an amount in excess of $2,500 made pursuant to this section will be obtained in accordance with 28 CFR 14.10.

(28 U.S.C. 2672; 5 U.S.C. 301; 28 CFR Part 14)

Signed at Washington, D.C., this 29th day of May 1969.

GEORGE P. SHULTZ,
Secretary of Labor.

[F.R. Doc. 69-6653; Filed, June 5, 1969; 8:46 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 3—Department of Health, Education, and Welfare

PART 3-1—GENERAL

Procurement Involving Bulk Mailing

Section 3-1.350 is added to Part 3-1 to read as follows:

§ 3-1.350 Procurement involving bulk mailing.

All contracts and all solicitation documents for proposed procurements to be entered into with private mailers, or other contracts when bulk mailing is incident to contract performance, shall include the stipulation that mailings will be prepared in compliance with current ZIP Code presort requirements, and be deposited in the post office no later than 4 p.m.

(5 U.S.C. 301; 40 U.S.C. 486(c))

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

BERNARD SISCO,
Acting Assistant Secretary for Administration.

MAY 29, 1969.

[F.R. Doc. 69-6678; Filed, June 5, 1969; 8:48 a.m.]

Title 49—TRANSPORTATION

Chapter X—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 1014, Amdt. 1]

PART 1033—CAR SERVICE

St. Louis Southwestern Railway Co. Authorized To Operate Over Trackage of Missouri-Kansas-Texas Railroad Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 29th day of May 1969.

Upon further consideration of Service Order No. 1014 (33 F.R. 17350), and good cause appearing therefor:

It is ordered, That:

Section 1033.1014 *Service Order No. 1014* St. Louis Southwestern Railway Co. authorized to operate over trackage of Missouri-Kansas-Texas Railroad Co. be, and it is hereby, amended by substituting the following paragraph (e) for paragraph (e) thereof:

(e) Expiration date: This order shall expire at 11:59 p.m., November 30, 1969, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date: This amendment shall become effective at 11:59 p.m., May 31, 1969.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17(2). Interprets or applies secs. 1(10-17), 15(4), and 17(2), 40 Stat. 101, as amended 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2))

It is further ordered, That copies of this amendment shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-6681; Filed, June 5, 1969; 8:48 a.m.]

[S.O. 1028]

PART 1033—CAR SERVICE

Atchison, Topeka, and Santa Fe Railway Co. Authorized To Operate Over Tracks of Fort Worth and Denver Railway Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 3d day of June 1969.

It appearing, that because of damage to its bridge at Milepost N-311.78, the Fort Worth and Denver Railway Co. is unable to serve shippers located on its line at Pampa, Tex.; that The Atchison, Topeka, and Santa Fe Railway Co. has agreed to serve industries located on the Fort Worth and Denver Railway Co. at Pampa, Tex.; that the Commission is of the opinion that operation by The Atchison, Topeka, and Santa Fe Railway Co. over tracks of the Fort Worth and Denver Railway Co. at Pampa, Tex., is necessary in the interest of the public and the commerce of the people; that notice and public procedure herein are impractical and contrary to the public interest; and that good cause exists for

making this order effective upon less than 30 days' notice.

It is ordered, That:

§ 1033.1028 Service Order No. 1028.

(a) *The Atchison, Topeka, and Santa Fe Railway Co. authorized to operate over tracks of Fort Worth and Denver Railway Co.* The Atchison, Topeka, and Santa Fe Railway Co. be, and it is hereby, authorized to operate over tracks of the Fort Worth and Denver Railway Co. at Pampa, Tex.

(b) *Application.* The provisions of this order shall apply to intrastate and foreign traffic as well as to interstate traffic.

(c) *Rules and regulations suspended.* The operation of all rules and regulations, insofar as they conflict with the provisions of this order, is hereby suspended.

(d) *Effective date.* This order shall become effective at 12:01 a.m., June 4, 1969.

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., November 30, 1969, unless otherwise modified, changed, or suspended by order of this Commission.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17(2). Interprets or applies sec. 1 (10–17), 15(4), and 17(2), 40 Stat. 101, as amended 54 Stat. 911; 49 U.S.C. 1(10–17), 15(4), and 17(2))

It is further ordered, That copies of this order shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 69-6680; Filed, June 5, 1969; 8:48 a.m.]

Proposed Rule Making

SECURITIES AND EXCHANGE COMMISSION

[17 CFR Parts 231, 271]

[Rel. Nos. 33-4976, IC-5692]

PREPARATION OF FORMS S-4 AND S-5 INCLUDING PROSPECTUS FOR MANAGEMENT INVESTMENT COMPANY

Extension of Time for Filing Comments Regarding Proposed Guidelines

The Securities and Exchange Commission has authorized an extension to June 15, 1969, of the due date for comments upon its staff's Proposed Guidelines For The Preparation of Form N-8B-1 (17 CFR 274.11) and Proposed Guidelines For Preparation of Form S-4 (17 CFR 239.14) and Form S-5 (17 CFR 239.15) Including The Prospectus For A Management Investment Company. The proposed guidelines were published on March 11, 1969, in Investment Company Act Releases Nos. 5633 and 5634 and Securities Act Release No. 4953 (34 F.R. 5339).

By the Commission.

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

MAY 23, 1969.

[F.R. Doc. 69-6654; Filed, June 5, 1969; 8:48 a.m.]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 929]

HANDLING OF CRANBERRIES GROWN IN CERTAIN STATES

Increase in Expenses and in Rate of Assessment for 1968-69 Fiscal Period

Consideration is being given to the following proposal submitted by the Cranberry Marketing Committee, established under the marketing agreement, as amended, and Order No. 929, as amended (7 CFR Part 929), regulating the handling of cranberries grown in Massachusetts, Rhode Island, Connecticut, New Jersey, Wisconsin, Michigan, Minnesota, Oregon, Washington, and Long Island in the State of New York, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), as the agency to administer the provisions thereof.

(a) That the Secretary find that provisions pertaining to the expenses and rate of assessment in paragraph (a) and (b) of § 929.209 *Expenses and rate of assessment* (33 F.R. 18228) be amended as follows:

§ 929.209 Expenses and rate of assessment.

(a) *Expenses.* The expenses that are reasonable and likely to be incurred by the Cranberry Marketing Committee during the fiscal period August 1, 1968, through August 31, 1969, will amount to $77,106.26.

(b) *Rate of assessment.* The rate of assessment for said period, payable by each handler in accordance with § 929.41, is fixed at $0.055 per barrel of cranberries, or equivalent quantity of cranberries.

All persons who desire to submit written data, views, or arguments in connection with the aforesaid proposals shall file the same, in quadruplicate, with the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C. 20250, not later than the 15th day after the publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Dated: June 2, 1969.

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

[F.R. Doc. 69-6677; Filed, June 5, 1969; 8:48 a.m.]

[7 CFR Parts 1001-1004, 1015, 1016]

[Docket Nos. AO-14-A46 et al.]

MILK IN MASSACHUSETTS-RHODE ISLAND-NEW HAMPSHIRE AND CERTAIN OTHER MARKETING AREAS

Notice of Rescheduling of Hearing on Proposed Amendments to Tentative Marketing Agreements and Orders

7 CFR Part	Marketing area	Docket No.
1001	Massachusetts-Rhode Island-New Hampshire	AO-14-A46.
1002	New York-New Jersey	AO-71-A58.
1003	Washington, D.C.	AO-293-A22.
1004	Delaware Valley	AO-160-A42.
1015	Connecticut	AO-305-A23.
1016	Upper Chesapeake Bay	AO-312-A19.

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a notice was issued on May 28, 1969 (34 F.R. 8709), giving notice of a public hearing to be held in the Conference Room of the Market Administrator's office, 205 East 42d Street, New York, N.Y., beginning at 10 a.m., on June 9, 1969, with respect to proposed amendments to the tentative marketing agreements and to the orders, regulating the handling of milk in each of the marketing areas specified as follows: Massachusetts-Rhode Island-New Hampshire, New York-New Jersey, Washington, D.C., Delaware Valley, Connecticut, and Upper Chesapeake Bay.

Interested parties have requested that the hearing be postponed until June 16, 1969. Accordingly, notice is hereby given that said hearing as noticed in the June 3, 1969, FEDERAL REGISTER (34 F.R. 8709; F.R. Doc. 69-6519) is rescheduled to convene at the same location beginning at 10 a.m. on June 16, 1969.

Signed at Washington, D.C., on June 4, 1969.

JOHN C. BLUM,
Deputy Administrator, Regulatory Programs.

[F.R. Doc. 69-6736; Filed, June 5, 1969; 8:49 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket 69-EA-47]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amending §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the Findlay, Ohio, control zone (34 F.R. 4581) and transition area (34 F.R. 4684).

A revision to the VOR instrument approach procedure for Findlay Airport, Findlay, Ohio, and the development of a new NDB (ADF) instrument approach procedure for Bluffton Flying Service Airport, Bluffton, Ohio, requires alteration of the Findlay, Ohio, transition area and control zone to provide controlled airspace protection for aircraft executing these procedures.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic

Division, Department of Transportation, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y. 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements may be made for informal conferences with Federal Aviation Administration officials by contacting the Chief, Airspace and Standards Branch, Eastern Region.

Any data or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of Regional Counsel, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Administration, having completed a review of the airspace requirements for the terminal area of Findlay, Ohio, proposes the airspace action hereinafter set forth:

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to, in the description of the Findlay, Ohio, control zone, delete "Findlay VOR 046°" and all after and insert in lieu thereof "Findlay VORTAC 045° radial extending from the Findlay Airport 5-mile radius to the VORTAC; within 2 miles each side of the 178° bearing from the Findlay RBN, extending from the Findlay Airport 5-mile radius to 8 miles south of the RBN; within 2 miles each side of the 248° bearing from the Findlay RBN, extending from the Findlay Airport 5-mile radius to 8 miles west of the RBN; within a 5-mile radius of the center 40°53'15" N., 83°52'00" W. of Bluffton Flying Service Airport, Bluffton, Ohio; and within 2 miles each side of the Findlay VORTAC 051° radial and 231° radial, extending from the Bluffton Flying Service Airport 5-mile radius to the Findlay Airport 5-mile radius."

2. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to, in the description of the Findlay, Ohio, 700-foot transition area, delete "Findlay VOR 226° radial, extending from the 6-mile radius area to 8 miles southwest of the VOR;" and insert in lieu thereof; "248° bearing from the Findlay RBN extending from the Findlay Airport 6-mile radius area to 8 miles west of the RBN; within 2 miles each side of the 178° bearing from the Findlay RBN, extending from the Findlay Airport 6-mile radius area to 8 miles south of the RBN; within a 5-mile radius of the center 40°53'15" N., 83°52'00" W., of Bluffton Flying Service Airport, Bluffton, Ohio; within 2 miles each side of the Findlay VORTAC 051° radial and 231° radial, extending from the Bluffton Flying Service Airport 5-mile radius area to 8 miles northeast of the VORTAC, and within 2 miles each side of the Findlay VORTAC 225° radial, extending from the VORTAC to the Bluffton Flying Service Airport 5-mile radius area."

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348), and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Jamaica, N.Y., on May 22, 1969.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

[F.R. Doc. 69-6671; Filed, June 5, 1969; 8:47 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-SO-40]

FEDERAL AIRWAY

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would designate a 1,200 feet AGL south alternate airway to V-56 from Augusta, Ga., to Columbia, S.C., via the intersection of the Augusta 097° T (098° M) and the Columbia 236° T (238° M) radials. This action would provide a numbered airway for traffic from and over Columbia landing at Augusta. The proposed alignment for V-56S is presently an approved route under Part 95 of the Federal Aviation Regulations. However, as the route is not charted it has to be described in detail each time it is used.

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, Southern Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Post Office Box 20636, Atlanta, Ga. 30320. 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 amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on May 29, 1969.

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

[F.R. Doc. 69-6672; Filed, June 5, 1969; 8:47 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-SW-34]

CONTROL ZONE AND ALTERATION OF TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations to alter controlled airspace in the Jonesboro, Ark., terminal area.

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

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

It is proposed to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth.

(1) In § 71.171 (34 F.R. 4557) the following control zone is added:

JONESBORO, ARK.

Within a 5-mile radius of Jonesboro Municipal Airport (lat. 35°49'50" N., long. 90°-38'55" W.) and within 3 miles each side of the Jonesboro VOR 048° radial extending from the 5-mile radius zone to 8 miles northeast of the VOR.

(2) In § 71.181 (34 F.R. 4707) the Jonesboro, Ark., transition area is amended to read:

JONESBORO, ARK.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Jonesboro Municipal Airport (lat. 35°49'50" N., long. 90°38'55" W.) and within 3.5 miles each side of the Jonesboro VOR 048° radial extending from the 8.5-mile radius area to 11.5 miles northeast of the VOR excluding the portion within the Paragould, Ark., transition area.

The FAA expects to commission the Jonesboro Flight Service Station on or about June 26, 1969, which will provide the weather service necessary for the designation of a control zone. A VOR standard instrument approach procedure has been developed, utilizing a recently

commissioned TVOR, to replace the current special ADF instrument approach procedure. In addition, construction is in progress on a new runway which is expected to accommodate larger aircraft when it is completed. Accordingly the controlled airspace designation in the Jonesboro terminal area requires modification to provide airspace protection for aircraft executing instrument approach/departure procedures at the Jonesboro Municipal Airport. The proposed designation and alteration would provide this airspace.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Fort Worth, Tex., on May 26, 1969.

A. L. COULTER,
Acting Director, Southwest Region.

[F.R. Doc. 69-6673; Filed, June 5, 1969; 8:47 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Office of the Secretary

FROZEN COD FILLETS FROM EASTERN CANADIAN PROVINCES

Notice of Tentative Negative Determination

MAY 26, 1969.

Information was received on June 23, 1967, that frozen cod fillets from Eastern Canadian provinces were being sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended (19 U.S.C. 160 et seq.) (referred to in this notice as "the Act"). This information was the subject of an "Antidumping Proceeding Notice" which was published in the FEDERAL REGISTER of August 31, 1967, on page 12626.

On December 29, 1967, the Commissioner of Customs issued a withholding of appraisement notice with respect to such merchandise which was published in the FEDERAL REGISTER of January 5, 1968.

I hereby make a tentative determination that frozen cod fillets from Eastern Canadian provinces are not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Act (19 U.S.C. 160(a)).

Statement of reasons on which this tentative determination is based:

Sales to U.S. purchasers were made to both related and unrelated parties within the meaning of section 207 of the Antidumping Act, as amended (19 U.S.C. 166).

The quantities of this merchandise sold for home consumption were adequate to furnish a basis of comparison.

Accordingly, purchase price or exporter's sales price was compared with the adjusted home market price for such or similar merchandise as applicable.

Purchase price was computed by deducting inland freight, ocean freight and insurance, U.S. duty and brokerage fees, as applicable, from this gross selling price to unrelated purchasers in the United States.

Exporter's sales price was calculated by deducting from the resale price to U.S. purchasers by related firms, as appropriate, commissions, ocean freight and insurance, U.S. duty, brokerage fees, inland freight, storage and discounts.

Adjusted home market price was calculated by deducting inland freight, insurance as appropriate, from the gross sales prices to purchasers in Canada.

In some cases, the purchase price or exporter's sales price was found to be lower than the adjusted home market price for such or similar merchandise.

In the second half of 1967, sales to the United States at less than home market price ceased, and have not resumed since that time.

Formal assurances have been received from all of the exporters involved that they will make no sales at less than fair value within the meaning of the Antidumping Act.

In accordance with § 53.33(b), Customs Regulations (19 CFR 53.33(b)) interested parties may present written views or arguments, or request in writing, that the Secretary of the Treasury afford an opportunity to present oral views.

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

This tentative determination and the statement of reasons therefor are published pursuant to § 53.33 of the Customs Regulations (19 CFR 53.33).

[SEAL] EUGENE T. ROSSIDES,
Assistant Secretary of the Treasury.

[F.R. Doc. 69-6679; Filed, June 5, 1969; 8:48 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

AREA DIRECTORS ET AL.

Delegations of Authority; Exceptions

MAY 29, 1969.

Part 10 BIAM 3 was published at 34 F.R. 637 (F.R. Doc. 69-537) in the issue for January 16, 1969. The following exceptions revises that delegation of authority by adding limitations on the authority redelegated to Area Directors expressly and to Superintendents at the Cherokee, Miccosukee, and Seminole Agencies by reference.

3.3 *Exceptions*—F. *Credit.* (1) The approval of loans to tribes, bands, and other identifiable groups of Indians pursuant to 25 CFR 91 for use by them in obtaining expert assistance, other than the assistance of counsel, for the preparation and trial of claims pending before the Indian Claims Commission.

(2) The approval of loans and modifications of loans made to corporations, tribes, bands, credit associations, and cooperatives pursuant to 25 CFR 91 where the indebtedness to the lender exceeds $100,000 and any modifications of such loans extending repayment terms regardless of amount, and approval of loans made to individual Indians where the indebtedness to the lender exceeds $50,000.

(3) The prescribing of interest rates on loans from the United States pursuant to 25 CFR 91; the approval of articles of association and bylaws of cooperatives and credit associations and amendments or revocations thereof; and the form of organization of groups of Indians applying for loans to encourage industry.

(4) The redelegation of authority to Superintendents for:

(a) Approval of mortgages or deeds of trust of individually-owned trust or restricted land executed pursuant to 25 CFR 121.61 given to secure lands.

(b) Assignments of income from trust or restricted land as security for a loan by a non-Bureau lender, if the borrower is indebted for a loan made pursuant to 25 CFR 91 that is secured by such an assignment.

G. *General.* Approval or revision of forms prescribed by 25 CFR. These changes are being made in the Bureau of Indian Affairs Manual and are effective upon publication in the FEDERAL REGISTER.

T. W. TAYLOR,
Acting Commissioner.

[F.R. Doc. 69-6650; Filed, June 5, 1969; 8:45 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

[Docket S-205 (Reopened)]

MOORE-McCORMACK LINES, INC.

Amendment and Supplement to Application for Permission for an Affiliate To Operate Two Tanker Vessels in the Coastwise and Intercoastal Trade

Notice is hereby given of the filing of a letter dated May 5, 1969, from Moore-McCormack Lines, Inc., which amends and supplements its application of April 12, 1967, for written permission under section 805(a) of the Merchant Marine Act, 1936, as amended, for an affiliate to operate two 37,250 d.w.t. tank vessels in the coastwise and intercoastal trade. Moore-McCormack Lines, Inc., amends its application of April 12, 1967, so as to read: "Moore-McCormack Lines, Inc., hereby requests written permission for its affiliated company, Commercial Steamship Co., Inc., to operate in the coastwise and intercoastal trade 'two tank vessels of approximately 37,250 d.w.t. or two tank vessels of any size.'" and requests that the Final Opinion and Order of the Maritime Subsidy Board/Acting Maritime Administrator served on November 21, 1968, be amended accordingly.

The Final Opinion of the Maritime Subsidy Board/Acting Maritime Administrator served November 21, 1968, determined that section 805(a) is no bar to

granting the application of April 12, 1967, and granted the written permission to operate "two tank vessels of approximately 37,250 d.w.t." Such permission, as granted, does not extend to "two tank vessels of any size." Accordingly, the letter dated May 5, 1969, is accepted as an amended and supplemental pleading, and the Maritime Subsidy Board/Maritime Administrator have determined to reopen Docket No. S-205 for further hearing. Such reopening will preserve the existing evidentiary record on section 805(a) issues of unfair competition and prejudice to the objects and policy of the Act and will limit the reopened hearing to the consideration of the effect of the additional size of the proposed vessels on these issues.

Interested parties may inspect the letter amendment of May 5, 1969, and Docket No. S-205 which includes the original application of April 12, 1967, in the Office of the Chief Hearing Examiner, Room 3492, General Accounting Office Building, 441 G Street NW., Washington, D.C.

Any person, firm, or corporation having any interest (within the meaning of section 805(a)) in such amendment and desiring to submit a written statement with reference thereto must, before the close of business on June 23, 1969, file such submission with the Chief Hearing Examiner in writing, in triplicate, stating clearly and concisely the grounds of interest, and the alleged facts relied on for relief. Notwithstanding the provisions of § 201.78 of the rules of practice and procedure, Maritime Subsidy Board/Maritime Administration (46 CFR 201.78), any submissions received after the close of business on June 23, 1969, will not be considered.

If no submissions are received within the specified time, the Chief Hearing Examiner will submit the matter to the Maritime Subsidy Board/Maritime Administrator for such action as may be deemed appropriate.

In the event submissions are received from parties with standing to be heard on the amendment to the application, a prehearing conference thereon before the Chief Hearing Examiner will be held on July 2, 1969, at 10 a.m., in Room 4519, General Accounting Office Building, 441 G Street NW., Washington, D.C.

Dated: June 4, 1969.

By order of the Maritime Subsidy Board/Maritime Administrator.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 69-6763; Filed, June 5, 1969; 8:49 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 20962]

TRANS MERIDIAN (LONDON) LTD.

Notice of Prehearing Conference

Notice is hereby given that a prehearing conference on the above-entitled application is assigned to be held on June 17, 1969, at 10 a.m., e.d.s.t., in Room 630, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner Greer M. Murphy.

Dated at Washington, D.C., June 2, 1969.

[SEAL] THOMAS L. WRENN,
Chief Examiner.

[F.R. Doc. 69-6686; Filed, June 5, 1969; 8:49 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

ELANCO PRODUCTS CO.

Notice of Filing of Petition for Food Additive Diethylstilbestrol

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (9-525V) has been filed by Elanco Products Co., Division of Eli Lilly & Co., Indianapolis, Ind. 46206, proposing that § 121.241 *Diethylstilbestrol* (21 CFR 121.241) be amended to provide for safe use of diethylstilbestrol in feed when administered in an amount not less than 5 milligrams nor more than 20 milligrams per head per day for fattening of beef cattle.

Dated: May 28, 1969.

R. E. DUGGAN,
Acting Associate Commissioner for Compliance.

[F.R. Doc. 69-6651; Filed, June 5, 1969; 8:46 a.m.]

NUTRILITE PRODUCTS, INC.

Notice of Filing of Petition for Food Additives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 9A2414) has been filed by Nutrilite Products, Inc., 5600 Beach Boulevard, Buena Park, Calif. 90820, proposing the issuance of a food additive regulation (21 CFR Part 121) to provide for the safe use of neohesperidin dihydrochalcone as an artificial sweetener in chewing gum.

Dated: May 28, 1969.

R. E. DUGGAN,
Acting Associate Commissioner for Compliance.

[F.R. Doc. 69-6652; Filed, June 5, 1969; 8:46 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. PRM-30-20]

LUMINOUS PRODUCTS CORP.

Notice of Denial of Petition for Rule Making

Please take notice that the Atomic Energy Commission has denied a petition for rule making submitted by Luminous Products Corp., 575 Albany Street, Boston, Mass.

By letter dated December 7, 1965, Luminous Products Corp. petitioned the Atomic Energy Commission to amend 10 CFR Part 30 to exempt from licensing requirements self-luminous screws containing not more than 5 millicuries of tritium each. A notice of filing of petition, Docket No. PRM 30-20, was published in the FEDERAL REGISTER on January 21, 1966 (31 F.R. 852).

All the uses of self-luminous screws cannot be reasonably foreseen. Paragraph 3 of the Commission's criteria for approval of products intended for use by the general public containing byproduct material and source material published in the FEDERAL REGISTER on March 16, 1965 (30 F.R. 3462), states that, in cases where tangible benefits to the public are questionable and approval of such a product may result in widespread use of radioactive material, the degree of usefulness and benefit that accrues to the public may be a deciding factor and, in particular, that the Commission considers that the use of radioactive material in toys, novelties, and adornments may be of marginal benefit. Since self-luminous screws may be used in toys, novelties, and adornments, the Commission cannot determine that the granting of an exemption for self-luminous screws containing tritium meets its criteria for approval of products intended for use by the general public containing byproduct and source material. In consideration of the foregoing, the Commission has determined that it would not be in the public interest to initiate the requested rule-making proceeding.

Although the Commission has denied the petition for exemption of self-luminous screws with unlimited, and hence undefined, uses, the Commission may approve the exempted use of self-luminous screws incorporated into or marketed with specific products which have foreseeable end uses. Such specific products may be considered under the class exemption for self-luminous products containing tritium, krypton-85, or promethium-147 which is issued simultaneously herewith in a notice of rule making (34 F.R. 9025), or if the specific products incorporating self-luminous screws cannot be shown to meet the criteria of the class exemption, an exemption may be requested in a petition for rule making.

A copy of the petition for rule making and of the Commission's letter of denial are available for public inspection in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Washington, D.C., this 27th day of May 1969.

For the Atomic Energy Commission.

W. B. MCCOOL,
Secretary.

[F.R. Doc. 69-6641; Filed, June 5, 1969; 8:45 a.m.]

FEDERAL POWER COMMISSION

[Dockets Nos. RI69-765, etc.]

TEXACO INC., ET AL.

Order Accepting Contract Agreement, Providing for Hearings on and Suspension of Proposed Changes in Rates [1]

MAY 29, 1969.

The above-named Respondents have tendered for filing proposed changes in presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. The proposed changes, which constitute increased rates and charges, are designated as follows:

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

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf: Rate in effect	Cents per Mcf: Proposed increased rate	Rate in effect subject to refund in dockets Nos.
RI69-765..	Texaco, Inc. (Operator, et al., Post Office Box 2420, Tulsa, Okla. 74102.	147	12	Northern Natural Gas Co. (Hugoton Field, Finney County, Kans.).	$11,586	5- 9-69	[2] 6- 9-69	11- 9-69	[3] 13.0	[4] [5] 14.0	RI66-330.
RI69-766.....	do.....	173	4	Panhandle Eastern Pipe Line Co., (Richfield Field, Morton County, Kans.).	1,605	5- 9-69	[2] 6- 9-69	11- 9-69	16.0	[6] 18.0	
	.....do.....	289	3	Panhandle Eastern Pipe Line Co. (Mocane Area, Beaver County, Okla.) (Panhandle Area).	552	5- 9-69	[2] 6- 9-69	11- 9-69	17.0	[6] 18.0	
	.....do.....	384	2	Northern Natural Gas Co. (Gage Area, Ellis County, Okla.) (Panhandle Area).	4,729	5- 9-69	[2] 6- 9-69	11- 9-69	[3] 18.292	[6] [7] [8] 19.368	
	.....do.....	411	3	Natural Gas Pipeline Co. of America (Lorena, West Field, Texas County, Okla.) (Panhandle Area).	3,717	5- 9-69	[2] 6- 9-69	11- 9-69	[3] 18.80	[6] [7] [8] 19.91	
	.....do.....	426	[9] 4	Northern Natural Gas Co. (Gooch Field, Stevens County, Kans.).	151	5- 9-69	[2] 6- 9-69	11- 9-69	[3] 16.0	[6] [7] 17.0	
	.....do.....	424	2	Natural Gas Pipeline Co. of America (Lorena, West Field, Texas County, Okla.) (Panhandle Area).	18,438	5- 9-69	[2] 6- 9-69	11- 9-69	[3] [10] 18.67	[6] [7] [10] 20.31	
RI69-767..	Graham-Michaelis Drilling Co. (Operator) et al., 211 North Broadway, Wichita, Kans. 67202.	8	[11] 22	Northern Natural Gas Co. (Hugoton		5- 7-69	[2] 6- 7-69	(Accepted)			
		8	23	Field, Seward, Haskell, Finney, and Kearny Counties, Kans.).	3,312	5- 7-69	[2] 6- 7-69	11- 7-69	[3] 11.0	[4] [5] 12.0	
RI69-768..	Mobil Oil Corp. (Operator) et al., Post Office Box 1774, Houston, Tex. 77001.	266	[11] 10	Natural Gas Pipeline Co. of America (North Custer City Field, Custer County, Okla.) (Oklahoma "Other" Area).	24,696	5- 7-69	[2] 6- 7-69	11- 7-69	[3] 15.0	[6] [12] 17.0 [13]	
RI69-769..	Edwin L. Cox, 3800 First National Bldg., Dallas, Tex. 75202.	57	2	Lone Star Gas Co. (Tatums Field, Carter County, Okla.) (Oklahoma "Other" Area).	120	5- 9-69	[14] 7- 1-69	12- 1-69	[15] 15.01	[7] [15] 16.01	RI68-129.
RI69-770..	Union Oil Co. of California, Union Oil Center, Los Angeles, Calif. 90017.	140	11	Lone Star Gas Co. (Big Mineral Creek Field, Grayson County, Tex.) (RR. District No. 9).	453	5- 9-69	[14] 7- 1-69	12- 1-69	15.0960	[7] 16.1024	RI68-480.
RI69-771..	Esson Oil Co. (Operator) et al., Oklahoma City, Okla. 73118.	22	2	Northern Natural Gas Co. (West Sharon Field, Woodward County, Okla.) (Panhandle Area).	54,791	5- 9-69	[14] 6- 9-69	11- 9-69	[3] 17.0	[6] [7] 18.0	
RI69-772..	Humble Oil & Refining Co. (Operator), Post Office Box 2180, Houston, Tex. 77001.	351	6	Natural Gas Pipeline Co. of America (Crane Field, Dewey and Custer County, Okla.) (Oklahoma "Other" Area).	8,030	5- 9-69	[14] 7- 1-69	12- 1-69	[3] 15.0	[6] [7] [16] 16.015	
RI69-773..	Pan American Petroleum Corp., Post Office Box 1410, Fort Worth, Tex. 76101.	419	[14] 15	Arkansas Louisiana Gas Co. (Various Fields, Haskell, Le Flore, and Pittsburg Counties, Okla.) (Oklahoma "Other" Area).	842	5-12-69	[14] 6-12-69	11-12-69	15.0	[6] 16.015	
RI69-774..	Atlantic Richfield Co., Post Office Box 521, Tulsa, Okla. 74102.	203	11	Michigan Wisconsin Pipe Line Co. (Northwest Doby Springs Field, (Laverne Area) Harper and Beaver Counties, Okla.) (Panhandle Area).	6,896	5-12-69	[14] 6-29-69	11-29-69	[14] 20.000	[6] [7] [14] 23.155	RI68-60.
RI69-775..	Shell Oil Co., 50 West 50th St., New York, N.Y. 10020, Attention: Mr. F. C. Sweat.	301	1	Natural Gas Pipeline Co. of America (Willamar Field, Willacy County, Tex.) (RR. District No. 4).	1,563	5- 7-69	[11] 8- 1-69	1- 1-70	[3] [10] 16.0	[6] [7] 17.0	
RI69-776..	Sun Oil Co., 1608 Walnut St., Philadelphia, Pa. 19103, Attention: Mr. Charles E. Webber.	20	15	United Gas Pipe Line Co. (Cabeza Creek Field, Goliad County, Tex.) (RR. District No. 2).	(18)	5- 9-69	[11] 6-19-69	11-19-69	13.2002	[6] [7] 14.2156	
RI69-777..	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex. 77001, Attention: Mr. John J. Carter.	350	2	Natural Gas Pipeline Co. of America (Sal Del Rey et al., Fields, Hidalgo County, Tex.) (RR. District No. 4).	29,923	5- 9-69	[14] 7- 1-69	12- 1-69	[3] [10] 16.0	[6] [7] 17.0	
RI69-778..	Cenard Oil & Gas Co., Post Office Box 446, Dallas, Tex. 75221.	4	5	El Paso Natural Gas Co. (Blanco Mesa Verde and Basin Dakota Fields, San Juan and Rio Arriba Counties, N. Mex.) (San Juan Basin Area).	70	5- 5-69	[2] 6- 5-69	11- 5-69	[19] 13.0 [20] 14.0	[7] [19] [21] 14.0577 [7] [20] [21] 15.0577	RI64-473.
	.....do.....	5	5	.....do.....	1,334	5- 5-69	[2] 6- 5-69	11- 5-69	[19] 13.0 [20] 14.0	[7] [19] [21] 14.0577 [7] [20] [21] 15.0577	RI64-471. RI64-469.
	.....do.....	7	12	.....do.....	11,783	5- 5-69	[2] 6- 5-69	11- 5-69	[19] 13.0 [22] 14.0 [23] 13.0	[7] [19] [21] 14.0577 [7] [22] [21] 15.0577 [7] [23] [21] 15.0577	

See footnotes at end of table.

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf: Rate in effect	Cents per Mcf: Proposed increased rate	Rate in effect subject to refund in dockets Nos.
RI69-779..	William A. Hudson and Edward R. Hudson et al., 1510 First National Bldg., Fort Worth, Tex. 76102.	1	4	West Texas Gathering Co., Emperor Field, Winkler County, Tex. (RR. District No. 8) (Permian Basin Area).	$2,558	5-2-69	[1] 6-2-69	11-2-69	14.39	[4] [29] 18.0	
	do	3	4	do	5,067	5-2-69	[1] 6-2-69	11-2-69	14.39	[4] [29] 18.0	
RI69-780..	The Superior Oil Co., Post Office Box 1521, Houston, Tex. 77001.	115	4	Natural Gas Pipeline Co. of America (Indian Basin Field, Eddy County, N. Mex.) (Permian Basin Area).	2,285	5-1-69	[10] 6-1-69	11-1-69	16.659	[4] [29] 17.0	
RI69-781..	Quaker State Oil Refining Corp., Post Office Box 1327, Parkersburg, W. Va. 26101.	28	1	The Ohio Fuel Gas Co. (Ground Hog Field, Meigs County, Ohio).	12,924	5-1-69	[1] 6-1-69	11-1-69	24.0084	[1] [30] 27.0	
RI69-782..	Sinclair Oil Corp., c/o Atlantic Richfield Co., Post Office Box 521, Tulsa, Okla. 74102.	[31] 136	4	Northern Natural Gas Co. (Prentice Plant, Yoakum County, Tex.) (RR. District No. 8A) (Permian Basin Area).	30	5-1-69	[10] 6-1-69	11-1-69	14.50	[4] [32] [33] 15.06	
RI69-783..	Allerton Miller, 3309 Grant Bldg., Pittsburgh, Pa. 15219.	5	[32] 8	Equitable Gas Co. (Meade and Buckhannon Districts, Upshur County, W. Va.).	[34]	5-8-69	[2] 6-8-69	11-8-69	25.0	[2] [30] [35] 27.0	
RI69-784..	Union Drilling, Inc., Post Office Box 281, Washington, Pa. 15301.	36	[32] 3	Equitable Gas Co. (Meade District, Upshur County, W. Va.).	[34]	5-9-69	[2] 6-9-69	11-9-69	25.0	[2] [30] [37] 27.0	

[1] The stated effective date is the first day after expiration of the statutory notice.
[2] Renegotiated rate increase.
[4] Pressure base is 14.65 p.s.i.a.
[5] Subject to a downward B.t.u. adjustment.
[6] Two-step periodic rate increase.
[7] Periodic rate increase.
[8] Subject to upward and downward B.t.u. adjustment.
[9] Includes base rate of 17 cents plus upward B.t.u. adjustment before increase and base rate of 18 cents plus upward B.t.u. adjustment after increase.
[10] Applicable to gas produced from formations below the Top of the Morrowan Series of the Pennsylvanian System.
[11] Respondent filing from initial certificated rate to initial contract rate.
[12] Includes base rate of 17 cents plus upward B.t.u. adjustment before increase and base rate of 18.5 cents plus upward B.t.u. adjustment after increase.
[13] Contract agreement dated Nov. 1, 1966, which provides for the proposed rate increase.
[14] Applicable to acreage added by Supplement No. 8 to Mobil's Rate Schedule No. 266.
[15] "Fractured" rate increase. Respondent filing from initial certificated rate. Initial contract rate is 19 cents and present contractually due rate is 21.5 cents per Mcf.
[16] The stated effective date is the effective date requested by Respondent.
[17] 0.5 cent is deducted from rate shown for gas dehydrated by buyer.
[18] Includes 0.15-cent tax reimbursement.
[19] Applicable to acreage added by Supplements Nos. 11, 12, 13, and 14.
[20] Includes base rate of 19 cents before increase and base rate of 22 cents after increase. Rates also include upward B.t.u. adjustment and 0.015-cent tax reimbursement. Base rate subject to upward and downward B.t.u. adjustment.
[21] Contractually due date.
[22] Initial rate.
[23] No current production.
[24] Pressure base is 15.025 p.s.i.a.
[25] Applicable to acreage dedicated to the contract by all other supplemental agreements (Respondent waived the right to collect the 1-cent minimum guarantee for liquids).
[26] Includes 1-cent minimum guarantee for liquids applicable to acreage under basic contract and supplemental agreement dated May 6, 1963 (Supplement No. 1).
[27] Includes 1-cent minimum guarantee for liquids applicable to acreage under basic contract and supplemental agreements dated Sept. 24, 1962, Nov. 23, 1962, and Sept. 6, 1963 (Supplements Nos. 1, 2, and 3).
[28] Includes 1-cent minimum guarantee for liquids applicable to acreage under supplemental agreement dated Dec. 23, 1963 (Supplement No. 4).
[29] Increase from applicable area ceiling rate to contract rate.
[30] Pressure base is 15.325 p.s.i.a.
[31] Tentatively designated Atlantic Richfield Co. FPC Gas Rate Schedule No. 391.
[32] Increase from applicable area ceiling rate to contract rate.
[33] Includes 2-cent maximum payment to seller for compression by seller.
[34] Volume not given.
[35] Pertains only to gas from new wells completed or old wells reworked or drilled deeper after Feb. 1, 1969.
[36] Pursuant to letter agreement dated Apr. 7, 1969 (Supplement No. 7).
[37] Pursuant to letter agreement dated Apr. 2, 1969 (Supplement No. 2).

Texaco, Inc. (Operator), et al. and Texaco, Inc., request that their proposed rate increases be permitted to become effective on May 9, 1969, Cenard Oil & Gas Co. requests a retroactive effective date of January 1, 1969, for its proposed rates increases. William A. Hudson and Edward R. Hudson et al., request an effective date of June 1, 1969, for their proposed rate filings. Quaker State Oil Refining Corp. (Quaker State) also requests a retroactive effective date of April 15, 1969, for its proposed rate filing. Allerton Miller and Union Drilling, Inc., request an effective date of May 12, 1969, for their proposed rate increases. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit earlier effective dates for the aforementioned producers' rate filings and such requests are denied.

Humble Oil & Refining Co. (Operator) and Humble Oil & Refining Co. (both referred to herein as Humble) request that should the Commission suspend their proposed rate increases that the suspension periods with respect thereto be shortened to 1 day. Good cause has not been shown for granting Humble's request for limiting to 1 day the suspension periods with respect to Humble's rate filings and such requests are denied.

Concurrently with the filing of its rate increase, Graham-Michaelis Drilling Co. (Operator) et al. (Graham-Michaelis), submitted a contract agreement dated November 1, 1966, designated as Supplement No. 22 to Graham-Michaelis' FPC Gas Rate Schedule No. 8, which provides the basis for its proposed rate increase. We believe that it would be in the public interest to accept for filing Graham-Michaelis' proposed agreement to become effective on June 7, 1969, the expiration date of the statutory notice, but not the proposed rate contained therein which is suspended as hereinafter ordered.

Quaker State proposes an increase to 27 cents per Mcf at 15.025 p.s.i.a. for a sale of gas in Eastern Ohio where no formal rate ceiling has been announced. The gas is being produced from an area contiguous with West Virginia where the increased rate ceiling is 25 cents per Mcf at 15.025 p.s.i.a. The Commission has considered the West Virginia ceilings to be applicable to this area, we conclude that Quaker State's proposed rate increase should be suspended for 5 months from June 1, 1969, the expiration date of the statutory notice.

All of the producers' proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's statement of general policy No. 61-1, as amended (18 CFR Ch. I, Part 2, § 2.56), with the exception of the rate increase filed by Quaker State, mentioned above, for which no formal ceiling rates have been established for the area involved but exceeds the area increased rate ceiling for adjacent West Virginia which has been used for similar cases in the past.

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

The Commission finds:

(1) Good cause has been shown for accepting for filing the contract agreement filed by Graham-Michaelis, as set forth above, and for permitting such supplement to become effective on June 7, 1969, the expiration date of the statutory notice.

(2) It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon hearings concerning the lawfulness of the proposed changes, and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered (except for the supplement referred to in paragraph (1) above).

The Commission orders:

(A) Supplement No. 22 to Graham-Michaelis' FPC Gas Rate Schedule No. 8 is accepted for filing and permitted to become effective on June 7, 1969, the expiration date of the statutory notice.

(B) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), public hearings shall be held upon dates to be filed by notices from the Secretary concerning the lawfulness of the proposed increased rates and charges contained in the above-designated supplements are hereby suspended and the forth in paragraph (A) above).

(C) Pending hearings and decisions thereon, the above-designated rate supplements are hereby suspended and the use thereof deferred until the date indicated in the "Date Suspended Until" column, and thereafter until such further time as they are made effective in the manner prescribed by the Natural Gas Act.

(D) Neither the supplements hereby suspended, nor the rate schedules sought to be altered thereby, shall be changed until these proceedings have been disposed of or until the periods of suspension have expired, unless otherwise ordered by the Commission.

(E) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before July 15, 1969.

By the Commission.

[SEAL] GORDON M. GRANT, *Secretary.*

[F.R. Doc. 69-6643; Filed, June 5, 1969; 8:45 a.m.]

[Docket No. RI69-764]

FRANKS PETROLEUM, INC.

Order Accepting Contract Amendment, Providing for Hearing on and Suspension of Proposed Change in Rate, and Allowing Rate Change To Become Effective Subject to Refund

MAY 29, 1969.

On May 2, 1969, Franks Petroleum, Inc. (Franks),[1] tendered for filing a proposed change in its presently effective rate schedule for sales of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: (1) Contract amendment, dated January 1, 1969.[2] (2) Notice of change, dated May 2, 1969.

Purchaser and producing area: United Gas Pipe Line Co. (North Driscoll Field, Bienville Parish, La.) (North Louisiana Area).

Effective date: (1) and (2) June 2, 1969.[3]

Rate schedule designation: (1) Supplement No. 1 to Franks' FPC Gas Rate Schedule No. 7. (2) Supplement No. 2 to Franks' FPC Gas Rate Schedule No. 7.[4]

Amount of annual increase: (2) $7,300.

Effective rate: 17.5 cents per Mcf.[5]

Proposed rate: 18.5 cents per Mcf.[5][6]

Pressure base: 15.025 p.s.i.a.

Franks requests waiver of the statutory notice to permit its rate increase to become effective as of the date of filing, May 2, 1969, or, should the Commission suspend its proposed rate increase, that the suspension period be limited to 1 day. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Franks' rate filing, or for limiting to 1 day the suspension period with respect thereto, and such request is denied.

Franks submits a renegotiated rate increase from 17.5 cents to 18.5 cents per Mcf attributable to new production from acreage previously dedicated under Franks' FPC Gas Rate Schedule No. 7. The sale is to the United Gas Pipe Line Co. from the North Driscoll Field, Bienville Parish, La. (North Louisiana Area).

The contract related to Franks' rate increase was executed subsequent to September 28, 1960, the date of issuance of the Commission's statement of general policy No. 61-1, as amended, and the proposed 18.5 cents per Mcf rate exceeds the area increased rate ceiling of 14 cents[7] for the North Louisiana Area, but does not exceed the service ceiling of 17 cents[8] established for the area involved. We believe, in this situation, Franks' proposed rate filing should be suspended for 1 day from June 2, 1969, the expiration date of the statutory notice.

Concurrently with the filing of its rate increase, Franks submitted a related contract amendment dated January 1, 1969, designated as Supplement No. 1 to Franks' FPC Gas Rate Schedule No. 7, which provides the basis for its proposed rate increase. We believe that it would be in the public interest to accept for filing Franks' proposed amendment to become effective on June 2, 1969, the expiration date of the statutory notice, but not the proposed rate contained therein which is suspended as hereinafter ordered.

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

The Commission finds:

(1) Good cause has been shown for accepting for filing Franks' contract amendment dated January 1, 1969, designated as Supplement No. 1 to Franks' FPC Gas Rate Schedule No. 7, and for permitting such supplement to become effective on June 2, 1969, the expiration date of the statutory notice.

(2) It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the proposed change, and that Supplement No. 2 to Franks' FPC Gas Rate Schedule No. 7 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Supplement No. 1 to Franks' FPC Gas Rate Schedule No. 7 is accepted for filing and permitted to become effective on June 2, 1969, the expiration date of the statutory notice.

(B) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR, Ch. I), a public hearing shall be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in Supplement No. 2 to Franks' FPC Gas Rate Schedule No. 7.

(C) Pending such hearing and decision thereon, Supplement No. 2 to Franks' FPC Gas Rate Schedule No. 7 is hereby suspended and the use thereof deferred until June 3, 1969, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act: *Provided, however,* That the supplement to the rate schedule filed by Franks, as set forth above, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order, Franks shall execute and file under Docket No. RI69-764, with the Secretary of the Commission, its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of a copy thereof upon the United Gas Pipe Line Co., the purchaser. Unless Franks is advised to the contrary within 15 days from the filing of its agreement and undertaking, such agreement and undertaking shall be deemed to have been accepted.

(D) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(E) Notices of intervention or petitions to intervene may be filed with the

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[1] Address is: Petroleum Towers, Shreveport, La. 71101.

[2] Contract amendment provides for rate of 18.5 cents for drilling two additional wells before July 1969, on remaining leases and extends contract to Mar. 1, 1989.

[3] The stated effective date is the first day after expiration of the statutory notice.

[4] Basic contract dated after Sept. 28, 1960, the date of issuance of the Commission's statement of general policy No. 61-1 and the proposed rate does not exceed the area initial rate ceiling of 18.75 cents per Mcf.

[5] Subject to a downward B.t.u. adjustment.

[6] Renegotiated rate increase.

[7] Although the announced area ceiling in general policy statement No. 61-1 is 14 cents, the Commission has previously accepted increased rates up to 15.75 cents equivalent to 14 cents plus 1.75 cents tax reimbursement.

[8] Although the announced area initial rate ceiling is 17 cents exclusive of tax reimbursement, the Commission has accepted initial rates in this area up to 18.75 cents, equivalent to 17 cents plus 1.75 cents tax reimbursement.

Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before July 15, 1969.

By the Commission.

[SEAL] GORDON M. GRANT, *Secretary.*

[F.R. Doc. 69-6642; Filed, June 5, 1969; 8:45 a.m.]

[Docket No. CP69-313]

KANSAS-NEBRASKA NATURAL GAS CO., INC.

Notice of Application

MAY 29, 1969.

Take notice that on May 20, 1969, Kansas-Nebraska Natural Gas Co., Inc. (Applicant), Hastings, Nebr. 68901, filed in Docket No. CP69-313 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain facilities for the transportation and delivery of natural gas for general distribution by Applicant in the communities of Benkelman and Crofton, Nebr., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant proposes to construct and operate the following:

(1) Approximately 12 miles of 3-inch pipeline from the present termination of an existing irrigation project line to Benkelman;

(2) A town border station for Benkelman;

(3) Approximately 11 miles of 2-inch pipeline from Bloomfield, Nebr., to Crofton; and

(4) A town border station for Crofton.

The application indicates that the estimated cost of the above facilities is $140,000. Applicant states that the customers receiving natural gas service will pay for the cost of the new lateral line facilities by means of a monthly contribution based on each customer's consumption during the billing period. Applicant will finance the initial costs from current working capital and interim bank loans when necessary.

Any person desiring to be heard or to make any protest with reference to said application should on or before June 26, 1969, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

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 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 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. 69-6644; Filed, June 5, 1969; 8:45 a.m.]

[Docket No. CP69-310]

LATERAL GAS PIPELINE CO.

Notice of Application

MAY 29, 1969.

Take notice that on May 19, 1969, Lateral Gas Pipeline Co. (Applicant), Post Office Box 351, Cedar Rapids, Iowa 52406, filed in Docket No. CP69-310 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain facilities and the transportation for the account of Iowa Electric Light and Power Co. (Iowa Electric) of natural gas to be purchased by the latter from Michigan Wisconsin Pipe Line Co. (Michigan Wisconsin), all as more fully set forth in the application which is on file with the Commission and open to public inspection.

The application indicates that Iowa Electric has pending in Docket No. CP69-311 an application for an order directing Michigan Wisconsin to construct certain facilities and to sell to Iowa Electric natural gas for resale and distribution by the latter in the communities of Keosauqua and Lockridge, Iowa. Applicant in the subject docket proposes to construct and operate approximately 7.7 miles of 3-inch and 4-inch line and 1.7 miles of 2-inch line extending from connections with Michigan Wisconsin's facilities in Docket No. CP69-311 to Keosauqua and Lockridge, respectively. Applicant will receive gas from Michigan Wisconsin and transport and deliver same to Iowa Electric for distribution and resale in said communities.

The application indicates the total estimated cost of the proposed facilities to be $164,900, which cost will be financed from funds currently on hand, advanced by Iowa Electric or through the sale of common stock to Iowa Electric. Applicant is a wholly owned subsidiary of Iowa Electric.

Any person desiring to be heard or to make any protest with reference to said application should on or before June 26, 1969, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

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 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 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. 69-6645; Filed, June 5, 1969; 8:45 a.m.]

[Dockets Nos. CP68-193 (Phase II) etc.]

NORTHERN NATURAL GAS CO.

Notice of Extension of Time

MAY 29, 1969.

On May 26, 1969, Northern Natural Gas Co. (Northern) filed a motion for extension of time (a) within which to notify the Commission of the responses of the 60 communities and the respective distributors involved in these consolidated proceedings, from June 2, 1969, to July 2, 1969; (b) within which to show cause and serve its direct presentation, from June 9, 1969, to July 9, 1969; and (c) with respect to the date set for the prehearing conference, from June 18, 1969, to July 18, 1969.

Northern maintains that the short period allowed to first contact and then receive the responses from the 60 towns and the numerous gas distributors does not provide sufficient time for the appropriate officials to make proper authoritative responses. In fact, town meetings or council meetings may be required in

some cases. Good cause appears to exist for the requested extension of time.

Notice is hereby given that the time is extended to and including the dates set out above, as requested.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-6646; Filed, June 5, 1969; 8:45 a.m.]

[Dockets Nos. CP68-14, CP68-222]

UNITED GAS PIPE LINE CO.

Notice of Petition To Amend

MAY 29, 1969.

Take notice that on May 16, 1969, United Gas Pipe Line Co. (Petitioner), Post Office Box 1407, Shreveport, La. 71102, filed in Dockets Nos. CP68-14 and CP68-222 a petition to amend the orders issued in said dockets on March 11, 1968, and April 24, 1969, respectively, by authorizing the deletion of certain facilities which were authorized by the aforementioned orders but which have not been constructed, 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 aforementioned order issued in Docket No. CP68-14, Petitioner was authorized to construct and operate 11.9 miles of 30-inch loop on the 30-inch South to North Louisiana line in St. Landry and St. Martin Parishes, and 6 miles of 20-inch loop on the 16-inch Belle Isle Field Line in St. Mary Parish, La. By the aforementioned order issued in Docket No. CP68-222, Petitioner was further authorized to construct and operate 5.2 miles of 30-inch loop on the 30-inch South to North Louisiana line in St. Martin Parish, La.

Petitioner states that the need for the aforementioned facilities will be obviated if the Commission grants the authorization requested by Petitioner in Docket No. CP69-304 and the authorization requested by Petitioner and Southern Natural Gas in Docket No. CP69-305, which applications entail the construction of a 36-inch line connecting with the Sea Robin Pipeline Co. at Erath, La., and the exchange of natural gas between Petitioner and Southern Natural Gas Co.

Petitioner, therefore, requests that the orders issued in Dockets Nos. CP68-14 and CP68-222 be amended so as to delete the facilities hereinbefore described.

Any person desiring to be heard or to make any protest with reference to said petition to amend should on or before June 26, 1969, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-6647; Filed, June 5, 1969; 8:45 a.m.]

FEDERAL RESERVE SYSTEM

FEDERAL OPEN MARKET COMMITTEE

Current Economic Policy Directive of March 4, 1969

In accordance with § 271.5 of its Rules Regarding Availability of Information, there is set forth below the Committee's Current Economic Policy Directive issued at its meeting held on March 4, 1969.[1]

The information reviewed at this meeting suggests that expansion in real economic activity has been moderating, but that upward pressures on prices and costs are persisting. Prospects are for some further slowing in economic expansion in the period ahead. Most market interest rates have edged up on balance in recent weeks. In the first 2 months of the year bank credit changed little on average, as investments contracted while loan demands, especially from businesses, remained strong. The outstanding volume of large-denomination CD's continued to decline sharply and inflows of other time and savings deposits slowed. Growth in the money supply moderated as U.S. Government deposits rose considerably. It appears that a sizable deficit reemerged in the U.S. balance of payments on the liquidity basis in January and February and, with Euro-dollar inflows moderating, a deficit also reappeared in the balance on the official settlements basis in February. In this situation, it is the policy of the Federal Open Market Committee to foster financial conditions conducive to the reduction of inflationary pressures, with a view to encouraging a more sustainable rate of economic growth and attaining reasonable equilibrium in the country's balance of payments.

To implement this policy, System open market operations until the next meeting of the Committee shall be conducted with a view to maintaining on balance about the prevailing firm conditions in money and short-term credit markets: *Provided, however,* That operations shall be modified if bank credit appears to be deviating significantly from current projections.

Dated at Washington, D.C., the 29th day of May 1969.

By order of the Federal Open Market Committee.

ARTHUR L. BROIDA,
Deputy Secretary.

[F.R. Doc. 69-6648; Filed, June 5, 1969; 8:45 a.m.]

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[1] The Record of Policy Actions of the Committee for the meeting of Mar. 4, 1969, is filed as part of the original document. Copies are available on request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551.

FEDERAL OPEN MARKET COMMITTEE

Authorization for System Foreign Currency Operations

In accordance with § 271.5 of its Rules Regarding Availability of Information, there is set forth below paragraphs 1 and 2 of the Committee's Authorization for System Foreign Currency Operations, as amended by action taken at its meeting on March 4, 1969.

1. The Federal Open Market Committee authorizes and directs the Federal Reserve Bank of New York, for System Open Market Account, to the extent necessary to carry out the Committee's foreign currency directive and express authorizations by the Committee pursuant thereto:

A. To purchase and sell the following foreign currencies in the form of cable transfers through spot or forward transactions on the open market at home and abroad, including transactions with the U.S. Stabilization Fund established by section 10 of the Gold Reserve Act of 1934, with foreign monetary authorities, and with the Bank for International Settlements:

Austrian schillings.	Italian lire.
Belgian francs.	Japanese yen.
Canadian dollars.	Mexican pesos.
Danish kroner.	Netherlands guilders.
Pounds sterling.	Norwegian kroner.
French francs.	Swedish kronor.
German marks.	Swiss francs.

B. To hold foreign currencies listed in paragraph A above, up to the following limits:

(1) Currencies purchased spot, including currencies purchased from the Stabilization Fund, and sold forward to the Stabilization Fund, up to $1 billion equivalent;

(2) Currencies purchased spot or forward, up to the amounts necessary to fulfill other forward commitments;

(3) Additional currencies purchased spot or forward, up to the amount necessary for System operations to exert a market influence but not exceeding $250 million equivalent; and

(4) Sterling purchased on a covered or guaranteed basis in terms of the dollar, under agreement with the Bank of England, up to $300 million equivalent.

C. To have outstanding forward commitments undertaken under paragraph A above to deliver foreign currencies, up to the following limits:

(1) Commitments to deliver foreign currencies to the Stabilization Fund, up to the limit specified in paragraph 1B(1) above;

(2) Commitments to deliver Italian lire, under special arrangements with the Bank of Italy, up to $500 million equivalent; and

(3) Other forward commitments to deliver foreign currencies, up to $550 million equivalent.

D. To draw foreign currencies and to permit foreign banks to draw dollars under the reciprocal currency arrangements listed in paragraph 2 below, provided that drawings by either party to any such arrangement shall be fully liquidated within 12 months after any amount outstanding at that time was first drawn,

unless the Committee, because of exceptional circumstances, specifically authorizes a delay.

2. The Federal Open Market Committee directs the Federal Reserve Bank of New York to maintain reciprocal currency arrangements ("swap" arrangements) for System Open Market Account for periods up to a maximum of 12 months with the following foreign banks, which are among those designated by the Board of Governors of the Federal Reserve System under section 214.5 of Regulation N, Relations with Foreign Banks and Bankers, and with the approval of the Committee to renew such arrangements on maturity:

Foreign bank	Amount of arrangement (millions of dollars equivalent)
Austrian National Bank	100
National Bank of Belgium	225
Bank of Canada	1,000
National Bank of Denmark	100
Bank of England	2,000
Bank of France	1,000
German Federal Bank	1,000
Bank of Italy	1,000
Bank of Japan	1,000
Bank of Mexico	130
Netherlands Bank	400
Bank of Norway	100
Bank of Sweden	250
Swiss National Bank	600
Bank for International Settlements:	
Dollars against Swiss francs	600
Dollars against authorized European currencies other than Swiss francs	1,000

NOTE: For paragraph 3 of the authorization, see 33 F.R. 8470; and for paragraphs 4 through 10, see 32 F.R. 9583.

Dated at Washington, D.C., the 29th day of May 1969.

By order of the Federal Open Market Committee.

ARTHUR L. BROIDA,
Deputy Secretary.

[F.R. Doc. 69-6649; Filed, June 5, 1969; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 7-3079]

AMK CORP.

Notice of Application for Unlisted Trading Privileges and of Opportunity for Hearing

JUNE 2, 1969.

In the matter of application of the Philadelphia - Baltimore - Washington Stock Exchange for unlisted trading privileges in a certain security.

The above-named national securities exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the warrants to purchase common stock of the following company, which security is listed and registered on one or more other national securities exchanges:

AMK Corp., Warrants (expiring Feb. 1, 1979), File No. 7-3079.

Upon receipt of a request, on or before June 18, 1969, from any interested person, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 69-6655; Filed, June 5, 1969; 8:46 a.m.]

[Files Nos. 7-3080—7-3086]

AMK CORP. ET AL.

Notice of Applications for Unlisted Trading Privileges and of Opportunity for Hearing

JUNE 2, 1969.

In the matter of applications of the Philadelphia - Baltimore - Washington Stock Exchange for unlisted trading privileges in certain securities.

The above-named national securities exchange has filed applications with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stocks of the following companies, which securities are listed and registered on one or more other national securities exchanges:

	File No.
AMK Corp	7-3080
California Financial Corp	7-3081
Canadian Homestead Oils Ltd	7-3082
Electrospace Corp	7-3083
Far West Financial Corp	7-3084
Management Data Corp	7-3085
Restaurants Associates Industries, Inc.	7-3086

Upon receipt of a request, on or before June 18, 1969, from any interested person, the Commission will determine whether the application with respect to any of the companies named shall be set down for hearing. Any such request should state briefly the title of the security in which he is interested, the nature of the interest of the person making the request, and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on any of the said applications by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing with respect to any particular application, such application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 69-6656; Filed, June 5, 1969; 8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[S.O. 994; ICC Order No. 25]

LOUISVILLE AND NASHVILLE RAILROAD CO.

Rerouting Traffic or Diversion of Traffic

In the opinion of R. D. Pfahler, agent, the Louisville and Nashville Railroad Co. is unable to transport traffic to and from Myrtlewood, Ala., because of bridge damage.

It is ordered, That:

(a) Rerouting traffic: The Louisville and Nashville Railroad Co., being unable to transport traffic to and from Myrtlewood, Ala., because of bridge damage, that line and its connections are hereby authorized to reroute or divert such traffic over any available route to expedite the movement.

(b) Concurrence of receiving road to be obtained: The Louisville and Nashville Railroad Co. and its connections shall receive the concurrence of other railroads to which such traffic is to be diverted or rerouted before the rerouting or diversion is ordered.

(c) In executing the directions of the Commission and of such agent provided for in this order, the common carriers involved shall proceed even though no contracts, agreements, or arrangements now exist between them with reference to the divisions of the rates of transportation applicable to said traffic. Divisions shall be, during the time this order remains in force, those voluntarily agreed upon by and between said carriers; or upon failure of the carriers to so agree, said divisions shall be those hereafter fixed by the Commission in accordance with pertinent authority conferred upon it by the Interstate Commerce Act.

(d) Effective date: This order shall become effective at 1 p.m., June 2, 1969.

(e) Expiration date: This order shall expire at 11:59 p.m., June 30, 1969, unless otherwise modified, changed, or suspended.

It is further ordered, That this order shall be served upon the Association of

American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., June 2, 1969.

INTERSTATE COMMERCE COMMISSION,
[SEAL] R. D. PFAHLER,
Agent.

[F.R. Doc. 69-6662; Filed, June 5, 1969; 8:48 a.m.]

FOURTH SECTION APPLICATION FOR RELIEF

JUNE 3, 1969.

Protests to the granting of an application must be prepared in accordance with Rule 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 41645—*Soda ash to Mobile, Ala.* Filed by O. W. South, Jr., agent (No. A6102), for interested rail carriers. Rates on soda ash, other than modified soda ash, in bulk or in bulk in bags, in carloads, as described in the application, from Saltville, Va. to Mobile, Ala.

Grounds for relief—Rate relationship and market competition.

Tariff—Supplement 142 to Southern Freight Association, agent, tariff ICC S-517.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-6663; Filed, June 5, 1969; 8:48 a.m.]

[Notice 843]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JUNE 3, 1969.

The following are notices of filing of applications for temporary authority under section 310a(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 30837 (Sub-No. 370 TA), filed May 22, 1969. Applicant: KENOSHA AUTO TRANSPORT CORPORATION, 4200 39th Avenue, Kenosha, Wis. 53140. Applicant's representative: Albert P. Barber (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Snowmobiles and snowmobile parts*, from the United States-Canadian border at Derby Line, Vt., to Lansing, Mich.; Green Bay, Wis.; Minneapolis, Minn.; and Denver, Colo.; and between points in Lansing, Mich.; Green Bay, Wis.; Minneapolis, Minn.; and Denver, Colo., for 180 days. Supporting shipper: Boulder Parts Corp., 1509 South Chestnut Avenue, Green Bay, Wis. 54306, Paul Stone. Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 107295 (Sub-No. 199 TA), filed May 27, 1969. Applicant: PRE-FAB TRANSIT CO., 100 South Main Street, Farmer City, Ill. 61842. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tub wall units; shower stall units; and accessories* when moving therewith, from Toledo, Ohio, to points in New York, Pennsylvania, and West Virginia, for 180 days. Supporting shipper: Kohler Co., Kohler, Wis. 53044. Send protests to: Harold C. Jolliff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 476, 325 West Adams Street, Springfield, Ill. 62704.

No. MC 107515 (Sub-No. 661 TA), filed May 21, 1969. Applicant: REFRIGERATED TRANSPORT COMPANY, INC., Post Office Box 308, Forest Park, Ga. 30050. Applicant's representatives: William Addams and Clyde W. Carver, Suite 527, 1776 Peachtree Street NW., Atlanta, Ga. 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned preserved foodstuffs*, not cold pack or frozen, from Waterloo, Red Creek, Rushville, Egypt, Penn Yan, Lyons, Newark, Fairport, and Syracuse, N.Y., to Jacksonville, Tampa, and Miami, Fla.; Orangeburg, Charleston, Greenville, and Columbia, S.C.; Albany and Forest Park, Ga.; Nashville, Chattanooga, Knoxville, and Memphis, Tenn.; Birmingham, Montgomery, Mobile, and Dothan, Ala.; Dallas, Fort Worth, Houston, Lubbock, Abilene, Beaumont, Austin, Corpus Christi, San Antonio, and Weslaco, Tex.; Shreveport, La.; Tulsa and Oklahoma City, Okla.; Little Rock, Ark.; Lexington and Louisville, Ky.; Raleigh, Kinston, Charlotte, Greensboro, and Winston-Salem, N.C.; Bluefield and Huntington, W. Va.; Richmond, Roanoke, Bristol, and Norfolk, Va., for 180 days. Supporting shipper: Comstock-Greenwood Foods, Borden, Inc., Food Division, 1000 South Main Street, Newark, N.Y. 14513. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 West Peachtree Street NW., Atlanta, Ga. 30309.

No. MC 108207 (Sub-No. 260 TA), filed May 22, 1969. Applicant: FROZEN FOOD EXPRESS, 318 Cadiz Street, Post Office Box 5888, Dallas, Tex. 75222. Applicant's representative: J. B. Ham (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Human blood plasma*, frozen, between Memphis, Tenn., and Kankakee, Ill.; between Memphis, Tenn., and Los Angeles, Calif.; and between St. Louis, Mo., and Kankakee, Ill., for 130 days. NOTE: Applicant does not intend to tack with its existing authority. Supporting shipper: American Blood Components, Inc., Memphis, Tenn. Send protests to: E. K. Willis, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, 513 Thomas Building, 1314 Wood Street, Dallas, Tex. 75202.

No. MC 110420 (Sub-No. 590 TA), filed May 23, 1969. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. 53105. Applicant's representative: A. Bryant Torhorst (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chocolate coating, chocolate, confectionery coating, chocolate compounds, candy coating* other than chocolate and cocoa butter, in bulk, from Lititz, Pa., to points in Minnesota, for 180 days. Supporting shipper: Wilbur Chocolate Co., Inc., Lititz, Pa. 17543. Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 111170 (Sub-No. 128 TA), filed May 22, 1969. Applicant: WHEELING PIPE LINE, INC., Post Office Box 1718, El Dorado, Ark. 71730. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *R-150 solvent 95*, in bulk, from Tulsa, Okla., to West Memphis, Ark., for 180 days. Supporting shipper: Gurley Refining Co., Post Office Box 2326, Memphis, Tenn. 38102. Send protests to: District Supervisor William H. Land, Jr., Interstate Commerce Commission, Bureau of Operations, 2519 Federal Office Building, Little Rock, Ark. 72201.

No. MC 111785 (Sub-No. 44 TA), filed May 21, 1969. Applicant: BURNS MOTOR FREIGHT, INC., Post Office Box 149, U.S. Highway 219 North, Marlinton, W. Va. 24954. Applicant's representative: Theodore Polydoroff, 1140 Connecticut Avenue NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from Elkins, W. Va., to Holland, Mich.; Taylorsville, N.C., and to points in Iowa and New Jersey, for 180 days. Supporting shipper: Allegheny Lumber Co., Box 409, Elkins, W. Va. 26241. Send protests to: H. R. White, District Supervisor, Interstate Commerce Commission, Bureau of

Operations, 3202 Federal Office Building, 500 Quarrier Street, Charleston, W. Va. 25301.

No. MC 113828 (Sub-No. 158 TA), filed May 21, 1969. Applicant: O'BOYLE TANK LINES, INC., 4848 Cordell Avenue, Washington, D.C. 20014. Applicant's representative: William P. Sullivan, Federal Bar Building West, 1819 H Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemical coatings*, in bulk, from plantsites and facilities of Conchemco, Inc., at or near Baltimore, Md., to Richmond and Lynchburg, Va.; Weirton, W. Va., and Pittsburgh, Pa., for 180 days. Supporting shipper: Conchemco, Inc., 1401 Severn Street, Baltimore, Md. 21230. Send protests to: Robert D. Caldwell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 12th and Constitution Avenue NW., Washington, D.C. 20423.

No. MC 114533 (Sub-No. 190 TA), filed May 19, 1969. Applicant: BANKERS DISPATCH CORPORATION, 4970 South Archer Avenue, Chicago, Ill. 60632. Applicant's representative: Stanley Komosa (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Small parts, electronic components and supplies* used in the repair, maintenance and operation of electronic and mechanical office machines and systems limited to 150 pounds per shipment; (1) between Chicago, Ill., on the one hand, and, on the other, points in Wisconsin, Michigan, Indiana, Missouri, and Ohio; (2) between Detroit, Mich., on the one hand, and, on the other, points in Indiana and Ohio, for 180 days. Supporting shipper: International Business Machines Corp., 310 West Madison Street, Chicago, Ill. 60606. Send protests to: District Supervisor Roger L. Buchanan, Interstate Commerce Commission, Bureau of Operations, 219 South Dearborn Street, Chicago, Ill. 60604.

No. MC 115592 (Sub-No. 1 TA), filed May 21, 1969. Applicant: VERNON JENNIGES, doing business as JENNIGES TRANSFER, Springfield, Minn. 56087. Applicant's representative: A. R. Fowler, 2288 University Avenue, St. Paul, Minn. 55114. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay products*, from Springfield, Minn., to points in the Upper Peninsula of Michigan, for 180 days. Supporting shipper: Ochs Brick & Tile Co., Springfield, Minn. 56087. Send protests to: A. N. Spath, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 448 Federal Building and U.S. Courthouse, Minneapolis, Minn. 55401.

No. MC 116254 (Sub-No. 97 TA), filed May 21, 1969. Applicant: CHEM-HAULERS, INC., Post Office Drawer M, Sheffield, Ala. 35660. Applicant's representative: L. Winston Biggs (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Resin solvents* in bulk, in tank vehicles, from Decatur, Ala., to Lafayette, Ind., for 180 days. Supporting shipper: Monsanto Co., 800 North Lindbergh Boulevard, St. Louis, Mo. 63166. Send protests to: B. R. McKenzie, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 814, 2121 Building, Birmingham, Ala. 35203.

No. MC 123073 (Sub-No. 2 TA), filed May 21, 1969. Applicant: R. B. HAMILTON HAULING & RIGGING CORP., Railroad Avenue, Roslyn Heights, Long Island, N.Y. Applicant's representative: Edward M. Alfano, 2 West 45th Street, New York, N.Y. 10036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Telephone equipment, tools, and supplies and materials used in the installation, maintenance and repair of such equipment*, from carrier's warehouse site in Farmingdale, N.Y., to points in Nassau and Suffolk Counties, N.Y., for 180 days. Supporting shipper: Western Electric Co., Inc., 195 Broadway, New York, N.Y. 10007. Send protests to: District Supervisor A. Chiusano, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 125091 (Sub-No. 1 TA), filed May 27, 1969. Applicant: BOEHMER TRANSPORTATION CORP., Mill and Union Streets, Machias, N.Y. 14101. Applicant's representative: Ronald W. Malin, Bank of Jamestown Building, Jamestown, N.Y. 14701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand with loam*, in bulk, from the township of Eldred, county of McKean, Pa., to Lackawanna, N.Y., for 180 days. Supporting shipper: Estate of C. L. McGavern, Jr., Richard D. McGavern, Manager, Canandaigua, N.Y. Send protests to: George M. Parker, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 518 Federal Office Building, 121 Ellicott Street, Buffalo, N.Y. 14202.

No. MC 127799 (Sub-No. 7 TA), filed May 26, 1969. Applicant: LUPPES TRANSPORT COMPANY, INC., Post Office Box 152, Webster City, Iowa 50595. 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: *Anhydrous ammonia*, in bulk, in tank vehicles, from Port Neal, Iowa, to points in Minnesota, Nebraska, and South Dakota, and from Omaha, Nebr., to points in Iowa, for 150 days. Supporting shipper: American Cyanamid Co., Agricultural Division, Post Office Box 400, Princeton, N.J. 08540. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 127952 (Sub-No. 9 TA), filed May 26, 1969. Applicant: BLACKBURN TRUCK LINES, INC., 4998 Branyon Street, South Gate, Calif. 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 *contract carrier*, by motor vehicle, over irregular routes, transporting: *Empty glass containers*, from points in Los Angeles County, Calif., to Las Vegas, Nev., for 150 days. Supporting shipper: Latchford Glass Co., Post Office Box 71707, Los Angeles, Calif. 90001. Send protests to: District Supervisor John E. Nance, Interstate Commerce Commission, Bureau of Operations, Room 7708, Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 127952 (Sub-No. 10 TA), filed May 26, 1969. Applicant: BLACKBURN TRUCK LINES, INC., 4998 Branyon Street, South Gate, Calif. Applicant's representative: Warrent N. Grossman, 825 City National Bank Building, 606 South Olive Street, Los Angeles, Calif. 90014. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Tin plate* on skids, from points in Los Angeles, Calif., to Tempe, Ariz., for 180 days. Supporting shipper: Continental Can Co., Inc., Russ Building, San Francisco, Calif. 94104. Send protests to: District Supervisor John E. Nance, Interstate Commerce Commission, Bureau of Operations, Room 7708, Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 129657 (Sub-No. 1 TA), filed May 27, 1969. Applicant: KEN McCARVILLE DISTRIBUTING COMPANY, INC., 436 Rainbow Road, Spring Green, Wis. 53588. Applicant's representative: Michael J. Wyngaard, 125 West Doty Street, Madison, Wis. 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages and carbonated beverages*, from St. Louis, Mo., to points in Door and Kewaunee Counties, Wis., for 180 days. Supporting shipper: Ervin Schultz, doing business as Erv's Beer Depot, Sturgeon Bay, Wis. 54235. Send protests to: Barney L. Hardin, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 444 West Main Street, Room 11, Madison, Wis. 53703.

No. MC 133415 (Sub-No. 3 TA), filed May 19, 1969. Applicant: SID PLANAMENTA, doing business as S & R AUTO PARTS DELIVERY SERVICE, Peekskill, N.Y. 10566. Applicant's representative: Edward M. Alfano, 2 West 45th Street, New York, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in by a manufacturer and distributor of automobile parts, uncrated and crated, from shipper's warehouse at Bayonne, N.J.; to points in Nassau, Suffolk, and Westchester Counties, N.Y.; *returned shipments* of the *same commodities*, from points in Nassau, Suffolk, and Westchester Counties, N.Y.; to shipper's warehouse at Bayonne, N.J.; *restriction* under a continuing contract, or contracts, with the Maremont Marketing, Inc., of Bayonne, N.J., for 150 days. Supporting shipper: Maremont Marketing, Inc., 21

Division Street, Fairview, N.J. Send protests to: District Supervisor Stephen P. Tomany, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 133667 (Sub-No. 1 TA), filed May 22, 1969. Applicant: ALVIN C. HILL, JR., doing business as HILL TRUCKING SERVICE, Post Office Box 441, Stuttgart, Ark. 72160. Applicant's representative: Art Givens, Jr., Union Life Building, Little Rock, Ark. 72201. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bulk fertilizer, fertilizer products*, all in dump-type equipment, from Helena, Ark., to points in Missouri, Tennessee, Mississippi, Louisiana, and Alabama, for 180 days. Supporting shipper: Arkla Chemical Corp., 400 East Capitol, Little Rock, Ark. 72202. Send protests to: District Supervisor William H. Land, Jr., Interstate Commerce Commission, Bureau of Operations, 2519 Federal Office Building, Little Rock, Ark. 72201.

No. MC 133724 (Sub-No. 1 TA), filed May 26, 1969. Applicant: JEAN D. MARKS, doing business as JEAN MARKS, Post Office Box 76, Goshen, Oreg. 97401. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber products*, from Eugene, Oreg., to points in Los Angeles and San Diego Counties, Calif., for 180 days. Supporting shipper: Wood Components Co., Post Office Box 1338, Eugene, Oreg. 97401. Send protests to: A. E. Odoms, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 450 Multnomah Building, Portland, Oreg. 97204.

No. MC 133755 (Sub-No. 1 TA), filed May 27, 1969. Applicant: MILLIS BROS. TRANSFER, INC., Post Office Box 112, Black River Falls, Wis. 54615. Applicant's representative: Dan Pizzini, 104 Main Street, Black River Falls, Wis. 54614. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages and return empty containers*, from St. Paul, Minn., to Black River Falls, Wis., for 180 days. Supporting shipper: Millis Bros., Inc., Black River Falls, Wis. 54615. Send protests to: Barney L. Hardin, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 444 West Main Street, Room 11, Madison, Wis. 53703.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 69-6684; Filed, June 5, 1969; 8:48 a.m.]

[Notice 357]

MOTOR CARRIER TRANSFER PROCEEDINGS

JUNE 3, 1969.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), 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-71151. By order of May 23, 1969, the Motor Carrier Board approved the transfer to Doy Reidhead, Show Low, Ariz., of the operating rights in certificate No. MC-128300 (Sub-No. 2) issued June 10, 1968, to Ross A. Fish and Jack Verkler, a partnership, doing business as Fish & Verkler, Mesa, Ariz., authorizing the transportation, over irregular routes, of lumber from Snowflake, Cutter, Fredonia, and Payson, Ariz., to Port Hueneme, Los Angeles, and San Diego, Calif., points in New Mexico, and points in a described portion of Texas; from points in Arizona to points in Nevada; and from points in Los Angeles County, Calif., and points in California north of Interstate Highway 80 to Phoenix, Ariz.; and roofing from a designated plantsite at or near Los Angeles, Calif., to Globe, Miami, Payson, and Tucson, Ariz. A. Michael Bernstein, 1327 United Bank Building, Phoenix, Ariz., 85012, attorney for applicants.

No. MC-FC-71204. By order of May 27, 1969, the Motor Carrier Board approved the transfer to Elmer A. Fehrle, doing business as Fehrle Trucking, Cedar Rapids, Iowa, of the operating rights in permit No. MC-126548 (Sub-No. 1) issued March 6, 1968, to Bob Hilmer, doing busines as Hilmer Truck Lines, Dysart, Iowa, authorizing the transportation, over irregular routes, lumber, raggle boards, pallets, and skids from Belle Plaine, Iowa, to points in Indiana, Ohio, and Wisconsin, and pallets and skids from Belle Plaine, Iowa, to points in Illinois for a named shipper. Kenneth F. Dudley, 901 South Madison Avenue, Post Office Box 279, Ottumwa, Iowa 52501, representative for applicants.

No. MC-FC-71220. By order of May 23, 1969, the Motor Carrier Board approved the transfer to Good's Transportation Service, Inc., 408 Niagara Street, Lockport, N.Y. 14094, of certificate of registration No. MC-58104 (Sub-No. 1) issued October 30, 1963, to Gertrude E. Good, doing business as Good's Transportation Service, 408 Niagara Street, Lockport, N.Y. 14094, evidencing a right to engage in interstate or foreign commerce, within the State of New York.

No. MC-FC-71294. By order of May 23, 1969, the Motor Carrier Board approved the transfer to Huckabee Transports, Inc., Lubbock, Tex; of certificate in No. MC-110098 Sub-No. 37, issued July 12, 1965, to Zero Refrigerated Lines, a corporation, San Antonio, Tex.; authorizing the transportation of: Meat, meat products, and various related commodities, in vehicles equipped with refrigeration, from the plantsite of Swift & Co. near Clovis, N. Mex., to points in Georgia, North Carolina, South Carolina, Alabama (except Mobile and Selma), Florida (except Pensacola), and Tennessee (except Memphis). Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. 68102, attorney for applicants.

No. MC-FC-71332. By order of May 23, 1969, the Motor Carrier Board approved the transfer to Consolidated Towing Service, Inc., doing business as Bishop Towing Service, St. Paul, Minn., of the operating rights in certificate No. MC-109741, issued September 16, 1964, to Towing Service, Inc., doing business as Bishop Towing Service, St. Paul, Minn., authorizing the transportation of wrecked or disabled motor vehicles, and tractors for replacement of wrecked or disabled tractors, in truckaway service, between points in Illinois, Iowa, Minnesota, North Dakota, South Dakota, and Wisconsin. A. R. Fowler, 2288 University Avenue, St. Paul, Minn. 55114, practitioner for applicants.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 69-6685; Filed, June 5, 1969; 8:48 a.m.]

[Notice 1301]

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

JUNE 4, 1969.

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act, and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-10499. Authority sought for purchase by JOHNSON MOTOR LINES, INC., 2426 North Graham Street, Post Office Box 10877, Charlotte, N.C. 28201, of the operating rights of DALEY TRUCKING COMPANY, INC., 5 Ashworth Terrace, Haverhill, Mass., and for acquisition by H. BEALE ROLLINS, Sixth Floor, Title Building, Baltimore, Md. 21202, of control of such rights through the purchase. Applicants attorney: Donald E. Cross, 917 Munsey Building, Washington, D.C. 20004. Operating rights sought to be transferred: Under a certificate of registration, in Docket No. MC-57779 (Sub-No. 1), covering the transportation of general commodities, as a common carrier, in intrastate commerce, within the State of Massachusetts.

Vendee is authorized to operate as a *common carrier* in Massachusetts, Connecticut, Rhode Island, New Jersey, New York, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Alabama, Florida, Louisiana, Mississippi and the District of Columbia. Application has been filed for temporary authority under section 210a(b). NOTE: MC-106401 Sub 29 is a matter directly related. See also MC-F-10480 (P. WAJER & SONS EXPRESS CO. INC.—Purchase—DALEY TRUCKING COMPANY, INC.) published in May 28, 1969, issue of the FEDERAL REGISTER on page 8261.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 69-6735; Filed, June 5, 1969; 8:49 a.m.]

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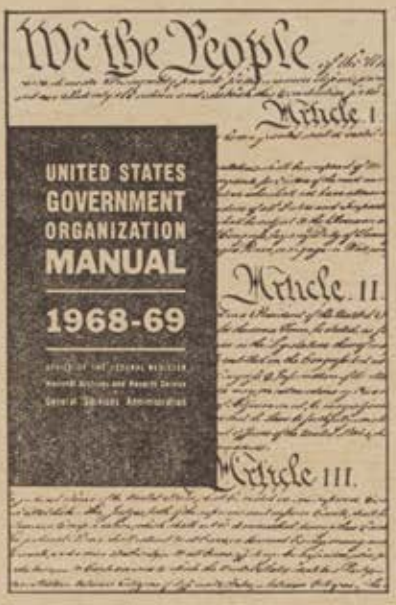

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