

FEDERAL REGISTER

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Agencies in this issue—

The President
Agricultural Research Service
Agricultural Stabilization and
Conservation Service
Business and Defense Services
Administration
Civil Aeronautics Board
Civil Service Commission
Consumer and Marketing Service
Federal Aviation Administration
Federal Communications Commission
Federal Maritime Commission
Federal Power Commission
Federal Reserve System
Federal Trade Commission
Fish and Wildlife Service
Food and Drug Administration
Hazardous Materials Regulations
Board
Internal Revenue Service
Interstate Commerce Commission
Land Management Bureau
Securities and Exchange Commission

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Title 3—THE PRESIDENT

Proclamation 3944

THANKSGIVING DAY, 1969

By the President of the United States of America

A Proclamation

On October 3, 1863, President Abraham Lincoln invited his fellow citizens to "set apart and observe the last Thursday of November next as a day of Thanksgiving. . . ." This was the year of the battle of Gettysburg and of other major battles between Americans on American soil. To many, this call for a national day of Thanksgiving must have seemed strange, coming as it did at a time of war and bitterness.

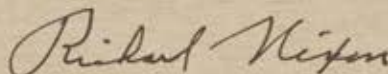
Yet Lincoln knew that the act of thanksgiving should not be limited to times of peace and serenity. He knew that it is precisely at those times of hardship when men most need to recognize that the Source of all good constantly bestows His blessings on mankind.

Today, despite our material wealth and well-being, Americans face complex problems unknown before in our nation's history. In giving thanks today, we express gratitude for past bounty and we also confidently face the challenges confronting our own nation and the world because we know we can rely on a strength greater than ourselves.

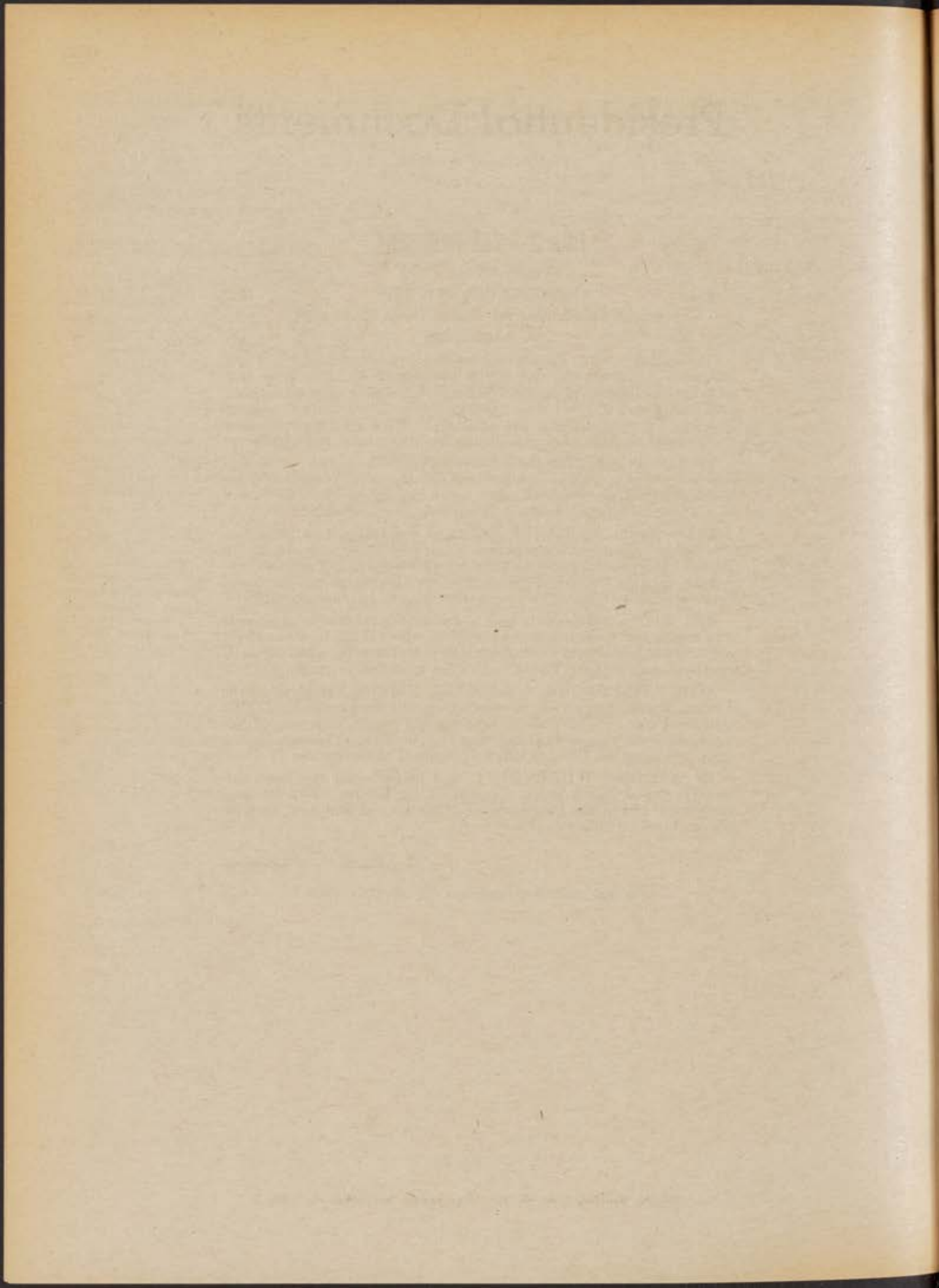
This year, let us especially seek to rekindle in our respective hearts and minds the spirit of our first settlers who valued freedom above all else, and who found much for which to be thankful when material comforts were meager. We are, indeed, a most fortunate people.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, in consonance with Section 6103 of Title 5 of the United States Code designating the fourth Thursday of November in each year as Thanksgiving Day, do hereby proclaim Thursday, November 27, 1969, as a day of national thanksgiving.

IN WITNESS WHEREOF, I have hereunto set my hand this twelfth day of November, in the year of our Lord nineteen hundred sixty-nine, and of the Independence of the United States of America the one hundred ninety-fourth.



[F.R. Doc. 69-13606; Filed, Nov. 13, 1969; 11:35 a.m.]



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Title 7—AGRICULTURE

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

PART 728—WHEAT

Subpart—Regulations Pertaining to Farm Acreage Allotments, Yields, Wheat Certificate Program for Crop Years 1968–70, and Wheat Diversion Program for Crop Years 1969–70

Correction

In F.R. Doc. 69-12271 appearing at page 16596 in the issue of Friday, October 17, 1969, the following changes should be made:

1. On page 16603 the acreage apportionment for Suffolk County, N.Y., now reading "1,662" should read "1,622".
2. On page 16604 the county reserve for Hettinger County, N. Dak., should read "150" and the reserve for La Moure County, N. Dak., should read "155".

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

PART 907—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Subpart—Rules and Regulations

MISCELLANEOUS AMENDMENTS

Notice was published in the *FEDERAL REGISTER* issues of October 10 and 23, 1969 (34 F.R. 15713, 17176), that the Department was giving consideration to a proposed amendment of the rules and regulations (Subpart—Rules and Regulations 7 CFR 907.100 et seq.), currently in effect pursuant to the applicable provisions of the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907), regulating the handling of Navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674). The proposal was submitted by the Navel Orange Administrative Committee, established pursuant to the amended marketing agreement and order as the agency to administer the provisions thereof.

During the period provided in said notice for filing written data, views, or arguments in connection with said pro-

posal, the Navel Orange Administrative Committee and Sunkist Growers, Inc., Los Angeles, Calif., submitted additional recommendations, and considerations with respect thereto, concerning minor modifications of §§ 907.110(f) and 907.114(a) as published in the notice. Such modifications, as contained herein, reflect the additional recommendations submitted during the period provided in said notice for filing written data, views, or arguments in connection with the proposed amendment.

In § 907.110(f) a new second sentence is added to make it clear that adjustments in the weekly shipping schedule in any prorate district shall be based on the tree crop of handlers in that district who are on the prorate base when the adjustment is made and the tree crop of all handlers in such district who received short-life allotment. The committee reported that this modification is needed to clarify the procedure to be followed in adjusting such schedules. In § 907.114(a) the last phrase in the sentence is changed to "the same proportion of his oranges as the average which will be handled by all handlers as prescribed in § 907.110(g)." This change is in conformity with the committee's original recommendations and changes the language back to its current form except for the addition of "pursuant to § 907.110(g)." The latter addition is a cross reference to § 907.110(g) which will make it readily apparent that the proportion referred to is the result of the calculations prescribed in § 907.110(g).

After consideration of all relevant matter presented, including that in the notice, the recommendations, considerations, and informations submitted by the committee and by Sunkist Growers, Inc., and other available information, it hereby found that amendment, as hereinafter set forth, of said rules and regulations is in accordance with said amended marketing agreement and order and will tend to effectuate the declared policy of the act in that it will facilitate more efficient handling of Navel oranges and contribute to more effective operations under said marketing agreement and order.

Therefore, said rules and regulations (Subpart—Rules and Regulations, 7 CFR 907.100 et seq.) are hereby amended as follows:

1. A new paragraph (g) is added to § 907.100 *Definitions* to read as follows:

§ 907.100 Definitions.

(g) Whenever a time of day is specified in this subpart, it shall mean local time in effect at the headquarters of the committee in Los Angeles, Calif., except when specifically stated otherwise.

§ 907.101 [Amended]

2. The provisions of § 907.101 following the colon are amended to read as follows:

Navel Orange Administrative Committee, 117 West Ninth Street, Room 913, Los Angeles, Calif. 90015.

3. The provisions of subparagraphs (2) and (3) of paragraph (a) of § 907.102 *Nomination procedure* are amended to read as follows:

§ 907.102 Nomination procedure.

(a) * * *

(2) All cooperative marketing organizations which market oranges and which are not qualified under § 907.22 (b), or the growers affiliated therewith, shall nominate members and alternate members as provided in § 907.22(c). The vote of each such organization shall be weighted, as provided in § 907.22(c), by the quantity of oranges which it handled during the marketing year in which the nominations are made.

(3) Not less than seven meetings shall be held at such times and places throughout the production area as may be designated by the agent of the Secretary, at which growers who are not members of, or affiliated with, the organizations included under subparagraphs (1) and (2) of this paragraph may vote. At each such meeting, the growers present shall nominate members and alternate members as provided in § 907.22(d). The number of ballots to be cast in selecting the nominees at any such meeting shall be determined at that meeting. All growers voting at any such meeting shall submit their names and addresses to the agent of the Secretary.

§ 907.103 [Deleted]

4. Section 907.103 is deleted.

§ 907.108 [Redesignated]

5. Section 907.110 is redesignated as § 907.108.

6. A new § 907.110 *Equity of marketing opportunity* is added to read as follows:

§ 907.110 Equity of marketing opportunity.

Equity of marketing opportunity between prorate districts shall be afforded by the following procedure:

(a) The committee shall establish an equity factor which is the same for all prorate districts. The equity factor shall be stated as a percentage of the tree crop in each district and shall reflect a quantity of oranges (grown in each district) for which there will be equitable marketing opportunity under volume regulation during the ensuing season.

(b) At the marketing policy meeting for each prorate district the committee

shall formulate a weekly shipping schedule for the ensuing season reflecting, insofar as practicable, the desire of growers and handlers of oranges within the district as to the quantity of oranges grown in that district to be shipped under volume regulation each week. The quantity of oranges on such schedules shall be computed by application of the equity factor to the tree crop of the district. The seasonal periods covered by such schedules shall be determined by the committee. Prior to any marketing policy meeting for a prorate district the committee may consult with such growers and handlers regarding formulation of such schedule.

(c) Following the marketing policy meetings for all districts, the committee may review and make equitable modifications as it deems advisable in the equity factor and weekly shipping schedules.

(d) The committee shall combine into a weekly total the quantities of oranges that growers and handlers in each district desire to handle each week, as shown on the weekly shipping schedules. The weekly quantity shown on the applicable schedule for a district shall be converted into a percentage of the said weekly total. This percentage shall be known as the percentage allocation to such district.

(e) Insofar as practicable, the committee shall base its recommendations each week (pursuant to § 907.51(a)) to the Secretary as to the respective quantities of oranges that should be handled in the prorate districts, upon the percentage allocations for such districts for such week except when allotments are granted on the basis of the requests of handlers of early maturity oranges pursuant to § 907.60 or the requests of handlers for freeze damage allotments pursuant to § 907.61a.

(f) The committee shall make such adjustments as it deems advisable in the equity factor, the weekly shipping schedules, and the percentage allocations to prorate districts, so as to reflect changing crop or market conditions. Any such adjustment in the weekly shipping schedule for a prorate district shall be based on the tree crop of handlers in the district who are on the prorate base at the time of adjustment and on the tree crop of all handlers in the district who received short-life allotment. Appropriate adjustments shall be made in the schedules and percentage allocations as soon as possible after a change in the estimated tree crop of any prorate district. Whenever a prorate district nears the end of the shipping schedule for that district and the committee ascertains that oranges (grown in that district) remain for handling under volume regulation, the committee may (1) adjust the equity factor upward with corresponding changes in the weekly shipping schedules for all districts or (2) adjust the schedules for all districts by adding thereto the difference between the aggregate quantity of oranges listed on the weekly shipping schedule of each district during all of the preceding weeks and the sum of the aggregate quantity

of oranges fixed by the Secretary for handling under general maturity, early maturity, and freeze damage allotments during such preceding weeks of regulation in each of the respective districts plus the aggregate quantity of oranges that were handled in each district when no such regulation was in effect. Adjustments in the weekly shipping schedules for each of the prorate districts may be made by adding weeks to or deleting weeks from the schedule and, if deemed advisable, by proportionate modification of the desired shipments shown thereon for the remaining weeks of the season or any portion thereof.

(g) The committee shall calculate each season, as soon as it is feasible, an estimated percentage of the total tree crop in the production area which, in the judgment of the committee, will be handled under volume regulation and prepare a schedule of estimated weekly shipments based thereon, taking into account the purposes of the act. Such percentage and schedule shall be used as the reference for determining adjustments in the prorate base of handlers, for granting short life allotment, and for matters wherein it is necessary to consider utilization of the crop within a district.

7. The provisions of § 907.111 Allotment loans are revised to read as follows:

§ 907.111 Allotment loans.

(a) Loans arranged by handlers: Loans arranged by handlers shall be subject to the following:

(1) *Payback date.* Each allotment loan agreement entered into by a handler must provide for a payback date specified by the lender. Each loan agreement entered into by a handler to whom short-life allotments have been issued shall provide for the repayment of the loan during the time the borrowing handler will be issued allotment.

(2) *Ability to repay.* Allotment loan transactions shall be limited to the borrowing handler's calculated ability to make repayment whenever the payback date falls within the scheduled shipping period of the borrowing handler.

(3) *Confirmation.* All allotment loans made on Saturday shall be confirmed as required by § 907.57 but not later than 4:30 p.m. on the following Monday.

(b) Loans arranged by the committee: The committee shall arrange loans for handlers subject to paragraph (a) (1) and (2) of this section and, to the extent practicable, in accordance with the following:

(1) The committee shall give priority, in arranging loans, to those offers which have a payback date within the current scheduled shipping period of borrowing handlers.

(2) Except as otherwise provided in subparagraph (4) (iii) of this paragraph (b), the committee shall consider offers to loan and requests to borrow prior to 12 m. Monday separately from offers and requests received thereafter during the week.

(3) Each handler offering allotment for loan shall specify at least two payback

dates. To receive a loan of any such allotment, or portion thereof offered, the payback date specified by the requesting handler must be the same as one of the repayment dates specified by the offering handler.

(4) Loan offers and requests received by the committee prior to 12 m. Monday shall be applied first to the arrangement of loans between handlers within the same prorate district in accordance with the following provisions:

(i) If requests from handlers, in a prorate district, for general maturity allotment exceed the quantity offered by handlers in that district, the quantity offered shall be equitably apportioned to each borrowing handler so that the amount he receives bears the same ratio to the total amount received by all borrowing handlers as his tree crop bears to the total tree crop of all borrowing handlers. If the quantity of general maturity allotment offered in any prorate district exceeds the quantity requested in the district, the same proportion of each offering handler's allotment shall be loaned; and any surplus general maturity allotment from such prorate district shall be equitably apportioned, as aforesaid, to fill requests from borrowing handlers in all other prorate districts.

(ii) If requests from handlers, in a prorate district, for short-life allotment exceed the quantity offered by handlers in that district, the quantity offered shall be equitably apportioned to each borrowing handler so that the amount he receives bears the same ratio to the total amount received by all borrowing handlers as his tree crop bears to the total tree crop of all borrowing handlers. If the quantity of short-life allotment offered in a prorate district exceeds the quantity requested in that district, the same proportion of each lending handler's allotment shall be loaned.

(iii) Such loan offers and requests may be modified or withdrawn any time prior to 12 m. Monday, after which time the committee shall arrange allotment loans on the basis of the offers and requests, including modifications thereof, then pending without further action by the handlers involved. Loan offers and requests not fully utilized in such allotment loan arrangements may be modified or withdrawn.

(5) Offers to loan allotment received by the committee at, or subsequent to, 12 m. Monday shall be applied first to the arrangement of loans to handlers within the same prorate district whose requests were received prior to such time, but had not been completely filled. Any remaining allotment shall then be applied to the arrangement of loans to handlers within that district to fill any requests as thereafter received. Allotment loan offers received from handlers in a prorate district at, or subsequent to, 12 m. Monday and for which there are no requests by handlers in that district, may be applied by the committee to the arrangement of loans to fill requests from handlers in other prorate districts. If the total allotment offered for loan in the same prorate district exceeds total

requests in such district, the same proportion of each lending handler's allotment shall be loaned. If the quantity of allotment requested by handlers in a prorate district exceeds the quantity offered, the quantity each borrowing handler receives shall bear the same ratio to the total amount received by all borrowing handlers as his tree crop bears to the total tree crop of all borrowing handlers.

(1) Offers to loan, and requests to borrow, allotment received at, or subsequent to, 12 m. Monday may be modified or withdrawn: *Provided*, That allotment loan arrangements with respect to such offered allotment have not been completed by the committee.

(6) Offers to loan, and requests for, allotment may be made in person, by telephone, or telegram, or in writing. Immediately after completing arrangements for a loan the committee shall confirm the terms thereof by mailing NOAC Form 6 Confirmation of Allotment Loan to the handlers involved.

(c) Whenever any Monday herein specified falls on a legal holiday, the next following business day shall be applicable.

8. Paragraph (a) and the second sentence of paragraph (b) of § 907.114 *Short-life allotments* are revised to read as follows:

§ 907.114 *Short-life allotments.*

(a) *Qualification for short-life allotment.* A handler shall be considered to have short-life oranges when he has oranges which historically are known to lack keeping qualities which will permit him to handle, during the normal marketing period for the oranges grown in the prorate district, the same proportion of his oranges as the average which will be handled by all handlers pursuant to § 907.110(g).

(b) *Application to be filed.* * * * The application shall contain the following information: Name and address of applicant; location of each grove producing short-life oranges; a record covering the maximum years available, but not in excess of the 10 immediately preceding years, showing the marketing period of the oranges covered by the application; a suggested shortened marketing season showing the final date when the short-life oranges covered by the application should be marketed; and, a showing satisfactory to the committee why the oranges covered by the application cannot be marketed during the normal marketing period for the applicable district through appropriate adjustments in the handler's packinghouse operations.

9. A new § 907.116 *Credit forfeitures* is added to read as follows:

§ 907.116 *Credit forfeitures.*

(a) The forfeiture of any handler's general maturity allotment that was neither used nor loaned to another handler shall be applied to reduce overshipments of handlers as provided in § 907.55 unless the forfeiting handler made a bona fide and timely offer to the committee to lend his undershipment. An offer shall be considered bona fide and timely if such offer (1) was received in

the office of the committee by 12 m. Monday, or the next following business day if Monday is a legal holiday, and (2) contained at least two alternative payback dates. All short-life allotment that is forfeited shall be applied to reduce overshipments of handlers as provided in § 907.55.

(b) If the forfeiture of allotment in a prorate district exceeds that required to offset overshipments in such district and overshipments exceed forfeitures in other districts, the surplus forfeiture credit shall be allocated, as provided in § 907.55, to the handlers in the deficit districts in proportion to their permissible overshipments.

10. A new § 907.117 *Freeze damage allotments* is added to read as follows:

§ 907.117 *Freeze damage allotments.*

(a) At least 6 days before any meeting held by the committee to consider the quantity of allotments to be issued in any one or more prorate districts pursuant to § 907.61a, the committee shall mail written notice to handlers in such districts of its intention advising handlers that applications for such allotments shall be filed with the committee as hereinafter provided.

(b) Whenever freeze damage allotments are to be issued in a prorate district pursuant to § 907.61a on the basis of requests by handlers, the committee shall determine on the basis of all available information and after consideration of all of the factors enumerated in § 907.51(b), the extent to which freeze damage allotments should be granted in such district.

(c) Any handler who desires to receive freeze damage allotment shall request such allotment in person, or by telephone, telegram, or by filing NOAC Form 35 on or before 12 m. of the day preceding the regular weekly meeting of the committee. Such requests may be made at any of the offices of the committee. NOAC Form 35 shall contain (1) the name and address of the handler, (2) the week for which the application is made, (3) the amount of freeze damage allotment requested, and (4) the signature of the handler or authorized representative. All requests not made by a properly completed NOAC Form 35 shall be confirmed by delivering to the committee at any of its offices, not later than the day preceding the committee's regular weekly meeting, a properly completed NOAC Form 35 or by mailing a properly completed form to the committee not later than the day preceding the committee's regular weekly meeting.

(d) Whenever the total amount of freeze damage allotment the committee determines should be granted to handlers within a prorate district equals or is larger than the total amount applied for in such district, the full amount applied for in each application shall be granted. Whenever the total amount applied for exceeds the total amount of freeze damage allotment the committee deems should be granted in the district, the request of each handler in such district shall be granted in the same proportion as the handler's tree crop bears

to the total tree crop of requesting handlers in that district, but not in excess of the amount requested, and any allotment then remaining shall be granted in successive increments, as necessary, to handlers filing requests, in the same proportion as aforesaid, but not in excess of the amount requested.

(e) Any handler to whom freeze damage allotment is issued may transfer such allotment, or portion thereof, to another such handler in the same prorate district; and such handlers shall notify the committee of such transfer on or before 12 m. Friday, or the following business day if Friday is a legal holiday, of the week following the one for which such allotment was issued. Such notification shall show names of the parties, the amount of the allotment transferred, and the week thereof.

(f) Any handler to whom freeze damage allotment is issued and who desires transfer of freeze damage allotment from or to other such handlers within another prorate district shall so notify the committee in person, by telephone, or telegram, or in writing by 12 m. Wednesday of the week for which the allotment was issued, or by 12 m. of the preceding day if Wednesday is a legal holiday. The committee shall endeavor to effect a transfer of allotment and shall confirm each such transfer to the handlers involved. In the event the total amount of the allotment available for transfer is less than the total amount requested, the committee shall transfer the available allotment to the requesting handlers proportionately as provided in paragraph (d) of this section.

§ 907.139 [Amended]

11. In § 907.139 *Conversion factors*, "40" is deleted from the second sentence and "37½" is inserted in lieu thereof.

It is hereby found that it is impracticable, unnecessary, and contrary to the public interest to give further notice and good cause exists for making this amendment effective at the time hereinafter set forth and for not postponing the effective date hereof until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553) in that (1) seasonal handling of California-Arizona Navel oranges is currently in progress and to be of maximum benefit the provisions of this amendment should become effective as soon as possible to afford handlers more efficiency in their operations, (2) the effective date hereof will not require of handlers any preparation that cannot be completed prior thereto, and (3) this amendment was unanimously recommended by members of the Navel Orange Administrative Committee in an open meeting at which all interested persons were afforded an opportunity to submit their views.

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

Dated, November 12, 1969, to become effective November 14, 1969.

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

[F.R. Doc. 69-13637; Filed, Nov. 13, 1969;
8:50 a.m.]

PART 913—GRAPEFRUIT GROWN IN THE INTERIOR DISTRICT IN FLORIDA

Expenses and Rate of Assessment

On October 25, 1969, notice of rule making was published in the *FEDERAL REGISTER* (34 F.R. 17335) regarding proposed expenses and the related rate of assessment for the period beginning August 1, 1969, and ending July 31, 1970, pursuant to the marketing agreement, as amended, and Order No. 913, as amended (7 CFR Part 913, 34 F.R. 12428), regulating the handling of grapefruit grown in the Interior District in Florida. This regulatory program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). After consideration of all relevant matters presented, including the proposals set forth in such notice which were submitted by the Interior Grapefruit Marketing Committee (established pursuant to said marketing agreement and order), it is hereby found and determined that:

§ 913.205 Expenses and rate of assessment.

(a) Expenses: Expenses that are reasonable and likely to be incurred by the Interior Grapefruit Marketing Committee during the period August 1, 1969, through July 31, 1970, will amount to \$32,500.

(b) Rate of assessment: The rate of assessment for said period, payable by each handler in accordance with § 913.31, is fixed at \$0.005 per standard packed box of grapefruit.

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

It is hereby further found that good cause exists for not postponing the effective date hereof until 30 days after publication in the *FEDERAL REGISTER* (5 U.S.C. 553) in that (1) shipments of grapefruit are now being made, (2) the relevant provisions of said marketing agreement and this part require that the rate of assessment herein fixed shall be applicable to all assessable grapefruit handled during the aforesaid period, and (3) such period began on August 1, 1969, and said rate of assessment will automatically apply to all such grapefruit beginning with such date.

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

Dated November 7, 1969.

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

[F.R. Doc. 69-13554; Filed, Nov. 13, 1969; 8:49 a.m.]

PART 966—TOMATOES GROWN IN FLORIDA

Expenses and Rate of Assessment

Notice of rule making regarding the proposed expenses and rate of assess-

ment to be effective under Marketing Agreement No. 125 and Order No. 966, both as amended (7 CFR Part 966), regulating the handling of tomatoes grown in designated counties in the State of Florida, was published in the *FEDERAL REGISTER* of October 22, 1969 (34 F.R. 17114). This regulatory program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.). The notice afforded interested persons an opportunity to submit written data, views, or arguments pertaining thereto not later than 15 days following its publication in the *FEDERAL REGISTER*. None was filed.

After consideration of all relevant matters, including the proposals set forth in the aforesaid notice which were recommended by the Florida Tomato Committee, established pursuant to said amended marketing agreement and order, it is hereby found and determined that:

§ 966.206 Expenses and rate of assessment.

(a) The reasonable expenses that are likely to be incurred during the fiscal period beginning August 1, 1969, and ending July 31, 1970, by the Florida Tomato Committee for its maintenance and functioning, and for such purposes as the Secretary determines to be appropriate will amount to \$113,900.

(b) The rate of assessment to be paid by each handler in accordance with the Marketing Agreement and this part shall be three-fourths of a cent (\$0.0075) per 40-pound container of tomatoes, or equivalent quantity, handled by him as the first handler thereof during said fiscal period.

(c) Unexpended income in excess of expenses for the fiscal period ending July 31, 1970, may be carried over as a reserve.

(d) Terms used in this section have the same meaning as when used in the said marketing agreement and this part.

It is hereby found that good cause exists for not postponing the effective date of this section until 30 days after publication in the *FEDERAL REGISTER* (5 U.S.C. 553) in that (1) the relevant provisions of this part require that rates of assessment fixed for a particular fiscal period shall be applicable to all assessable tomatoes from the beginning of such period, and (2) the current fiscal period began on August 1, 1969, and the rate of assessment herein fixed will automatically apply to all assessable tomatoes beginning with such date.

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

Dated November 7, 1969.

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

[F.R. Doc. 69-13555; Filed, Nov. 13, 1969; 8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER C—AIRCRAFT

[Docket No. 69-EA-133; Amdt. 39-867]

PART 39—AIRWORTHINESS DIRECTIVES

DeHavilland Aircraft

The Federal Aviation Administration is amending § 39.13 Part 39 of the Federal Aviation Regulations so as to amend AD 69-8-12 applicable to DeHavilland DHC-6 type airplanes.

Subsequent to publication of AD 69-8-12 it was determined that it should not be applicable to airplanes which incorporated service bulletin 6/181.

Since the foregoing is less restrictive in nature, notice and public procedure hereon are unnecessary and the rule may be made effective in less than 30 days.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator, 14 CFR 11.89, 31 F.R. 13697, § 39.13 of Part 39 of the Federal Aviation Regulations is amended as follows:

Amend AD 69-8-12 by adding after the word "categories" in the applicability statement the words "except airplanes altered in accordance with DeHavilland Service Bulletin 6/181".

This amendment is effective November 15, 1969.

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

Issued in Jamaica, N.Y., on November 4, 1969.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

[F.R. Doc. 69-13547; Filed, Nov. 13, 1969; 8:48 a.m.]

SUBCHAPTER D—AIRMEN

[Docket No. 9646; Amdt. 65-13]

PART 65—CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

Reduction of Minimum Age for Air Traffic Control Tower Operator Certificate

The purpose of this amendment to Part 65 of the Federal Aviation Regulations is to reduce the minimum age for eligibility for an air traffic control tower operator certificate from 21 to 18 years.

This amendment was proposed in Notice 69-25, issued on June 6, 1969, and published in the *FEDERAL REGISTER* on June 13, 1969 (34 F.R. 9347). Eight comments were received on the notice, four of which concurred in the proposal. The other four comments opposed the proposal, generally on an asserted lack of

maturity and judgment of persons only 18 years old. However, as stated in the notice, although a person less than 21 years old would be eligible for a certificate he would not receive a rating to control aircraft at any particular airport until he shows the qualifications to perform the duties of an operator at that airport.

One opposing commentator stated he would concur if the proposed lowering of the minimum age were limited to controllers who were previously certificated as air traffic controllers in a military service. While the notice referred to discharged military control tower operators as a ready source of trained recruits, it is not considered appropriate

to limit the scope of the rule change to those persons, in view of the fact that a certificated operator would not receive a rating to control aircraft at any particular airport until qualified, regardless of whether he came from the military.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing § 65.31 of the Federal Aviation Regulations is amended, effective December 14, 1969, as follows:

1. By amending paragraph (a) to read as follows:

§ 65.31 Eligibility requirements: general.

To be eligible for an air traffic control tower operator certificate, a person must—

- (a) Be at least 18 years of age;
2. By striking out the flush sentence at the end of the section.

(Sec. 313(a), 601, 602, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, 1422; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on November 5, 1969.

D. D. THOMAS,
Acting Administrator.

[F.R. Doc. 69-13548; Filed, Nov. 13, 1969; 8:48 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket 9944; Amdt. 675]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

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

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

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

1. By amending § 97.11 of Subpart B to cancel low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

Ormond Beach, Fla.—Ormond Beach Municipal, VOR Runway 8, Amdt. 1, 9 Dec. 1967 (established under Subpart C).
Red Hook, N.Y.—Stark-Tator Skypark, VOR Runway 1, Orig., 5 Aug. 1967 (established under Subpart C).
Starkville, Miss.—Oktibbeha, VOR Runway 27, Amdt. 2, 29 July 1967 (established under Subpart C).

2. By amending § 97.17 of Subpart B to amend instrument landing system (ILS) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less 65 knots or less	More than 2-engine, more than 65 knots	More than 2-engine, more than 65 knots
Cardinal Int.	Limestone (LM) LOM	Direct	2400	T-dn#	300-1	300-1	300-1½
St. Paul Int.	Limestone (LM) LOM (NOPT)	Via STL R 277° and NW crs	2400	C-dn	300-1	300-1	300-1½
		LMR ILS		8-dn-12R@	400-1	400-1	400-1
				A-dn	600-2	600-2	600-2
STL VORTAC	Limestone (LM) LOM	Direct	2400				
Lake Int.	Limestone (LM) LOM	Direct	2400				
Steeple (ST) LOM	Limestone (LM) LOM	Direct	2400				
Stanton Int.	Limestone (LM) LOM	Direct	2400				
Barracks Int.	Limestone (LM) LOM	Direct	2400				
Maryland Heights VORTAC	Limestone (LM) LOM	Direct	2400				
Imperial Int.	Limestone (LM) LOM	Direct	2400				
Mounds Int.	Limestone (LM) LOM	Direct	2400				

Radar vectoring.

Procedure turn N side of crs, 297° Outbnd, 117° Inbnd, 2400' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2400'.

Altitude of glide slope and distance to approach end of runway at OM, 2303', 5.3 miles; at MM, 801', 0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles after passing LM LOM, proceed to MTB VORTAC via Cardinal Int., climbing to 2400' or, when directed by ATC, proceed to Steeple (ST) LOM via Cardinal Int., climbing to 1900'.

CAUTION: Trees approximately 3800' from approach end of Runway 12R, on runway centerline, to an elevation of 649' MSL may obscure portions of approach light system during final approach.

RVB 2400' authorized Runway 24.

Reduction not authorized.

MSA within 25 miles of LM LOM: 000°-090°-2100'; 090°-180°-2700'; 180°-270°-2200'; 270°-360°-2200'.

NOTE: Glide slope inoperative minimums, 400-1 required when glide slope not utilized.

City, St. Louis; State, Mo.; Airport name, Lambert-St. Louis Municipal; Elev., 571'; Fac. Class., ILS; Ident., I-LMR; Procedure No. ILS Runway 12R, Amdt. 6; Eff. date

4 Dec. 69; Sup. Amdt. No. 5; Dated, 10 Apr. 69

3. By amending § 97.23 of Subpart C to establish very high frequency omnirange (VOR) and very high frequency distance measuring equipment (VOR/DME) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

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

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: DAB VORTAC.
From—	To—	Via		
R 161°, DAB VORTAC CW	R 250°	8-mile DME Arc	1500	Left-climbing turn to 1500' on DAB R 360° within 15 miles.
R 360°, DAB VORTAC CCW	R 250°	8-mile DME Arc	1500	
8-mile DME Arc	DAB VORTAC (NOPT)	R 250°	480	

Procedure turn N side of crs, 266° Outbnd, 076° Inbnd, 1500' within 10 miles of DAB VORTAC.

Final approach crs, 076°.

MSA: 000°-090°-1400'; 090°-180°-1600'; 180°-270°-2100'; 270°-360°-1400'.

NOTE: Use Daytona Beach altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-8	480	1	451	480	1	451	480	1	451	480	1	451
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	480	1	451	480	1	451	480	1 1/4	451	580	2	551
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Ormond Beach; State, Fla.; Airport name, Ormond Beach Municipal; Elev., 29'; Facility, DAB; Procedure No. VOR Runway 8, Amdt. 2; Eff. date, 4 Dec. 69; Sup Amdt. No. 1; Dated 9 Dec. 67.

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: 5 miles after passing School Int.
From—	To—	Via		
Kingston VOR	School Int (NOPT)	Direct	1500	Climbing left turn to 3000' direct to IGN VOR and hold. Supplementary charting information: Hold 8, 1 minute, right turns, 010° inbnd. 1570' tower 1.7 miles SW PWL VOR. 1463' terrain 6 miles E IGN VOR. 930' tower 41° 51' 28" N, 73° 46' 26" W.
Pawling VOR	Kingston VOR	Direct	3000	
Pawling VOR	School Int.	Direct	3000	

Procedure turn W side of crs, 190° outbnd, 010° inbnd, 3000' within 10 miles of School Int.

FAF, School Int. Final approach crs, 010°. Distance FAF to MAP, 5 miles.

Minimum altitude over School Int., 1500'.

MSA: 000°-090°-3400'; 090°-180°-2600'; 180°-270°-2800'; 270°-360°-4200'.

NOTES: (1) Radar vectoring. (2) Use Poughkeepsie altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B		C		D	
	MDA	VIS	HAT	VIS		VIS		VIS	
S-1	1200	1 1/4	880	NA		NA		NA	
	MDA	VIS	HAA						
C	1200	1 1/4	880	NA		NA		NA	
A	Not authorized.			T 2-eng. or less—Runway 1/19, 500-1.		T over 2-eng.—Not authorized.			

City, Red Hook; State, N.Y.; Airport name, Stark-Tator Skypark; Elev., 320'; Facility, IGN; Procedure No. VOR Runway 1, Amdt. 1; Eff. date, 4 Dec. 69; Sup Amdt. No. Orig.; Dated, 5 Aug. 67.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 8.3 miles after passing URS VORTAC.
Millport Int.	URS VORTAC (NOPT)	Direct	1900	Climb to 2000' to College Int via R 200° URS VORTAC and hold. Supplementary charting information: Hold W, 1 minute, right turns, 080° Inbnd.

Procedure turn S side of crs, 091° Outbnd, 271° Inbnd, 1900' within 10 miles of URS VORTAC.

FAF, URS VORTAC. Final approach crs, 271°. Distance FAF to MAP, 8.3 miles.

Minimum altitude over URS VORTAC, 1900'; over Doria DME Fix, 780'.

MSA: 000°-180°-1800'; 180°-360°-1900'.

NOTES: (1) Use Columbus approach control altimeter setting. (2) Night minimums not authorized. (3) Intensive student jet training areas 16 miles NE and 6 miles SW of airport. (4) Radar vectoring.

#Weather reporting not available.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-27	780	1	530		NA			NA			NA	
	MDA	VIS	HAA									
C	830	1	570		NA			NA			NA	
VOR/DME Minimums:												
	MDA	VIS	HAT									
S-27	660	1	410		NA			NA			NA	
	MDA	VIS	HAA									
C	720	1	470									
A	Not authorized.#			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.					

City, Starkville; State, Miss.; Airport name, Oktibbeha; Elev., 230'; Facility, URS; Procedure No. VOR Runway 27, Amdt. 3; Eff. date, 4 Dec. 69; Supl. Amdt. No. 2; Dated, 29 July 67

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 25.5-mile DME Fix.
CZI VORTAC	317°/10-mile DME Fix	Direct	7000	Climbing right turn to 7000' to CZI 317°/20-mile DME Fix, and hold,* or when directed by ATC, climb straight ahead to 9000', direct to SHR VOR. Supplementary charting information: *Hold SE, 1 minute, right turns, 317° Inbnd to Fix. Final approach crs aligned to Runway 30 threshold. Chart MAP as 25.5-mile DME. Runway 30, TDZ elevation, 4937'.
317°/10-mile DME Fix	317°/20-mile DME Fix (NOPT)	Direct	6000	

Procedure turn E side of crs, 137° Outbnd, 317° Inbnd, 7000' within 10 miles of 317°/20-mile DME Fix.

Final approach crs, 317°.

Minimum altitude over 317°/20-mile DME, 6000'.

MSA: 000°-180°-7100'; 180°-360°-11,600'.

NOTES: (1) Use Sheridan altimeter setting. (2) Final approach from holding pattern not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-30	6600	1	723	6600	1½	723	6600	1½	723	6600	1½	723
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	6600	1	706	6600	1½	706	6600	1½	706	6600	2	706
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Buffalo; State, Wyo.; Airport name, Buffalo Municipal; Elev., 4954'; Facility, CZI; Procedure No. VOR/DME Runway 30, Amdt. Orig.; Eff. date, 4 Dec. 69

RULES AND REGULATIONS

4. By amending § 97.23 of Subpart C to amend very high frequency omnirange (VOR) and very high frequency-distance measuring equipment (VOR/DME) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 8.8 miles after passing ADM VOR.	
ADM NDB	ADM VORTAC	Direct	2500	Climb to 2700' on R 046° within 20 miles. Supplementary charting information: Tower 1.7 miles N 107°.	
DUC VOR	ADM VORTAC	Direct	2600		

Procedure turn S side of crs, 226° Outbnd, 046° Inbnd, 2500' within 10 miles of ADM VORTAC.

FAF, Ardmore VORTAC. Final approach crs, 046°. Distance FAF to MAP, 8.8 miles.

Minimum altitude over ADM VORTAC, 2000'; over Autry Int, 1360'.

MSA: 000°-090°-2700'; 090°-180°-2900'; 180°-270°-2500'; 270°-360°-2700'.

*Night operations not authorized Runways 4/22.

*When control zone not effective, the following limitations apply except for operators with approved weather reporting service: (1) Use Perrin AFB altimeter setting; (2) circling and straight-in MDA's increased 180'; (3) alternate minimums not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4°#	1360	1	598	1360	1	598	1360	1	598	1360	1	598
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	1360	1	598	1360	1	598	1380	1½	618	1400	2	638
VOR/DME or VOR/ADF Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4°#	1200	1	438	1200	1	438	1200	1	438	1200	1	438
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	1300	1	538	1300	1	538	1380	1½	618	1400	2	638
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Ardmore; State, Okla.; Airport name, Ardmore Municipal; Elev., 762'; Facility, ADM; Procedure No. VOR Runway 4, Amdt. 8; Eff. date, 4 Dec. 60; Sup. Amdt. No. 7; Dated, 7 Aug. 60

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.3 miles after passing ADM VOR.	
				Climb to 2500', right turn direct to ADM VOR and hold. Supplementary charting information: Hold SW of Ardmore VORTAC R 224°, Inbnd 044° right turns, 1 minute pattern.	

Procedure turn W side of crs, 320° Outbnd, 140° Inbnd, 2500' within 10 miles of ADM VOR.

FAF, ADM VOR. Final approach crs, 140°. Distance FAF to MAP, 4.3 miles.

Minimum altitude over ADM VOR, 1800'.

MSA: 180°-270°-2500'; 270°-180°-2900'.

*When control zone not effective, increase circling MDA 160' and use Perrin AFB altimeter setting.

%N takeoff maintain runway heading until reaching 1300'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS		
C*	1540	1	700	1540	1	700	1580	1½	740	NA		
A	Not authorized.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Ardmore; State, Okla.; Airport name, Downtown Ardmore; Elev., 840'; Facility, ADM; Procedure No. VOR-1, Amdt. 3; Eff. date, 4 Dec. 60; Sup. Amdt. No. 2; Dated, 17 Oct. 68

RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: FTY VOR.
				Climbing left turn to 3000' proceed to Wade Int via FTY VOR R 275° and hold or as directed by ATC. Supplementary charting information: Hold W, 1 minute, left turns, 095° Inbnd. REIL, Runway 8.

Radar vector to final approach crs.
Procedure turn not authorized. Approach crs (profile) starts at Wade Int.
Final approach crs, 095°.
Minimum altitude over Wade Int, 3000'; over Margaret Int, 2600'; over Terry FM, 1520'.
MSA: 000°-180°-3100'; 180°-270°-2700'; 270°-360°-2900'.
NOTE: (1) Radar required. (2) ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	1520	1	680	1520	1	680	1520	1½	680	NA
	VOR/FM Minimums:									
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1380	1	540	1380	1	540	1480	1½	640	NA
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Atlanta; State, Ga.; Airport name, Fulton County; Elev., 840'; Facility, FTY; Procedure No. VOR-1, Amdt. 11; Eff. date, 4 Dec. 69; Sup. Amdt. No. 10; Dated, 24 July 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 11.7 miles after passing JAN VORTAC.
R 335°, JAN VORTAC within 15 miles	JAN VORTAC (NOPT).....	Direct.....	1900	Climbing left turn to 3000', R 129° JAN VORTAC within 15 miles. Supplementary charting information: HIRLS all runways. Runway 15L, TDZ elevation, 310'.
Berryville Int.	JAN VORTAC (NOPT).....	Direct.....	1900	
R 269°, JAN VORTAC CW.....	R 332°, JAN VORTAC (NOPT).....	7-mile DME Arc.....	1900	
R 049°, JAN VORTAC CCW.....	R 332°, JAN VORTAC (NOPT).....	7-mile DME Arc.....	1900	

Procedure turn W side of crs, 332° Outbnd, 152° Inbnd, 1900' within 10 miles of JAN VORTAC.
FAF, JAN VORTAC. Final approach crs, 152°. Distance FAF to MAP, 11.7 miles.
Minimum altitude over JAN VORTAC, 1900'; over Sawmill Int/FA LOM, 1240'.
MSA: 000°-090°-1800'; 090°-180°-2300'; 180°-270°-3300'; 270°-360°-1800'.
NOTE: ASR.
*Authorized VOR/DME, VOR/NDB, VOR/FM only.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-15L.....	1240	RVR 60	930	1240	RVR 60	930	1240	1½	930	1240	2	930
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1240	1	895	1240	1½	895	1240	1½	895	1240	2	895
VOR/DME, VOR/NDB, VOR/FM Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-15L.....	600	RVR 24	350	600	RVR 24	350	600	RVR 24	350	600	RVR 50	350
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	780	1	435	800	1	455	800	1½	455	900	2	555
A.....	Standard.*			T 2-eng. or less—RVR 24, Runway 15L; Standard all others.			T over 2-eng.—RVR 24', Runway 15L; Standard all others.					

City, Jackson; State, Miss.; Airport name, Allen C. Thompson Field; Elev., 345'; Facility, JAN; Procedure No. VOR Runway 15L, Amdt. 1; Eff. date, 4 Dec. 69; Sup. Amdt. No. Orig.; Dated, 9 Oct. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 1 mile after passing JFN VORTAC.
				Climb to 2700' left turn to JFN VORTAC and hold. Supplementary charting information: Hold NE of JFN VORTAC 1-minute right turns, 246° Inbnd.

Procedure turn N side of crs, 068° Outbnd, 246° Inbnd, 2700' within 10 miles of JFN VORTAC.
FAF, JFN VORTAC. Final approach crs 251°. Distance FAF to MAP, 1 mile.
Minimum altitude over JFN VORTAC, 1800'.
MSA: 000°-090°-2000'; 090°-180°-2900'; 180°-270°-2600'; 270°-360°-2400'.
NOTE: Use ERI altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C.....	1560	1	625	1560	1	625	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Runways 9-27, 1 mile required.	

City, Jefferson; State, Ohio; Airport name, Ashtabula-Jefferson; Elev., 935'; Facility, JFN; Procedure No. VOR Runway 27, Amdt. 4; Eff. date, 4 Dec. 69; Sup. Amdt. No. 3, Dated, 16 May 68

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: BFM VORTAC.
R 098°, BFM VORTAC CW.....	R 146°, BFM VORTAC (NOPT).....	10-mile Arc.....	1800	Climbing right turn to 2000' to Stockton Int via R 026° BFM VORTAC and hold. Supplementary charting information: Hold NE, 1 minute, left turns, 338° Inbnd. Runway 32, TDZ elevation, 26'.
R 236°, BFM VORTAC CCW.....	R 146°, BFM VORTAC (NOPT).....	10-mile Arc.....	1800	
10-mile Arc.....	Trace Int/3-mile DME Fix.....	R 146°, BFM VORTAC.....	600	

Procedure turn W side of crs, 146° Outbnd, 326° Inbnd, 1800' within 10 miles of BFM VORTAC.
Final approach crs, 326°.
Minimum altitude over Trace Int/3-mile DME Fix, 600'.
MSA: 000°-180°-2400'; 180°-270°-1400'; 270°-360°-1700'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32.....	600	1	574	600	1	574	600	1	574	600	1½	574
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	600	1	574	600	1	574	600	1½	574	600	2	574
VOR/DME Minimums:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32.....	280	1	254	280	1	254	280	1	254	280	1	254
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Mobile; State, Ala.; Airport name, Brookley Field; Elev., 29'; Facility, BFM; Procedure No. VOR Runway 32, Amdt. 1; Eff. date, 4 Dec. 69; Sup. Amdt. No. Orig.; Dated, 23 Sept. 69

RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.5 miles after passing Antenna Int.
SJU NDB.....	SJU VORTAC.....	Direct.....	2000	Turn right and climb to 1500' on R 094° to Isla Verde Int. Supplementary charting information: Final approach crs intercepts runway centerline 4910' from threshold, 240' laterally at 5000'. Runway 7, TDZ elevation, 9'.
SJU R 350° CCW.....	R 258°, SJU VORTAC.....	11-mile Arc, R 270° lead radial.....	1800	
11-mile DME Fix.....	Antenna Int (NOPT).....	R 258°.....	1500	

Procedure turn N side of crs, 258° Outbnd, 078° Inbnd, 2000' within 10 miles of SJU VORTAC.
FAF, Antenna Int. Final approach crs, 078°. Distance FAF to MAP, 4.5 miles.
Minimum altitude over Antenna Int, 1500'.
MSA: 000°-090°-1200'; 090°-180°-4600'; 180°-270°-5100'; 270°-360°-1800'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B.....	520	¾	511	520	¾	511	520	¾	511	520	1¼	511
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	520	1	511	520	1	511	520	1½	511	560	2	551
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, San Juan; State, P.R.; Airport name, Puerto Rico International; Elev., 9'; Facility, SJU; Procedure No. VOR Runway 7, Amdt. 9; Eff. date, 4 Dec. 69; Sup. Amdt. No. 8; Dated, 16 Oct. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.9 miles after passing SAV VORTAC.
SALOM.....	SAV VORTAC.....	Direct.....	2000	Right turn, climb to 2000' on R 283° within 15 miles. Supplementary charting information: Final approach crs intercepts runway centerline 3000' from threshold. Runway 27, TDZ elevation, 50'.
R 822°, SAV VORTAC CW.....	R 062° SAV VORTAC.....	10-mile Arc, R 049° lead radial.....	2000	
10-mile Arc.....	SAV VORTAC (NOPT).....	R 062°.....	1500	
Burton Int.....	SAV VORTAC (NOPT).....	Direct.....	1500	

Procedure turn N side of crs, 062° Outbnd, 242° Inbnd, 2000' within 10 miles of SAV VORTAC.
FAF, SAV VORTAC. Final approach crs, 242°. Distance FAF to MAP, 3.9 miles.
Minimum altitude over SAV VORTAC, 1500'.
MSA: 000°-090°-1400'; 090°-180°-1600'; 180°-360°-2200'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
B-27.....	520	¾	470	520	¾	470	520	¾	470	520	1	470
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	520	1	470	520	1	470	520	1½	470	600	2	550
A.....	Standard.			T 2-eng. or less—RVR 24', Runway 9; Standard all other runways.			T over 2-eng.—RVR 24', Runway 9; Standard all other runways.					

City, Savannah; State, Ga.; Airport name, Savannah Municipal; Elev., 50'; Facility, SAV; Procedure No. VOR Runway 27, Amdt. 6; Eff. date, 4 Dec. 69; Sup. Amdt. No. 5; Dated, 9 Oct. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: SYI VOR.
				Climb to 2500' via SYI R 090° and return to SYI VOR and hold. Supplementary charting information: Hold West, 1 minute, right turns, 090° Inbnd. LRCO 122.1R, 122.6R.

Procedure turn S side of crs, 270° Outbnd, 090° Inbnd, 3000' within 10 miles of SYI VOR.

Final approach crs, 090°.

MSA: 000°-090°-3300'; 090°-270°-2600'; 270°-360°-2400'.

NOTE: Use Nashville altimeter setting when local altimeter setting not available, increase all MDA's 160'.

*Standard alternate minimums authorized operators with approved weather reporting service.

%CAUTION: Due to high terrain NE and SE of airport departing aircraft with limited climb capability should climb to 3000' on a westerly heading before continuing on crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
G.....	1340	1	538	1340	1	538	1340	1½	538	NA
A.....	Not authorized.*			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%			

City, Shelbyville; State, Tenn.; Airport name, Bomar Field; Elev., 802'; Facility, SYI; Procedure No. VOR-1, Amdt. 1; Eff. date, 4 Dec. 69; Sup. Amdt. No. Orig.; Dated, 26 June 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: SYI VOR.
Walterhill Int.....	SYI VOR.....	Direct.....	2500	Climbing left turn to 2500' on R 290° SYI VOR to SYI VOR and hold. Supplementary charting information: Hold S, 1 minute, left turns, 013° Inbnd. LRCO 122.1R, 122.6R. Chart 1520' tower 12 miles S of airport. Runway 36, TDZ elevation, 800'.
Summitville Int.....	SYI VOR.....	Direct.....	2500	

Procedure turn W side of crs, 193° Outbnd, 013° Inbnd, 2500' within 10 miles of SYI VOR.

Final approach crs, 013°.

Minimum altitude over Bomar FM, 1800'.

MSA: 000°-090°-3300'; 090°-270°-2600'; 270°-360°-2400'.

NOTE: Use Nashville P88 altimeter setting when local altimeter setting not available and increase MDA 160'; increase visibility straight-in and circling all categories ¼ mile. (VOR/FM visibility minimums not affected.)

*Standard alternate minimums authorized operators with approved weather reporting service.

%CAUTION: Due to high terrain NE and SE of airport, departing aircraft with limited climb capability should climb to 3000' on a westerly heading before continuing on crs.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-36.....	1800	1½	1000	1800	1½	1000	1800	1½	1000	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1800	1½	998	1800	1½	998	1800	1½	998	NA
VOR/FM Minimums:										
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-36.....	1160	1	360	1160	1	360	1160	1	360	NA
A.....	Not authorized.*			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%			

City, Shelbyville; State, Tenn.; Airport name, Bomar Field; Elev., 802'; Facility, SYI; Procedure No. VOR Runway 36, Amdt. 6; Eff. date, 4 Dec. 69; Sup. Amdt. No. 8; Dated, 31 July 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		MAP: 9.4 miles after passing SOP VORTAC
R 180°, SOP VORTAC CW	R 266°, SOP VORTAC	10-mile DME Arc	2200	Left turn climb to 2200' direct to SOP VORTAC and hold. Supplementary charting information: Hold W, 1 minute, right turns, 977° inbound. Final approach crs to center of landing area.
R 360°, SOP VORTAC CCW	R 266°, SOP	10-mile DME Arc	2200	
10-mile Arc	SOP VORTAC (NOPT)	SOP, R 266°	2200	

Procedure turn S side of crs, 266° Outbnd, 086° Inbnd, 2200' within 10 miles of SOP VORTAC.

FAF, SOP VORTAC. Final approach crs, 086°. Distance FAF to MAP, 9.4 miles.

Minimum altitude over SOP VORTAC, 2200'; over 4-mile DME Fix, 1920'.

MSA: 000°-090°-1900'; 090°-180°-1800'; 180°-270°-1800'; 270°-360°-2300'.

NOTES: (1) Use FAY altimeter setting. (2) No weather reporting.

*Alternate minimums not authorized and VOR and VOR/DME minimums increased 120' all categories aircraft for operators not having approved local weather reporting service.

§Night minimums not authorized on Runways 14/32.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C#	1020	1	565	1020	1	565	1020	1½	565	NA
VOR/DME:										
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C#	860	1	405	920	1	465	920	1½	465	NA
A	Standard.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Southern Pines; State, N.C.; Airport name, Pinehurst-Southern Pines, Elev., 455'; Facility, SOP; Procedure No, VOR-1, Amdt. 7; Eff. date, 4 Dec. 69; Sup. Amdt. No. 6; Dated, 27 Feb. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

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

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		MAP: 10.6-mile DME Fix.
R 060°, FAM VORTAC CW	R 115°, FAM VORTAC (NOPT)	7-mile Arc	2000	Climbing left turn to 2000' direct to FAM VORTAC. Supplementary charting information: Final approach crs to airport reference point.
R 195°, FAM VORTAC CCW	R 115°, FAM VORTAC (NOPT)	7-mile Arc	2000	

Procedure turn N side of crs, 115° Outbnd, 295° Inbnd, 2000' within 10 miles of FAM VORTAC.

Final approach crs, 295°.

Minimum altitude over FAM VORTAC, 2000'; over 6-mile DME Fix, 2000'.

MSA: 000°-180°-2400'; 180°-270°-2800'; 270°-360°-3000'.

NOTES: (1) Use Cape Girardeau, Mo., altimeter setting, except operators with approved weather reporting service. (2) Operators with approved weather reporting service may reduce all MDA's by 200 feet.

*Standard alternate minimums authorized for operators with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C	1600	1	654	1600	1	654	1600	1½	654	NA
A	Not authorized.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Farmington; State, Mo.; Airport name, Farmington Municipal; Elev., 940'; Facility, FAM; Procedure No, VOR/DME-1, Amdt. 1; Eff. date, 4 Dec. 69; Sup. Amdt. No. Orig.; Dated, 13 Nov. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 23.3-mile DME Fix.
SOP VORTAC.....	8-mile DME Fix, R 060°.....	Direct.....	2100	Climb to 2100' right turn to 18-mile DME Fix, R 060° and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 060° Inbnd.

Procedure turn not authorized. Approach crs (profile) starts at 8-mile DME Fix.
Final approach crs, 060°.
Minimum altitude over 8-mile DME Fix, 2100'; over 18-mile DME Fix, 2100'.
MSA: 000°-270°-1900'; 270°-360°-2500'.
NOTE: Use FAY altimeter setting and weather.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S-3.....	1180	1	750	1180	1½	750		
	MDA	VIS	HAA	MDA	VIS	HAA		
C.....	1180	1	750	1180	1½	750		
A.....	Not authorized.		T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.		

City, Sanford; State, N.C.; Airport name, Sanford Municipal; Elev., 430'; Facility, SOP; Procedure No. VOR/DME Runway 3, Amdt. 2; Eff. date, 4 Dec. 69; Sup. Amdt. No. 1; Dated, 9 May 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	Map: 21-mile DME Fix.
				Left turn climb to 2500' return to SOP VORTAC via R 206° and hold. Supplementary charting information: Hold NE SOP VORTAC 206° Inbnd, right turn, 1 minute. Request SOP R 206° be shown as approach radial.

Procedure turn not authorized. One-minute holding pattern NE of SOP VORTAC, 206° Inbnd, right turns, 2500'.
Final approach crs, R 206°.
Minimum altitude over 14-mile DME, 2500'; over 19-mile DME, 1340'.
MSA: 000°-090°-1800'; 090°-180°-1800'; 180°-270°-1900'; 270°-360°-2500'.
NOTE: Use FAY altimeter setting.
*Night landings Runways 31-13 only.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C*.....	1060	1	702	1060	1	702	NA	NA
A.....	Standard.		T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.		

City, Rockingham; State, N.C.; Airport name, Rockingham-Hamlet; Elev., 348'; Facility, SOP; Procedure No. VOR/DME-1, Amdt. 1; Eff. date, 4 Dec. 69; Sup. Amdt. No. Orig.; Dated, 7 Nov. 68

5. By amending § 97.25 of Subpart C to amend localizer (LOC) and localizer-type directional aid (LDA) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.9 miles after passing Amite Int.	
BTR VOR	Amite Int.	Direct	2000	Climb to 1600' direct BT LOM. Supplementary charting information: Deplot: BTR Radial 091° (Amite Int). Runway 31, TDZ elevation, 70'.	
Int. SE crs ILS, BTR VOR R 109°	Amite Int (NOPT)	Direct	1800		

Procedure turn N side of crs, 127° Outbnd, 307° Inbnd, 1800' within 10 miles of Amite Int.
FAF, Amite Int. Final approach crs, 307°. Distance FAF to MAP, 5.9 miles.
Minimum altitude over Amite Int., 1800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
5-31	420	3/4	350	420	3/4	350	420	3/4	350	420	1	350
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	500	1	490	500	1	490	500	1 1/4	490	620	2	550
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Baton Rouge; State, La.; Airport name, Ryan; Elev., 70'; Facility, I-BTR; Procedure No. LOC (BC) Runway 31, Amdt. 9; Eff. date, 4 Dec. 69; Sup. Amdt. No. 3 Dated, 26 Sept. 68

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.9 miles after passing Gloria Int.	
SAV VORTAC	Gloria Int.	Direct	2000	Climb to 2000' on front crs SAV LOC 272° to SA LOM; or, when directed by ATC, climbing right turn to 2000' direct to SAV VORTAC.	
SA LOM	Gloria Int.	LOC crs.	2000		
SAV VORTAC, R 024° CW	SAV LOC crs.	8-mile Arc SAV, R 092° lead radial.	2000	Supplementary charting information: Runway 27, TDZ elevation, 50'.	
SAV VORTAC, R 196° CCW	SAV LOC crs.	8-mile Arc SAV, R 121° lead radial.	2000		
8-mile Arc	Gloria Int (NOPT)	LOC crs.	1200		

Procedure turn N side of crs, 092° Outbnd, 272° Inbnd, 2000' within 10 miles of Gloria Int.
FAF, Gloria Int. Final approach crs, 272°. Distance FAF to MAP, 3.9 miles.
Minimum altitude over Gloria Int., 1200'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-27	440	3/4	390	440	3/4	390	440	3/4	390	440	1	390
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	500	1	450	500	1	450	500	1 1/4	450	600	2	550
A	Standard.			T 2-eng. or less—RVR 24', Runway 9; Standard all other runways.			T over 2-eng.—RVR 24', Runway 9; Standard all other runways.					

City, Savannah; State, Ga.; Airport name, Savannah Municipal; Elev., 50'; Facility, I-SAV; Procedure No. LOC (BC) Runway 27, Amdt. 5; Eff. date, 4 Dec. 69; Sup. Amdt. No. 4; Dated, 9 Oct. 69

6. By amending § 97.27 of Subpart C to establish nondirectional beacon (automatic direction finder) (NDB/ADF) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		MAP: MRC NDB.
Hampshire Int.	MRC NDB	Direct	3000	Climbing right turn to 3000' to MRC NDB and hold. Supplementary charting information: Hold SW, 1 minute, right turns, 044° Inbnd. Final approach crs intercepts runway centerline 3000' from threshold. Runway 5, TDZ elevation, 671'.
BNA VORTAC	MRC NDB	Direct	3000	
Gordonsburg Int.	MRC NDB	Direct	3000	

Procedure turn E side of crs, 224° Outbnd, 044° Inbnd, 2100' within 10 miles of MRC NDB.

Final approach crs, 044°.

MSA: 000°-090°-2400'; 090°-180°-2400'; 180°-270°-2300'; 270°-360°-2200'.

NOTE: Use Nashville altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S-5	1580	1¼	909	1580	1¼	909	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C	1580	1¼	908	1580	1¼	908	NA	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.	

City, Columbia-Mount Pleasant; State, Tenn.; Airport name, Maury County; Elev., 672'; Facility, MRC; Procedure No. NDB (ADF) Runway 5, Amdt. Orig.; Eff. date, 4 Dec. 69

Terminal routes			Minimum altitudes (feet)	Missed approach
From—	To—	Via		MAP: MRC NDB.
Hampshire Int.	MRC NDB	Direct	3000	Climbing right turn to 3000' to MRC NDB and hold. Supplementary charting information: Hold NE, 1 minute, left turns, 237° Inbnd. Final approach crs intercepts runway centerline 2400' from threshold. Runway 23, TDZ elevation, 672'.
BNA VORTAC	MRC NDB	Direct	3000	
Gordonsburg Int.	MRC NDB	Direct	3000	

Procedure turn S side of crs, 057° Outbnd, 237° Inbnd, 2100' within 10 miles of MRC NDB.

Final approach crs, 237°.

MSA: 000°-090°-2400'; 090°-180°-2400'; 180°-270°-2300'; 270°-360°-2200'.

NOTE: Use Nashville altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S-23	1440	1	768	1440	1¼	768	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C	1440	1	786	1440	1¼	768	NA	NA
A	Not authorized.			T 2-eng. or less—Standard.*			T over 2-eng.—Not authorized.	

City, Columbia-Mount Pleasant; State, Tenn.; Airport name, Maury County; Elev., 672'; Facility, MRC; Procedure No. NDB (ADF) Runway 23, Amdt. Orig.; Eff. date, 4 Dec. 69

7. By amending § 97.27 of Subpart C to amend nondirectional beacon (automatic direction finder) (NDB/ADF) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.7 miles after passing ADM NDB.
ADM VORTAC	ADM NDB	Direct	2500	Climb to 2700' on crs 076° within 20 miles.
DUC VOR	ADM NDB	Direct	2600	Supplementary charting information: Tower 1.7 miles N 1075°.

Procedure turn 8 side of crs, 256° Outbound, 076° Inbound, 2500' within 10 miles of ADM NDB.
FAF, ADM NDB. Final approach crs, 076°. Distance FAF to MAP, 5.7 miles.
Minimum altitude over ADM NDB, 2300'.
MSA: 000°-090°-2700'; 090-180°-2900'; 180°-270°-2500'; 270°-360°-2700'.
*Night operations not authorized Runways 4/22.
*When control zone not effective, the following limitations apply except for operators with approved weather reporting service: (1) Use Perrin AFB altimeter settings; (2) circling and straight-in MDA's increased 180'; (3) alternate minimums not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-8	1300	1	538	1300	1	538	1300	1	538	1300	1	538
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#	1300	1	538	1300	1½	538	1380	1½	618	1400	2	638
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Ardmore; State, Okla.; Airport name, Ardmore Municipal; Elev., 762'; Facility, ADM; Procedure No. NDB (ADF) Runway 8, Amdt. 6; Eff. date, 4 Dec. 69; Sup. Amdt. No. 5; Dated, 28 Nov. 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.7 miles after passing LOM.
Savannah VORTAC	SA LOM	Direct	2000	Climb to 2000' on crs 092° from the LOM or when directed by ATC, turn left, climbing to 2000' direct to SAV VORTAC and hold.
Marlow Int	SA LOM (NOPT)	Direct	2000	Supplementary charting information: Hold E of SAV VORTAC, 1 minute, right turns, 270° Inbound, 1181' antenna 14.5 miles W of LOM, Runway 9, TDZ elevation, 30'.

One-minute holding pattern, W of SA LOM, 092° Inbound left turn, 2000'.
FAF, SA LOM. Final approach crs, 092°. Distance FAF to MAP, 5.7 miles.
Minimum altitude over SA LOM, 2000'.
MSA: 000°-180°-1600'; 180°-360°-2300'.
NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-8	420	RVR 40	300	420	RVR 40	300	420	RVR 40	300	420	RVR 50	300
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	500	1	450	500	1	450	500	1½	450	600	2	550
A	Standard.			T 2-eng. or less—RVR 24', Runway 9; Standard all other runways.			T over 2-eng.—RVR 24', Runway 9; Standard all other runways.					

City, Savannah; State, Ga.; Airport name, Savannah Municipal; Elev., 50'; Facility, SA; Procedure No. NDB (ADF) Runway 9, Amdt. 10; Eff. date, 4 Dec. 69; Sup. Amdt. No. 9; Dated, 18 July 68

8. By amending § 97.29 of Subpart C to amend instrument landing system (ILS) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

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

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 785', LOC 6.9 miles after passing AVN NDB.
From—	To—	Via		
Clifton Int.	AVN NDB	Direct	2700	Climb to 3000', left turn, to R 298° ROC VORTAC to Spencerport Int and hold, or when directed by ATC, climb to 3000' on 041° crs, right turn to Brighton LOM, hold E, 1 minute, right turns, 277° Inbnd. Supplementary charting information: * Hold W, 1 minute, left turns, 118° Inbnd. Steel tower 3.6 miles E of airport 1035' and 2.6 miles SW of airport 940'. Chart centerline and touchdown lighting Runway 4 and centerline lighting Runway 22. Runway 4, TDZ elevation, 535'.
ROC VORTAC	AVN NDB	Direct	2700	
GEE VORTAC	AVN NDB (NOPT)	GEE R 340°, 8-mile SW LOC crs.	2500	
Linwood Int.	AVN NDB (NOPT)	Direct	2500	
Fishers Int.	AVN NDB	Direct	2700	

Procedure turn E side of crs, 221° Outbnd, 041° Inbnd, 2700' within 10 miles of Avon NDB. FAF, AVN NDB. Final approach crs, 041°. Distance FAF to MAP, 6.9 miles. Minimum altitude over AVN NDB, 2500'; over OM without glide slope, 1623'. Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM, 1623'; at MM, 735'. Distance to runway threshold at OM, 3.9 miles; at MM, 0.6 mile. MSA 26 miles of AVN NDB: 000°-090°-2100'; 090°-180°-3300'; 180°-270°-2900'; 270°-360°-2200'. NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-4	785	RVR 40	250	785	RVR 40	250	785	RVR 40	250	785	RVR 40	250
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4	1060	RVR 50	525	1060	RVR 50	525	1060	RVR 50	525	1060	RVR 60	525
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1080	1	520	1080	1	520	1080	1½	520	1120	2	560
A	Standard.			T 2-eng. or less—RVR 24', Runways 28 and 4; Standard all other runways.			T over 2-eng.—RVR 24', Runways 28 and 4; Standard all other runways.					

City, Rochester; State, N.Y.; Airport name, Rochester-Monroe County; Elev., 560'; Facility, I-MCU; Procedure No. ILS Runway 4, Amdt. 3; Eff. date, 4 Dec. 69; Sup. Amdt. No. 2; Dated, 16 Oct. 69.

Terminal routes			Minimum altitudes (feet)	Missed approach MAP: ILS DH 230', LOC 5.7 miles after passing LOM.
From—	To—	Via		
SAV VORTAC	SA LOM	Direct	2000	Climb to 3000' on E crs of LOC within 15 miles; or, when directed by ATC, turn left, climb to 3000' direct SAV VORTAC and hold. Supplementary charting information: Hold E of SAV VORTAC, 1 minute, right turns, 270° Inbnd. 1151' antenna 14.5 miles W of LOM. Runway 9, TDZ elevation, 30'.
Marlow Int.	SA LOM (NOPT)	Direct	2000	

One-minute holding pattern, W of SA LOM, 092° Inbnd, left turns, 2000'. FAF, SA LOM. Final approach crs, 092°. Distance FAF to MAP, 5.7 miles. Minimum glide slope interception altitude, 2000'. Glide slope altitude at OM, 1717'; at MM, 219'. Distance to runway threshold at OM, 5.7 miles; at MM, 0.6 mile. MSA: 000°-180°-1600'; 180°-360°-2200'. NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-9	230	RVR 24	200	230	RVR 24	200	230	RVR 24	200	230	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-9	380	RVR 40	350	380	RVR 40	350	380	RVR 40	350	380	RVR 40	350
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	500	1	450	500	1	450	500	1½	450	600	2	550
A	Standard.			T 2-eng. or less—RVR 24', Runway 9; Standard all other runways.			T over 2-eng.—RVR 24', Runway 9; Standard all other runways.					

City, Savannah; State, Ga.; Airport name, Savannah Municipal; Elev., 50'; Facility, I-SAV; Procedure No. ILS Runway 9, Amdt. 12; Eff. date, 4 Dec. 69; Sup. Amdt. No. 11; Dated, 18 July 68.

9. By amending § 97.31 of Subpart C to amend precision approach radar (PAR) and airport surveillance radar (ASR) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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

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

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)												Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
000°	300°	0-30	1600									FAF to Runways 9, 18, 27, and 36, 5 miles from threshold. Radar control will provide 1000' vertical separation within a 3-mile radius of tower 1181', 20.5 miles W of airport. Terminal radar vectors approved only in Savannah RAPCON delegated airspace.

Radar azimuths are clockwise with distance and altitudes based on antenna at Hunter AAF.

Missed approach: Over Municipal Airport, climb to 2000' direct to SAV VORTAC or, when directed by ATC, climb to 2000' direct to SA LOM

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
ASR:												
C.....	580	1	530	580	1	530	580	1½	530	600	2	550
A.....	Standard.			T 2-eng. or less—RVR 24, Runway 9; Standard all other runways.			T over 2-eng.—RVR 24, Runway 9; Standard all other runways.					

City, Savannah; State, Ga.; Airport name, Savannah Municipal; Elev., 50'; Facility, Hunter AAF Radar; Procedure No. Radar-1, Amdt. 3; Eff. date, 4 Dec. 69; Sup. Amdt. No. 2; Dated, 15 July 68

These procedures shall become effective on the dates specified therein.

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

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

JAMES F. RUDOLPH,
Director, Flight Standards Service.

[F.R. Doc. 69-13231; Filed, Nov. 13, 1969; 8:45 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER E—VIRUSES, SERUMS, TOXINS, AND ANALOGOUS PRODUCTS; ORGANISMS AND VECTORS

PART 113—STANDARD REQUIREMENTS

Virus Titrations in Lieu of Test for Antigenicity

Correction

In F.R. Doc. 69-13301 appearing at page 18003 in the issue of Friday, Novem-

ber 7, 1969, the word "does" appearing in the third line of § 113.8(a)(2) should read "dose".

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of Justice

Section 213.3310 is amended to show that 15 additional positions of Secretary and Confidential Assistant to U.S. Attorneys are excepted under Schedule C. Effective on publication in the FED-

ERAL REGISTER, subparagraph (1) of paragraph (c) of § 213.3310 is amended as set out below.

§ 213.3310 Department of Justice.

(c) Office of U.S. Attorney. (1) Secretary and Confidential Assistant to the U.S. Attorney (25 positions).

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

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 69-13511; Filed, Nov. 13, 1969; 8:46 a.m.]

Title 12—BANKS AND BANKING

Chapter II—Federal Reserve System

SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. G]

PART 207—SECURITIES CREDIT BY PERSONS OTHER THAN BANKS, BROKERS, OR DEALERS

Financing of Stock Options

§ 207.105 Applicability of plan-lender provisions to financing of stock options and stock purchase rights qualified or restricted under Internal Revenue Code.

(a) The Board has recently been asked whether the plan-lender provisions of § 207.4(a) of Regulation G, "Securities Credit by Persons other than Banks, Brokers, or Dealers," were intended to apply to the financing of stock options restricted or qualified under the Internal Revenue Code where such options or the option plan do not provide for such financing.

(b) Section 207.4(a) of Regulation G permits a corporation or its plan-lender to extend credit to its employees without regard to the normal credit limitations of the regulation for the purpose of exercising stock options or stock purchase rights if the plan or agreement under which the credit is extended complies with certain requirements. Subparagraph (1) of § 207.4(a) is in effect a "grandfather clause," exempting from most of the credit limitations of Regulation G any such credit extended in connection with options or rights meeting certain specified "pre-existing" conditions. Generally, these conditions recognize inequities that would result from application of the regulation's restrictions to credit extended in connection with options or rights granted, or contractual commitments made prior to February 1, 1968, the date the adoption of Regulation G was announced. Subparagraph (2) of § 207.4(a) provides a more limited exemption for credit extended in connection with options or rights granted after February 1, 1968, and establishes requirements for plans seeking to qualify for this exemption.

(c) Subdivision (iii) of § 207.4(a) (1), which was added effective July 8, 1969, was designed to provide exemption, from all but certain reporting provisions, for credit extended pursuant to the exercise of stock options or rights that are qualified or restricted under sections 422-424 of the Internal Revenue Code, if the options or rights were granted prior to February 1, 1968. This exemption applies only to those plans that provided for credit. This is because (1) employer-lenders who intended to supply credit when granting such options could not have anticipated the requirements of Regulation G and (2) the position of the Commissioner of Internal Revenue that such plans cannot be modified, would frustrate that intention. If a particular plan did not provide for credit,

no expectations would be defeated by the fact that it could not be modified to add such provisions.

(d) The recent amendment to subparagraph (2) of § 207.4(a), which applies to stock purchase as well as option plans, was to clarify that to be treated as subject to the more limited exemption in that subparagraph, an otherwise appropriate credit arrangement need not be part of the plan. It is the Board's experience that in some nonqualified plans, particularly stock purchase plans, the credit arrangement is distinct from the plan. So long as the credit extended, and particularly, in the present context, the character of the plan-lender, conforms with the requirements of the regulation, the fact that option and credit are provided for in separate documents is immaterial. It should be emphasized that the Board does not express any view on the preferability of qualified as opposed to nonqualified options; its role is merely to prevent excessive credit in this area.

(e) The amendments promulgated on February 10, 1969, made one other change in § 207.4(a). This was the addition of the provision that the plan-lender must be wholly owned as well as controlled by the issuer of the collateral (taking as a whole, corporate groups including subsidiaries and affiliates). This insertion was made to clarify the Board's intent that, to qualify for special treatment under that section, the lender must stand in a special employer-employee relationship with the borrower, and a special relationship of issuer with regard to the collateral. The fact that the Board, for convenience and practical reasons, permitted the employing corporation to act through a subsidiary or other entity should not be interpreted to mean the Board intended the lender to be other than an entity whose overriding interests were coextensive with the issuer. An independent corporation, with independent interests was never intended, regardless of form, to be at the base of exempt stock-plan lending.

(15 U.S.C. 78g. Interprets or applies 15 U.S.C. 78g)

By order of the Board of Governors, October 30, 1969.

[SEAL]

ROBERT P. FORRESTAL,
Assistant Secretary.

[P.R. Doc. 69-13524; Filed, Nov. 13, 1969; 8:47 a.m.]

[Reg. Z]

PART 226—TRUTH IN LENDING

Agricultural Credit—Information Not Determinable

1. Effective November 6, 1969, § 226.8 is amended by the addition of paragraph (p) and § 226.9(g)(4) is amended as follows:

§ 226.8 Credit other than open end—specific disclosures.

(p) Agricultural credit—information not determinable. (1) In any transaction

subject to this section, if the amount or date of any advance or payment in connection with an extension of credit for agricultural purposes under a written agreement is to be determined by production, seasonal needs, or similar operational factors, and is not determinable at the time of execution of the agreement, disclosures may be made at the creditor's option in accordance with this paragraph, provided the use of this paragraph is not for the purpose of circumvention or evasion of this part.

(2) If a creditor elects to make disclosures under this paragraph, he shall disclose the following items in accordance with paragraph (a) of this section, which shall constitute compliance with the requirements of this § 226.8, and under § 226.9(a) shall constitute "all other material disclosures required under this part":

(i) The method of computing the amount of the finance charge including an identification of each component thereof in accordance with § 226.4;

(ii) Any item required to be disclosed under paragraph (b)(3) of this section which is determinable at the time the disclosures are required to be made under this paragraph.

(iii) The disclosures, as applicable, required under paragraph (b)(4), (5), (6), and (7) of this section and the items described in paragraph (e)(1) and (2) of this section.

(iv) The disclosures as applicable, required under paragraph (c)(1), (2), (3), (4), (5), (8), and (9) of this section.

(3) Disclosures made pursuant to subparagraph (2) (i), (ii), and (iii) of this paragraph need be made only on the agreement or on a separate statement as specified in paragraph (a) of this section.

(4) If a creditor making disclosures pursuant to this paragraph transmits a periodic billing statement of the type described in paragraph (n) of this section, such statement shall be in a form which the customer may retain and shall set forth the date by which, or the period, if any, within which payment must be made in order to avoid late payment or delinquency charges.

§ 226.9 Right to rescind certain transactions.

(g) Exceptions to general rule. * * *

(4) Any advance for agricultural purposes made pursuant to either:

(i) Paragraph (j) of § 226.8 under an open end real estate mortgage or similar lien, provided the disclosure required under paragraph (b) of this section was made at the time the security interest was acquired by the creditor or at any time prior to the first advance made on or following the effective date of this part, or

(ii) Paragraph (p) of § 226.8 under a written agreement, provided the disclosure required under paragraph (b) of this section was made at the time the written agreement was executed by the customer.

2a. The purpose of the amendments is to facilitate meaningful disclosure of

credit terms in certain types of agricultural credit extensions where information regarding the dates or amounts of advances or payments is not determinable at the time of entering into an agreement for the extension of credit.

b. The requirements of section 553 of title 5, United States Code, with respect to notice, public participation, and deferred effective date were not followed in connection with these amendments. The effect of the amendments in general is to provide relief from a restriction and, in view of the unnecessary hardship on certain creditors in complying with the original §§ 226.8 and 226.9, the Board found that following such procedures would result in delay that would be contrary to the public interest.

By order of the Board of Governors,
November 6, 1969.

[SEAL] ROBERT P. FORRESTAL,
Assistant Secretary.

[P.R. Doc. 69-13525; Filed, Nov. 13, 1969;
8:47 a.m.]

[Reg. Z]

PART 226—TRUTH IN LENDING

Interpretation

§ 226.812 Advances under open end real estate mortgages for agricultural purposes.

(a) Under § 226.8(p) disclosures are permitted in connection with certain extensions of credit for agricultural purposes which may involve advances under an open end real estate mortgage or similar lien. Section 226.8(j) in part treats advances for agricultural purposes under an open end real estate mortgage or similar lien. The question arises as to the respective application of these paragraphs to such advances.

(b) If an extension of credit involving multiple advances, whether or not under an open end mortgage, meets the tests of § 226.8(p), disclosures need only be made prior to consummation of the credit transaction and need not be made at the time of each individual advance, even though such advance for agricultural purposes may not meet the tests in § 226.8(j). Conversely, extensions of credit for agricultural purposes involving advances under an open end real estate mortgage or similar lien which do not meet the tests for disclosure under § 226.8(p) are subject to the relevant provisions of § 226.8(j) dealing with such advances.

(Interprets and applies 15 U.S.C. 1638 and 1639)

Dated at Washington, D.C., the 6th day of November 1969.

By order of the Board of Governors,
[SEAL] ROBERT P. FORRESTAL,
Assistant Secretary.

[P.R. Doc. 69-13526; Filed, Nov. 13, 1969;
8:47 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

PART 15—ADMINISTRATIVE OPINIONS AND RULINGS

Disclosure of Origin of Imported Locks

§ 15.385 Disclosure of origin of imported locks.

(a) The Commission advised concerning locks imported from England and Italy that it would be necessary to make a clear and conspicuous disclosure of the foreign country of origin on the locks. If the locks are displayed at the point of sale in a container so that the disclosure of origin is not likely to be seen, it would also be necessary to make the same disclosure of foreign origin on the containers in which they are packaged.

(b) Under the facts involved in the ruling, the locks will be used for both residential and commercial purposes and some of them could be marketed under the trade name of a domestic company, which contains the name of a well-known American city.

(38 Stat. 717, as amended; 15 U.S.C. 41-58)

Issued: November 13, 1969.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[P.R. Doc. 69-13447; Filed, Nov. 13, 1969;
8:45 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER C—DRUGS

PART 135b—NEW ANIMAL DRUGS FOR IMPLEMENTATION OR INJECTION

PART 135g—TOLERANCES FOR RESIDUES OF NEW ANIMAL DRUGS IN FOOD

Zearalanol

The Commissioner of Food and Drugs, having evaluated the data submitted in an application (38-233V) filed by Commercial Solvents Corp., 1331 South First Street, Terre Haute, Ind. 47808, and other relevant material, concludes that new animal drug regulations should be promulgated to provide for the safe and effective use of zearalanol for the subcutaneous ear implantation of beef steers to increase rate of gain and improve feed efficiency. Since the drug is a potential carcinogen, the Commissioner concludes

that the analytical method by which it is determined that no residues are present in the edible tissues of treated cattle should be included in the regulations.

Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 512(i), 82 Stat. 347; 21 U.S.C. 360b(i)) and under authority delegated to the Commissioner (21 CFR 2.120), a new section is established in new Part 135b and a new section is added to Part 135g, as follows:

§ 135b.12 Zearalanol.

(a) *Chemical name.* 6-(6,10-Dihydroxyundecyl)- β -resorcylic acid- μ -lactone (C₂₀H₃₀O₆).

(b) *Specifications.* (1) Melting point range 180°-185° C.

(2) Ultraviolet absorbance: A solution of zearalanol in methanol having a concentration of 10 micrograms per milliliter exhibits three maxima at approximately 218, 265, and 304 μ .

(c) *Sponsor.* Commercial Solvents Corp., 1331 South First Street, Terre Haute, Ind. 47808.

(d) [Reserved]

(e) *Related tolerances.* Section 135g.64 of this chapter.

(f) *Conditions of use.*

	Amount	Limitations	Indications for use
Zearalanol.	Three 12-milligram implants per dose.	For beef steers weighing 600 pounds or more; for subcutaneous ear implantation; not to be used within 65 days of slaughter.	Increase rate of gain and feed efficiency.

§ 135g.64 Zearalanol.

No residues of zearalanol (6-(6,10-dihydroxyundecyl)- β -resorcylic acid- μ -lactone) are found in the uncooked edible tissues of beef steers as determined by the following method of analysis:

I. METHOD OF ANALYSIS—ZEARALANOL

A gas chromatographic method for the determination of the drug in frozen beef tissues is described. Tissue is frozen and stored in a deep freezer until ready for examination. A weighed portion of wet tissue (with exception of fat) is homogenized and lyophilized to dry solid. The drug is recovered from dry tissue by an extraction with methanol in a Soxhlet extractor. The methanol extract is digested in the presence of hydrochloric acid to hydrolyze conjugates should any be present. Elimination of impurities is brought about by liquid partition transfer successively to chloroform to 1N sodium hydroxide, to carbon tetrachloride, to 1N sodium hydroxide, to ethyl ether, and, finally, to a dry residue. The residue is reacted with a silane mixture to create a volatile derivative which is quantitated by peak area measurements from a flame ionization detector. The drug can be detected at a level of 20 parts per billion with negligible interference from tissues or reagents.

II. REAGENTS

A. Carbon tetrachloride, N.F., Fisher Scientific C-186, or equivalent.

B. Chloroform, N.F., Fisher Scientific C-296, or equivalent.

C. Chromatograph gases, flow rates adjusted to maximize sensitivity for specific chromatograph.

1. Carrier gas, conventional tank helium.

2. Flame makeup gas.

a. Oxygen, conventional tank oxygen.

b. Hydrogen, Linde high purity, or equivalent.

D. Column packing, 3 percent GE SE-52 (Applied Science Laboratories) on P.E. Celite 60-80 mesh (Johns Manville Product No. 154-0048), or equivalent.

E. Ether, anhydrous, Fisher Scientific E-138, or equivalent.

F. Hexamethyldisilazane, Dow-Corning, Peninsular, or equivalent.

G. Hydrochloric acid, analytical reagent grade.

H. Methanol, certified A.C.S., spectranalyzed, Fisher Scientific A-408, or equivalent.

I. Phosphoric acid, analytical reagent grade.

J. Pyridine, anhydrous, A.C.S. reagent grade.

K. Silating reagent mixture: Pipet 8 milliliters each of pyridine and hexamethyldisilazane and 4 milliliters of trimethylchlorosilane into a clean glass vial with a polyethylene cap and mix thoroughly. Let stand overnight and decant supernatant liquid into a vial. Cap and store at room temperature for daily use. If kept dry, the reagent is stable for more than a month. Blanks are scanned by gas chromatography on each new bottle of J, F, and N material used in the silating reagent mixture for possible peak interference in the region of zearalanol derivative.

L. Sodium chloride, analytical reagent grade.

M. Sodium hydroxide, analytical reagent grade.

N. Trimethylchlorosilane, Dow-Corning, Peninsular, or equivalent.

O. Water, distilled in glass.

P. Zearalanol, primary standard.

Q. Solutions.

1. 2N Hydrochloric acid in water.

2. 3N Phosphoric acid in water.

3. 2 percent w/v sodium chloride in water.

4. 1N Sodium hydroxide in water.

III. APPARATUS

A. Extraction assemblies, Soxhlet, improved, standard taper grindings, Pyrex brand glass, 1,000 milliliters capacity, Sargent Catalog S-31265D, or equivalent.

B. Flasks, freeze drying, wide-mouth, 1,000 milliliters capacity, 24/40 standard taper grindings, Pyrex brand glass, Sargent Catalog S-28875-20-F, or equivalent.

C. Flasks, homogenizing, 250 milliliters, Sargent Catalog S-61716, or equivalent.

D. Funnels, separatory, Squibb stopper, with Teflon stopcock plug, Pyrex brand glass, 250- and 500-milliliter capacities, Sargent Catalog S-35815-20-F or G, or equivalent.

E. Gas chromatograph, F and M Model 5750 with flame ionization detector, or equivalent.

F. Gas chromatography column: Stainless steel tubing, 6 feet by 3/16 inch packed with 3 percent by weight GE SE-52 (Applied Science Laboratories) deposited on P.E. Celite 60-80 mesh (product No. 154-0048), or equivalent. Condition the column by baking for 40-80 hours at 325° C. with a helium flow, but detached from the detector input. Injections of 1-2 microliters of a 50/50 mixture of hexamethyldisilazane and trimethylchlorosilane will help remove active sites in the column.

1. Prepare a TMS derivative of a 1,000-microgram zearalanol standard as described in the procedure section. Inject 1-microliter quantities to determine whether the

column is responding to the conditioning. After the column shows a response at the 1,000-microgram level, proceed to smaller quantities to optimize conditions.

2. The column and chromatograph must be conditioned to achieve a minimum sensitivity response so that a peak 5 millimeters in height results from an injection of 5 microliter of standard preparation containing 1 microgram of zearalanol in the derivative preparation. This criterion must be met before tissue assay is attempted.

3. The column is brought to 250° C. after conditioning and held at that temperature for at least 12 hours before making a run.

G. Heating mantle, electric, Glas-Col, Sargent Catalog S-40865H, or equivalent.

H. Hot plate, with gradient rheostat heat control.

I. Meat grinder, manually operated or equivalent.

J. Steam bath.

K. Syringe, Hamilton Micro Syringe Model 701, 10-microliter capacity, or equivalent.

L. Torsion balance, 0.1 gram sensitivity, 500 grams capacity.

M. Vials, 1-dram glass with plastic tops, Owens-Illinois, Opticlear, or equivalent.

N. Virtis freeze drier, Sargent Catalog S-28881-80, or equivalent.

O. Virtis homogenizing mill, macro, Virtis No. 45, Sargent Catalog S-61700, or equivalent.

IV. STANDARD SOLUTIONS

A. Stock solution A: Accurately weigh 0.1000 gram of zearalanol, primary standard, into a 250-milliliter beaker. Dissolve the standard in 80 milliliters of methanol and accurately dilute to 100 milliliters in a volumetric flask with methanol. By preparation, the solution contains 1,000 micrograms per milliliter.

B. Stock solution B: Dilute 10.0 milliliters of stock solution A to 100 milliliters with methanol to provide a standard containing 100 micrograms of the drug per milliliter.

C. Stock solution C: Dilute 5.0 milliliters of stock solution B to 100 milliliters with methanol to provide a standard of 5 micrograms per milliliter.

D. Stock solution D: Dilute 2.0 milliliters of stock solution B to 100 milliliters with methanol to provide a standard of 2 micrograms per milliliter. Transfer 1.0 milliliter of stock solution D to a 1-dram glass vial, evaporate to a dry residue in a vacuum desiccator at reduced pressure. The residue contains 2 micrograms of zearalanol to be used as a calibration standard in operation of the gas chromatograph.

V. PROCEDURE

A. Preparation of glassware: Glassware should be washed in detergent or chromic acid solution to remove contaminants and rinsed in water to remove traces of cleaning agent. Rinse with methanol before using.

B. Preparation of sample.

1. Collect muscle, liver, kidney, and tripe from a freshly sacrificed animal under the cleanest conditions possible.

2. Grind the fresh tissue in a meat grinder, divide into 100-gram portions, and wrap in aluminum foil. Store wrapped tissue in a deep freeze. Fat should be wrapped in foil and stored in deep freeze.

C. Extraction procedure for muscle, liver, kidney, and tripe.

1. Weigh 100 grams of partially thawed tissue into a 250-milliliter homogenizing flask, add 60 milliliters of water, and attach to a Virtis "45" Tissue Mill, or equivalent.

2. Mix the materials at 45,000 r.p.m. for 5 minutes to obtain a thin homogenate.

3. Transfer the homogenate to a 1-liter, wide-mouth, freeze drying flask using 10-20 milliliters of water for a rinse.

4. Place the flask on its side in a nearly horizontal position in a slurry of dry ice and acetone. Rotate the flask on its side as the homogenate cools to set down a uniform frozen solid layer on the wall of the flask.

5. Mount the flask on a Virtis freeze drier, or equivalent, and lyophilize to dry solids. This operation usually requires 20-24 hours. Stopping place.

6. Transfer the solid cake to a clean sheet of paper and crumble by hand to a size convenient for transfer to an extraction thimble.

7. Transfer the solids to a single thickness 60 x 180 millimeter Soxhlet extraction thimble and compact the solids sufficiently to guarantee complete immersion during solid extraction.

8. Transfer 600 milliliters of methanol to a 1-liter pot of a Soxhlet extraction assembly and place the thimble in the extractor. Mount a large glass funnel in the neck of the extractor with the stem extending into the thimble. Rinse the 1-liter freeze drying flask with three 50-milliliter portions of fresh methanol and transfer the rinses through the funnel into the thimble. Mount the condenser in the extractor and extract the solids for 15 hours. The extractor should be heated with the electric heating mantle so that a fill-empty cycle requires 18-24 minutes.

9. Drain the methanol from the thimble. Composite the methanol from the extractor and pot in an 800-milliliter beaker.

10. Rinse the pot with 10 milliliters of methanol and add to the methanol composite. Transfer 50 milliliters of 2N HCl down the pot side wall, and add to methanol composite. Concentrate to 125 milliliters by boiling on a hotplate.

D. Extraction procedure for fat.

1. Cut fat into 1/4-inch cubes. The lyophilization of fat is unnecessary since it is essentially water free.

2. Transfer 100 grams of the prepared fat to a 60- x 180-millimeter extraction thimble and extract with 750 milliliters of methanol for 15 hours in the Soxhlet extractor. The extractor should be heated with the electric heating mantle so that a fill-empty cycle requires 18-24 minutes.

3. Drain the methanol from the thimble. Composite the methanol from the extractor and pot in an 800-milliliter beaker.

4. Rinse the pot with 10 milliliters of methanol and add to the methanol composite. Transfer 50 milliliters of 2N HCl down the pot side wall, and add to methanol composite. Concentrate to 125 milliliters by boiling on a hot plate.

E. Solvent partition.

1. Transfer the methanol concentrate to a 500-milliliter separatory funnel, identified by number as 1, with 70 milliliters of chloroform rinse and mix.

2. Add 300 milliliters of water and without shaking allow liquid phases to separate.

3. Withdraw the chloroform layer into a separatory funnel, identified by number as 2, containing 100 milliliters of 2 percent aqueous sodium chloride.

4. Gently mix the contents of funnel 2 horizontally end to end 30 times and allow phases to separate. Usually about 20 minutes are required to obtain maximum chloroform separation.

5. Withdraw the chloroform layer into a beaker.

6. Extract with shaking the contents of funnels 1 and 2 successively with three more 50-milliliter portions of chloroform.

7. Composite the chloroform extracts and concentrate to 125 milliliters by evaporation on a steam bath and cool to room temperature.

8. Transfer the chloroform composite to a 250-milliliter separatory funnel, fitted with a Teflon stopcock, using 10 milliliters of chloroform as a rinse.

9. Extract the chloroform with three separate 20-milliliter portions of 1N sodium hydroxide solution retaining the emulsion in the sodium hydroxide phase. Agitation of sodium hydroxide with the chloroform extract for the first time is accompanied by the appearance of emulsion.

10. Perform an extraction by gently inverting the closed funnel and returning the funnel to an upright position.

11. Repeat phase mixing 30 times per extraction.

12. Allow phases to separate for 10 minutes. The time delay allows for gradual dissipation of the emulsion to improve phase separation. The zearalanol transfers from the chloroform to the upper sodium hydroxide phase in this operation.

13. Composite the sodium hydroxide extracts.

14. Wash the sodium hydroxide extract with three 50-milliliter portions of chloroform using the technique as in step 9 and the same 10-minute interval for phase separation. Washing the chloroform removes the emulsion and unwanted impurities from the sodium hydroxide phase.

15. Discard the chloroform washes. Transfer the sodium hydroxide extracts to a 250-milliliter beaker. Rinse each separatory funnel with two 5-milliliter portions of water and add to the sodium hydroxide extract. Wash each funnel twice with tap water and twice with distilled water before next use.

16. Neutralize the washed sodium hydroxide extract to pH 8.0 by dropwise addition of 3N phosphoric acid using a pH meter for pH detection.

17. Transfer the pH 8.0 water extract to a 250-milliliter separatory funnel using 10 to 20 milliliters of water for a rinse.

18. Extract the solution with three separate 50-milliliter portions of carbon tetrachloride. The zearalanol transfers to the lower carbon tetrachloride phase. Use the same 30-count phase-mixing technique as in step 9 and allow the mixture to stand 5 minutes for phase separation.

19. Composite the carbon tetrachloride extracts.

20. Extract the carbon tetrachloride composite with two 20-milliliter portions of 1N sodium hydroxide. Zearalanol transfers from carbon tetrachloride to the upper sodium hydroxide phase. After phase mixing, allow the mixture to stand 5 minutes for phase separation.

21. Composite the sodium hydroxide extracts.

22. Wash the extract with two 50-milliliter portions of carbon tetrachloride. Allow the mixture to stand 5 minutes for phase separation. Discard the carbon tetrachloride washes.

23. Transfer the sodium hydroxide extract into a 250-milliliter beaker. Rinse the separatory funnel with two 5-milliliter portions of water and add to the sodium hydroxide extract. Wash each funnel twice with tap water and twice with distilled water before next use. Adjust the sodium hydroxide extract to a pH of 9.5 by dropwise addition of 3N phosphoric acid and transfer to a 250-milliliter separatory funnel using 10-20 milliliters of water for a rinse.

24. Extract the pH 9.5 water solution with three separate 30-milliliter portions of anhydrous ethyl ether. Allow the mixture to stand 5 minutes for phase separation. The zearalanol transfers to the upper ether phase.

25. Composite the ether extracts in a 125-milliliter Erlenmeyer flask.

26. Reduce the volume of ether to about 1-2 milliliters by evaporation on a hot plate with low heat while removing vapor from top of flask by vacuum aspiration.

27. Transfer ether residue to a 1-dram glass vial. Rinse down flask side wall with

1-2 milliliters of fresh ether and transfer to the glass vial.

28. Continue evaporation of ether to 0.1 milliliter.

29. Place vial in a vacuum desiccator and evaporate residue at line vacuum and room temperature overnight to dryness.

30. Close vial with a plastic cap and submit ether residue for preparation of TMS derivative and gas chromatographic assay. *Stopping place.*

F. Gas liquid chromatography.

1. Start the gas chromatography and maintain the following operational conditions:

Carrier gas pressure: 50 p.s.i. at tank.

Carrier gas flow rate: Sufficient to give zearalanol derivative peak a retention time of 4-8 minutes.

Electrometer range: 10⁰ or 10¹.

Injection port temperature: 325° C.

Detector temperature: 325° C.

Column temperature: 250°-280° C., operate isothermally.

Recorder sensitivity: 1 millivolt.

Recorder chart speed: 1 inch per minute.

Sample size: 1 microliter to 5 microliters as necessary to give desired peak area for quantitative measurement.

Septums: Replace each evening and allow to condition overnight at operational temperature.

Flame assembly: Remove silica ash from the flame assembly each week. The flame assembly is removed; the anode, flame jet, and chimney are cleaned with a nylon bristle brush. Water and acetone are drawn through the jet capillary to remove any foreign material.

2. Add 0.2 milliliter of silating reagent to the sample or to the zearalanol standard.

Micrograms of zearalanol found \times 1,000

Zearalanol, parts per billion =

$W \times 0.7$

Where:

0.7 = Correction factor for 70 percent recovery.

W = Grams of tissue examined.

VII. RECOVERY STUDY

A. Fortification of reagent blank.

1. For those using this method for the first time either for recovery study or tissue assay, a solvent blank and solvent fortified with zearalanol should be processed through the entire procedure. This preliminary operation will establish whether or not the procedure is free from contamination arising from solvents and glassware and demonstrate the level of recovery of the standard zearalanol. Level of recovery should be in the same range as the samples.

2. Transfer 600 milliliters of methanol to a 1-liter beaker. Add 50 milliliters of 2N HCl to the methanol and concentrate to 125 milliliters by boiling on a hot plate.

3. Transfer 600 milliliters of methanol to a 1-liter beaker. Add 50 milliliters of 2N HCl to the methanol and concentrate to 125 milliliters by boiling on a hot plate. Spike the concentrate with 1.0 milliliter of stock solution D.

4. Assay both samples as described in the procedure beginning extraction step V-E1.

B. Fortification of samples.

1. Transfer 100-gram portions of partially thawed tissues into 250-milliliter homogenizing flasks and set half of them aside to serve as tissue blanks.

2. Add to the remaining samples 1 milliliter of stock solution D to serve as fortified samples to which 20 parts per billion zearalanol have been added.

3. Assay both fortified and unfortified tissue as described in the procedure section beginning with V-C1.

3. Stopper the vial and shake vigorously.

4. Warm the vial at 40°-50° C. for a few minutes, then roll the vial on a horizontal plane to insure that all of the interior surfaces of the vial have been in contact with the reagent.

5. Let vial stand for 4 hours or overnight in a warm area (40° C.) to allow reaction to reach completion.

6. Place vial in a small padded centrifuge tube and centrifuge to settle the precipitate and insure that all the liquid is at the bottom of the vial.

7. Inject 1.0-5.0 microliters of clear solution into the chromatograph. At the beginning of the day's run, make 3-5 injections of a standard to condition the column for that day before taking quantitative data.

8. Run known mixtures at the beginning, middle, and end of the day's run over the concentration range of samples to be analyzed to compensate for day-to-day sensitivity fluctuations and drift. If four or less samples are to be run, calibrating at the beginning and end of the run is sufficient.

VI. CALCULATIONS

Area values are obtained on known mixtures and samples by multiplying the net peak height by the peak width at half height or by counting squares. Area values obtained on knowns are plotted versus zearalanol concentration. Calibration plots indicate a near linear function in the 0-10 microgram range. Area values obtained on samples are converted directly to microgram quantities using the curve. Control tests demonstrated a 70 percent recovery of zearalanol from spiked wet beef liver and muscle necessitating a correction factor.

Effective date. This order shall become effective 30 days after its date of publication in the FEDERAL REGISTER.

(Sec. 512(i), 82 Stat. 347; 21 U.S.C. 360b(i))

Dated: November 5, 1969.

HERBERT L. LEV, Jr.,

Commissioner of Food and Drugs.

[F.R. Doc. 69-13529; Filed, Nov. 13, 1969; 8:47 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

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

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 4736]

[Sacramento 1609]

CALIFORNIA

Powersite Cancellation No. 286; Partial Cancellation of Powersite Classification No. 179

By virtue of the authority contained in the Act of March 3, 1879 (20 Stat. 394; 43 U.S.C. 31), and 1950 Reorganization

Plan No. 3 (64 Stat. 1262; 5 U.S.C. 133z-15, note), and in section 24 of the Federal Power Act of June 10, 1920 (41 Stat. 1075; 16 U.S.C. 818), as amended, and pursuant to the determination of the Federal Power Commission in DA-1090-California, it is ordered as follows:

1. The Departmental order of May 13, 1927, creating Powersite Classification No. 179, modified August 11, 1930, is hereby canceled so far as it affects the following described lands:

MOUNT DIABLO MERIDIAN

T. 25 N., R. 9 E.,
Sec. 22, S $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$.

The areas described aggregate 30 acres in Plumas County in the Plumas National Forest.

2. At 10 a.m. on December 12, 1969, the lands described shall be open to such disposition as may by law be made of national forest lands.

The State of California has waived the preference right afforded it by section 24 of the Federal Power Act (16 U.S.C. 818), as amended.

3. The lands have been open to application and offers under the mineral leasing laws and to location under the U.S. mining laws subject to the provisions of the Act of August 11, 1955 (69 Stat. 682; 30 U.S.C. 621).

Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Sacramento, Calif.

HARRISON LOESCH,

Assistant Secretary of the Interior.

NOVEMBER 6, 1969.

[F.R. Doc. 69-13534; Filed, Nov. 13, 1969; 8:47 a.m.]

[Public Land Order 4745]

[Oregon 956]

OREGON

Partial Revocation of Stock Driveway Withdrawal

By virtue of the authority contained in section 10 of the Act of December 29, 1916 (39 Stat. 865; 43 U.S.C. 300), as amended, it is ordered as follows:

1. Public Land Order No. 1967 of September 1, 1959, withdrawing lands for a stock driveway, is hereby revoked so far as it affects the following described lands:

WILLAMETTE MERIDIAN

T. 33 S., R. 18 E.,
Sec. 14, N $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, and that portion of the NE $\frac{1}{4}$ SE $\frac{1}{4}$ lying north of a line with a bearing of North 64°35' W., beginning 1,144 feet north of a section corner common to sections 13, 14, 23, and 24.

The areas described aggregate approximately 195 acres in Lake County.

The lands are adjacent to the town of Paisley and are being used as an airport.

2. This revocation is made to accommodate a proposed airport lease for the State of Oregon. Therefore, the lands

will not be opened to application under the general land laws. The lands have been open to applications and offers under the mineral leasing laws, and to location under the U.S. mining laws, subject to the regulations in 43 CFR 3400.3.

Inquiries concerning the lands shall be addressed to the Manager, Land Office, Bureau of Land Management, Portland, Oreg.

HARRISON LOESCH,

Assistant Secretary of the Interior.

NOVEMBER 7, 1969.

[F.R. Doc. 69-13535; Filed, Nov. 13, 1969; 8:48 a.m.]

[Public Land Order 4746]

[Montana 12809]

MONTANA

Revocation of National Forest Administrative Site and Ranger Station Withdrawals

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. The Departmental orders of November 10, 1906, August 28 and September 23, 1907, January 24, March 9, April 4, May 5 and 6, August 20, and October 15, 1908, February 16, 1909, and Executive order of July 19, 1912, withdrawing lands as administrative sites and ranger stations, are hereby revoked so far as they affect the following described lands:

LOLO NATIONAL FOREST

PRINCIPAL MERIDIAN

Blackfoot Ranger Station

T. 14 N., R. 15 W.,
Sec. 10, SW $\frac{1}{4}$ SE $\frac{1}{4}$.

Coldbrook Ranger Station

T. 15 N., R. 15 W.,
Sec. 34, SE $\frac{1}{4}$ NE $\frac{1}{4}$.

Placid Creek Administrative Site

T. 16 N., R. 16 W.,
Sec. 14, E $\frac{1}{2}$ NE $\frac{1}{4}$.

Thompson Creek

T. 17 N., R. 26 W.,
Sec. 32, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$, W $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, W $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ S $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$.

Weeksville Ranger Station

T. 21 N., R. 27 W.,
Sec. 26, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$.

Thompson Creek Enlargement

T. 17 N., R. 26 W.,
Sec. 32, SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$.

Thompson River

T. 21 N., R. 28 W.,
Sec. 7, E $\frac{1}{2}$ E $\frac{1}{2}$.

Mount Silcox Ranger Station

T. 22 N., R. 29 W.,
Sec. 26, NE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$.

Lake Ranger Station

T. 22 N., R. 29 W.,
Sec. 28, SW $\frac{1}{4}$.

Key Ranger Station

T. 15 N., R. 20 W.,
Sec. 6, lots 3, 4, and 5.

Pioneer Mill Ranger Station

R. 15 N., R. 21 W.,
Sec. 28, NE $\frac{1}{4}$ SE $\frac{1}{4}$ (also called lot 6), and S $\frac{1}{2}$ SE $\frac{1}{4}$.

Petty Creek Ranger Station

T. 14 N., R. 22 W.,
Sec. 29, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$; Sec. 30, N $\frac{1}{2}$ NE $\frac{1}{4}$.

Ninemile Ranger Station

T. 15 N., R. 22 W.,
Sec. 10, SW $\frac{1}{4}$ SW $\frac{1}{4}$.

Whiskey Gulch

T. 15 N., R. 25 W.,
Sec. 28, that part in lot 5;
Sec. 29, those parts in lots 1 and 2.

The areas described aggregate approximately 1,615.77 acres in Mineral, Missoula, and Sanders Counties.

2. At 10 a.m. on December 13, 1969, the lands shall be open to such forms of disposition as may by law be made of national forest lands.

HARRISON LOESCH,

Assistant Secretary of the Interior.

NOVEMBER 7, 1969.

[F.R. Doc. 69-13536; Filed, Nov. 13, 1969; 8:48 a.m.]

Title 49—TRANSPORTATION

Chapter I—Hazardous Materials Regulations Board, Department of Transportation

[Docket No. HM-22; Amdts. 171-4, 173-16, 177-8, 178-7]

MATTER INCORPORATED BY REFERENCE; REQUIREMENTS FOR SHIPPING REFRIGERATING MACHINES

The purpose of these amendments to the Hazardous Materials Regulations of the Department of Transportation is to (1) add a section specifically stating the terms by which material is incorporated by reference in these regulations and the availability of the material incorporated by reference; (2) make appropriate changes throughout the regulations consistent with the proposed new section on incorporation by reference; and (3) make certain changes in the requirements for shipping refrigerating machines.

On April 23, 1969, the Hazardous Materials Regulations Board published a notice of proposed rule making, Docket No. HM-22; Notice No. 69-10 (34 F.R. 6797) which proposed to amend 49 CFR to state the terms by which material is incorporated by reference in the Hazardous Materials Regulations and the availability of the material incorporated by reference. It was also proposed to modify the exemptions for refrigerating machines by (1) requiring pressure vessels installed therein to be equipped with

shut-off valves and (2) to require marking of shipping name on packages regardless of the mode of transportation.

Incorporation by reference. Of the comments received in response to the notice no exception was taken to the provisions stating the terms by which material is incorporated by reference. Certain areas of editorial inconsistency were pointed out and have been corrected.

In addition to the specific sections set forth in the notice, this amendment makes minor changes in a number of additional sections where there is reference to the ASME Code, ASTM Standards, NFPA Standards, and CGA Pamphlets. The Board recognizes that there are additional incorporations by reference not affected by this amendment that require updating, and it is intended to correct these as needed in future rule making actions.

One commenter recommended that NGPA Publication 2140 (1968 edition) be recognized in proposed § 171.7(d). Recent proposals in Docket No. HM-34; Notice No. 69-26, if adopted, would remove reference to the aforementioned publication from various sections of the regulations. Therefore, the reference to NGPA proposed to be included in § 171.7(c) (4) has not been included in this amendment. When final action on Notice 69-26 is taken, any necessary changes in § 171.7 will be made.

Another commenter requested that specification MC 331 be further amended to require that the designation "WF" be on the tank identification plate and the manufacturer's data report to indicate compliance with the wet fluorescent magnetic particle test for tanks constructed in accordance with Part UHT of the ASME Code. This proposal has not been made a part of this amendment since it is beyond the scope of this rule making action.

One commenter suggested that the proposed wording of § 173.337-16(b) (1) and (2) be changed to differentiate between the type of welds in or on the tank shell and heads. The Board believes the proposal adequately expresses the requirement for the test of all welds and that there is no need to distinguish between pressure welds and nonpressure attachment welds.

Another commenter suggested modification of § 173.315(j) (1), as proposed in the notice, to permit construction of storage tanks to requirements of editions of the ASME Code dated subsequent to the 1959 edition. The parenthetical phrase included in § 173.315(j) (1) as proposed, was intended to authorize the continued use of storage tanks built to earlier editions of the ASME Code starting with the 1943 edition. Additional language has been included to make this intent clear.

Refrigerating machines. The last sentence in the Notice No. 69-10 preamble discussion of the proposed change to § 173.306(e) (1) stated, "It is also proposed to require marking of shipping name on packages regardless of the mode of transportation." Some commenters as-

sumed that this sentence proposed a change that would affect the shipment of all hazardous materials that are presently exempt from the requirement that the shipping name be marked on the outside of the package. This was not the intent. As the proposed change in § 173.306(e) (1) indicated, this sentence related only to the marking of the shipping name of the refrigerant on each refrigerating machine. It was the Board's intent to require the common or chemical name of the refrigerant be marked on each refrigerating machine. Since the preamble of the notice indicated "shipping name" and not "common or chemical name", and the proposed language for such a requirement did not appear in the notice this matter will be handled in the future.

Interested persons have been given an opportunity to comment on the changes contained in this amendment and all comments received have been carefully considered.

In consideration of the foregoing, Parts 171, 173, 177, and 178 of Title 49, Code of Federal Regulations are amended as follows:

PART 171—GENERAL INFORMATION AND REGULATIONS

I. Part 171 is amended as follows:

(A) In the table of contents, § 171.6 is canceled; § 171.7 is amended as follows:

Sec.
171.6 [Canceled]
171.7 Matter incorporated by reference.

§ 171.6 [Canceled]

(B) Section 171.6 is canceled.

(C) Section 171.7 is amended in its entirety to read as follows:

§ 171.7 Matter incorporated by reference.

(a) There is incorporated by reference in Parts 170-179 of this chapter all matter referred to that is not specifically set forth. These materials are hereby made a part of the regulations in Parts 170-179 of this chapter. Unless the reference provides otherwise, matter subject to change is incorporated only as it is in effect on the date of issuance of the regulation referring to that matter.

(b) All incorporated matter is available for inspection in the Docket Room, Room 304, 400 Sixth Street SW., Washington, D.C. 20590.

(c) Matter incorporated by reference is available for distribution as follows:

(1) ASME: American Society of Mechanical Engineers, United Engineering Center, 345 East 47th Street, New York, N.Y. 10017.

(2) American National Standard: American National Standards Institute, Inc., 1430 Broadway, New York, N.Y. 10018.

(3) CGA: Compressed Gas Association, Inc., 500 Fifth Avenue, New York, N.Y. 10036.

(4) Bureau of Explosives: Bureau of Explosives, Association of American Railroads, 2 Pennsylvania Plaza, New York, N.Y. 10001.

(5) AAR: Association of American Railroads, 59 East Van Buren Street, Chicago, Ill. 60605.

(6) ASTM: American Society for Testing and Materials, 1916 Race Street, Philadelphia, Pa. 19103.

(7) API: American Petroleum Institute, 1271 Avenue of the Americas, New York, N.Y. 10020.

(8) AISI: American Iron and Steel Institute, 1000 16th Street NW., Washington, D.C. 20036.

(9) The Chlorine Institute, 342 Madison Avenue, New York, N.Y. 10017.

(10) MCA: Manufacturing Chemists' Association, Inc., 1825 Connecticut Avenue, NW., Washington, D.C. 20009.

(11) NFPA: National Fire Protection Association, 60 Batterymarch Street, Boston, Mass. 02110.

(d) The full title and application of the matter incorporated by reference in Parts 170-179 of this chapter are as follows:

(1) ASME Code means sections VIII (Division I) and IX of the 1968 edition of the "American Society of Mechanical Engineers Boiler and Pressure Vessel Code," and addenda thereto through December 31, 1968.

(2) AAR Specifications for Tank Cars means the 1969 edition of the "Association of American Railroads Specification for Tank Cars".

(3) Compressed Gas Association:

(i) CGA Pamphlet C-3 is titled, "Standards for Welding and Brazing on Thin Walled Containers," 1968 edition;

(ii) CGA Pamphlet C-6 is titled, "Standards for Visual Inspection of Compressed Gas Cylinders," 1968 edition;

(iii) CGA Pamphlet C-8 is titled, "Standard for Requalification of ICC-3HT Cylinders," 1969 edition;

(iv) CGA Pamphlet S-1.2 is titled, "Safety Relief Device Standards Part 2—Cargo and Portable Tanks for Compressed Gases," 1966 edition.

(4) American National Standard B9.1 is titled, "Safety Code for Mechanical Refrigeration," 1964 edition.

(5) American Society for Testing and Materials:

(i) ASTM D1310 is titled, "Standard Method of Test for Flash Point of Volatile Flammable Materials By Tag Open-Cup Apparatus," 1967 edition;

(ii) ASTM D323 is titled, "Test for Vapor Pressure of Petroleum Products (Reid Method)," 1958 (68) edition.

(6) NFPA Pamphlet No. 58 is titled, "Standard for the Storage and Handling of Liquefied Petroleum Gases," 1969 edition.

PART 173—SHIPPERS

II. Part 173 is amended as follows:

(A) In § 173.31 the third sentence in paragraph (d) (9) is amended to read as follows:

§ 173.31 Qualification, maintenance, and use of tank cars.

(d)

(9) Acceptance or rejection of tanks must be based upon the methods

used for cylinders in CGA Pamphlet C-6, and the results must be recorded on a suitable data sheet, the completed copies of which must be kept by the owner as a permanent record. * * *

(B) In § 173.34 the second sentence of paragraph (e) (10) is amended, footnote 1 referenced therein is canceled; the introductory text of paragraph (e) (13) is amended; the third sentence of paragraph (e) (14) is amended to read as follows:

§ 173.34 Qualification, maintenance, and use of cylinders.

(e) * * *

(10) * * * External visual inspection as described in CGA Pamphlet C-6 will, in addition to the following requirements prescribed herein, meet the requirements for visual inspection. * * *

(13) In addition to the requirements of this paragraph (e), cylinders marked DOT-3HT must be requalified in accordance with CGA Pamphlet C-8 and must comply with the following:

(14) * * * Examination must be as required by CGA Pamphlet C-6. * * *

§ 173.115 [Amended]

(C) In § 173.115 footnote 1 referenced in paragraph (a) is amended to read as follows:

¹ ASTM Test D1310.

§ 173.119 [Amended]

(D) In § 173.119 footnote 1 referenced in the introductory text of paragraphs (a) and (b) is amended to read as follows:

¹ ASTM Test D323.

(E) In § 173.126 the last sentence of paragraph (a) is amended, footnote 2 referenced therein is canceled as follows:

§ 173.126 Nickel carbonyl.

(a) * * * Visual inspection must be in accordance with CGA Pamphlet C-6.

(F) In § 173.300 paragraph (a) is amended to read as follows:

§ 173.300 Definitions.

(a) *Compressed gas.* The term "compressed gas" shall designate any material or mixture having in the container an absolute pressure exceeding 40 p.s.i. at 70° F. or, regardless of the pressure at 70° F., having an absolute pressure exceeding 104 p.s.i. at 130° F.; or any liquid flammable material having a vapor pressure exceeding 40 p.s.i. absolute at 100° F. as determined by ASTM Test D-323.

(G) In § 173.306 paragraph (e) (1) is amended to read as follows:

§ 173.306 Exemptions from compliance with regulations for shipping compressed gas.

(e) * * *

(1) Refrigerating machines or components thereof which are to be shipped only once to a point of installation are exempt from specification packaging, marking and labeling except that marking name of contents on outside container is required for shipments via carrier by water. Shipments for transportation by highway are exempt also from Part 177 of this chapter, except § 177.817, and Part 397 of this title. Shipments under these exemptions may be made only under the following conditions:

(i) Each pressure vessel may not contain more than 1,000 pounds of Group I refrigerant as classified in American National Standard B9.1 or not more than 50 pounds of refrigerant other than Group I.

(ii) Machines or components having two or more charged vessels may not contain an aggregate of more than 2,000 pounds of Group I refrigerant or more than 100 pounds of refrigerant other than Group I.

(iii) Each pressure vessel must be equipped with a safety device meeting the requirements of American National Standard B9.1.

(iv) Each pressure vessel must be equipped with a shut-off valve at each opening except openings used for safety devices and no other connection. Such valves must be closed prior to and during transportation.

(v) Pressure vessels must be manufactured, inspected and tested in accordance with American National Standard B9.1, or when over 6 inches internal diameter, in accordance with the ASME Code.

(vi) All parts subject to refrigerant pressure during shipment must be tested in accordance with American National Standard B9.1.

(vii) The liquid portion of the refrigerant, if any, may not completely fill any pressure vessel at 130° F.

(viii) The amount of refrigerant, if liquefied, may not exceed the filling density prescribed in § 173.304.

(H) In § 173.315 NOTE 3 following the table in paragraph (a) (1) and the first sentence of Note 11 are amended; paragraph (j) (1) and (2) is amended to read as follows:

§ 173.315 Compressed gases in cargo tanks and portable tank containers.

(a) * * *

(1) * * *

NOTE 3: If cargo tanks and portable tank containers for carbon dioxide and nitrous oxide are designed to comply with the requirements of the ASME Code for Low Temperature Operation, the design pressure may be reduced to 100 p.s.i.g. or the controlled pressure, whichever is greater.

NOTE 11: Before an MC 330 or MC 331 (§ 178.337) cargo tank may be used for the transportation of vinyl fluoride, inhibited, the following requirements must be met: Tanks must be designed for a service temperature of minus 100° F. or below and com-

ply with the requirements of the ASME Code for Low Temperature Operation. * * *

(j) * * *

(1) Each container must be constructed in compliance with the requirements of the ASME Code (containers built in compliance with earlier editions starting with 1943 are authorized) and must be marked to indicate compliance in the manner specified by the respective Code.

(2) Each container must be equipped with safety devices in compliance with the requirements for safety devices on containers as specified in NFPA Pamphlet No. 58.

PART 177—SHIPMENTS MADE BY WAY OF COMMON, CONTRACT, OR PRIVATE CARRIERS BY PUBLIC HIGHWAY

III. Part 177 is amended as follows:

(A) In § 177.824 the first sentence of paragraph (f) (2) is amended to read as follows:

§ 177.824 Retesting and inspection of cargo tanks.

(f) * * *

(2) The inspection required by subparagraph (1) of this paragraph must be conducted in accordance with the applicable parts of Appendix 6, section VIII of the ASME Code. * * *

PART 178—SHIPPING CONTAINER SPECIFICATIONS

IV. Part 178 is amended as follows:

(A) In § 178.47-8 the last sentence of paragraph (a) is amended, footnote 1 referenced therein is canceled as follows:

§ 178.47 Specification 4DS; inside containers, welded stainless steel for aircraft use.

§ 178.47-8 Manufacture.

(a) * * * Certification of welders and/or process is required in accordance with the sections of CGA Pamphlet C-3 that apply.

(B) In § 178.51-17 the second complete sentence in paragraph (a) is amended, footnote 2 referenced therein is canceled; the last sentence of paragraph (b) is amended; the first sentence of paragraph (c) is amended to read as follows:

§ 178.51 Specification 4BA; welded or brazed steel cylinders made of definitely prescribed steels.

§ 178.51-17 Tests of welds.

(a) * * * The specimen must be taken across the major seam and must be prepared and tested in accordance with and must meet the requirements of CGA Pamphlet C-3. * * *

(b) * * * Specimens must be taken across the major seam and must be prepared and tested in accordance with and must meet the requirements of CGA Pamphlet C-3.

(c) *Alternate guided-bend test.* This test may be used and must be as required by CGA Pamphlet C-3. * * *

(C) In § 178.54-8 the last sentence of paragraph (a) (2) is amended, footnote 2 referenced therein is canceled; in § 178.54-17 the second sentence of paragraph (a) is amended; in § 178.54-18 paragraph (a) is amended, footnote 2 referenced therein is canceled as follows:

§ 178.54 Specification 4B240-FLW; welded or welded and brazed cylinders with fusion-welded longitudinal seam.

§ 178.54-8 Manufacture.

(a) * * *

(2) * * * For welding the cylinder, procedure and operators must be qualified in accordance with the sections of CGA Pamphlet C-3 that apply.

§ 178.54-17 Weld tests.

(a) * * * Specimens must be taken across the major seam and must be prepared and tested in accordance with and must meet the requirements of CGA Pamphlet C-3.

§ 178.54-18 Radiographic examination.

(a) The techniques and acceptability of radiographic inspection must conform to the standards set forth in CGA Pamphlet C-3.

(D) In § 178.56-17 the second sentence of paragraph (a) is amended, footnote 2 referenced therein is canceled; the last sentence of paragraph (b) and the first sentence of paragraph (c) are amended to read as follows:

§ 178.56 Specification 4AA480; welded steel cylinders made of definitely prescribed steels.

§ 178.56-17 Tests of welds.

(a) * * * The specimens must be taken across the major seam and must be prepared and tested in accordance with and must meet the requirements of CGA Pamphlet C-3. * * *

(b) * * * Specimens must be taken across the major seam and must be prepared and tested in accordance with and must meet the requirements of CGA Pamphlet C-3.

(c) *Alternate guided-bend test.* This test may be used and must be as required by CGA Pamphlet C-3. * * *

(E) In § 178.57-9 the first sentence of paragraph (c) is amended, footnote 1 referenced therein is canceled; in § 178.57-17 the second sentence of paragraph (a), the last sentence of paragraph (b), and the first sentence of paragraph (c) are amended, footnote 2 referenced in paragraph (b) is canceled; in § 178.57-18 paragraph (a) is amended to read as follows:

§ 178.57 Specification 4L; welded cylinders insulated.

§ 178.57-9 Welding.

(c) For welding the cylinder, each procedure and operator must be qualified in accordance with the sections of CGA Pamphlet C-3 that apply. * * *

§ 178.57-17 Tests of welds.

(a) * * * The specimen must be taken across the major seam and must be prepared and tested in accordance with and must meet the requirements of CGA Pamphlet C-3. * * *

(b) * * * Specimens must be taken across the particular seam being tested and must be prepared and tested in accordance with and must meet the requirements of CGA Pamphlet C-3.

(c) *Alternate guided-bend test.* This test may be used and must be as required by CGA Pamphlet C-3. * * *

§ 178.57-18 Radiographic examination.

(a) The techniques and acceptability of radiographic inspection must conform to the standards set forth in CGA Pamphlet C-3.

(F) In § 178.58-8 the last sentence of paragraph (a) is amended, footnote 2 referenced therein is canceled as follows:

§ 178.58 Specification 4DA; inside containers, welded steel for aircraft use.

§ 178.58-8 Manufacture.

(a) * * * Certification of welders and/or process required in accordance with the sections of CGA Pamphlet C-3 that apply.

(G) In § 178.60-18 the second sentence of paragraph (a) (1) is amended, footnote 2 referenced therein is canceled; the last sentence of paragraph (a) (2) and the first sentence of paragraph (a) (3) are amended to read as follows:

§ 178.60 Specification 8AL; steel cylinders with approved porous filling for acetylene.

§ 178.60-18 Weld tests.

(a) * * *

(1) * * * The specimen must be taken across the major seam and must be prepared and tested in accordance with and must meet the requirements of CGA Pamphlet C-3. * * *

(2) * * * Specimens must be taken across the major seam and must be prepared and tested in accordance with and must meet the requirements of CGA Pamphlet C-3.

(3) *Alternate guided-bend test.* This test may be used and must be as required by CGA Pamphlet C-3. * * *

(H) In § 178.61-8 paragraph (d) is amended, footnote 1 referenced therein is canceled; in § 178.61-17 the second sentence of paragraph (a) is amended, footnote 1 referenced therein is canceled; the last sentence of paragraph (b) and the first sentence of paragraph (c) are amended; in § 178.61-18 the first

sentence of paragraph (a) is amended to read as follows:

§ 178.61 Specification 4BW; welded steel cylinders made of definitely prescribed steels with electric-arc welded longitudinal seam.

§ 178.61-8 Manufacture.

(d) Welding procedure and operators must be qualified in accordance with the sections of CGA Pamphlet C-3 that apply.

§ 178.61-17 Tests of welds.

(a) * * * The specimen must be taken across the longitudinal seam and must be prepared and tested in accordance with and must meet the requirements of CGA Pamphlet C-3. * * *

(b) * * * Specimens must be taken across the longitudinal seam and must be prepared and tested in accordance with and must meet the requirements of CGA Pamphlet C-3.

(c) *Alternate guided bend test.* This test may be used and must be as required by CGA Pamphlet C-3. * * *

§ 178.61-18 Radiographic examination.

(a) Radiographic inspection must conform to the techniques and acceptability criteria set forth in CGA Pamphlet C-3. * * *

(I) In § 178.63-17 the third sentence of paragraph (b) is amended, footnote 1 referenced therein is canceled as follows:

§ 178.63 Specification 4E; welded aluminum cylinders.

§ 178.63-17 Weld tests.

(b) * * * The specimen must be bent to refusal in the guided bend test jig illustrated in paragraph 6.10 of CGA Pamphlet C-3. * * *

(J) In § 178.245-1 paragraph (a) is amended to read as follows:

§ 178.245 Specification 51; steel portable tanks.

§ 178.245-1 Requirements for design and construction.

(a) Tanks must be of seamless or welded steel construction or combination of both and must have in excess of 1,000 pounds water capacity. Fusion welded tanks must be postweld heat treated and radiographed to provide the highest joint efficiency provided by the ASME Code. Tanks must be designed and constructed in accordance with and fulfill the requirements of the ASME Code. Tanks constructed in accordance with the requirements of Part UHT of the ASME Code must comply with the following additional requirements:

(1) Welding procedure and welder performance tests must be made annually in accordance with section IX of the ASME Code. In addition to the essential variables named therein the following must be considered to be essential variables: Number of passes, thickness of plate, heat input per pass,

and manufacturer's identification of rod and flux. The number of passes, thickness of plate and heat input per pass may not vary more than 25 percent from the procedure qualification. Records of the qualification must be retained for at least 5 years by the tank manufacturer and made available to duly identified representatives of the Department of Transportation or the owner of the tank.

(2) Impact tests must be made on a lot basis. A lot is defined as 100 tons or less of the same heat and having a thickness variation no greater than plus or minus 25 percent. The minimum impact required for full-sized specimens shall be 20 foot-pounds (or 10 foot-pounds for half-sized specimens) at 0° F. Charpy V-Notch in both the longitudinal and transverse direction. If the lot test does not pass this requirement, individual plates may be accepted if they individually meet this impact requirement.

(K) In § 178.255-1 paragraphs (a), (b), and (c) are amended; in § 178.255-2 paragraph (a) is amended to read as follows:

§ 178.255 Specification 60; steel portable tanks.

§ 178.255-1 General requirements.

(a) Tanks must be of fusion welded construction, cylindrical in shape with seamless heads concave to the pressure. Tank shells may be of seamless construction.

(b) Tanks must be designed and constructed in accordance with and fulfill all the requirements of the ASME Code.

(c) Tanks including all permanent attachments must be postweld heat treated as a unit.

§ 178.255-2 Material.

(a) Material used in the tank must be steel of good weldable quality and conform with the requirements of the ASME Code.

(L) In § 178.337-1 paragraph (a), Note 1 following paragraph (b) and paragraph (f) are amended; in § 178.337-2 paragraph (a) (1) and (2) is amended; in § 178.337-4 paragraphs (a), (b), and (c) are amended; in § 178.337-6 paragraph (a) is amended; in § 178.337-16 paragraphs (a) and (b) (1) and (2) are amended; in § 178.337-17 the last sentence of paragraph (a) is amended; in § 178.337-18 the first sentence of paragraph (a) is amended to read as follows:

§ 178.337 Specification MC 331; cargo tanks constructed of steel primarily for transportation of compressed gases as defined in the Compressed Gas Section. Requirements to be met in all particulars with respect to all such tanks constructed after September 1, 1965.

§ 178.337-1 General requirements.

(a) ASME Code construction. Tanks must be seamless or welded steel construction or combination of both and

must be designed and constructed in accordance with and fulfill the requirements of the ASME Code. Each tank must also meet the following additional requirements.

(b) * * *

NOTE 1: The term "design pressure" as used in this specification, is identical to the term "maximum allowable working pressure" as used in the ASME Code.

(f) Postweld heat treatment. Postweld heat treatment must be as prescribed in the ASME Code except that each tank constructed in accordance with Part UHT of the ASME Code must be postweld heat treated. Each chlorine tank must be fully radiographed and postweld heat treated in accordance with the provisions of the ASME Code under which it is constructed. Where postweld heat treatment is required, the tank must be treated as a unit after completion of all the welds in and/or to the shells and heads. The method must be as prescribed in the ASME Code. Welded attachments to pads may be made after postweld heat treatment.

§ 178.337-2 Material.

(a) * * *

(1) All material used for construction of the tank and appurtenances must be suitable for use with the commodities to be transported therein and must comply with the requirements of the ASME Code and/or requirements of the American Society for Testing and Materials in all respects.

(2) Impact tests are required on steel used in fabrication of each tank constructed in accordance with Part UHT of the ASME Code. The tests must be made on a lot basis. A lot is defined as 100 tons or less of the same heat treatment processing lot having a thickness variation no greater than plus or minus 25 percent. The minimum impact required for full size specimens must be 20 foot-pounds in the longitudinal direction at -30° F., Charpy V-Notch and 15 foot-pounds in the transverse direction at -30° F., Charpy V-Notch. The required values for subsize specimens must be reduced in direct proportion to the cross-sectional area of the specimen beneath the notch. If a lot does not meet this requirement, individual plates may be accepted if they individually meet this requirement.

§ 178.337-4 Joints.

(a) Joints shall be as required by the ASME Code, with all undercutting in shell and head material repaired as specified therein.

(b) Welding procedure and welder performance tests must be made annually in accordance with section IX of the ASME Code. In addition to the essential variables named therein, the following must be considered to be essential variables: Number of passes; thickness of plate; heat input per pass; and manufacturer's identification of rod and flux. When fabrication is done in accordance with Part UHT of the ASME Code, filler material of nickel-molybdenum-vanadi-

um type must not be used. The number of passes, thickness of plate, and heat input per pass may not vary more than 25 percent from the procedure or welder qualifications. Records of the qualification must be retained for at least 5 years by the tank manufacturer and made available to duly identified representatives of the Department of Transportation or the owner of the tank.

(e) The maximum tolerance for misalignment and butting up shall be in accordance with the ASME Code.

§ 178.337-6 Closure for manhole.

(a) Each tank constructed in accordance with Part UHT of the ASME Code and other tanks above 3,500 gallons water capacity must be provided with a manhole conforming to paragraph UG-46 (g) (1) and other requirements of the ASME Code.

§ 178.337-16 Testing.

(a) Inspection and tests. Inspection of materials of construction of the tank and its appurtenances and original test and inspection of the finished tank and its appurtenances must be as required by the ASME Code and as further required by this specification except that for tanks constructed in accordance with Part UHT of the ASME Code the original test pressure must be at least twice the tank design pressure.

(b) * * *

(1) Each tank constructed in accordance with Part UHT of the ASME Code must be subjected, after postweld heat treatment and hydrostatic tests, to a wet fluorescent magnetic particle inspection to be made on all welds in or on the tank shell and heads both inside and out. The method of inspection must conform to Appendix VI of the ASME Code, paragraph UA-70 through UA-72 except that permanent magnets shall not be used.

(2) On tanks of over 3,500 gallons water capacity other than those described in subparagraph (1) of this paragraph unless fully radiographed, a test must be made of all welds in or on the shell and heads both inside and outside by either the wet fluorescent magnetic particle method conforming to Appendix VI of the ASME Code, liquid dye penetrant method, or ultrasonic testing in accordance with Appendix U of the ASME Code. Permanent magnets must not be used to perform the magnetic particle inspection.

§ 178.337-17 Marking.

(a) * * * The plate shall be plainly marked by stamping, embossing, or other means of forming letters into the metal of the plate, with the following information in addition to that required by the ASME Code, in characters at least 3/16-inch high:

§ 178.337-18 Certification.

(a) For each tank the tank vehicle manufacturer shall supply and the

owner shall obtain the tank manufacturer's data report required by the ASME Code, and a certificate stating that the completed tank vehicle is in complete compliance in all respects with specification MC 331 including the ASME Code. * * *

(M) In § 178.340-4 paragraph (a) is amended to read as follows:

§ 178.340 General design and construction requirements applicable to specifications MC 306 (§ 178.341), MC 307 (§ 178.342), and MC 312 (§ 178.343) cargo tanks.

§ 178.340-4 Structural integrity.

(a) *Maximum stress values.* The maximum calculated stress value must not exceed 20 percent of the minimum ultimate strength of the material as authorized in § 178.340-3, except when ASME Code pressure vessel design requirements apply.

(N) In § 178.342-1 the second sentence of paragraph (b) is amended to read as follows:

§ 178.342 Specification MC 307; cargo tanks.

§ 178.342-1 General requirements.

(b) * * * For working pressures in excess of 50 p.s.i.g. the tank must be designed in accordance with the requirements of the ASME Code.

(O) In § 178.343-1 the first sentence of paragraph (b) is amended to read as follows:

§ 178.343 Specification MC 312; cargo tanks.

§ 178.343-1 General requirements.

(b) Tank design: Cargo tanks built under this specification that are unloaded by pressure in excess of 15 p.s.i.g. must be designed and constructed in accordance with and fulfill all requirements of the ASME Code. * * *

These amendments are effective December 30, 1969.

(Secs. 831-835, title 18, United States Code; sec. 9, Department of Transportation Act (49 U.S.C. 1657); title VI, sec. 902(h), Federal Aviation Act of 1958 (49 U.S.C. 1421-1430, 1472(h)))

Issued in Washington, D.C., on November 7, 1969.

P. E. TRIMBLE,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

R. N. WHITMAN,
Administrator,
Federal Railroad Administration.

F. C. TURNER,
Federal Highway Administrator.

SAM SCHNEIDER,
Board Member, For the
Federal Aviation Administration.

[F.R. Doc. 69-13566; Filed, Nov. 13, 1969; 8:49 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 32—HUNTING

Monte Vista National Wildlife Refuge, Colo.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations: upland game; for individual wildlife refuge areas.

COLORADO

MONTE VISTA NATIONAL WILDLIFE REFUGE

Archery hunting of pheasants, rabbits, skunk, badger, raccoon, coyote, bobcat, feral cat, magpie, and crow on the Monte Vista National Wildlife Refuge, Colo., is permitted only on the area designated by signs or maps as open to hunting. This open area, comprising 2,865 acres, is delineated on maps available at refuge headquarters, Monte Vista, Colo., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office Box 1306, Albuquerque, N. Mex. 87103.

Archery hunting shall be in accordance with all applicable State regulations governing the hunting of pheasants, rabbits, skunk, badger, raccoon, coyote, bobcat, feral cat, magpie, and crow subject to the following special conditions:

(1) The archery hunting season on the refuge extends from November 15 through November 23, 1969, inclusive.

(2) Archery hunters must register at the refuge headquarters between 9 a.m. and 11:30 a.m. on each day prior to entering the hunting area.

(3) Hunting hours: 12 m. until sunset.

(4) Weapons: Only nonmechanical bow as permitted by State regulations and flu-flu arrows may be used for hunting.

(5) Dogs: Not to exceed two dogs per hunter may be used in the hunting of pheasants, rabbits, skunk, badger, raccoon, coyote, bobcat, feral cat, magpie, and crow.

(6) Admittance: Entrance to the open area and parking of vehicles will be restricted to designated parking areas.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in title 50, Code of Federal Regulations, Part 32, and are effective through November 23, 1969.

CHARLES R. BRYANT,
Refuge Manager, Monte Vista
National Wildlife Refuge,
Monte Vista, Colo.

OCTOBER 8, 1969.

[F.R. Doc. 69-13531; Filed, Nov. 13, 1969; 8:47 a.m.]

PART 33—SPORT FISHING

Upper Souris National Wildlife Refuge, N. Dak.

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 33.5 Special regulations: sport fishing; for individual wildlife refuge areas.

NORTH DAKOTA

UPPER SOURIS NATIONAL WILDLIFE REFUGE

Sport fishing on the Upper Souris National Wildlife Refuge, N. Dak., is permitted only on the areas designated by signs as open to fishing. These open areas comprise 7,000 acres and are delineated on maps available at refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Federal Building, Fort Snelling, Twin Cities, Minn. 55111. Sport fishing shall be in accordance with all applicable State laws and regulations subject to the following special conditions:

(1) The refuge areas shall be open to the taking of fish from January 1 through March 22, 1970. The refuge shall then be closed to the taking of fish from March 23 through May 1, 1970. The refuge shall then be open to the taking of fish from May 2 through September 30, 1970.

The refuge shall then be closed to the taking of fish from October 1 through December 14, 1970, and open to fishing from December 15 through December 31, 1970. Shore fishing will be permitted on those road crossings and areas designated by the Refuge Manager as open for the period October 1 through December 14, 1970.

(2) The use of once frozen smelt, perch eyes, and commercially pickled minnows is permitted.

(3) One outboard motor of not more than 10 horsepower may be attached to any boat or floating craft and to be used for fishing purposes only. Speed limit on the Souris River above the Mouse River Park not to exceed 5 miles per hour.

(4) Snowmobiles may be used on Lake Darling from the Lake Darling dam to the Grano road crossing during the winter fishing season only. Snowmobiles prohibited on all other parts of the refuge. The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Part 33, and are effective through December 31, 1970.

JOHN M. DAHL,
Refuge Manager, Upper Souris
National Wildlife Refuge,
Foxholm, N. Dak.

NOVEMBER 7, 1969.

[F.R. Doc. 69-13557; Filed, Nov. 13, 1969; 8:49 a.m.]

Proposed Rule Making

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 91]

[Docket No. 9950; Notice 69-50]

ALTIMETER SYSTEM REQUIREMENTS

Notice of Proposed Rule Making

The Federal Aviation Administration is considering amending § 91.170 of Part 91 of the Federal Aviation Regulations by revoking the provision that permits the postponement of the first test and inspection of the altimeter system for airplanes under annual inspection until the first annual inspection after July 31, 1967.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to: Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, GC-24, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before February 12, 1970, will be considered by the administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

Paragraph (a) of § 91.170 prohibits a person from operating an airplane in controlled airspace under IFR unless, within the preceding 24 calendar months, each static pressure system and each altimeter instrument has been tested and inspected and found to comply with Appendix E of Part 43. Paragraph (b) of that section states that, for airplanes under annual inspection, the first test and inspection is not required to be made until the first annual inspection after July 31, 1967.

Under the original amendment to Part 91 (Amendment 91-20, 30 F.R. 8262) in 1965, the upgraded altimeter system performance was to be obtained by August 1, 1966. However, in response to petitions from industry, the FAA extended the compliance date to August 1, 1967, for airplanes that were not under the annual inspection provisions of § 91.169. At the same time, it was determined appropriate to provide that for airplanes under annual inspection, the first test and inspection was not required to be made until the first annual inspection after July 31, 1967. The compliance date was extended

on the basis that the supply of new altimeters that met the test requirements was limited; that it would not be possible for persons owning the 30,000 to 40,000 airplanes involved to obtain the new altimeters by the original compliance date; and that a significant number of existing repair stations were not equipped or ready to perform the required altimeter tests. The purpose in permitting compliance by the first annual inspection after July 31, 1967, was to insure a more efficient scheduling of the altimeter system inspections and tests in view of the large number of airplanes that would be initially involved. However, during the intervening 2 years, all the airplanes operating in controlled airspace under IFR should have had the first altimeter test and inspection. Therefore, the FAA considers that paragraph (b) has now served its purpose.

In consideration of the foregoing, it is proposed to amend Part 91 of the Federal Aviation Regulations by revoking § 91.170(b).

This amendment is proposed under the authority of sections 313(a) and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a) and 1421, and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on November 6, 1969.

JAMES F. RUDOLPH,

Director, Flight Standards Service.

[P.R. Doc. 69-13550; Filed, Nov. 13, 1969; 8:48 a.m.]

FEDERAL TRADE COMMISSION

[16 CFR Part 424]

RETAIL FOOD STORE ADVERTISING AND MARKETING PRACTICES

Notice of Proposed Rule Making

Notice is hereby given that the Federal Trade Commission pursuant to the Federal Trade Commission Act, as amended, 15 U.S.C. 41, et seq., and the provision of Part 1, Subpart B of the Commission's procedures and rules of practice, 16 CFR 1.11, et seq., has initiated a proceeding for the promulgation of a Trade Regulation Rule regarding food store advertising and marketing practices.

The Commission has initiated this proceeding, having reason to believe that:

(1) Many food retailers engaged in the sale or distribution of food and grocery products or other merchandise, make extensive use of advertising to announce the availability and price of such items;

(2) Such food retailers also make extensive use of advertised "specials" which purport to make available during

a particular period of time, food and grocery products or other merchandise at reductions from prevailing prices;

(3) Food retailers rely upon and profit from such price advertising, which attracts customers to their stores and thereby induces sales;

(4) Consumers regard and rely upon such advertising as a declaration that all of the items advertised will be available for purchase in the stores, and at the advertised prices during the effective period of the advertisement;

(5) Consumers can benefit from advertised low-priced "specials" saving perhaps up to 10 percent or more on their total food bills, when the items are readily available at advertised prices;

(6) In a substantial number of cases, advertised items or "specials" are found to be unavailable during the effective period of the advertisement, particularly in those stores located in low-income areas;

(7) Many food retailers have failed to disclose in advertising that specified advertised items would be in limited supply or altogether unavailable in specified stores during the effective period of the advertisement;

(8) In a substantial number of cases advertised items or "specials" have not been marked down in accordance with the advertised prices, but bear a price higher than the advertised price;

(9) The failure to disclose that advertised items are not readily available at the advertised prices constitutes failure to disclose material facts to prospective patrons of the stores;

(10) Food retailers engaged in the above practices divert to themselves business which might, and probably would otherwise go to competitors, causing injury to competition;

(11) Such marketing practices constitute unfair methods of competition, and unfair and deceptive acts or practices in violation of sections 5 and 12 of the Federal Trade Commission Act.

In taking this action the Commission has considered, among other things, the results of extensive staff investigations conducted in three large metropolitan areas. Investigations in two of these cities and the results are described in detail in the Bureau of Economics' staff report to the Commission titled "Economic Report on Food Chain Selling Practices in the District of Columbia and San Francisco," which was published in July 1969. The investigation covered by this report included surveys of a total of 137 stores operated by 10 leading food chains.

The report disclosed that a total of 11 percent of the advertised items in the two cities were found to be unavailable, and only eight of the 137 stores checked had every advertised item available for the consumer. In each of the two cities

considerably more items were unavailable in low-income-area stores as compared to higher-income-area stores.

Also described in the report is the extent to which deviations existed between the prices items were advertised at and the prices appearing on the items in 99 stores. The results indicated deviations of 9 percent in Washington and 8.8 percent in San Francisco. Several chains had 10 percent or more items mispriced. In a very substantial majority of the instances of deviations, the prices marked on the items were higher than the advertised prices. Further surveys in June and August 1969 of 154 Washington, D.C., and Baltimore area supermarkets operated by nine firms, revealed findings similar to those in the above cited Economic Report.

Prior to taking this action, the Commission has taken into account its accumulated experience with retail food marketing practices, and has also carefully considered other available studies and reports on the subject. As a result of its deliberations, the Commission is of the opinion that the public interest in a proceeding of this nature, is specific and substantial. Accordingly, it therefore proposes the following Trade Regulation Rule:

§ 424.1 The Rule.

In connection with the sale or offering for sale by food retailers of food and grocery products or other merchandise, subject to the jurisdictional requirements of sections 5 and 12 of the Federal Trade Commission Act, it is an unfair method of competition and/or an unfair or deceptive act or practice to:

(a) (1) Offer any such product for sale at a stated price, by means of any advertisement disseminated in an area served by any of its stores which do not have such products in stock, and readily available to customers in self-service areas of such stores. (If not readily available on a self-service basis, clear and adequate notice shall be provided at the point where customers would normally expect the products to be offered for sale, that the item or items are in stock and may be obtained upon request.)

(2) Provided, however, that it shall constitute a defense to a charge under subparagraph (1) of this paragraph, if the retailer maintains records sufficient to show that the advertised products

were ordered and delivered to the stores in quantities sufficient to meet reasonably anticipated demands.

(b) (1) Fail to make the advertised items conspicuously and readily available for sale at or below the advertised prices:

(2) Unless, in each of the above cases, there is clear and conspicuous disclosure in all such advertisements as to all exceptions with respect to specific stores, products or prices otherwise included within the advertisement.

NOTE I: General disclaimers in advertising relating to product availability will not be considered to be in compliance with the disclosure provisions of the rule. Examples of such general disclaimers would be:

- (a) "Not all items available at all stores."
- (b) A statement that a particular item or group of items is "Available at most stores."
- (c) "Available at stores featuring delicatessen departments." In this case the specific stores where the advertised item is either available or unavailable shall be disclosed.

NOTE II: Some food retailers have utilized a "raincheck" policy whereby customers may subsequently purchase at the advertised prices items which were unavailable during the effective period of the advertisement. Such a system will not be considered as compliance with (a) (1) of the rule.

For the purpose of carrying out the provisions of the statutes administered by it, the Commission is empowered to promulgate rules and regulations applicable to unlawful trade practices. Such rules and regulations express the experience and judgment of the Commission, based on facts of which it has knowledge derived from studies, reports, investigations, hearings, and other proceedings, or within official notice, concerning the substantive requirements of the statutes which it administers.

Where a Trade Regulation Rule is relevant to any issue involved in an adjudicative proceeding thereafter instituted, the Commission may rely upon the rule to resolve the issue, provided that the respondent shall have been given a fair hearing on the applicability of the rule to the particular case.

Protection of the consuming public from false, misleading, deceptive, or unfair labeling or advertising of products is a prime duty of the Commission.

All interested persons, including the consuming public, are hereby notified that they may file written data, views or arguments concerning the practices

described herein with Joseph W. Shea, Secretary, Federal Trade Commission, Washington, D.C. 20580, not later than January 14, 1970. To the extent practicable, persons wishing to file written presentations in excess of two pages should submit 20 copies.

All interested persons are also given notice of opportunity to orally present data, views, or arguments with respect to these practices and the proposed rule at a public hearing to be held at 10 a.m., e.s.t., January 20 and 21, 1970, in Room 532 of the Federal Trade Commission Building, Pennsylvania Avenue and Sixth Street NW., Washington, D.C.

Any person desiring to orally present his views at the hearing should so inform the Secretary not later than January 14, 1970, and state the estimated time required for his oral presentation. Reasonable limitations upon the length of time allotted to any person may be imposed. In addition, all parties desiring to deliver a prepared statement at the hearing should file such statement with the Secretary of the Commission on or before January 14, 1970.

The data, views, or arguments presented with respect to the practices in question will be available for examination by interested parties at the office of the Assistant Secretary for Legal and Public Records, Federal Trade Commission, Washington, D.C., and will be considered by the Commission in the establishment of a Trade Regulation Rule.

All persons, firms, corporations, or others engaged in retail food store marketing, in commerce, as "commerce" is defined in the Federal Trade Commission Act, will be subject to the requirements of any Trade Regulation Rule promulgated in the course of this proceeding.

All interested persons, including the consuming public, are urged to express their approval or disapproval of the proposed rule, or to recommend revisions thereof, and to give a full statement of their views in connection therewith.

Issued: November 14, 1969.

By the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-13448; Filed, Nov. 13, 1969;
8:45 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Internal Revenue Service

EDGAR A. MILLS

Notice of Granting of Relief

Notice is hereby given that Edgar A. Mills, Greensboro, N.C., has applied for relief from disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms incurred by reason of his conviction on December 14, 1954, in the U.S. District Court for the Middle District of North Carolina, of an offense punishable by imprisonment for a term exceeding 1 year, as defined in 18 U.S.C. 921(a)(20). Unless relief is granted, it will be unlawful for Edgar A. Mills, because of such conviction to ship, transport, or receive in interstate or foreign commerce any firearm or ammunition, and he would be prevented under chapter 44, title 18, United States Code, from obtaining a license under that chapter as a firearms or ammunition importer, manufacturer, dealer, or collector. In addition, under title VII of the Omnibus Crime Control and Safe Streets Act of 1968 (82 Stat. 236; 18 U.S.C., Appendix) it would be unlawful for Mr. Mills to receive, possess or transport in commerce or affecting commerce a firearm. Notice is hereby further given that I have considered Edgar A. Mills' application and have found:

(1) The conviction was made upon a charge which did not involve the use of a firearm or other weapon or a violation of chapter 44, title 18, United States Code, or of the National Firearms Act; and

(2) It has been established to my satisfaction that the circumstances regarding the conviction and the applicant's record and reputation are such that the applicant will not be likely to act in a manner dangerous to public safety, and that the granting of the requested relief to Edgar A. Mills, from disabilities incurred by reason of his conviction would not be contrary to the public interest.

It is ordered, Pursuant to the authority vested in the Secretary of the Treasury by section 925(c), title 18, United States Code, and delegated to me by the regulations in Title 26, Part 178, Code of Federal Regulations, that Edgar A. Mills be, and he hereby is granted relief from any and all disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment or possession of firearms incurred by reason of the conviction hereinabove described.

Signed at Washington, D.C., this 6th day of November 1969.

[SEAL] RANDOLPH W. THROWER,
Commissioner of Internal Revenue.

[F.R. Doc. 69-13559; Filed, Nov. 13, 1969; 8:49 a.m.]

MICHAEL GEORGE PRIME

Notice of Granting of Relief

Notice is hereby given that Michael George Prime, 6850 East Kenyon Drive, Tucson, Ariz., has applied for relief from disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms incurred by reason of his conviction on February 23, 1966, in the Superior Court of the State of Arizona in and for the County of Pima, of a crime punishable by imprisonment for a term exceeding 1 year. Unless relief is granted, it will be unlawful for Michael George Prime because of such conviction, to ship, transport, or receive in interstate or foreign commerce any firearm or ammunition, and he would be ineligible for a license under chapter 44, title 18, United States Code as a firearms or ammunition importer, manufacturer, dealer or collector. In addition, under title VII of the Omnibus Crime Control and Safe Streets Act of 1968, as amended (82 Stat. 236; 18 U.S.C., Appendix), because of such conviction, it would be unlawful for Mr. Prime to receive, possess, or transport in commerce or affecting commerce, any firearm.

Notice is hereby given that I have considered Michael George Prime's application and:

(1) I have found that the conviction was made upon a charge which did not involve the use of a firearm or other weapon or a violation of chapter 44, title 18, United States Code, or of the National Firearms Act; and

(2) It has been established to my satisfaction that the circumstances regarding the conviction and the applicant's record and reputation are such that the applicant will not be likely to act in a manner dangerous to public safety, and that the granting of the relief would not be contrary to the public interest.

Therefore, pursuant to the authority vested in the Secretary of the Treasury by section 925(c), title 18, United States Code and delegated to me by 26 CFR 178.144: It is ordered, That Michael George Prime be, and he hereby is, granted relief from any and all disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms and

incurred by reason of the conviction hereinabove described.

Signed at Washington, D.C., this 6th day of November 1969.

[SEAL] RANDOLPH W. THROWER,
Commissioner of Internal Revenue.

[F.R. Doc. 69-13560; Filed, Nov. 13, 1969; 8:49 a.m.]

EDWARD O. SHEPHERD

Notice of Granting of Relief

Notice is hereby given that Mr. Edward O. Shepherd, 7544 Third Street Road, Louisville, Ky. 40214, has applied for relief from disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, or possession of firearms incurred by reason of his conviction on February 15, 1945, by the Jefferson Circuit Court, Criminal Division, for the Commonwealth of Kentucky of a crime punishable by imprisonment for a term exceeding 1 year. Unless relief is granted, it will be unlawful for Edward O. Shepherd because of such conviction, to ship, transport or receive in interstate or foreign commerce any firearm or ammunition, and he would be ineligible for a license under chapter 44, title 18, United States Code as a firearms or ammunition importer, manufacturer, dealer or collector. In addition, under title VII of the Omnibus Crime Control and Safe Streets Act of 1968, as amended (82 Stat. 236; 18 U.S.C., Appendix), because of such conviction, it would be unlawful for Edward O. Shepherd to receive, possess, or transport in commerce or affecting commerce, any firearm.

Notice is hereby given that I have considered Edward O. Shepherd's application and:

(1) I have found that the conviction was made upon a charge which did not involve the use of a firearm or other weapon or a violation of chapter 44, title 18, United States Code, or of the National Firearms Act; and

(2) It has been established to my satisfaction that the circumstances regarding the conviction and the applicant's record and reputation are such that the applicant will not be likely to act in a manner dangerous to public safety, and that the granting of the relief would not be contrary to the public interest.

Therefore, pursuant to the authority vested in the Secretary of the Treasury by section 925(c), title 18, United States Code and delegated to me by 26 CFR 178.144: It is ordered, That Edward O. Shepherd be, and he hereby is, granted relief from any and all disabilities imposed by Federal laws with respect to

the acquisition, receipt, transfer, shipment, or possession of firearms and incurred by reason of the conviction hereinabove described.

Signed at Washington, D.C., this 6th day of November 1969.

[SEAL] RANDOLPH W. THROWER,
Commissioner of Internal Revenue.

[F.R. Doc. 69-13561; Filed, Nov. 13, 1969;
8:49 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[F-12133]

ALASKA

Notice of Proposed Withdrawal and Reservation of Lands

NOVEMBER 3, 1969.

The Bureau of Indian Affairs has filed an application, serial number F-12133, for the withdrawal of the lands described herein from all forms of appropriation under the public land laws, including the mining and mineral leasing laws, grazing laws, and the disposal of materials act of 1947, as amended. The applicant agency has acquired existing facilities on the land from the Bureau of Land Management and the tract is to be used as an administrative site in administering the affairs of the Native people in the Bethel area.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, 555 Cordova Street, Anchorage, Alaska 99501.

The Department's regulation, 43 CFR 2311.1-3(c), provides that the authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

The authorized officer will also prepare a report for consideration by the Secretary of the Interior who will determine whether the lands will be withdrawn as requested by the applicant agency.

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

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

The lands involved in the application are:

BETHEL AREA, ALASKA

Beginning at Corner No. 1 of U.S. Survey 4383, located on the centerline of the Bethel Airport Road; thence north 63°28' W., 7.5 chains along the centerline of said road to corner No. 1 of this tract, the point of beginning; thence south 2 chains to corner No. 2; thence west 4 chains to corner No. 3; thence north 4 chains to corner No. 4 located on the centerline of the Bethel Airport Road; thence south 63°28' E., 4.5 chains along the centerline of the Bethel Airport Road to the point of beginning. Containing approximately 1.2 acres, located 4 miles west of Bethel.

BURTON W. SILCOCK,
State Director.

[F.R. Doc. 69-13537; Filed, Nov. 13, 1969;
8:45 a.m.]

[AA-3128]

ALASKA

Notice of Proposed Withdrawal and Reservation of Lands

NOVEMBER 6, 1969.

The Forest Service, U.S. Department of Agriculture, has filed an application, Serial No. AA-3128, for the withdrawal of the lands described herein from location or entry under the mining laws. The land lies within the South Tongass National Forest and the purpose of the proposed withdrawal is to protect the tract for use as a recreation area for the general public. The land contains totems and a community house of the Haida Indian Tribe and is known as the New Kasaan Totem Park.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, 555 Cordova Street, Anchorage, Alaska 99501.

The Department's regulation, 43 CFR 2311.1-3(c), provides that the authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

The authorized officer will also prepare a report for consideration by the Secretary of the Interior who will determine whether the lands will be withdrawn as requested by the applicant agency.

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

If circumstances warrant, a public hearing will be held at a convenient

time and place, which will be announced. The lands involved in the application are:

SOUTH TONGASS NATIONAL FOREST PRINCE OF WALES ISLAND

Corner No. 1 bears N. 62°30' W., from USLM No. 5 for 2,680 feet; thence S. 66°30' W., for 1,230 feet to Corner No. 2; thence N. 47° W., for 270 feet to Corner No. 3; thence N. 8° W., for 540 feet to Corner No. 4; thence N. 85°30' E., for 990 feet to Corner No. 5; thence S. 54°30' E., for 580 feet to Corner No. 1. The boundaries should follow the mean high tide between these points and the boundary line between Corner No. 5 and Corner No. 1, point of beginning, will follow southeasterly the west bank of the Sun-I-Hat Creek. Containing approximately 14 acres on the north shore of the Kasaan Bay, approximately one-half mile west of the community of New Kasaan.

BURTON W. SILCOCK,
State Director.

[F.R. Doc. 69-13538; Filed, Nov. 13, 1969;
8:45 a.m.]

[OR 5052]

OREGON

Notice of Proposed Classification of Public Lands for Disposal by Exchange

SEPTEMBER 24, 1969.

Pursuant to section 2 of the Act of September 19, 1964 (43 U.S.C. 1412), and to the regulations in 43 CFR 2411.1-2, it is proposed to classify the lands described below for disposal through exchange, under the Act of June 28, 1934, as amended (48 Stat. 1269; 43 U.S.C. 315g; 43 CFR Subpart 2244), for lands within the Burns and Vale Districts:

WILLAMETTE MERIDIAN HARNEY COUNTY

T. 19 S., R. 33½ E.,
Sec. 11, SE¼SE¼;
Sec. 12, S½S½;
Sec. 13, NW¼NE¼, NW¼, N½SW¼, SE¼SW¼, and NW¼SE¼;
Sec. 14, E½E½;
Sec. 24, E½NW¼ and W½SE¼;
Sec. 25, NW¼NE¼.

MALHEUR COUNTY

T. 15 S., R. 45 E.,
Sec. 24, SW¼NW¼ and E½SW¼;
Sec. 25, NE¼, E½NW¼, and N½SE¼.
T. 15 S., R. 46 E.,
Sec. 30, lot 4 and SE¼SW¼;
Sec. 31, lots 1 and 2, NE¼, and E½NW¼.
T. 16 S., R. 38 E.,
Sec. 4, SE¼SE¼;
Sec. 19, lot 1.
T. 16 S., R. 42 E.,
Sec. 1, NE¼SW¼ and N½SE¼;
Sec. 9, N½SE¼;
Sec. 11, SE¼NE¼;
Sec. 12, E½NE¼, SW¼NE¼, W½NW¼, and SE¼NW¼;
Sec. 14, NW¼NE¼ and S½NW¼;
Sec. 15, E½SE¼;
Sec. 25, SE¼NW¼, SW¼, and S½SE¼.
T. 16 S., R. 43 E.,
Sec. 20, NE¼ and NW¼SE¼;
Sec. 21, E½SW¼ and SW¼SW¼;
Sec. 22, N½NW¼ and SW¼NW¼;
Sec. 29, SE¼SW¼ and SW¼SE¼;
Sec. 30, lot 4, SE¼SW¼, and S½SE¼;
Sec. 31, lots 1, 2, and 3, NE¼NE¼, SW¼NE¼, and E½NW¼;
Sec. 32, NW¼NE¼ and N½NW¼.

- T. 16 S., R. 45 E.,
 Sec. 1, lots 1, 2, 3, 4, and 6, and S $\frac{1}{2}$ NE $\frac{1}{4}$;
 Sec. 2, lots 2, 3, 4, 5, and 6;
 Sec. 3, lots 5, 6, 7, and 8, and S $\frac{1}{2}$ NW $\frac{1}{4}$.
- T. 16 S., R. 46 E.,
 Sec. 6, lot 5 and S $\frac{1}{2}$ NE $\frac{1}{4}$.
- T. 17 S., R. 43 E.,
 Sec. 3, SW $\frac{1}{4}$;
 Sec. 4, S $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 8, NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 9, NW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, and N $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 10, NW $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 17 S., R. 44 E.,
 Sec. 31, lot 4.
- T. 18 S., R. 42 E.,
 Sec. 1, lot 4, SW $\frac{1}{4}$ NW $\frac{1}{4}$, and S $\frac{1}{2}$;
 Sec. 12, N $\frac{1}{2}$.
- T. 18 S., R. 44 E.,
 Sec. 4, SE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 6, S $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$, and SE $\frac{1}{4}$;
 Sec. 8, NW $\frac{1}{4}$ NE $\frac{1}{4}$ and W $\frac{1}{2}$.
- T. 20 S., R. 39 E.,
 Sec. 26, S $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 33, NE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, and SE $\frac{1}{4}$;
 Sec. 34;
 Sec. 35.
- T. 20 S., R. 40 E.,
 Sec. 31, lots 1 and 2.
- T. 21 S., R. 39 E.,
 Sec. 25, lots 1, 2, 3, and 4, W $\frac{1}{2}$ E $\frac{1}{2}$, NW $\frac{1}{4}$,
 N $\frac{1}{2}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 26, NE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 35, SE $\frac{1}{4}$ NW $\frac{1}{4}$ and NE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 36, lots 1 and 2, NW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$
 NW $\frac{1}{4}$, and S $\frac{1}{2}$ SW $\frac{1}{4}$.
- T. 23 S., R. 38 E.,
 Sec. 12, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 24, NE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 25, SE $\frac{1}{4}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$, and S $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 26, E $\frac{1}{2}$ SE $\frac{1}{4}$.
- T. 23 S., R. 39 E.,
 Sec. 7, W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 16, S $\frac{1}{2}$;
 Sec. 17;
 Sec. 18, lot 4 and E $\frac{1}{2}$;
 Sec. 19, lots 1 to 11, inclusive, NE $\frac{1}{4}$, and
 N $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 20, N $\frac{1}{2}$ and N $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 21, N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$, and SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 30, lots 2 to 10, inclusive, and S $\frac{1}{2}$ NE $\frac{1}{4}$.
- T. 24 S., R. 39 E.,
 Sec. 7, S $\frac{1}{2}$ NE $\frac{1}{4}$;
 Sec. 18, lots 6, 7, 10, and 12;
 Sec. 19, lots 3, 4, 5, 8, 9, 10, and 11;
 Sec. 30, NE $\frac{1}{4}$ NE $\frac{1}{4}$.
- T. 30 S., R. 43 E.,
 Sec. 34.
- T. 31 S., R. 41 E.,
 Sec. 14, SE $\frac{1}{4}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 24, SW $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 31 S., R. 42 E.,
 Sec. 11, E $\frac{1}{2}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 12, NE $\frac{1}{4}$ SW $\frac{1}{4}$ and SE $\frac{1}{4}$;
 Sec. 14, NW $\frac{1}{4}$ NE $\frac{1}{4}$ and NW $\frac{1}{4}$;
 Sec. 31, lots 3 and 4, SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$,
 and W $\frac{1}{2}$ SE $\frac{1}{4}$.
- T. 31 S., R. 43 E.,
 Sec. 8, S $\frac{1}{2}$ N $\frac{1}{2}$ and NW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 10, N $\frac{1}{2}$ NW $\frac{1}{4}$.
- T. 32 S., R. 40 E.,
 Sec. 2, lots 1, 2, 3, and 4, S $\frac{1}{2}$ N $\frac{1}{2}$, and S $\frac{1}{2}$;
 Sec. 10.
- T. 32 S., R. 42 E.,
 Sec. 6, lots 5 to 11, inclusive.

The areas described aggregate approximately 18,497.84 acres.

Publication of this notice will segregate the lands from all appropriations including location under the mining laws, except applications for exchange. Publication will not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit, or governing the disposal of their mineral and vegetative resources, other than under the mining laws. In accordance with

43 CFR 2244.1-2 (a) and (b) (1), no application for an exchange will be accepted until the land has been classified and the application is accompanied by a statement from the Bureau of Land Management, Vale District Manager, that the proposal is feasible.

Information concerning these lands is available at the Vale District Office, Bureau of Land Management, 365 A Street West, Vale, Oreg. 97918.

For a period of 60 days from the date of publication of this notice all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the District Manager, Bureau of Land Management, 365 A Street West, Post Office Box 220, Vale, Oreg. 97918.

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

After having considered comments received as a result of this publication and hearing if such is deemed necessary to be held, the authorized officer will classify the above-described lands, which classification shall be published in the FEDERAL REGISTER.

MURL W. STORMS,
 Acting State Director.

[F.R. Doc. 69-13539; Filed, Nov. 13, 1969;
 8:45 a.m.]

[OR 4971]

OREGON

Notice of Proposed Classification of Public Lands for Disposal by Exchange

OCTOBER 1, 1969.

Pursuant to section 2 of the Act of September 19, 1964 (43 U.S.C. 1412), and to the regulations in 43 CFR 2411.1-2, it is proposed to classify the lands described below for disposal through exchange, under the Act of June 28, 1934, as amended (48 Stat. 1269; 43 U.S.C. 315g; 43 CFR Subpart 2244), for lands within the Prineville District:

WILLAMETTE MERIDIAN

CROOK, DESCHUTES, JEFFERSON, WASCO AND
 WHEELER COUNTIES

- T. 1 N., R. 12 E.,
 Sec. 11, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 35, NE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 2 N., R. 12 E.,
 Sec. 11, lot 2 and NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 33, NW $\frac{1}{4}$ NE $\frac{1}{4}$.
- T. 1 S., R. 12 E.,
 Sec. 1, NW $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 1 S., R. 13 E.,
 Sec. 6, fractional NW $\frac{1}{4}$ NE $\frac{1}{4}$ and fractional
 NE $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 7, SE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 5 S., R. 13 E.,
 Sec. 14, lot 3, SE $\frac{1}{4}$ NW $\frac{1}{4}$ and NE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 15, lot 1, N $\frac{1}{2}$ SE $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 22, lot 2.
- T. 5 S., R. 15 E.,
 Sec. 15, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 21, SE $\frac{1}{4}$;
 Sec. 23, NW $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 28, NE $\frac{1}{4}$ NE $\frac{1}{4}$.
- T. 5 S., R. 16 E.,
 Sec. 10, NE $\frac{1}{4}$ SW $\frac{1}{4}$;

- Sec. 22, SW $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 23, SE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 25, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 34, NE $\frac{1}{4}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 6 S., R. 15 E.,
 Sec. 3, E $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 11, SE $\frac{1}{4}$ NW $\frac{1}{4}$ and NE $\frac{1}{4}$ SW $\frac{1}{4}$.
- T. 6 S., R. 16 E.,
 Sec. 1, NE $\frac{1}{4}$ SW $\frac{1}{4}$ and NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 2, SW $\frac{1}{4}$ NE $\frac{1}{4}$ and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 3, lots 2 and 3, and SE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 4, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 10, NE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 11, NE $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 12, N $\frac{1}{2}$ NE $\frac{1}{4}$ and NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 13, NE $\frac{1}{4}$ NW $\frac{1}{4}$ and S $\frac{1}{2}$ NW $\frac{1}{4}$;
 Sec. 17, NW $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 20, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 23, W $\frac{1}{2}$ NW $\frac{1}{4}$;
 Sec. 27, N $\frac{1}{2}$ NW $\frac{1}{4}$;
 Sec. 28, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 29, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 31, lots 1 and 2, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 33, SE $\frac{1}{4}$ NE $\frac{1}{4}$ and SW $\frac{1}{4}$ SW $\frac{1}{4}$.
- T. 6 S., R. 17 E.,
 Sec. 6, lots 3, 5, and 6.
- T. 7 S., R. 15 E.,
 Sec. 12, NW $\frac{1}{4}$ SW $\frac{1}{4}$.
- T. 7 S., R. 16 E.,
 Sec. 5, lot 1, SW $\frac{1}{4}$ NE $\frac{1}{4}$ and SE $\frac{1}{4}$ NW $\frac{1}{4}$.
- T. 10 S., R. 18 E.,
 Sec. 26, SE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 10 S., R. 19 E.,
 Sec. 26, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 30, NE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 31, SE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 10 S., R. 23 E.,
 Sec. 28, SE $\frac{1}{4}$ SW $\frac{1}{4}$ and W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 32, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 33, N $\frac{1}{2}$ N $\frac{1}{2}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, and
 N $\frac{1}{2}$ S $\frac{1}{2}$.
- T. 11 S., R. 19 E.,
 Sec. 1, lot 3;
 Sec. 2, SE $\frac{1}{4}$ SW $\frac{1}{4}$ and W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 3, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and NW $\frac{1}{4}$
 SE $\frac{1}{4}$;
 Sec. 12, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 13, W $\frac{1}{2}$ SE $\frac{1}{4}$.
- T. 11 S., R. 20 E.,
 Sec. 3, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 9, NW $\frac{1}{4}$ NE $\frac{1}{4}$ and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 10, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, and NW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 12, lots 5 to 16, inclusive;
 Sec. 19, NE $\frac{1}{4}$ SW $\frac{1}{4}$ and NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 20, NW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 21, SE $\frac{1}{4}$ NW $\frac{1}{4}$ and E $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 24, lot 14;
 Sec. 26, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, and SE $\frac{1}{4}$
 SE $\frac{1}{4}$;
 Sec. 27, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 28, NE $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 29, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 30, lot 3.
- T. 11 S., R. 21 E.,
 Sec. 18, lots 1, 2, 3, and 4, NW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$
 NE $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$, and SE $\frac{1}{4}$;
 Sec. 32, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 34, S $\frac{1}{2}$ S $\frac{1}{2}$.
- T. 12 S., R. 25 E.,
 Sec. 32, NE $\frac{1}{4}$.
- T. 13 S., R. 21 E.,
 Sec. 31, lot 3;
 Sec. 32, NE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 13 S., R. 24 E.,
 Sec. 12, E $\frac{1}{2}$ E $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{4}$
 SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 13, NE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ E $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$
 NE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, and SE $\frac{1}{4}$
 SE $\frac{1}{4}$ NE $\frac{1}{4}$.
- T. 13 S., R. 25 E.,
 Sec. 6, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 7, lot 6;
 Sec. 17, E $\frac{1}{2}$, NW $\frac{1}{4}$, and SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 18, lots 1, 8, 9, and 10, SE $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$
 SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 19, lots 1, 2, 3, and 4, SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$
 W $\frac{1}{2}$, and SE $\frac{1}{4}$;
 Sec. 20, NW $\frac{1}{4}$ NW $\frac{1}{4}$ and W $\frac{1}{2}$ SW $\frac{1}{4}$.

- T. 14 S., R. 11 E.
Sec. 13, SW $\frac{1}{4}$ NE $\frac{1}{4}$ and NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 24, NE $\frac{1}{4}$ NW $\frac{1}{4}$.
- T. 14 S., R. 13 E.
Sec. 13, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 22, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 23, NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, and SW $\frac{1}{4}$;
Sec. 26, N $\frac{1}{2}$ NW $\frac{1}{4}$ and SW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 28, SE $\frac{1}{4}$ NE $\frac{1}{4}$ and NE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 32, S $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 14 S., R. 14 E.
Sec. 24, N $\frac{1}{2}$ N $\frac{1}{2}$ and SW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 26, SE $\frac{1}{4}$ NW $\frac{1}{4}$.
- T. 14 S., R. 20 E.
Sec. 1, lot 1;
Sec. 12, NW $\frac{1}{4}$ NW $\frac{1}{4}$ and S $\frac{1}{2}$ N $\frac{1}{2}$.
- T. 14 S., R. 21 E.
Sec. 1, S $\frac{1}{2}$ S $\frac{1}{2}$ and N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 2, lots 1, 3, and 4;
Sec. 3, lots 1 and 2, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 6, lot 4;
Sec. 10, NE $\frac{1}{4}$ SW $\frac{1}{4}$ and N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 12, NE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 13, N $\frac{1}{2}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 14, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 17, S $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 18, SE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 19, lot 1;
Sec. 20, NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 21, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, and SW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 23, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 24, S $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, and SW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 26, NW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 28, S $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 29, NW $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 15 S., R. 10 E.
Sec. 12, SE $\frac{1}{4}$ NW $\frac{1}{4}$ and E $\frac{1}{2}$ SW $\frac{1}{4}$.
- T. 15 S., R. 11 E.
Sec. 17, NE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, and W $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 18, E $\frac{1}{2}$ SE $\frac{1}{4}$.
- T. 15 S., R. 15 E.
Sec. 8, E $\frac{1}{2}$.
- T. 15 S., R. 17 E.
Sec. 12, SE $\frac{1}{4}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 15 S., R. 18 E.
Sec. 6, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 8, N $\frac{1}{2}$ NE $\frac{1}{4}$;
Sec. 18, NE $\frac{1}{4}$ SW $\frac{1}{4}$.
- T. 16 S., R. 12 E.
Sec. 35, N $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, and SE $\frac{1}{4}$ SW $\frac{1}{4}$.
- T. 16 S., R. 15 E.
Sec. 24, E $\frac{1}{2}$ E $\frac{1}{2}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 25, S $\frac{1}{2}$ SE $\frac{1}{4}$.
- T. 16 S., R. 16 E.
Sec. 4, lots 1, 2, and 3, and SE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 6, lot 5, NW $\frac{1}{4}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 10, SW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 14, SW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 18, lots 1 and 4, SE $\frac{1}{4}$ NE $\frac{1}{4}$, and NE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 19, lots 1, 2, 3, and 4, W $\frac{1}{2}$ E $\frac{1}{2}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$, and E $\frac{1}{2}$ W $\frac{1}{2}$;
Sec. 30, SE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 16 S., R. 18 E.
Sec. 13, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 24, SE $\frac{1}{4}$ NE $\frac{1}{4}$ and S $\frac{1}{2}$ NW $\frac{1}{4}$.
- T. 16 S., R. 19 E.
Sec. 4;
Sec. 10, SE $\frac{1}{4}$ NE $\frac{1}{4}$ and N $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 12, NE $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 17, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 18, lots 1 and 2, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 19, lot 4.
- T. 16 S., R. 22 E.
Sec. 24, W $\frac{1}{2}$ W $\frac{1}{2}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, and S $\frac{1}{2}$ SE $\frac{1}{4}$.
- T. 16 S., R. 23 E.
Sec. 22, NW $\frac{1}{4}$ NE $\frac{1}{4}$.
- T. 16 S., R. 25 E.
Sec. 3, N $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 6, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 8, N $\frac{1}{2}$, SW $\frac{1}{4}$, and W $\frac{1}{2}$ SE $\frac{1}{4}$.
- T. 17 S., R. 12 E.
Sec. 2, lots 3 and 4, S $\frac{1}{2}$ NW $\frac{1}{4}$, and S $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 3, lot 1, SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$, and S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 10;
Sec. 11, W $\frac{1}{2}$ W $\frac{1}{2}$;
Sec. 24, W $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, and E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 25, W $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 35, NW $\frac{1}{4}$ NE $\frac{1}{4}$.
- T. 17 S., R. 13 E.
Sec. 21, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, and SE $\frac{1}{4}$;
Sec. 27, S $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 32, N $\frac{1}{2}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$.
- T. 17 S., R. 14 E.
Sec. 15, NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 27, W $\frac{1}{2}$ SE $\frac{1}{4}$.
- T. 17 S., R. 24 E.
Sec. 26, NE $\frac{1}{4}$ NE $\frac{1}{4}$ and E $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 34, E $\frac{1}{2}$ NE $\frac{1}{4}$.
- T. 18 S., R. 13 E.
Sec. 3, NW $\frac{1}{4}$;
Sec. 6, NE $\frac{1}{4}$ NE $\frac{1}{4}$ and S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 7, N $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 8, NE $\frac{1}{4}$ SW $\frac{1}{4}$ and S $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 15, W $\frac{1}{2}$;
Sec. 17, N $\frac{1}{2}$ NW $\frac{1}{4}$ and SE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 18, N $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, and W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 19, E $\frac{1}{2}$ and E $\frac{1}{2}$ SW $\frac{1}{4}$.
- T. 19 S., R. 24 E.
Sec. 2;
Sec. 14, N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 22.
- T. 19 S., R. 25 E.
Sec. 8, NW $\frac{1}{4}$ SE $\frac{1}{4}$ and SE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 20 S., R. 23 E.
Sec. 36.
- T. 20 S., R. 24 E.
Sec. 8, S $\frac{1}{2}$ SW $\frac{1}{4}$ and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 18;
Sec. 30.
- T. 21 S., R. 20 E.
Sec. 12, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 24, N $\frac{1}{2}$ SW $\frac{1}{4}$ and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 25, SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 26, NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 33, S $\frac{1}{2}$ SW $\frac{1}{4}$.
- T. 21 S., R. 24 E.
Sec. 4;
Sec. 8, N $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ NW $\frac{1}{4}$, and S $\frac{1}{2}$;
Sec. 16, E $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$, and SE $\frac{1}{4}$;
Sec. 18, E $\frac{1}{2}$ E $\frac{1}{2}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 20;
Sec. 30.
- T. 22 S., R. 20 E.
Sec. 1, lots 4, 5, 6, and 7;
Sec. 3, SE $\frac{1}{4}$;
Sec. 4, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 9, NE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$, and S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 10, NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$;
Sec. 11, W $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 12, W $\frac{1}{2}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 22 S., R. 21 E.
Sec. 4, E $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 5, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 7, lot 4;
Sec. 9, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 10, NW $\frac{1}{4}$ NE $\frac{1}{4}$ and N $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 22, NW $\frac{1}{4}$ SE $\frac{1}{4}$ and S $\frac{1}{2}$ SE $\frac{1}{4}$.

The areas described aggregate approximately 30,220 acres.

Publication of this notice will segregate the lands from all appropriations including location under the mining laws, except applications for exchange. Publication will not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit, or governing the disposal of their mineral

and vegetative resources, other than under the mining laws. In accordance with 43 CFR 2244.1-2 (a) and (b) (1), no application for an exchange will be accepted until the land has been classified and the application is accompanied by a statement from the Bureau of Land Management, Prineville District Manager, that the proposal is feasible.

Information concerning these lands is available at the Prineville District Office, Bureau of Land Management, 185 East Fourth Street, Post Office Box 550, Prineville, Ore. 97754.

For a period of 60 days from the date of publication of this notice all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the District Manager, Bureau of Land Management, 185 East Fourth Street, Post Office Box 550, Prineville, Ore. 97754.

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

After having considered comments received as a result of this publication and hearing if such is deemed necessary to be held, the authorized officer will classify the above-described lands, which classification shall be published in the FEDERAL REGISTER.

IRVING W. ANDERSON,
Acting State Director.

[F.R. Doc. 62-13540; Filed, Nov. 13, 1969;
8:45 a.m.]

[Wyoming 053732, 062258, 0133968]

WYOMING

Notice of Termination of Proposed Withdrawal and Reservation of Lands

NOVEMBER 6, 1969.

Notices of Fish and Wildlife Service applications, W-053732, W-062258, and W-0133968, for withdrawal and reservation of lands for use in connection with the game management unit known as the Whiskey Basin Game Winter Range, were published as F.R. Doc. 59-7923, on page 7657 of the issue for September 23, 1959, and F.R. Doc. 61-5427, on pages 5276 and 5277 of the issue for June 13, 1961. The applicant agency has canceled its applications involving the lands in the FEDERAL REGISTER publications referred to above. Therefore, pursuant to the regulations contained in 43 CFR Part 2311, such lands, at 10 a.m. on December 8, 1969, will be relieved of the segregative effect of the above-mentioned applications.

DANIEL P. BAKER,
State Director.

[F.R. Doc. 69-13541; Filed, Nov. 13, 1969;
8:45 a.m.]

DISTRICT MANAGERS, IDAHO

Delegation of Authority

Designating Acting Area Managers and Acting Chiefs, Division of Resource

Management, Operations, and Administration in Idaho District Offices. The authorities delegated to the Area Managers, Chiefs, Division of Resource Management, Operations, and Administration in the District Offices may in the absence of the designated Area Manager, Chiefs, Division of Resource Management, Operations, or Administration be performed by an Acting Area Manager or Acting Chief, Division of Resource Management, Operations, or Administration. Such "acting" officials shall be designated by written order of the District Manager.

Each designated employee who serves in such capacity shall, when serving, sign documents and other papers as "Acting (name of position)." Each such acting official shall prepare a memorandum to be kept in the district office showing the date and hour of commencement and termination of each period of such service as "Acting (name of position)".

JOE T. FALLINI,
State Director, Idaho.

[F.R. Doc. 69-13558; Filed, Nov. 13, 1969;
8:49 a.m.]

Fish and Wildlife Service

[Docket No. S-479]

FRANK B. AND HELEN F.
BOHANNON

Notice of Loan Application

NOVEMBER 6, 1969.

Frank B. Bohannon and Helen F. Bohannon, Route 1, Box 664, Rockaway, Oreg. 97136, have applied for a loan from the Fisheries Loan Fund to aid in financing the purchase of a used 60-foot length overall wood vessel to engage in the fishery for salmon, albacore, shrimp, and Dungeness crab.

Notice is hereby given pursuant to the provisions of Public Law 89-85 and Fisheries Loan Fund Procedures (50 CFR Part 250, as revised) that above entitled application is being considered by the Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior, Washington, D.C. 20240. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must submit such evidence in writing to the Director, Bureau of Commercial Fisheries, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before making a determination that the contemplated operations of the vessel will or will not cause such economic hardship or injury.

C. E. PETERSON,
Chief,
Division of Financial Assistance.

[F.R. Doc. 69-13532; Filed, Nov. 13, 1969;
8:47 a.m.]

[Docket No. A-512]

STEVEN R. SMITH

Notice of Loan Application

NOVEMBER 6, 1969.

Steven R. Smith, Box 277, Cordova, Alaska 99574, has applied for a loan from the Fisheries Loan Fund to aid in financing the purchase of a used 33.1-foot registered length wood vessel to engage in the fishery for salmon.

Notice is hereby given pursuant to the provisions of Public Law 89-85 and Fisheries Loan Fund Procedures (50 CFR Part 250, as revised) that the above entitled application is being considered by the Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior, Washington, D.C. 20240. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must submit such evidence in writing to the Director, Bureau of Commercial Fisheries, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before making a determination that the contemplated operations of the vessel will or will not cause such economic hardship or injury.

C. E. PETERSON,
Chief,

Division of Financial Assistance.

[F.R. Doc. 69-13533; Filed, Nov. 13, 1969;
8:47 a.m.]

DEPARTMENT OF COMMERCE

Business and Defense Services
Administration

MEDICAL COLLEGE OF OHIO AT TOLEDO

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

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No. 69-00562-33-46040. Applicant: Medical College of Ohio at Toledo, Post Office Box 6190, Toledo, Ohio 43614. Article: Electron microscope, Model EM 300 and accessories. Manufacturer: Philips Electronic Instruments, The Netherlands. Intended use of article: The article will be used in a research program requiring the study of normal and dis-

eased human lymphoid tissue, experimentally altered tissue in laboratory animals, and the distribution of foreign proteins in experimental animals. It will also be used for studying normal and pathological prostate and cardiac tissue of humans and experimental animals. Particular attention will be paid to the substructure of mitochondria. Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article for the purposes for which such article is intended to be used, is being manufactured in the United States. Reasons: The foreign article provides a continuous range of 220 to 500,000 magnifications without changing the pole piece or breaking the vacuum of the specimen chamber. The Radio Corp. of America (RCA) Model EMU-4B provides a range of 500 to 240,000 magnifications. However, in order to obtain the lower magnifications of the RCA Model EMU-4B it is necessary to change pole pieces with the consequent breaking of the vacuum in the specimen chamber. We are advised by the Department of Health, Education, and Welfare in a memorandum dated July 18, 1969, that for the experiments to be conducted with the foreign article the ability to change from low to high magnification without changing the pole piece is a pertinent characteristic of the article.

For the foregoing reason, the RCA Model EMU-4B is not considered to be of equivalent scientific value to the foreign article for the purposes for which such article is intended to be used.

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

CHARLEY M. DENTON,
Assistant Administrator for In-
dustry Operations, Business
and Defense Services Admin-
istration.

[F.R. Doc. 69-13506; Filed, Nov. 13, 1969;
8:45 a.m.]

UNIVERSITY OF CALIFORNIA

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

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No. 69-00558-33-46040. Applicant: University of California, Davis, School of Veterinary Medicine, Davis, Calif. 95616. Article: Electron microscope, Model EM 6B. Manufacturer: GEC-AEI Electronics, Ltd., United Kingdom. Intended use of article: The article will be used for both teaching and research. It is essential for the students obtaining advanced degrees in pathology, microbiology, parasitology, and immunology to be well trained in this area so that investigations on the molecular level can be carried out. Biomedical research will include the following areas:

a. Morphology and ultrastructure of animal viruses that produce disease and cancer in different kinds of animals.

b. Replication of animal viruses on the cellular level with emphasis on the sites and mode of virus reproduction.

c. Studies on feline and canine leukemia with special reference to the mode of transmission, cell types and sites of virus synthesis.

d. Effects of beta-lysins and other cationic proteins on morphological alterations of bacteria.

e. Changes in the pulmonary system in response to toxic and physical factors.

f. Study of glomerular lesions in canine pyometra and associated renal disorders.

g. Ultrastructure of macrophages in cellular immunity and antibody production.

Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States. Reasons: The foreign article provides the capability of continuous magnification from 60x to 250,000x without the need to change pole pieces. The most closely comparable domestic instrument is the Model EMU-4B which was formerly manufactured by the Radio Corp. of America (RCA) and currently being produced by the Forghio Corp. (Forghio). The Model EMU-4B provides a capability of continuous magnification from 1,400x to 220,000x without the need to change pole pieces. Direct lower magnification can be obtained by decreasing the objective lens current of the Model EMU-4B. For the highest quality, low magnification electron microscopes between 500x and 70,000x, RCA specifies a special, wide bore, long focal length pole piece to replace the standard pole piece of the EMU-4B (specifications 3(c), page 1, "Specifications for EMU-4B Electron Microscope", SI-103A, dated July 1, 1968.)

We are advised by the Department of Health, Education, and Welfare (HEW) that changing pole pieces requires breaking the vacuum in the specimen chamber and thus exposing the specimen to possible contamination. (Memorandum from HEW dated July 8, 1969.)

HEW further advises that the rapid continuous change from very low to very high magnification is pertinent to the

purposes for which the foreign article is intended to be used.

For these reasons, we find that the RCA Model EMU-4B is not of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

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

CHARLEY M. DENTON,
Assistant Administrator for Industry Operations, Business and Defense Services Administration.

[F.R. Doc. 69-13507; Filed, Nov. 13, 1969; 8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration
PALADIDE (CUPROUS IODIDE)

Drugs for Veterinary Use; Drug Efficacy Study Implementation

The Food and Drug Administration has evaluated a report received from the National Academy of Sciences—National Research Council, Drug Efficacy Study Group, on the following preparation: Paladide; each ounce contains 1.56 grams of cuprous iodide; by Jensen-Salsbery Laboratories, Division of Richardson-Merrell Inc., 520 West 21st Street, Kansas City, Mo. 64141.

The Academy classified this product as not effective for foot rot in cattle since no evidence of efficacy was demonstrated and all data on foot rot lacked controls. The Academy also classified the product as probably not effective as an expectorant in respiratory tract congestion of cattle and swine since (1) no data were presented on expectorant activity in livestock, (2) references which were submitted did not support the claims, (3) no clinical or experimental studies as an expectorant are reported in swine or cattle, and (4) more information is needed.

Based on the foregoing the Food and Drug Administration concludes there is a lack of substantial evidence that this product has the effect it purports or is represented to have under the conditions of use prescribed, recommended, or suggested in its labeling.

Accordingly, the Commissioner of Food and Drugs intends to initiate proceedings to withdraw approval of the new animal drug application for this drug. Prior to initiating such action however, the Commissioner invites the holder of the new animal drug application for this drug, or any other interested person who may be adversely affected by its removal from the market, to submit any pertinent data bearing on the proposal, within 30 days after publication hereof

in the FEDERAL REGISTER, addressed to the Bureau of Veterinary Medicine, Special Assistant for Drug Efficacy Study Implementation, Food and Drug Administration, 200 C Street SW., Washington, D.C. 20204.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 512, 52 Stat. 1050-51, 82 Stat. 343-51; 21 U.S.C. 352, 360b) and under authority delegated to the Commissioner (21 CFR 2.120).

Dated: November 6, 1969.

J. K. KIRK,
Associate Commissioner
for Compliance.

[F.R. Doc. 69-13530; Filed, Nov. 13, 1969; 8:47 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

GENERAL AVIATION DISTRICT OFFICES AT LAS VEGAS AND RENO, NEV., AND SALT LAKE CITY, UTAH

Notice of Opening and Boundary Changes

Notice is hereby given that the General Aviation District Office at Las Vegas, Nev., was opened on August 25, 1969.

The Nevada counties of Clark, Esmeralda, Lincoln, and Nye (south of the 38th parallel) and the California county of Inyo, which were formerly serviced by the Reno GADO, and the Utah counties of Iron, Kane, and Washington, which were formerly serviced by the Salt Lake City GADO, have been transferred to the Las Vegas GADO. This information will be reflected in the FAA Organization Statement the next time it is reissued.

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

Issued in Los Angeles, Calif., on October 2, 1969.

ARVIN O. BASNIGHT,
Director, Western Region.

[F.R. Doc. 69-13551; Filed, Nov. 13, 1969; 8:48 a.m.]

CIVIL AERONAUTICS BOARD

[Docket Nos. 21421 and 18381; Order 69-11-32]

AIR WISCONSIN, INC., AND
NONPRIORITY MAIL RATES

Order To Show Cause Regarding Establishment of Final and Temporary Service Mail Rates

Issued under delegated authority November 10, 1969.

Air Wisconsin, Inc. (Air Wisconsin) is an air taxi operator providing services pursuant to Part 298 of the Board's economic regulations. By petition filed

September 12, 1969, Air Wisconsin requested the Board to establish final mail rates for the transportation of mail by aircraft between Kokomo/Logansport/Peru, Ind. (Kokomo) and both Chicago, Ill., and Detroit, Mich., and between Marion, Ind., and both Chicago, Ill., and Detroit, Mich., effective with Allegheny's suspension of service at Kokomo and Marion.

No service mail rates are currently in effect for this service by Air Wisconsin. Air Wisconsin requests that the multi-element rates established in Orders E-25610 and E-17255 and which are in effect for Allegheny on these routes be made applicable to Air Wisconsin.

On September 18, 1969, the Postmaster General filed a reply supporting Air Wisconsin's petition provided that Air Wisconsin will be subject to all of the provisions of Orders E-25610 and E-17255, as amended, and that these rates¹ will be effective at the same time suspension by Allegheny is approved.

By Order 69-11-8, November 4, 1969, the Board authorized suspension of service by Allegheny at Kokomo and at Marion.

The rate in Order E-25610, August 28, 1967, for the air transportation of priority mail was established by the Board in the Domestic Service Mail Rate Investigation. We propose to establish a service rate for the air transportation of priority mail by Air Wisconsin at the level established in Order E-25610, as amended, and the terms and provisions of that order also shall be applicable to Air Wisconsin in the same manner as they were applicable to Allegheny in providing mail services in these markets.

An open-rate situation has existed for the air transportation of nonpriority mail since April 6, 1967, when the Post Office petitioned for new nonpriority mail rates in Docket 18381. The rates currently being paid air carriers (including Allegheny) for the transportation of nonpriority mail, established by Order E-17255, July 31, 1961, in the Nonpriority Mail Rate Case, are subject to such retroactive adjustment to April 6, 1967, as the final decision in Docket 18381 may provide. Since it is equitable that Air Wisconsin receive the same compensation as Allegheny for the same services, we propose to establish temporary service rates for nonpriority mail for Air Wisconsin at the level established in Order E-17255, as amended. We will also make Air Wisconsin a party to the proceedings in Docket 18381 so the temporary nonpriority mail rates established herein will be subject to any retroactive adjustment ordered in that proceeding.

The Board finds it in the public interest to fix and determine the fair and

reasonable rates of compensation to be paid to Air Wisconsin by the Postmaster General for the air transportation of mail, and the facilities used and useful therefor, and the services connected therewith between Kokomo and Chicago, Kokomo and Detroit, Marion and Chicago, and Marion and Detroit. Upon consideration of the petition, the answer of the Postmaster General, and other matters officially noticed, the Board proposes to issue an order² to include the following findings and conclusions:

1. The fair and reasonable final service mail rates to be paid on and after November 4, 1969, to Air Wisconsin, Inc., pursuant to section 406 of the Act, for the transportation of priority mail by aircraft, the facilities used and useful therefor, and the services connected therewith between Kokomo/Logansport/Peru, Ind. and both Chicago, Ill., and Detroit, Mich., and between Marion, Ind., and both Chicago, Ill., and Detroit, Mich., shall be the rates established by the Board in Order E-25610, August 28, 1967, as amended, and shall be subject to the other provisions of that order;

2. The fair and reasonable temporary service mail rates to be paid on and after November 4, 1969, to Air Wisconsin, Inc., pursuant to section 406 of the Act for the transportation of nonpriority mail by aircraft, the facilities used and useful therefor, and the services connected therewith between Kokomo/Logansport/Peru, Ind., and both Chicago, Ill., and Detroit, Mich., and between Marion, Ind., and both Chicago, Ill., and Detroit, Mich., shall be the rates established by the Board in Order E-17255, July 31, 1961, as amended, subject to any retroactive adjustment made in Docket 18381; and

3. The service mail rates here fixed and determined are to be paid entirely by the Postmaster General.

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly sections 204(a) and 406 thereof, and regulations promulgated in 14 CFR Part 302 and 14 CFR 385.14(f):

It is ordered, That:

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

² As this order to show cause is not a final action and merely provides for interested persons to be heard on the matters herein proposed, it is not subject to the review provisions of Part 385 (14 CFR Part 385). Those provisions will apply to any final action taken by the staff in this matter under authority delegated in § 385.14(g).

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

3. If no notice of objection is filed within 10 days after service of this order, or if notice is filed and no answer is filed within 30 days after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed herein and fix and determine the final and temporary rates specified herein;

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

5. Air Wisconsin, Inc., is hereby made a party to the proceedings in Docket 18381;

6. This order shall be served upon Air Wisconsin, Inc., the Postmaster General, and Allegheny Airlines, Inc.

This order will be published in the FEDERAL REGISTER.

[SEAL]

MABEL MCCART,
Acting Secretary.

[P.R. Doc. 69-13564; Filed, Nov. 13, 1969;
8:49 a.m.]

[Dockets Nos. 20993 and 20991; Order
69-11-27]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Fare and Rate Matters

Issued under delegated authority November 7, 1969.

An agreement has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's economic regulations, between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of the Traffic Conferences of the International Air Transport Association (IATA), and adopted by mail vote. The agreement has been assigned the above-designated CAB Agreement number.

The agreement raises from 5 to 10 the unit used in the rounding-off of passenger fares and cargo rates in Spain to reflect the removal of 5-cent coins from legal use in that country.

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.14, it is not found, on a tentative basis, that the following resolutions, which are incorporated in the agreement indicated, are adverse to the public interest or in violation of the Act:

¹ The present rates per Order 69-9-118, Sept. 19, 1969, are as follows:

Priority Mail: 24 cents per ton-mile plus 9.36 cents per pound at Marion and Kokomo and 2.34 cents per pound at Chicago and Detroit. Nonpriority Mail by Air: 15.115 cents per ton-mile plus 4.98 cents per pound at Marion and Kokomo and 1.66 cents per pound at Chicago and Detroit.

Agreement CAB: IATA Resolutions

- 21382, R-1----- 100 (Mail 817) 023a.
200 (Mail 958) 023a.
300 (Mail 314) 023a.
JT12 (Mail 718) 023a.
JT23 (Mail 231) 023a.
JT31 (Mail 169) 023a.
JT123 (Mail 624) 023a.
- 21382, R-2----- 100 (Mail 817) 023b.
200 (Mail 958) 023b.
300 (Mail 314) 023b.
JT12 (Mail 718) 023b.
JT23 (Mail 231) 023b.
JT31 (Mail 169) 023b.
JT123 (Mail 624) 023b.

Accordingly, it is ordered, That:

Action on Agreement CAB 21382, R-1 and R-2, be and hereby is deferred with a view toward eventual approval.

Persons entitled to petition the Board for review of this order, pursuant to the Board's regulations, 14 CFR 385.50, may, within 7 days after the date of service of this order, file such petitions in support of or in opposition to our proposed action herein.

This order will be published in the FEDERAL REGISTER.

[SEAL] MABEL McCART,
Acting Secretary.

[F.R. Doc. 69-13565; Filed, Nov. 13, 1969;
8:49 a.m.]

CIVIL SERVICE COMMISSION

DEPARTMENT OF THE INTERIOR

Notice of Title Change in Noncareer Executive Assignment

By notice of November 17, 1967, F.R. Doc. 67-13608, the Civil Service Commission authorized the departments and agencies to fill by noncareer executive assignment, certain positions removed from Schedule C of Civil Service Rule VI by 5 CFR 213.3301a on November 17, 1967. This is notice that the title of one such position so authorized to be filled by noncareer executive assignment has been changed from "Assistant to the Secretary" to "Advisor to the Secretary for Policy and Planning".

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 69-13512; Filed, Nov. 13, 1969;
8:46 a.m.]

OFFICE OF ECONOMIC OPPORTUNITY

Notice of Grant of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Office of Economic Opportunity to fill by noncareer executive assignment in the excepted service the position of Asso-

ciate Director for Health Affairs, Office of Health Affairs.

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 69-13513; Filed, Nov. 13, 1969;
8:46 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Report 465]

COMMON CARRIER SERVICES INFORMATION¹Domestic Public Radio Services Applications Accepted for Filing²

NOVEMBER 10, 1969.

Pursuant to §§ 1.227(b)(3) and 21.26 (b) of the Commission's rules, and application, in order to be considered with any domestic public radio services appli-

¹ All applications listed below are subject to further consideration and review and may be returned and/or dismissed if not found to be in accordance with the Commission's rules, regulations, and other requirements.

² The above alternative cutoff rules apply to those applications listed below as having been accepted in Domestic Public Land Mobile Radio, Rural Radio, Point-to-Point Microwave Radio, and Local Television Transmission Services (Part 21 of the rules).

cation appearing on the list below, must be substantially complete and tendered for filing by whichever date is earlier: (a) The close of business 1 business day preceding the day on which the Commission takes action on the previously filed application; or (b) within 60 days after the date of the public notice listing the first prior filed application (with which subsequent applications are in conflict) as having been accepted for filing. An application which is subsequently amended by a major change will be considered to be a newly filed application. It is to be noted that the cutoff dates are set forth in the alternative—applications will be entitled to consideration with those listed below if filed by the end of the 60-day period, only if the Commission has not acted upon the application by that time pursuant to the first alternative earlier date. The mutual exclusivity rights of a new application are governed by the earliest action with respect to any one of the earlier filed conflicting applications.

The attention of any party in interest desiring to file pleadings pursuant to section 309 of the Communications Act of 1934, as amended, concerning any domestic public radio services application accepted for filing, is directed to § 21.27 of the Commission's rules for provisions governing the time for filing and other requirements relating to such pleadings.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

APPLICATIONS ACCEPTED FOR FILING

DOMESTIC PUBLIC LAND MOBILE RADIO SERVICE

File No., Applicant, Call sign, and nature of application

- 2362-C2-AL-70—Secretarial Telephone Answering Service (KMD998). Consent to assignment of license from: Secretarial Telephone Answering Service, Assignor to: Pacific Radiotelephone, Inc., Assignee.
- 2363-C2-MP-70—Gerard T. Uht (KGI780). Modification of C.P. to change antenna location to: 1611 Peach Street, Erie, Pa., operating on frequency 158.70 MHz. Also replace transmitter.
- 2364-C2-P-70—Radio Electronics Products Corp. (KMD687). C.P. for an additional channel to operate on frequency 152.18 MHz at location No. 2: 310 Lake Boulevard, Redding, Calif.
- 2365-C2-P-(3)-70—The Redco Corp. and Roy M. Teel and Lowry McKee doing business as Mobilfone (KKA403). C.P. to change location, transmitters and antennas for the base (152.18 MHz) and repeater (459.30 MHz) stations at location No. 2: Approximately 3.5 miles northwest of Junction Highway 100 and FM 1575, Los Fresnos, Tex. Also change transmitter and antenna and reorient antenna for the control (454.30 MHz) station at location No. 1: 2.5 miles north of U.S. Highway No. 83, on North 10th Street, McAllen, Tex.
- 2366-C2-P-70—Clear Valley Telephone Co. (KLF632). C.P. for an additional channel to operate on frequency 152.54 MHz at its station located off Highway No. 52, 5 miles northwest of Clear Lake, Minn.
- 2367-C2-P-70—Contocook Valley Telephone Co., Inc. (KCI301). C.P. to change antenna location to: Southeast of Henniker, Craney Hill, N.H.; also change frequency to: 152.75 MHz.
- 2368-C2-P-70—Wisconsin Telephone Co. (KSA804). C.P. to add a second channel at location No. 2: 5.5 miles northwest of Green Bay, Wis., to operate on frequency 152.57 MHz.
- 2369-C2-P-70—Wisconsin Telephone Co. (KSC882). C.P. for an additional channel to operate on frequency 152.78 MHz at a new site to be identified as location No. 2: 222 West College Avenue, Appleton, Wis.
- 2397-C2-P-(2)-70—The Chesapeake & Potomac Telephone Co. of Virginia (KIB529). C.P. to change antenna system on channels 152.63 and 152.81 MHz at location No. 1: 703 East Grace Street, Richmond, Va.
- 2444-C2-P-70—Columbus Radio Paging Co. (New). C.P. for new 1-way station to be located at 88 East Broad Street, Columbus, Ohio, to operate on frequency 43.58 MHz.

Informative

It appears that the following applications may be mutually exclusive and subject to the Commission's rules regarding ex parte presentations, by reason of potential electrical interference.

New York

Radio Relay Corp. (New), 153-C2-P-70.
Tel-Page Corp. (New), 1172-C2-P-70.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)

2398-C1-MP-70—General Telephone Co. of Florida (KINS9), Modification of C.P. to change frequencies from 3730 and 3810 MHz to 3750 and 3830 MHz and add frequency 2112.4 MHz toward Odessa, Fla. Station location: Clereland Avenue and Betty Lane, Clearwater, Fla.
2399-C1-MP-70—General Telephone Co. of Florida (KYJ43), Modification of C.P. to change frequencies from 3770 and 3850 MHz to 3710 and 3790 MHz toward Clearwater and Zephyrhills, Fla.; add frequency 2162.4 MHz toward Clearwater and 2167.2 MHz toward Zephyrhills, Fla. and to relocate the station from previous proposed location to lat. 28°11'35" N., long. 82°35'43" W.
2400-C1-MP-70—General Telephone Co. of Florida (KYJ44), Modification of C.P. to change frequencies from 3730 and 3810 MHz to 3750 and 3830 MHz; add frequency 2117.2 MHz toward Odessa, Fla. and frequency 2112.4 MHz toward Polk City (Eva), Fla. Station location: 201 South Gall Boulevard, Zephyrhills, Fla.

2401-C1-MP-70—General Telephone Co. of Florida (KGP53), Modification of C.P. to add frequencies 6226.9 and 6345.5 MHz toward Highland City, Fla. and frequency 2162.4 MHz toward Zephyrhills, Fla. and change the antenna system. Station location: 2.3 miles south of Eva, Fla.
Southwestern Bell Telephone Co.—Seven (7) C.P. applications for authority to add a second point-to-point microwave radio system to the Oklahoma City-Lawton route, as follows:

2402-C1-P-70—Southwestern Bell Telephone Co. (KSW26), Add frequencies 6189.8 and 11,365 MHz toward Mustang, Okla. Station location: 405 North Broadway, Oklahoma City, Okla.

2403-C1-P-70—Southwestern Bell Telephone Co. (KSW27), Add frequencies 5937.8 and 10,915 MHz toward Oklahoma City, Okla., and 5932.6 and 11,115 MHz toward Minco, Okla. Station location: 3.8 miles northwest of Mustang, Okla.

2404-C1-P-70—Southwestern Bell Telephone Co. (KSW28), Add frequencies 6204.7 and 11,565 MHz toward Mustang, Okla., and 6189.8 and 11,365 MHz toward Chickasha, Okla. Station location: 2.2 miles south-southwest of Minco, Okla.

2405-C1-P-70—Southwestern Bell Telephone Co. (KSW29), Add frequencies 5937.8 and 10,915 MHz toward Minco, Okla., and 5932.6 and 11,115 MHz toward Rush Springs, Okla. Station location: 2.6 miles west of Chickasha, Okla.

2406-C1-P-70—Southwestern Bell Telephone Co. (KSW30), Add frequencies 6204.7 and 11,565 MHz toward Chickasha, Okla., and 6189.8 and 11,365 MHz toward Lawton, Okla. Station location: 5.3 miles west of Rush Springs, Okla.

2407-C1-P-70—Southwestern Bell Telephone Co. (KSW31), Add frequencies 6189.8 and 11,365 MHz toward Rush Springs, Okla., and 11,325 and 11,565 MHz toward Lawton, Okla. Station location: 6.5 miles east of Lawton, Okla.

2408-C1-P-70—Southwestern Bell Telephone Co. (KSW32), Add frequencies 11,325 and 11,565 MHz toward Lawton, Okla. Station location: 1702 Gore Street, Lawton, Okla.

2409-C1-P-70—New York Telephone Co. (KEH95), Renewal of developmental license expiring Nov. 29, 1969. Term: Nov. 29, 1969–Nov. 29, 1970.

Major Amendment

950-C1-P-70—Mountain States Telephone & Telegraph Co. (KANS2), Change frequencies from 6301.0 and 6419.6 MHz to 6271.4 and 6390.0 MHz. All other particulars same as reported in public notice dated Sept. 2, 1969.

Correction

2263-C1-P-70—Mountain States Telephone & Telegraph Co. (New), Correct to read: Frequencies 6019.3 and 6137.9 MHz toward Casper, Wyo., and 6004.5 and 6123.1 MHz toward Orpha, Wyo. All other particulars same as reported in public notice dated Nov. 3, 1969.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—Continued

2501-C1-P-70—South Central Bell Telephone Co. (KZA97), C.P. to add frequency 5950 MHz toward Lexington, Ky. Location: 1.8 miles southwest of Knoxville, Ky.

2503-C1-P-70—The Pacific Telephone & Telegraph Co. (KYO69), C.P. to add frequencies 6078.6 and 6137.9 MHz toward Yucca Valley, Calif., via passive reflector. Location: 295 North Sunrise Way, Palm Springs, Calif.

2504-C1-P-70—The Pacific Telephone & Telegraph Co. (New), C.P. for a new fixed station to be located at the northeast corner of Yucca Trail and Joshua Lane, Yucca Valley, Calif. Frequencies 6330.7 and 6390.0 MHz toward Palm Springs, Calif., via passive reflector.

2505-C1-P-70—The Pacific Telephone & Telegraph Co. (New), C.P. for a new fixed station to be located near Grace Street on Bequa Avenue, Indio, Calif. Frequencies 10,935 and 11,175 MHz toward Mecca, Calif.

2506-C1-P-70—The Pacific Telephone & Telegraph Co. (New), C.P. for a new fixed station to be located 8 miles northeast of Mecca, Calif. Frequencies 11,345 and 11,585 MHz toward Indio, Calif., and 11,385 and 11,625 MHz toward Chiriac Summit, Calif.

2507-C1-P-70—The Pacific Telephone & Telegraph Co. (New), C.P. for a new fixed station to be located 0.5 mile northeast of Chiriac Summit, Calif. Frequencies 10,735 and 10,975 MHz toward Mecca, Calif., and 10,775 and 11,15 MHz toward Desert Center, Calif., via passive reflector.

2508-C1-P-70—The Pacific Telephone & Telegraph Co. (New), C.P. for a new fixed station to be located 1.5 miles north-northeast of Desert Center, Calif. Frequencies 11,425 and 11,665 MHz toward Chiriac Summit, Calif., via passive reflector.

2445-C1-P-70—MCI Pacific Coast, Inc. (New), Site 1: C.P. for a new fixed station at Ninth Avenue and C Street, San Diego, Calif., at latitude 32°43'00" N., longitude 117°09'21" W. Frequencies 6341.7 and 6360.3 MHz on azimuth 96°10'.

2446-C1-P-70—MCI Pacific Coast, Inc. (New), Site 2: C.P. for a new fixed station 3.6 miles west-southwest of Jamul, Calif., at latitude 32°41'47" N. and longitude 116°56'08" W. Frequencies 6049.0 and 6167.6 MHz on azimuth 276°17', and 5960.0 and 6067.6 MHz on azimuth 333°53'.

2447-C1-P-70—MCI Pacific Coast, Inc. (New), Site 3: C.P. for a new fixed station 6.5 miles east-southeast of Silverado, Calif., at latitude 33°42'42" N. and longitude 117°31'54" W. Frequencies 6182.4 and 6301.0 MHz on azimuth 153°34'.

2448-C1-P-70—MCI Pacific Coast, Inc. (New), Site 4: C.P. for a new fixed station 6.4 miles east-southeast of Silverado, Calif., at latitude 33°42'38" N. and longitude 117°32'00" W. Frequencies 11,655.0 and 11,425.0 MHz on azimuth 276°15', and 11,385.0 and 11,625.0 MHz on azimuth 7°30'.

2449-C1-P-70—MCI Pacific Coast, Inc. (New), Site 5: C.P. for a new fixed station 1.2 miles south-southeast of Home Gardens, Calif., at latitude 33°51'37" N. and longitude 117°30'35" W. Frequencies 10,975.0 and 10,735.0 MHz on azimuth 187°31', and 10,775.0 and 11,015.0 MHz on azimuth 60°32'.

2450-C1-P-70—MCI Pacific Coast, Inc. (New), Site 6: C.P. for a new fixed station 2.8 miles north of Edgemont, Calif., at latitude 33°57'55" N. and longitude 117°16'59" W. Frequencies 11,665.0 and 11,455.0 MHz on azimuth 241°00', and 11,385.0 and 11,625.0 MHz on azimuth 358°23'.

2451-C1-P-70—MCI Pacific Coast, Inc. (New), Site 7: C.P. for a new fixed station at 501 East Street, San Bernardino, Calif., at latitude 34°06'16" N. and longitude 117°17'37" W. Frequencies 10,975.0 and 10,735.0 MHz on azimuth 176°23'.

2452-C1-P-70—MCI Pacific Coast, Inc. (New), Site 8: C.P. for a new fixed station at 401 Civic Center Drive W., Santa Ana, Calif., at latitude 33°45'08" N. and longitude 117°59'54" W. Frequencies 10,775.0 and 11,015.0 MHz on azimuth 95°59' and 10,975.0 and 10,735.0 MHz on azimuth 348°38'.

2453-C1-P-70—MCI Pacific Coast, Inc. (New), Site 9: C.P. for a new fixed station at 6131 Orangetherpe Road, Buena Park, Calif., at latitude 35°51'34" N. and longitude 118°01'27" W. Frequencies 11,385.0 and 11,625.0 MHz on azimuth 168°37', and 11,665.0 and 11,425.0 MHz on azimuth 312°24'.

2454-C1-P-70—MCI Pacific Coast, Inc. (New), Site 10: C.P. for a new fixed station at 8141 East Second Street, Downey, Calif., at latitude 33°56'33" N. and longitude 118°08'00" W. Frequencies 10,775.0 and 11,015.0 MHz on azimuth 132°21', and 10,975.0 and 10,735.0 MHz on azimuth 317°23'.

2455-C1-P-70—MCI Pacific Coast, Inc. (New), Site 11: C.P. for a new fixed station at Fifth and Figueroa Streets, Los Angeles, Calif., on latitude 34°03'10" N. and longitude 118°15'19" W. Frequencies 11,665.0 and 11,425.0 MHz on azimuth 4°8', and 11,385.0 and 11,625.0 MHz on azimuth 137°19', and 11,425.0 and 11,585.0 MHz on azimuth 225°35'.

- POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—Continued
- 2473-C1-P-70—MCI Pacific Coast, Inc. (New), Site 28: C.P. for a new fixed station 5.6 miles west-northwest of Vacaville, Calif., at latitude 38°23'31" N. and longitude 122°05'45" W. Frequencies 6049.0 and 6167.6 MHz on azimuth 67°39', and 6019.3 and 6137.9 MHz on azimuth 227°37'.
- 2473-C1-P-70—MCI Pacific Coast, Inc. (New), Site 29: C.P. for a new fixed station 2.5 miles southwest of Ignacio, Calif., at latitude 38°02'46" N. and longitude 122°34'24" W. Frequencies 6212.0 and 6330.7 MHz on azimuth 47°19', and 6241.7 and 6360.3 MHz on azimuth 153°25'.
- 2474-C1-P-70—MCI Pacific Coast, Inc. (New), Site 30: C.P. for a new fixed station 1275 Greenwich Street, San Francisco, Calif., at latitude 37°49'03" N. and longitude 122°25'07" W. Frequencies 5960.0 and 6167.6 MHz on azimuth 333°31', and 6019.3 and 6137.9 MHz on azimuth 145°22', and 5969.7 and 6108.3 MHz on azimuth 88°17'.
- 2475-C1-P-70—MCI Pacific Coast, Inc. (New), Site 31: C.P. for a new fixed station at 436 14th Street, Oakland, Calif., at latitude 37°48'16" N. and longitude 122°16'10" W. Frequencies 6182.4 and 6301.0 MHz on azimuth 268°22'.
- 2476-C1-P-70—MCI Pacific Coast, Inc. (New), Site 32: C.P. for a new fixed station at the corner of Forest and Cooper Streets, Palo Alto, Calif., at latitude 37°28'48" N. and longitude 122°09'20" W. Frequencies 6271.4 and 6390.0 MHz on azimuth 329°31', and 6241.7 and 6360.3 MHz on azimuth 117°23'.
- 2477-C1-P-70—MCI Pacific Coast, Inc. (New), Site 33: C.P. for a new fixed station at 111 West St. John Street, San Jose, Calif., at latitude 37°20'15" N. and longitude 121°53'34" W. Frequencies 5969.7 and 6108.3 MHz on azimuth 297°33'.
- 2478-C1-P-70—MCI Pacific Coast, Inc. (New), Site 34: C.P. for a new fixed station 7.1 miles east of Georgetown, Calif., at latitude 38°54'15" N. and longitude 120°42'14" W. Frequencies 6182.4 and 6301.0 MHz on azimuth 336°01', and 6271.4 and 6390.0 MHz on azimuth 217°55'.
- 2479-C1-P-70—MCI Pacific Coast, Inc. (New), Site 35: C.P. for a new fixed station 1.4 miles southeast of Challenge, Calif., at latitude 39°28'30" N. and longitude 121°12'05" W. Frequencies 6019.3 and 6137.9 MHz on azimuth 322°10', and 5969.7 and 6108.3 MHz on azimuth 145°43'.
- 2480-C1-P-70—MCI Pacific Coast, Inc. (New), Site 36: C.P. for a new fixed station 2.4 miles north-northwest of Cohasset, Calif., at latitude 39°57'30" N. and longitude 121°42'48" W. Frequencies 6241.7 and 6390.3 MHz on azimuth 312°14', and 6212.0 and 6330.7 MHz on azimuth 140°33'.
- 2481-C1-P-70—MCI Pacific Coast, Inc. (New), Site 37: C.P. for a new fixed station 3.2 miles west-northwest of Lakehead, Calif., at latitude 40°54'53" N. and longitude 122°26'39" W. Frequencies 5960.0 and 6078.6 MHz on azimuth 18°32', 5969.7 and 6108.3 MHz on azimuth 149°29'.
- 2482-C1-P-70—MCI Pacific Coast, Inc. (New), Site 38: C.P. for a new fixed station 2 miles west-northwest of Dunsmuir, Calif., at latitude 41°13'19" N. and longitude 122°18'28" W. Frequencies 6182.4 and 6301.0 MHz on azimuth 341°14', and 6271.4 and 6390.0 MHz on azimuth 198°37'.
- 2483-C1-P-70—MCI Pacific Coast, Inc. (New), Site 39: C.P. for a new fixed station 5.9 miles southwest of Klamath Falls Junction, Calif., at latitude 43°04'57" N. and longitude 122°42'02" W. Frequencies 5960.0 and 6078.6 MHz on azimuth 327°25', and 6019.3 and 6137.9 MHz on azimuth 160°58', and 5969.7 and 6108.3 MHz on azimuth 332°32'.
- 2484-C1-P-70—MCI Pacific Coast, Inc. (New), Site 40: C.P. for a new fixed station at 128 East Main Street, Medford, Calif., at latitude 42°19'35" N. and longitude 122°52'17" W. Frequencies 6241.7 and 6390.3 MHz on azimuth 152°25'.
- 2485-C1-P-70—MCI Pacific Coast, Inc. (New), Site 41: C.P. for a new fixed station at 5.8 miles north of Placer, Calif., at latitude 42°41'31" N. and longitude 123°13'46" W. Frequencies 6182.4 MHz and 6301.0 MHz on azimuth 6°55', and 6212.0 MHz and 6330.7 MHz on azimuth 147°04'.
- 2486-C1-P-70—MCI Pacific Coast, Inc. (New), Site 42: C.P. for a new fixed station at 3.1 miles south-southwest of Blachly, Calif., at latitude 43°31'33" N. and longitude 123°05'26" W. Frequencies 5960.0 MHz and 6078.6 MHz on azimuth 333°45', and 5969.7 MHz and 6108.3 MHz on azimuth 187°00'.
- 2487-C1-P-70—MCI Pacific Coast, Inc. (New), Site 43: C.P. for a new fixed station 6.8 miles northwest of Blachly, Calif., at latitude 44°16'41" N. and longitude 123°36'28" W. Frequencies 6241.7 MHz and 6390.3 MHz on azimuth 54°39', and 6212.0 MHz and 6330.7 MHz on azimuth 153°23', and 6182.4 MHz and 6301.0 MHz on azimuth 130°31'.
- 2456-C1-P-70—MCI Pacific Coast, Inc. (New), Site 12: C.P. for a new fixed station at the Tishman Building, Century Boulevard, Inglewood, Calif., at latitude 33°56'46" N. and longitude 118°23'03" W. Frequencies 11,725.0 and 11,935.0 MHz on azimuth 137°31', and 10,975.0 and 10,735.0 MHz on azimuth 45°31'.
- 2457-C1-P-70—MCI Pacific Coast, Inc. (New), Site 13: C.P. for a new fixed station at 110 Pine Avenue, Long Beach, Calif., at latitude 33°46'08" W. and longitude 118°11'28" N. Frequencies 10,775.0 and 11,175.0 MHz on azimuth 317°38'.
- 2458-C1-P-70—MCI Pacific Coast, Inc. (New), Site 14: C.P. for a new fixed station 5.3 miles north of La Crescenta, Calif., at latitude 34°16'08" N. and longitude 118°14'11" W. Frequencies 10,775.0 and 11,015.0 MHz at azimuth 184°09', and 6019.3 and 6137.9 MHz on azimuth 310°05', and 5960.0 and 6078.6 MHz on azimuth 254°21'.
- 2459-C1-P-70—MCI Pacific Coast, Inc. (New), Site 15: C.P. for a new fixed station at 8155 Van Nuys Boulevard, Sepulveda, Calif., at latitude 34°13'10" N. and longitude 118°26'51" W. Frequencies 6271.4 and 6390.0 MHz on azimuth 74°14'.
- 2460-C1-P-70—MCI Pacific Coast, Inc. (New), Site 16: C.P. for a new fixed station 3.4 miles south of Frazier Park, Calif., at latitude 34°46'30" N. and longitude 118°58'06" W. Frequencies 6212.0 and 6330.7 MHz on azimuth 126°40', and 6183.4 and 6301.0 MHz on azimuth 9°19'.
- 2461-C1-P-70—MCI Pacific Coast, Inc. (New), Site 17: C.P. for a new fixed station 5.6 miles east-southeast of Glennville, Calif., at latitude 35°45'38" N. and longitude 118°46'11" W. Frequencies 5960.0 and 6078.6 MHz on azimuth 354°58', and 5969.7 and 6108.3 MHz on azimuth 188°26', and 6019.3 and 6137.9 MHz on azimuth 208°04'.
- 2462-C1-P-70—MCI Pacific Coast, Inc. (New), Site 18: C.P. for a new fixed station at 1813 H Street, Bakersfield, Calif., at latitude 35°22'30" N. and longitude 119°01'14" W. Frequencies 6182.4 and 6271.4 MHz on azimuth 27°55'.
- 2463-C1-P-70—MCI Pacific Coast, Inc. (New), Site 19: C.P. for a new fixed station 4.8 miles north-northeast of Milo, Calif., at latitude 36°17'34" N. and longitude 118°49'40" W. Frequencies 6212.0 and 6330.7 MHz on azimuth 174°56', and 6241.7 and 6360.3 MHz on azimuth 336°23'.
- 2464-C1-P-70—MCI Pacific Coast, Inc. (New), Site 20: C.P. for a new fixed station 4.3 miles north of Shaver Lake, Calif., at latitude 37°10'12" N. and longitude 119°18'27" W. Frequencies 5969.7 and 6108.3 MHz on azimuth 156°05', and 6019.3 and 6137.9 MHz on azimuth 301°37', and 6212.0 and 6330.7 MHz on azimuth 221°52'.
- 2465-C1-P-70—MCI Pacific Coast, Inc. (New), Site 21: C.P. for a new fixed station at 2220 Tulare Street, Fresno, Calif., at latitude 36°44'08" N. and longitude 119°37'24" W. Frequencies 5960.0 and 6078.6 MHz on azimuth 41°34'.
- 2466-C1-P-70—MCI Pacific Coast, Inc. (New), Site 22: C.P. for a new fixed station 2.3 miles northwest of Mount Bullion, Calif., at latitude 37°32'17" N. and longitude 120°03'47" W. Frequencies 6212.0 and 6330.7 MHz on azimuth 131°10', and 6182.4 and 6301.0 MHz on azimuth 344°34'.
- 2467-C1-P-70—MCI Pacific Coast, Inc. (New), Site 23: C.P. for a new fixed station 2 miles northwest of Twain Harte, Calif., at latitude 38°03'45" N. and longitude 120°14'48" W. Frequencies 6049.0 and 6167.6 MHz on azimuth 164°27', 6019.3 and 6137.9 MHz on azimuth 323°46'.
- 2468-C1-P-70—MCI Pacific Coast, Inc. (New), Site 24: C.P. for a new fixed station 1.4 miles west of Pioneer, Calif., at latitude 38°25'56" N. and longitude 120°35'27" W. Frequencies 6271.4 and 6390.0 MHz on azimuth 143°34', and 6241.7 and 6360.3 MHz on azimuth 264°35', and 6212.0 and 6330.7 MHz on azimuth 229°04'.
- 2469-C1-P-70—MCI Pacific Coast, Inc. (New), Site 25: C.P. for a new fixed station at 345 East Main Street, Stockton, Calif., at latitude 37°57'13" N. and longitude 121°17'05" W. Frequencies 5960.0 and 6078.6 MHz on azimuth 48°39'.
- 2470-C1-P-70—MCI Pacific Coast, Inc. (New), Site 26: C.P. for a new fixed station 2.9 miles northwest of Lathrop, Calif., at latitude 38°35'08" N. and longitude 121°01'11" W. Frequencies 5969.7 and 6108.3 MHz on azimuth 114°19', 6019.3 and 6137.9 MHz on azimuth 37°43', 5960.0 and 6078.6 MHz on azimuth 269°42'.
- 2471-C1-P-70—MCI Pacific Coast, Inc. (New), Site 27: C.P. for a new fixed station at the corner of J and Fourth Streets, Sacramento, Calif., at latitude 38°34'57" N. and longitude 121°30'03" W. Frequencies 6212.0 and 6330.7 MHz on azimuth 89°24', and 6241.7 and 6360.3 MHz on azimuth 249°01'.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—Continued

- 2488-CI-P-70—MCI Pacific Coast, Inc. (New), Site 44: C.P. for a new fixed station at 350 Pearl Street, Eugene, Ore., at latitude 44°03'24" N. and longitude 123°05'23" W. Frequencies 5989.7 MHz and 6108.3 MHz on azimuth 300°53'.
- 2489-CI-P-70—MCI Pacific Coast, Inc. (New), Site 45: C.P. for a new fixed station 5.9 miles north of Mill City, Ore., at latitude 44°59'28" N. and longitude 122°28'53" W. Frequencies 5990.0 MHz and 6078.6 MHz on azimuth 335°43', and 5980.7 MHz and 6106.3 MHz on azimuth 235°26', and 6019.3 MHz and 6137.9 MHz on azimuth 284°13'.
- 2490-CI-P-70—MCI Pacific Coast, Inc. (New), Site 46: C.P. for a new fixed station at 495 State Street, Salem, Ore., at latitude 44°56'24" N. and longitude 123°02'18" W. Frequencies 6271.4 MHz and 6390.0 MHz on azimuth 103°49'.
- 2491-CI-P-70—MCI Pacific Coast, Inc. (New), Site 47: C.P. for a new fixed station at 3 miles north-northeast of Clackamas, Ore., at latitude 45°27'14" N. and longitude 122°32'48" W. Frequencies 6271.4 MHz and 6390.0 MHz on azimuth 303°35', and 6312.0 MHz and 6330.7 MHz on azimuth 175°49'.
- 2492-CI-P-70—MCI Pacific Coast, Inc. (New), Site 48: C.P. for a new fixed station at 735 Southwest Chair Street, Portland, Ore., at latitude 45°31'23" N. and longitude 122°41'41" W. Frequencies 6049.0 MHz and 6157.6 MHz on azimuth 8°20', and 6019.3 MHz and 6137.9 MHz on azimuth 123°29'.
- 2493-CI-P-70—MCI Pacific Coast, Inc. (New), Site 49: C.P. for a new fixed station 2.8 miles northwest of Ariel, Wash., at latitude 45°59'38" N. and longitude 122°35'45" W. Frequencies 6241.7 MHz and 6360.3 MHz on azimuth 319°19', and 6271.4 MHz and 6390.0 MHz on azimuth 163°24'.
- 2494-CI-P-70—MCI Pacific Coast, Inc. (New), Site 50: C.P. for a new fixed station 6.2 miles west-northwest of Wildwood, Wash., at latitude 45°29'18" N. and longitude 123°12'51" W. Frequencies 5960.4 MHz and 6078.6 MHz on azimuth 46°11', and 6019.3 MHz and 6137.9 MHz on azimuth 138°52'.
- 2495-CI-P-70—MCI Pacific Coast, Inc. (New), Site 51: C.P. for a new fixed station 3.7 miles south of Rainier, Wash., at latitude 46°50'05" N. and longitude 122°41'10" W. Frequencies 6182.4 MHz and 6301.0 MHz on azimuth 20°19', and 6312.0 MHz and 6330.7 MHz on azimuth 228°34'.
- 2496-CI-P-70—MCI Pacific Coast, Inc. (New), Site 52: C.P. for a new fixed station (KINT Radio Tower) South 11th and Grant Street, Tacoma, Wash., at latitude 47°15'05" N. and longitude 122°27'35" W. Frequencies 5960.0 MHz and 6078.6 MHz on azimuth 345°56', and 5989.7 MHz and 6108.3 MHz on azimuth 200°29'.
- 2497-CI-P-70—MCI Pacific Coast, Inc. (New), Site 53: C.P. for a new fixed station 3.2 miles south-southwest of Harper, Wash., at latitude 47°28'43" N. and longitude 122°32'37" W. Frequencies 6182.4 MHz and 6301.0 MHz on azimuth 47°32', and 6312.0 MHz and 6330.7 MHz on azimuth 165°55'.
- 2498-CI-P-70—MCI Pacific Coast, Inc. (New), Site 54: C.P. for a new fixed station at Third Avenue and University Street, Seattle, Wash., at latitude 47°30'29" N. and longitude 122°20'03" W. Frequencies 5960.0 MHz and 6078.6 MHz on azimuth 57°19', and 5989.7 MHz and 6108.3 MHz on azimuth 227°41'.
- 2499-CI-P-70—MCI Pacific Coast, Inc. (New), Site 55: C.P. for a new fixed station at 5.7 miles southeast of Monroe, Wash., at latitude 47°48'09" N. and longitude 121°52'17" W. Frequencies 6241.7 MHz and 6360.3 MHz on azimuth 307°35', and 6312.0 MHz and 6330.7 MHz on azimuth 237°39'.
- 2500-CI-P-70—MCI Pacific Coast, Inc. (New), Site 56: C.P. for a new fixed station at 1719 Hewitt Street, Everett, Wash., at latitude 47°58'45" N. and longitude 122°12'15" W. Frequencies 5989.7 MHz and 6108.3 MHz on azimuth 127°23'. (Informative: Applicant proposes to provide a "customized" communications service between San Diego, Calif., and Seattle/ Everett, Wash., with service to intermediate points.)
- 2501-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station at 4548 Market Street, Philadelphia, Pa., lat. 39°57'29" N., long. 75°12'46" W. Frequency 11,055 MHz on azimuth 345°35'.
- 2511-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station at Harborough, Pa., at lat. 40°02'40" N., long. 75°14'30" W. Frequency 5974.8 MHz on azimuth 346°13', and frequency 11,265 MHz on azimuth 163°34'.

POINT-TO-POINT MICROWAVE RADIO SERVICE (NONTELEPHONE)

- 2412-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station at West Rockhill, 2 miles northwest of Sellersville, Pa., at lat. 40°23'02" N., long. 75°21'02" W. Frequency 6299.9 MHz on azimuth 166°09', and frequency 11,135 MHz on azimuth 340°30'.
- 2413-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station at Bauer Rock, Pa., at lat. 40°33'58" N., long. 75°28'05" W. Frequency 11,345 MHz on azimuth 160°27', 11,365 MHz on azimuth 53°12', and frequencies 5960.0 and 6019.3 MHz on azimuth 275°22'.
- 2414-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station south of Bethlehem, Pa., at lat. 40°35'48" N., long. 75°22'53" W. Frequency 11,055 MHz on azimuth 233°14'.
- 2415-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station 2 miles northeast of Port Clinton, Pa., at lat. 40°36'17" N., long. 75°59'34" W. Frequencies 6212.1 and 6271.4 MHz on azimuth 95°00', and frequencies 10,735 and 11,135 MHz on azimuth 245°01'.
- 2416-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station on Blue Mountain, 2.6 miles north-northwest of Strusstown, Pa., at lat. 40°31'55" N., long. 76°11'49" W. Frequencies 11,245 and 11,425 MHz on azimuth 64°53', 5960.0, 5989.7, and 6078.6 MHz on azimuth 234°36', and frequency 6123.1 MHz on azimuth 11°12'.
- 2417-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station on Girard Hill, 2.1 miles west-northwest of Delahoe, Pa., at lat. 40°51'02" N., long. 76°05'50" W. Frequency 6375.2 MHz on azimuth 191°15', and 6345.5 MHz on azimuth 28°48'.
- 2418-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station on Petrosheet Mountain, 0.8 mile north of Mountain Top, Pa., at lat. 41°10'57" N., long. 75°52'30" W. Frequency 6093.5 MHz on azimuth 208°57', and 5960.0 MHz on azimuth 33°30'.
- 2419-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station at 2300 Adams Avenue, Scranton, Pa., at lat. 41°25'57" N., long. 75°38'06" W. Frequency 6390.0 MHz on azimuth 215°40'.
- 2420-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station at Chocolate and Cocoa Avenue in Hershey, Pa., at lat. 40°17'07" N., long. 76°38'55" W. Frequencies 6212.1, 6341.7, and 6330.7 MHz on azimuth 54°19', and 6294.0, 6323.3, 6382.6, and 6412.3 MHz on azimuth 278°07'.
- 2421-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station on Little Mountain, 0.6 mile northwest of Summerville, Pa., at lat. 40°19'03" N., long. 76°56'50" W. Frequencies 6011.9, 6041.8, 6071.2, and 6190.5 MHz on azimuth 97°56', frequencies 11,225, 11,265, 11,465, 11,485, 11,505, 11,545, and 11,585 MHz on azimuth 138°02', and 5937.8, 5967.4, and 6160.2 MHz on azimuth 276°09'.
- 2422-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station at Lowell and 13th Street, Harrisburg, Pa., at lat. 40°14'59" N., long. 76°51'43" W. Frequencies 10,815, 10,855, 10,895, 10,935, 11,055, and 11,135 MHz on azimuth 316°05'.
- 2423-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station at Burnt Knob, 1.8 miles north-northwest of Blair, Pa., at lat. 40°21'50" N., long. 77°31'42" W. Frequencies 6189.8, 6212.1, and 6412.3 MHz on azimuth 95°46', and azimuth 338°07'.
- 2424-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station at Little Flat Tower, 2.2 miles southeast of Boalsburg, Pa., at lat. 40°45'12" N., long. 77°45'19" W. Frequencies 5937.8, 5967.4, and 6160.2 MHz on azimuth 155°58', frequencies 6286.2 and 6345.5 MHz on azimuth 267°24', and frequency 11,055 MHz on azimuth 303°26'.
- 2425-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station at 201 Wagner Building, Penn State University in University Park, Pa., at lat. 40°48'21" N., long. 77°51'36" W. Frequency 11,265 MHz on azimuth 123°22'.
- 2426-CI-P-70—New York-Penn Microwave Corp. (KZA88), C.P. to add points of communication at Little Flat Tower and Kinter Hill. Location: Tyrone Mountain, 6 miles north-west of Tyrone, Pa., at lat. 40°49'56" N., long. 76°19'33" W. Frequencies 6019.2 and 6078.6 MHz on azimuth 87°02', and frequencies 5945.2 and 6123.1 MHz on azimuth 277°25'.
- 2427-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station on Kinter Hill, 1.7 miles south-southeast of Rochester Mills, Pa., at lat. 40°47'41" N., long. 78°58'33" W. Frequencies 6197.2 and 6375.2 MHz on azimuth 97°00', 6256.5 MHz on azimuth 338°05', and 6226.9 MHz on azimuth 238°38'.
- 2428-CI-P-70—New York-Penn Microwave Corp. (New), C.P. for a new station 0.9 mile southeast of Bell Point, Pa., at lat. 40°32'03" N., long. 79°31'59" W. Frequency 5974.8 MHz on azimuth 58°16', and 6034.2 MHz on azimuth 255°10'.

- 2429-C1-P-70—New York-Penn Microwave Corp. (New). C.P. for a new station on University of Pittsburgh Campus, Pittsburgh, Pa., at lat. 40°25'46" N., long. 79°37'51" W. Frequency 6286.3 MHz on azimuth 74°53', and frequency 11265 MHz on azimuth 88°44'.
- 2430-C1-P-70—New York-Penn Microwave Corp. (New). C.P. for a new station at 4802 Fifth Avenue, Pittsburgh, Pa., at lat. 40°26'49" N., long. 79°55'43" W. Frequency 11,055 MHz on azimuth 266°45'.
- 2431-C1-P-70—New York-Penn Microwave Corp. (New). C.P. for a new station on McNaughton Hill 1.7 miles southeast of Fisher, Pa., at lat. 41°14'48" N., long. 79°13'09" W. Frequency 6132.8 MHz on azimuth 346°32', and frequency 6004.5 MHz on azimuth 157°56'.
- 2432-C1-P-70—New York-Penn Microwave Corp. (New). C.P. for a new station 4 miles east-northeast of Cobham, Pa., at lat. 41°44'14" N., long. 79°15'23" W. Frequency 6404.8 MHz on azimuth 176°30', and frequency 6375.2 MHz on azimuth 311°10'.
- 2433-C1-P-70—New York-Penn Microwave Corp. (New). C.P. for a new station at Petlin Point, 6 miles west-northwest of Clymer, N.Y., at lat. 42°03'24" N., long. 79°44'33" W. Frequency 6123.1 MHz on azimuth 130°51', and 6152.8 MHz on azimuth 266°33'.
- 2434-C1-P-70—New York-Penn Microwave Corp. (New). C.P. for a new station 4 miles south of Erie, Pa., at lat. 42°02'31" N., long. 80°03'57" W. Frequency 6404.8 MHz on azimuth 86°20'. (Informative: Applicant proposes to provide a two-way wide-band video service for carriage of educational television signals and their related audio signals and other such audio subcarriers that can be accommodated within the frequency, amplitude, phase, noise, and modulation limits of the wide-band video service. The subscriber, Commonwealth of Pennsylvania, requests the right to add or change the information carried on the system at its discretion, provided it remains within the electrical input limitations of the system. The system will provide service between the following locations in Pennsylvania: Harrisburg, Bethlehem, Erie, Herby, Philadelphia, Pittsburgh, Scranton, and University Park.)
- 2409-C1-ML-70—Pacific Teletronics, Inc. (KIT688). Modification of license to change frequency 6367.7 MHz operating toward Horse Mountain on azimuth 233°27' to frequency 5967.4 MHz. Location: Shasta Baldy Mountain, 13 miles west of Redding, Calif.

Informative

It appears that the following sets of applications may be mutually exclusive and subject to the Commission's rules regarding ex parte presentations of economic competition:

Oklahoma/Texas

Microrelay of New Mexico, Inc., Files Nos. 1166 through 1170-C1-P-70 (PN 9-8-69), United Video, Inc., Files Nos. 1843 through 1849-C1-P-70 (PN 10-13-69).

Applications filed pursuant to section 214 of the Communications Act of 1934, as amended:

Telephone Wire Facilities

- P-C-4814-9—American Telephone & Telegraph Co., Formal: For authority to grant to Kokusai Denzhin Denwa Co., Ltd., on an indefeasible right of user basis, a half interest in one voice-grade circuit in the Guam-Japan section of the Transpacific Cable System.
- P-C-6019-16—American Telephone & Telegraph Co., Formal: (Section 63.01) For authority to lease from the Communications Satellite Corp. four whole voice-grade circuits between an appropriate North American earth station and an Atlantic satellite, to lease from Compania Telefonica Nacional de Espana, four whole voice-grade circuits between an Atlantic satellite and the Buitrago earth station, in transferring facilities between Buitrago and the cable terminal, and in the submarine cable between Spain and the Canary Islands, and to operate these circuits to provide communication services between the United States Mainland and the Republic of South Africa.
- P-C-7616—Hawallan Telephone Co., Formal: (Section 63.01) For authority to acquire and to operate circuits between Hawaii and Guam to provide communication service.
- P-C-7619—New England Telephone & Telegraph Co., Informal: (Section 63.03) To supplement existing facilities between Boston, Mass.-Concord, N.H.; Boston, Mass.-Dover, N.H.; Boston, Mass.-Laconia, N.H.; Boston, Mass.-Manchester, N.H.; Boston, Mass.-Nashua, N.H.; Boston, Mass.-Portsmouth, N.H.; Boston, Mass.-Newton, Mass.

Telephone Wire Facilities—Continued

- P-C-7620—American Telephone & Telegraph Co. and Ohio Bell Telephone Co., Informal: (Section 63.03) To supplement existing facilities between West Palm Beach, Fla.-Wright Patterson AFB, Ohio West Palm Beach, Fla.-Hartford, Conn.
- P-C-7622—American Telephone & Telegraph Co. and Southern Bell Telephone & Telegraph Co., Informal: (Section 63.03) To establish one broadband channel group between Greensboro, N.C.-Newark, N.J.
- P-C-7623—The Pacific Telephone & Telegraph Co. and Pacific Northwest Bell Telephone Co., Informal: (Section 63.03) To supplement existing facilities between Los Angeles, Calif.-Portland, Ore.; Portland, Ore.-Seattle, Wash.
- P-C-7624—American Telephone & Telegraph Co., Informal: (Section 63.03) To supplement existing facilities between Moseley, Va.-Jacksonville, N.C.; Moseley, Va.-New Bern, N.C.
- P-C-7625—Southern Bell Telephone & Telegraph Co., Formal: (Section 63.01) To supplement existing facilities between Cocoa, Fla.-Merritt Island, Fla.; Cocoa Beach, Fla.-Merritt Island, Fla.; Kennedy Space Center, Fla.-Merritt Island, Fla.

Correction

P-C-7617—ITT World Communications, Inc., Correct name of applicant to read: ITT Communications, Inc.-Virgin Islands. All other particulars same as reported in public notice dated Nov. 3, 1969.

Telephone Wire Facilities

T-C-1896-12—Western Union International, Inc., Formal: (Section 63.01) For authority to acquire from the Communications Satellite Corp. (Comsat) one voice-grade circuit between an appropriate earth station on the east coast of North America and an appropriate communication satellite over the Atlantic Ocean, to provide services between the United States and Lebanon and points served via either or both.

T-C-2287—Western Union International, Inc., Formal: (Section 63.01) For authority to provide services between the United States and Pakistan and points served via either or both.

[P.R. Doc. 69-13563; Filed, Nov. 13, 1969; 8:49 a.m.]

NOTICES

[Docket No. 19780; FCC 69-1203]

INTERCONNECTION ARRANGEMENTS FOR LANDLINE HANDLING OF OVERSEAS MESSAGES

Memorandum Opinion and Order Instituting Investigation

In the matter of an investigation into the interconnection arrangements for the landline handling of overseas messages filed by domestic telex subscribers.

1. We have before us a letter, dated July 3, 1969, from the Western Union Telegraph Co. (Western Union) informing the Commission that it intends on or about November 1, 1969, to modify certain existing arrangements for the handling of international message traffic originated by domestic telex subscribers. Presently, a telex subscriber of Western Union may file an international telegram by making a nonchargeable telex call terminating in the operating room of the international carrier of his choice. Western Union now proposes, in the case of traffic for ITT World Commu-

nications, Inc. (ITT), RCA Global Communications, Inc. (RCA), and Western Union International, Inc. (WUI), to have such telex calls terminate at a Western Union operating room in Greensboro, N.C. At the Greensboro location the messages will be put into international message format and transmitted to the international carrier over dedicated circuits. Similarly, arrangements are proposed to handle traffic routed via Tropical Radio Telegraph Co. (Tropical) at a Western Union location in Atlanta, Ga., and traffic routed via French Cable Co. (French) at a Western Union office in Newark, N.J. Letters opposing the proposed arrangements were submitted by WUI dated August 11, 1969, by Tropical dated August 22, 1969, and by RCA dated August 22, 1969, and by RCA dated October 16, 1969, and by RCA dated October 6, 1969. Western Union by letter dated October 7, 1969, replied to WUI's opposition.

Western Union does not state what arrangements, if any, it would establish for telegrams routed over the facilities of United States-Liberia Radio Corp.

Background. 2. Prior to May 1968, Western Union had no special arrangements for the handling of overseas messages filed over telex lines. Traffic routed via a particular international carrier which was filed by any means in most of the country was transferred over the Western Union reperforator system to various operating centers where, with certain exceptions, it was put into international message format, and transferred to the international carriers. Such routed traffic filed at Western Union's central offices in the 25 cities in the United States with the largest volume of international traffic was put into international format at such central offices and telexed directly to the international carriers. Unrouted traffic was transferred over the reperforator system to Western Union's CD office in New York City, where it was put into international format and transferred to an international carrier under the quota system set out in the Formula for the Distribution of Outbound International Traffic (Formula) prescribed by the Commission.

3. On May 1, 1968, Western Union established its so-called "CD arrangements." Under this plan, a telex subscriber could file an international message via a specific international carrier by dialing a number assigned to such carrier. A separate number could be dialed to file an international message when the sender did not want to make a choice as to routing. Telex subscribers thus could file international messages by making a nonchargeable telex call. In the case of traffic routed via ITT, RCA, WUI, and French, and unrouted traffic, such calls were received at Western Union's CD office in New York City. Calls placed for the filing of messages via Tropical were received at Western Union's operating room in Atlanta, Ga. Messages received at the CD office or at Atlanta were repunched in F-31 format, if desired by the international carrier, and transferred to the international carriers.

4. Prior to the inauguration of these arrangements, Western Union requested a declaratory ruling from the Commission that such would be consistent with the Formula. In its pleading on Western Union's request, WUI argued that service could be improved if telex subscribers were connected directly to the offices of the international carriers without any intermediate handling by Western Union. In our declaratory ruling we responded to WUI's argument as follows:

"... the question of direct connection between a Western Union telex subscriber and the overseas carriers for the filing of messages is one of interest to us. We think that modern communications techniques should be adopted to the fullest potential, and that such direct connections may be consistent with this approach. However, Western Union may have in mind considerations that militate against direct connections at this time. We feel that it should have an opportunity to advise us in detail on its position and we, therefore, hereby request their views regarding direct connection of the telex system to the several overseas carriers. However, we see no per-

suasive reason in the meantime to withhold our ruling on the limited request by Western Union for interpretation of the formula now before us. Western Union Telegraph Co., 11 F.C.C. 2d 946 at 954 (Feb. 21, 1968).

5. With respect to the above request for its views, Western Union advised us on June 14, 1968, that, because of an unanticipated demand for service, the new arrangements had resulted in a deterioration, instead of the expected improvement in service. Accordingly, it had entered into discussions with the international carriers regarding the installation of connections for the filing of outbound messages by telex subscribers directly with the international carriers. Such discussions resulted in an agreement providing for the existing arrangements. Thereunder, the telex receiving positions for the filing of international messages are located in the offices of the international carriers and the domestic telex subscribers may file international messages by dialing and communicating directly with the international carrier of his choice. Unrouted traffic, as under prior arrangements, is received at the CD office.

6. The present "direct access" arrangements were put into effect on September 30, 1968, for a 3-month period pending agreement on the division of charges on the traffic so handled. Such temporary agreement has been extended to the present time. However, negotiations between Western Union and the international carriers on an appropriate division of tolls have been unsuccessful. The presently effective divisions which have been prescribed by the Commission provide for a landline charge of 6½ cents per full-rate word to compensate Western Union for the landline handling of international messages. Western Union Telegraph Co., 3 F.C.C. 2d 314 (1966). The temporary agreement provides for the continuation of the payment of the landline charge subject to retroactive adjustments upon the reaching of agreement between Western Union and the international carriers on permanent divisions and operating arrangements. In the negotiations on divisions, Western Union has taken the position that it should continue to receive the prescribed landline charges on the traffic handled under these arrangements and that the international carriers should receive a per message payment to compensate them for the added expenses which they incur in handling traffic under the direct customer access arrangements. Western Union has offered a 7 cents a message reimbursement for all messages received via direct telex connections. The major international carriers, on the other hand, have taken the position that the cost to Western Union of providing this service is no more than a normal telex call and, accordingly, Western Union should be compensated for its landline function for this service at the telex pulse metered rate.

International Carriers' position. 7. WUI states that the Western Union Greensboro proposal (which is identical to the CD arrangements, except that messages which were received at the

Western Union New York office will now be received at Greensboro), represents a technological step backwards, that the present arrangements give a good quality of service to the public, and that there would be an unnecessary intermediate handling by Western Union which in the past has resulted in poor service. Tropical urges that the present arrangements be retained. It states that during the period when such messages were previously handled by Western Union in Atlanta, service was deficient and subject to very heavy delays. It believes that a return to this kind of arrangement would be a backward step and not in the public interest. Tropical hopes that the present arrangements be continued and an equitable financial agreement be worked out for the handling of traffic. RCA also opposes Western Union's proposed arrangements. It stated that Western Union has failed to demonstrate that any improvement in the quality of service would result under its proposal. In RCA's opinion, handling under the Greensboro proposal would be more costly than under the present arrangements. Moreover, RCA objects to Western Union unilaterally, without the agreement of other parties concerned, attempting to change existing interconnection arrangements for the service. None of the other carriers have filed any comments at this point.

Western Union's position. 8. Western Union believes that service under the proposed arrangements will be at least as good as at present and expects it to be better. It has, it states, amply provided in its proposed arrangements for the difficulties that had arisen under its previous CD arrangements and care has been taken to see that they do not occur again. It argues that the imposition of the Greensboro operation does not increase the number of handlings because the functions to be provided at Greensboro (or Atlanta or Newark) must be provided by either Western Union or the international carriers. Western Union believes that these functions will be provided more efficiently by it than by the international carriers.

Discussion. 9. In our declaratory ruling of February 21, 1968, we expressed our intention to inquire into the desirability of the establishment of direct interconnection between the domestic telex system and the international carriers for the filing of international messages. The matter was not pursued further because of the agreement between Western Union and the international carriers providing for direct connection under the present arrangements. In view of Western Union's plans to abandon direct access under these arrangements, we believe that we should renew our inquiry.

10. Each carrier is required to interconnect with its connecting carriers for through traffic in "the most direct, prompt, and feasible means at its disposal." Doniphan Telephone Co. v. A.T. & T., et al., 34 FCC 949 at 971 (1963). The international carriers claim that Western Union's proposed arrangements will derogate from existing service. Western Union, on the other hand,

claims that service will be at least as good, most likely better, than under the present arrangements. The questions are thus presented as to which is the best mode of interconnection and whether the public interest does not require that the mode of interconnection be established which will provide the public with the more rapid, efficient, and economic service. We will therefore, institute an investigation and hearing to determine these matters.

11. We have previously stated that, "Ordinarily, the initiative rests with Western Union to determine the manner in which it will collect and transfer overseas message traffic to the overseas carriers." Western Union Telegraph Co., 11 FCC 2d 946 at 951. The information before us presents a question as to whether the implementation of the Greensboro arrangements will result in a derogation of service. However, we have no present basis to conclude that service will not be improved as Western Union anticipates, nor do we have evidence as to the quality of the present handling. We will, therefore, interpose no objection at this time to the implementation of the Greensboro arrangements. Western Union should understand, however, that it will do so at its own risk and that it may be directed to return to the present arrangements as a result of the proceeding that we are instituting."

Accordingly, it is ordered, Pursuant to sections 4(i), 201(a), 222(e), and 403 of the Communications Act, that an investigation is hereby instituted into the arrangements for the handling of overseas message traffic filed by domestic telex subscribers;

It is further ordered, That without in any way limiting the scope of the proceeding it shall include inquiry into the following issues:

1. Which of the two methods of interconnection for the landline handling of overseas messages filed by domestic telex subscribers, i.e., the present "direct access" arrangements or the "Greensboro" arrangements proposed by Western Union, would result in more rapid, efficient, and economical service to the public;

2. Whether it is necessary or desirable in the public interest to require pursuant to sections 201(a) and 222(e) of the Communications Act that the interconnection arrangements found to be superior pursuant to issue 1 above, be reestablished (or retained) by the carriers concerned;

3. If it is determined pursuant to issue 2 above that the carriers concerned should be directed to reestablish the present "direct access" arrangements, whether the divisions previously prescribed for the landline handling of international messages (3 FCC 2d 315), as applied to traffic handled under such

arrangements, are or will be unjust, unreasonable, and not in the public interest within the meaning of section 222(e) (3) of the Communications Act and, if so, what division of charges therefore the Commission should prescribe which will be just, reasonable, equitable, and in the public interest and will be, so far as is consistent with the public interest, in accordance with existing contractual rights of the carriers.

It is further ordered, That an expedited hearing be held in the proceeding at the Commission's offices in Washington, D.C., at a time to be specified in a subsequent order and that the Hearing Examiner designated to preside at the hearing shall certify the record to the Commission for decision without preparing either an initial decision or a recommended decision, and that the Chief, Common Carrier Bureau, shall prepare and issue a recommended decision, which shall be subject to the submission of exceptions and requests for oral argument as provided in 47 CFR 1.276 and 1.277, after which the Commission shall issue its decision as provided in 47 CFR 1.282.

It is further ordered, That Western Union, ITT, RCA, WUI, Tropical, French, and United States-Liberia Radio Corp. are hereby made parties respondent to the proceeding.

Adopted: October 31, 1969.

Released: November 7, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-13562; Filed, Nov. 13, 1969;
8:49 a.m.]

FEDERAL MARITIME COMMISSION

CITY OF ANCHORAGE AND SEA-
LAND SERVICE, INC.

Notice of Agreement Filed for Approval

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1405 I Street, NW., Room 1202, or may inspect agreements at the offices of the District Managers, New York, N.Y.; New Orleans, La.; and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement

* Commissioner Robert E. Lee absent.

should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. Gerald A. Mallia, Ragan & Mason, The
Farragut Building, 900 17th Street NW.,
Washington, D.C. 20006.

Agreement No. T-1685-4 between the City of Anchorage (City) and Sea-Land Service, Inc. (Sea-Land), modifies the basic agreement which provides for the lease and preferential use of berth space and a transit shed at Anchorage, Alaska. The purpose of the modification is to provide for the construction of an additional crane to be placed and operated on the City Dock, Anchorage. City will reimburse Sea-Land for the crane from bond funds and retire the bond indebtedness from the preferential use payments provided in the agreement. After City takes title to the crane, Sea-Land will have a preferential right to its use upon payment of an annual preferential use fee. While under Sea-Land's control, City has secondary use rights, the charge for which will be negotiated by City and Sea-Land, reflected in the then current Port Terminal tariff and charged to secondary users. Under certain conditions Sea-Land will have the right to approve or disapprove of proposed secondary use, and such approval shall not be unreasonably withheld.

Dated: November 7, 1969.

By order of the Federal Maritime
Commission.

FRANCIS C. HURNEY,
Secretary.

[F.R. Doc. 69-13508; Filed, Nov. 13, 1969;
8:46 a.m.]

[Independent Ocean Freight Forwarder
License No. 249]

GUNVALD E. REYERSON Order of Revocation

By letter dated July 15, 1969, Gunvald E. Reyerson, 5155 23d Avenue North, St. Petersburg, Fla. 33710, advised that he had ceased operations as an independent ocean freight forwarder.

By virtue of authority vested in me by the Federal Maritime Commission as set forth in Manual of Orders, Commission Order 201.1, section 6.03:

It is ordered, That the Independent Ocean Freight Forwarder License No. 249 of Gunvald E. Reyerson be and is hereby revoked effective November 6, 1969, and that said license be returned to the Commission for cancellation.

It is further ordered, That a copy of this order be published in the FEDERAL REGISTER and served upon Gunvald E. Reyerson.

JOHN F. GILSON,
Deputy Director,
Bureau of Domestic Regulation.

[F.R. Doc. 69-13509; Filed, Nov. 13, 1969;
8:46 a.m.]

* Of course to the extent that service is impaired within the meaning of section 214 of the Communications Act, a question is presented as to the applicability of that section.

[No. 69-12 etc.]

SOUTH ATLANTIC & CARIBBEAN LINE, INC., ET AL.**Reconsideration of Modified Order of Consolidation and Revised Order of Consolidation**

No. 69-12, South Atlantic & Caribbean Line, Inc., general increase in rates in the U.S. South Atlantic/Puerto Rico trade, Nos. 69-13 and 69-23, General increases in rates in the U.S. Gulf/Puerto Rico trade, No. 69-24, Seatrain Lines, Inc., general increases in the U.S. North Atlantic/Puerto Rico trade, No. 69-25, Transamerican Trailer Transport, Inc., temporary strike surcharge in the U.S. North Atlantic/Puerto Rico trade, No. 69-26, Sea-Land Service, Inc. and Gulf-Puerto Rico Lines, Inc., general increase in rates in the U.S. Atlantic/Puerto Rico trade, and investigation of financial and operating relationship.

On October 6, 1969, Sea-Land Service, Inc., petitioned for reconsideration of the Commission's modified order of consolidation in the subject proceedings served September 30, 1969, which consolidated the investigation of the South Atlantic/Puerto Rico service of Sea-Land with Docket 69-12. Sea-Land argues that such consolidation is inappropriate because it would require a separation of its financial data into North and South Atlantic-Puerto Rico trade areas, which it does not and is not presently required to make, and asks that the rate increase of South Atlantic and Caribbean Line, Inc. (SACAL), under investigation in Docket 69-12 be consolidated with Docket 69-26.

The Commission has received replies to the subject petition from SACAL, the Commonwealth of Puerto Rico, and Hearing Counsel, none of which is opposed to the consolidation of the investigation of SACAL's service with the investigation of Sea-Land's service in Docket 69-26.

The matter of the segmentation of financial data into trade areas to which Sea-Land objects is one which we feel is best left to the discretion of the Examiner who, as the hearing develops, will be in a position to determine if such segmentation is desirable. It appears, however, that a more orderly and less time consuming proceeding will be achieved by considering all of Sea-Land's Atlantic Coast/Puerto Rico service in Docket 69-26 and consolidating Docket 69-12 with it for hearing. The styles of Dockets Nos. 69-12 and 69-26 have been modified in the caption of this order to reflect this change in procedure.

The consolidation for hearing of the investigation of the service of SACAL with the investigations of the service of Sea-Land and the service of the carriers serving only the North Atlantic ports will, moreover, facilitate the handling of the issue of the need to maintain overall rates, in the interests of the maintenance of adequate, varied, and modern

service, at a higher level than would be the case if the operations of carriers were considered without respect to those of their competitors.

Hearing Counsel have requested a clarification of the scope of the investigations in the subject proceedings. Although no change has been effected in these proceedings by this order other than the consolidation for hearing of Dockets Nos. 69-12 and 69-26, because several revisions have already been made in the orders consolidating these proceedings for hearing, we feel it is appropriate, and issue herewith a revised order of consolidation.

Therefore, it is ordered, That Dockets Nos. 69-13 and 69-23 (General Increases in Rates in the U.S. Gulf/Puerto Rico Trade) shall be consolidated for hearing.

It is further ordered, That Docket No. 69-12 (South Atlantic & Caribbean Line, Inc.—general increase in rates in the U.S. South Atlantic/Puerto Rico trade), Docket No. 69-24 (Seatrain Lines, Inc.—general increases in rates in the U.S. North Atlantic/Puerto Rico trade), Docket No. 69-25 (Transamerican Trailer Transport, Inc., temporary strike surcharge in the U.S. North Atlantic/Puerto Rico trade), and Docket No. 69-26 (Sea-Land Service, Inc., and Gulf-Puerto Rico Lines, Inc.—general increase in rates in the U.S. Atlantic/Puerto Rico trade, and investigation of financial and operating relationship) be consolidated for hearing.

It is further ordered, That Gulf-Puerto Rico Lines, Inc., shall remain a party to the consolidation of Dockets Nos. 69-23 and 69-26 for hearing and decision with respect to the questions in Docket No. 69-26 of whether the financial and operating relationships between Sea-Land Service, Inc., and Gulf-Puerto Rico Lines, Inc., are proper under the shipping acts, and whether they shall be treated in the future as a single party for regulatory purposes.

It is further ordered, That, in addition to the matters which are material to rate investigations relating solely to the operations of individual carriers, and such other issues as have been placed under investigation in the orders of investigation, and additions, modifications or supplements thereto, the consolidated proceedings shall include an examination of the need for a requirement that the overall rates of carriers in the Atlantic/Puerto Rico consolidated proceedings or carriers in the Gulf/Puerto Rico consolidated proceedings be maintained, in the interests of adequate, varied, and modern service, at a higher level than if the operations of such carriers were considered separately, and the establishment of rates of return considering such requirement, if appropriate.

By the Commission.

[SEAL] FRANCIS C. HURNEY,
Assistant Secretary.

[F.R. Doc. 69-13510; Filed, Nov. 13, 1969; 8:46 a.m.]

FEDERAL POWER COMMISSION

[Project 378]

OREGON**Order Vacating Land Withdrawal**

OCTOBER 15, 1969.

Application has been filed by the U.S. Forest Service for vacation of the land withdrawal pertaining to the following described lands of the United States:

WILLAMETTE MERIDIAN, OREGON

All portions of the following tracts lying within 75 feet of the center line of the transmission line location shown on a map designated "Exhibit C" and entitled "Power Line to Buffalo-Monitor Mine, Grant County, Oreg. Operated by Beaver Gold Mining Co." and filed in the office of the Federal Power Commission on January 23, 1923.

T. 8 S., R. 35½ E.,
Sec. 14, N½SW¼, SW¼SW¼;
Sec. 15, SE¼SE¼;
Sec. 22, NE¼SE¼, S½SE¼;
Sec. 23, W½NW¼, NW¼SW¼.
(Approximately 29 acres.)

The subject lands are variously located within the Umatilla and Wallawa-Whitman National Forests and are withdrawn pursuant to the filing on January 19, 1923, of an application for license for transmission line Project No. 378. The lands lie about 3 miles north of the community of Granite in Grant County, Oreg. A 25-year license for Project No. 378, which consisted of a 2.3 kv. wood-pole line about 1.67 miles long, was issued June 28, 1923. By order issued June 9, 1942, the Commission accepted the surrender of license for Project No. 378 after finding that the transmission line involved was neither a primary line nor part of a "project" as defined in section 3(11) of the Federal Power Act. The transmission line formerly under license in Project No. 378 has continued in operation under a special-use permit issued by the Forest Service and the power value of the lands involved is adequately protected by the use permit.

The Commission finds: The withdrawal for Project No. 378 serves no useful purpose and should be vacated.

The Commission orders: The withdrawal of the subject lands pursuant to the application for Project No. 378 is hereby vacated in its entirety.

By the Commission.

[SEAL] KENNETH F. PLUMB,
Acting Secretary.

[F.R. Doc. 69-13514; Filed, Nov. 13, 1969; 8:46 a.m.]

[Project 952]

OREGON**Order Vacating Land Withdrawal**

OCTOBER 15, 1969.

Application has been filed by the U.S. Forest Service (applicant) for vacation of the power withdrawal pertaining to

the following described lands of the United States:

WILLAMETTE MERIDIAN, OREGON

T. 3 S., R. 8 E.,
Sec. 24, SE 1/4 NW 1/4, NE 1/4 SW 1/4.
(80 acres).

The lands lie within the Mount Hood National Forest and are located along Still Creek, a tributary of the Zigzag River which is a tributary of the Sandy River, near the Village of Government Camp, in Clackamas County, Oreg.

The lands are withdrawn pursuant to the filing on January 2, 1929, of an application for license for Project No. 952. Notice of land withdrawal for the project was given to the General Land Office (now the Bureau of Land Management) by Commission letter dated January 7, 1929.

A 10-year license for Project No. 952 was issued March 13, 1929. The project plan called for a 23 horsepower diversion-conduit development on Still Creek and a 7 horsepower diversion-conduit development on Swim Creek although only the 7 horsepower unit was constructed. The project provided power for a public resort operated by the licensee under a Forest Service special use permit. Applicant reports that both the resort and the project works have been removed and the land has been restored to a satisfactory condition. A Forest Service campground now occupies the project area. The general area is now served by commercial power and the value of the lands for power development is negligible. Vacation of the power withdrawal is requested to facilitate management of the lands.

The Commission finds: The withdrawal for Project No. 952 serves no useful purpose and should be vacated in its entirety.

The Commission orders: The withdrawal of the subject lands pursuant to the application for Project No. 952 is hereby vacated.

By the Commission.

[SEAL] **KENNETH F. PLUMB,**
Acting Secretary.

[F.R. Doc. 69-13515; Filed, Nov. 13, 1969;
8:46 a.m.]

[Docket No. CP70-114]

EL PASO NATURAL GAS CO.

Notice of Application

NOVEMBER 6, 1969.

Take notice that on October 29, 1969, El Paso Natural Gas Co. (applicant), Post Office Box 1492, El Paso, Tex. 79999, filed in Docket No. CP70-114 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 natural gas facilities in the Emperor Field of Winkler County, Tex., and Lea County, N. Mex., all as more fully set forth in the application which

is on file with the Commission and open to public inspection.

The application states that El Paso's Emperor Field source is a prime gas well gas supply source with extremely high deliverability capability. However, the present design capacity of facilities necessary to treat, transport, and process such gas is limited to 210,000 Mcf daily. In order for El Paso to take an additional 50,000 Mcf daily from the Emperor Field source, to be used as peak covering or swing supply, El Paso proposes the installation of a check meter, a new 50,000 Mcf per day capacity dehydration plant and approximately 10.3 miles of 16-inch O.D. pipeline.

The total estimated cost of the proposed facilities is \$863,343, to be financed by working funds and short-term loans.

Any person desiring to be heard or to make any protest with reference to said application should on or before December 1, 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. 69-13516; Filed, Nov. 13, 1969;
8:46 a.m.]

[Docket No. CP70-115]

LONE STAR GAS CO.

Notice of Application

NOVEMBER 6, 1969.

Take notice that on October 29, 1969, Lone Star Gas Co. (applicant), 301 Har-

wood Street, Dallas, Tex. 75201, filed in Docket No. CP70-115 a "budget-type" application pursuant to section 7(c) of the Natural Gas Act and § 157.7 of the regulations thereunder for a certificate of public convenience and necessity authorizing the construction, during the calendar year 1970, and operation of gas sales facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to construct facilities for sales of natural gas to industrial customers outside the franchise area of local distributors, and various rearrangements including changes in existing field operations or relocation of existing facilities. Applicant states that the maximum delivery to any one customer will not exceed 100,000 Mcf annually, and that none of the gas will be used for boiler fuel purposes.

The total estimated cost of the proposed facilities will not exceed \$200,000, with no single project to exceed \$25,000.

Any person desiring to be heard or to make any protest with reference to said application should on or before December 1, 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. 69-13517; Filed, Nov. 13, 1969;
8:46 a.m.]

[Docket No. CP70-21]

MICHIGAN WISCONSIN PIPE LINE CO.**Notice of Amendment to Application**

NOVEMBER 6, 1969.

Take notice that on October 28, 1969, Michigan Wisconsin Pipe Line Co. (applicant), 1 Woodward Avenue, Detroit, Mich. 48226, filed in Docket No. CP70-21 an amendment to its pending application in the same docket, to reflect a change in the route of the 30-inch pipeline applicant proposes to construct from its pipeline system near Appleton, Wis., to a point of interconnection with the pipeline system of Great Lakes Gas Transmission Co. near Crystal Falls, Mich., all as more fully set forth in the amendment to the application which is on file with the Commission and open to public inspection.

Applicant states that the new terminus of the 30-inch pipeline at the Denmark, Wis., tap will be approximately 20 miles closer to the Green Bay, Wis., market than originally proposed and that this change will provide a ready means for Wisconsin Public Service Corp. to obtain a second source of gas for required reinforcement of its Green Bay distribution system from the northwest.

Any person desiring to be heard or to make any protest with reference to said application should on or before December 1, 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. 69-13518; Filed, Nov. 13, 1969; 8:46 a.m.]

[Docket No. CP70-111]

NORTHERN NATURAL GAS CO.**Notice of Application**

NOVEMBER 6, 1969.

Take notice that on October 27, 1969, Northern Natural Gas Co. (applicant), 2223 Dodge Street, Omaha, Nebr. 68102, filed in Docket No. CP70-111 an application pursuant to section 7(b) of the Natural Gas Act for permission and approval to abandon and remove, during the 1970 calendar year, certain unspecified gas-sales facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to abandon and remove minor sales measuring stations in cases where the consumer or utility customer requests termination of service. Applicant also requests a waiver of the provision of § 157.7(e) of the regulations wherein "blanket" authority to abandon minor gas sales facilities is limited to direct sales facilities only.

Any person desiring to be heard or to make any protest with reference to said application should on or before November 25, 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 permission and approval for the proposed abandonment 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. 69-13519; Filed, Nov. 13, 1969; 8:46 a.m.]

FEDERAL RESERVE SYSTEM**EXCHANGE BANCORPORATION, INC.****Notice of Application for Approval of Acquisition of Shares of Bank**

Notice is hereby given that application has been made, pursuant to section 3(a) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)), by Exchange Bancorporation, Inc., which is a bank holding company located in Tampa, Fla., for prior approval by the Board of Governors of the acquisition by Applicant of 80 percent or more of the voting shares of Peninsula State Bank, Tampa, Fla.

Section 3(c) of the Act provides that the Board shall not approve:

(1) Any acquisition or merger or consolidation under section 3 which would result in a monopoly, or which would be in furtherance of any combination or conspiracy to monopolize or to attempt to monopolize the business of banking in any part of the United States, or

(2) Any other proposed acquisition or merger or consolidation under section 3 whose effect in any section of the country may be substantially to lessen competition, or to tend to create a monopoly, or which in any other manner would be in restraint of trade, unless the Board finds that the anticompetitive effects of the proposed transaction are clearly outweighed in the public interest by the probable effect of the transaction in meeting the convenience and needs of the community to be served.

Section 3(c) further provides that, in every case, the Board shall take into consideration the financial and managerial resources and future prospects of the company or companies and the banks concerned, and the convenience and needs of the community to be served.

Not later than thirty (30) days after the publication of this notice in the FEDERAL REGISTER, comments and views regarding the proposed acquisition may be filed with the Board. Communications should be addressed to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551. The application may be inspected at the office of the Board of Governors or the Federal Reserve Bank of Atlanta.

Dated at Washington, D.C., this 7th day of November 1969.

By order of the Board of Governors.

[SEAL] ROBERT P. FORRESTAL,
Assistant Secretary.

[F.R. Doc. 69-13527; Filed, Nov. 13, 1969; 8:47 a.m.]

FEDERAL OPEN MARKET COMMITTEE**Current Economic Policy Directive**

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 August 12, 1969.¹

¹ The Record of Policy Actions of the Committee for the meeting of Aug. 12, 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.

The information reviewed at this meeting indicates that expansion in real economic activity slowed somewhat in the first half of 1969 and some further moderation is projected. Substantial upward pressures on prices and costs are persisting. Most market interest rates recently have receded slightly from their earlier highs. In July the money supply expanded as U.S. Government deposits decreased further; bank credit declined on average, after adjusting for an increase in assets sold to affiliates and to customers with bank guarantees. The runoff of large-denomination CD's which began in mid-December continued without abatement in July, and there apparently were net outflows from consumer-type time and savings accounts at banks and nonbank thrift institutions combined. The overall balance of payments deficit on the liquidity basis remained very large in July; the balance on the official settlements basis was still in surplus in the first half of the month but subsequently shifted toward deficit as U.S. banks' borrowings of Eurodollars leveled off. Foreign exchange markets appear initially to be adjusting in an orderly fashion to the announced devaluation of the French franc. In light of the foregoing developments, 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 sustainable 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 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 or if pressures arise in connection with foreign exchange developments or with bank regulatory changes.

By order of the Federal Open Market Committee, November 6, 1969:

ARTHUR L. BROIDA,
Deputy Secretary.

[F.R. Doc. 69-13528; Filed, Nov. 13, 1969;
8:47 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[312-2457]

CHAGRES FUND, INC.

Notice of Application for Order of Exemption

NOVEMBER 7, 1969.

Notice is hereby given that Chagres Fund, Inc. ("Applicant"), c/o Robert Van Wagner, Post Office Box 914, Hendersonville, N.C. 28739, an open end, diversified management investment company registered under the Investment Company Act of 1940 ("the Act"), has applied pursuant to section 6(c) of the Act for an order exempting applicant from Rule 22c-1 of the rules and regulations under the Act to the extent that said rule requires that shares of applicant be priced for sale on the day orders for the purchase of such shares are received. All interested persons are referred to the application on file with the

Commission for a statement of the representations therein which are summarized below.

Applicant presently computes net asset value twice a month, as of the close of business on the 5th and 20th day, and offers its shares for sale at the net asset value next computed following receipt of a subscription order. Applicant proposes to offer its shares at the net asset value per share computed as of the close of business on the Thursday next succeeding the receipt of a subscription order or on the day of receipt of a subscription order if it is received on a Thursday. Applicant has and will continue to redeem shares at the net asset value per share computed as of the close of business on the day such shares are properly tendered for redemption.

As of September 29, 1969, applicant had 233 shareholders and net assets of approximately \$597,000. Sales of its shares are limited to U.S. citizen employees (past and present) of the Panama Canal Company, the Canal Zone Government, other U.S. Government Agencies located in the Canal Zone, and members of the Canal Zone Central Labor Union—Metal Trades Council, AFL-CIO, including its member unions. Applicant states that during a recent 8-week period, applicant's custodian had received an average of three subscriptions per week for applicant's shares. Applicant has been advised that it will be charged by its custodian approximately \$40 for each valuation of net asset value if applicant is required to follow Rule 22c-1.

Rule 22c-1 provides, in part, that redeemable securities of registered investment companies must be sold, redeemed, or repurchased at a price based on the current net asset value (computed on each day during which the New York Stock Exchange is open for trading, not less frequently than once daily as of the time of the close of trading on such exchange) which is next computed after receipt of a tender of such security for redemption or of an order to purchase or sell such security.

Applicant represents (a) that in view of its relatively small asset size and the limited number of transactions in its shares, the additional cost imposed by daily pricing of applicant's shares would be an excessive financial burden, (b) that its present and proposed pricing method, under which shares are prospectively valued, is consistent with the objectives of Rule 22c-1 to prevent dilution in the value of shares and prevent short-term speculation resulting from sale of shares at a previously determined price, and (c) that daily pricing would be unduly burdensome and expensive.

Section 6(c) of the Act provides, in part, that the Commission may conditionally or unconditionally exempt any person, security or transaction or any class or classes of persons, securities, or transactions from any provision of the Act or of any rule or regulation under the Act, if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the pur-

poses fairly intended by the policies and provisions of the Act.

Applicant seeks an order permitting it to price shares for sale once a week at the close of business on Thursday until the weekly average number of subscriptions received by applicant totals 15 or more during any consecutive 8-week period ending on a valuation date, and thereafter, applicant will determine the net asset value in conformity with Rule 22c-1.

Notice is further given that any interested person may not later than November 28, 1969, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL]

ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 69-13542; Filed, Nov. 13, 1969;
8:48 a.m.]

[File No. 1-4563]

COMMONWEALTH UNITED CORP.

Order Suspending Trading

NOVEMBER 7, 1969.

The common stock, \$1 par value, of Commonwealth United Corp. (a California corporation), being listed and registered on the American Stock Exchange, the Philadelphia-Baltimore-Washington Stock Exchange, and the Pacific Coast Stock Exchange, the 6 percent convertible subordinated debentures due 1983, being listed and registered on the American Stock Exchange and the Philadelphia-Baltimore-Washington Stock Exchange, the warrants for \$1 par common stock and the \$1.05 convertible

preferred stock being listed and registered on the American Stock Exchange, and the Pacific Coast Stock Exchange pursuant to the provisions of the Securities Exchange Act of 1934 and all other securities of Commonwealth United Corp., being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such exchanges and otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to sections 15 (c) (5) and 19(a) (4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange, the Pacific Coast Stock Exchange, and the Philadelphia-Baltimore-Washington Stock Exchange, and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period November 9, 1969, through November 18, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-13543; Filed, Nov. 13, 1969;
8:48 a.m.]

[File No. 1-3421]

CONTINENTAL VENDING MACHINE CORP.

Order Suspending Trading

NOVEMBER 7, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock, 10 cents par value of Continental Vending Machine Corp., and the 6 percent convertible subordinated debentures due September 1, 1976, being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15 (c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period November 8, 1969, through November 17, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-13544; Filed, Nov. 13, 1969;
8:48 a.m.]

[812-2640]

DREYFUS LEVERAGE FUND, INC.

Notice of Filing of Application for Order of Exemption To Permit Pur- chase of Securities During Under- writing

NOVEMBER 7, 1969.

Notice is hereby given that The Dreyfus Leverage Fund, Inc., 767 Fifth Ave-

nue, New York, N.Y. 10022 ("applicant"), registered as an open-end, diversified investment company under the Investment Company Act of 1940 ("Act"), has filed an application pursuant to section 10(f) of the Act for an order of the Commission exempting from the prohibitions of section 10(f) the proposed purchase by applicant of up to 80,000 shares of the common stock of Stirling Homex Corp. ("Stirling") at a contemplated public offering price of approximately \$13 a share. The stock proposed to be purchased by applicant is part of a total of 825,000 shares of common stock of Stirling to be offered to the public pursuant to a registration statement filed with the Commission under the Securities Act of 1933. All interested persons are referred to the application on file with the Commission for a statement of the representations made therein which are summarized below.

The investment adviser of applicant is an affiliated person of Dreyfus & Co. under section 2(a) (3) of the Act; and Dreyfus & Co. is expected to participate as one of the principal underwriters of the issue to the extent of purchasing 5,000 shares of the Stirling common stock to be offered.

Section 10(f) of the Act, as here pertinent, provides that no registered investment company shall purchase any security during the existence of any underwriting or selling syndicate, if an investment adviser of such registered investment company is an affiliated person of a principal underwriter of such security. Section 10(f) provides further that the Commission may exempt a transaction from this prohibition if and to the extent that such exemption is consistent with the protection of investors.

Applicant represents in support of its application that the proposed purchase is consistent with applicant's investment objectives and policies; that the underwriting is a firm commitment underwriting; that applicant will execute the proposed purchase through nonaffiliated members of the underwriting group; and that the provisions of Rule 10f-3 of the rules adopted by the Commission under the Act are met in all other respects except that the underwriting discount may exceed 7 percent of the public offering price, the number of shares under consideration for purchase exceeds 3 percent of the offering and Stirling, the issuer, has not been in continuous operation for 3 years. Applicant states that the underwriting spread, even if it exceeds 7 percent, will be fair and equitable when viewed in light of the size of the issue and the unseasoned nature of the issuer.

Notice is further given that any interested person may, not later than November 24, 1969, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reasons for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communica-

tion should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in the matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-13545; Filed, Nov. 13, 1969;
8:48 a.m.]

GRAY LINE CORP.

Order Suspending Trading

NOVEMBER 7, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Gray Line Corp. (a New York corporation), and all other securities of Gray Line Corp. being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15 (c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period November 7, 1969, 12 p.m., e.s.t., through November 16, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-13546; Filed, Nov. 13, 1969;
8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 1347]

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

NOVEMBER 7, 1969.

The following applications are governed by Special Rule 247¹ of the Com-

¹ Copies of Special Rule 247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423.

mission's general rules of practice (49 CFR 1100.247 as amended), published in the *FEDERAL REGISTER* issue of April 20, 1966, effective May 20, 1966. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the *FEDERAL REGISTER*. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with section 247(d) (3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and one copy of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of section 247(d) (4) of the special rules, and shall include the certification required therein.

Section 247(f) of the Commission's rules of practice further provides that each applicant shall, if protests to its application have been filed, and within 60 days of the date of this publication, notify the Commission in writing (1) that it is ready to proceed and prosecute the application, or (2) that it wishes to withdraw the application, failure in which the application will be dismissed by the Commission.

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

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

the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

No. MC 340 (Sub-No. 15), filed August 20, 1969. Applicant: QUERNER TRUCK LINES, INC., 1131 Austin Street, San Antonio, Tex. 78208. Applicant's representative: T. S. Christopher, 2412 Continental Life Building, Fort Worth, Tex. 76102. In No. MC-340 applicant holds irregular route common carrier authority authorizing the transportation of general commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment; from St. Louis, Mo.; Cleveland, Ohio; and Coal City, Chicago, and Mendota, Ill.; to Austin, Dallas, Fort Worth, San Antonio, and Waco, Tex., with no transportation for compensation on return except as otherwise authorized. Thereafter applicant acquired Thru Truck Service by Commission order dated May 29, 1959 (see MC-F-6737), which certificate authorized transportation of general commodities (limited as described above), between San Antonio, Tex. and Houston, Tex., over U.S. Highway 90. Since acquisition of said regular route authority, applicant has, by tacking at the common or gateway point of San Antonio, transported general commodities from St. Louis, Cleveland, Coal City, Chicago, Mendota, and their commercial zones, to Houston, Tex., with no transportation on return trip, except as otherwise authorized. The foregoing is in addition to other authority in the certificates contained. From the foregoing it is clear that by use of a combination of irregular and regular routes and San Antonio, Tex., as a gateway, applicant is authorized to transport general commodities, as defined above, from St. Louis, Mo.; Cleveland, Ohio; Coal City, Chicago, and Mendota, Ill., and their commercial zones to Houston, Tex. The sole and only purpose of this application is to eliminate the use of San Antonio, Tex., as a gateway in the transportation of general commodities from presently authorized origin points to destination, Houston, Tex. NOTE: Applicant states that no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Houston, Tex., St. Louis, Mo., or Chicago, Ill.

No. MC 2202 (Sub-No. 380), filed October 21, 1969. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Post Office Box 471, Akron, Ohio 44309. Applicant's representatives: William O. Turney, 2001 Massachusetts Avenue NW., Washington, D.C. 20036, and Douglas Faris (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), serving points in Gilmer and Pickens Counties, Ga., as off-route points in connection

with its regular route authority between Atlanta, Ga., and Chattanooga, Tenn. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta or Dalton, Ga.

No. MC 2860 (Sub-No. 64), filed October 7, 1969. Applicant: NATIONAL FREIGHT, INC., 57 West Park Avenue, Vineland, N.J. 08360. Applicant's representatives: Alvin Altman and Irving Abrams, 1776 Broadway, New York, N.Y. 10019. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Bananas, including plantains and agricultural commodities otherwise exempt from economic regulation under section 203(b) (6) of the Act, when transported in mixed shipments with bananas or plantains, from Wilmington, Del., to points in Alabama, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Maryland, Michigan, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and Wisconsin. NOTE: Common control may be involved. Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Miami, Fla., New York, N.Y., or Washington, D.C.

No. MC 2860 (Sub-No. 65), filed October 20, 1969. Applicant: NATIONAL FREIGHT, INC., 57 West Park Avenue, Vineland, N.J. 08360. Applicant's representative: Alvin Altman, 1776 Broadway, New York, N.Y. 10019. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Foodstuffs (except in bulk), from Wellsboro, Pa., to points in Alabama, Arizona, Arkansas, California, Florida, Georgia, Iowa, Kansas, Louisiana, Mississippi, Missouri, Nebraska, North Carolina, Oregon, South Carolina, Tennessee, Texas, Virginia, Washington, Wisconsin, and the Lower Peninsula of Michigan. NOTE: Common control may be involved. NOTE: Applicant states that tacking is possible to an extent but is not presently contemplated. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., Philadelphia, Pa., or Washington, D.C.

No. MC 4483 (Sub-No. 13), filed October 3, 1969. Applicant: MONSON DRAY LINE, INC., Rural Route No. 1, Red Wing, Minn. 55066. 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: Brick and tile, from Chaska, Minn., to points in Iowa, Minnesota, Nebraska, North Dakota, South Dakota, and Wisconsin. NOTE: Applicant states that the requested authority cannot be tacked

with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn., or Des Moines, Iowa.

No. MC 8958 (Sub-No. 23), filed October 9, 1969. Applicant: THE YOUNGSTOWN CARTAGE CO., a corporation, 825 West Federal Street, Post Office Box 119, Youngstown, Ohio 44501. Applicant's representative: John P. McMahon, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: MC 8958, Sheet 2: (1) Household goods, contractors' equipment, machinery, and iron and steel articles, of the kind used in construction and manufacture; (a) between points in that part of Ohio on the east of U.S. Highway 21, and on and north of a line beginning at junction U.S. Highways 21 and 36 and extending eastward along U.S. Highway 36 to junction U.S. Highway 22, and thence along U.S. Highway 22 to the Ohio-West Virginia State line; and (b) between points in the Ohio territory described immediately above, on the one hand, and, on the other, points in Ohio, Pennsylvania, West Virginia, New York, New Jersey, and those in that part of Michigan on and south of Michigan Highway 21 and on and east of U.S. Highway 27 and the junction and interchange of U.S. Routes 80 and 90 with U.S. Route 27 in Steuben County, Ind., which is also known as interchange No. 12 of the Indiana Toll Road;

(2) Metal, metal products, asphalt, roofing cement, and prepared roofing materials; (a) from Toledo, Ohio, and points in that part of Ohio on and north of U.S. Highway 30 and on and east of Ohio Highway 13, to points in that part of Michigan east of U.S. Highway 27 and on and south of Michigan Highway 20 and south of Saginaw Bay, and the junction and interchange of U.S. Routes 80 and 90 with U.S. Route 27 in Steuben County, Ind., which is also known as interchange No. 12 of the Indiana Toll Road, with no transportation for compensation on return except as otherwise authorized; (b) from Monroe, Mich., and points in Wayne County, Mich., and the junction and interchange of U.S. Routes 80 and 90 with U.S. Route 27 in Steuben County, Ind., which is also known as interchange No. 12 of the Indiana Toll Road, to points in that part of Ohio on and east of a line beginning at the Ohio-Michigan State line and extending along U.S. Highway 23 to upper Sandusky and extending eastward along U.S. Highway 30 to the Ohio-Pennsylvania State line, with no transportation for compensation on return except as otherwise authorized.

(3) MC 8958 Sub 20: Contractors' equipment, metal and metal products, machinery and iron and steel articles, between Niles, Ohio, and the junction of interstate Route 80 and Ohio Route 18 also known as interchange No. 15 on the Ohio Turnpike, on the one hand, and, on the other, points in Ohio; (4) MC 8958 Sub 22, Sheet 3: General commodities, except those of unusual value, livestock, classes A and B explosives, and

household goods as defined by the Commission; (a) between points in Cook County, Ill., on the one hand, and, on the other, points in Lake and Porter Counties, Ind., on and north of U.S. Highway 30; and (b) between points in Cook County, Ill., on and south of U.S. Highway 34 and those in Lake County, Ind., on and north of U.S. Highway 30, on the one hand, and, on the other, points in Michigan on and south of a line beginning at Detroit, and extending along Michigan Highway 14 to Ann Arbor, thence along Interstate Highway 94 to Marshall; thence along Michigan Highway 96 through Battle Creek to Kalamazoo and thence along Interstate Highway 94 through Benton Harbor to the Michigan-Indiana State line (formerly shown as points in Michigan on and south of U.S. Highway 12), and the junction and interchange of U.S. Routes 80 and 90 with U.S. Route 27 in Steuben County, Ind., which is also known as interchange No. 12 of the Indiana Toll Road. Restriction: Service is not authorized between Chicago, Ill., and Detroit, Mich., on the two routes next above. Note: Applicant states by inserting the above-mentioned interchanges on the interstate highway systems the applicant will not be able to perform any service that applicant is not now performing by operating its vehicles off the interstate highway systems to nearby gateway points and then returning them to the interstate highway systems. The purpose of this application is to amend certain existing grants of authority under specified subs by inserting the interchanges. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 11220 (Sub-No. 117), filed October 10, 1969. Applicant: GORDONS TRANSPORTS, INC., 185 West McLemore Avenue, Memphis, Tenn. 38102. Applicant's representative: James W. Wrape, 2111 Sterick Building, Memphis, Tenn. 38103. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except classes A and B explosives, household goods, commodities in bulk, and those requiring special equipment), between Birmingham, Ala., and Louisville, Ky.: From Birmingham over U.S. Highway 31 and/or Interstate Highway 65 to the Alabama-Tennessee State line, thence over Interstate Highway 65 to Nashville, Tenn., thence over U.S. Highway 31W and/or Interstate Highway 65 to the Kentucky-Tennessee State line, thence over Interstate Highway 65 to Louisville and return over the same route, serving all intermediate points within 65 miles of Birmingham. Note: Applicant states it does not seek duplicate authority. It further states the purpose of this application is to convert from irregular route to regular route authority that portion of the above authority, and is agreeable to the revocation of the corresponding portions of its irregular route authority. Applicant states it is also agreeable that the restrictions attached to its irregular route authority be attached to the converted regular route authority where applicable.

If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn., Louisville, Ky., or Washington, D.C.

No. MC 19936 (Sub-No. 13), filed October 24, 1969. Applicant: R. D. FOWLER MOTOR LINES, INC., 2702 Westchester Drive, Post Office Box 1128, High Point, N.C. 27262. Applicant's representative: Wilmer B. Hill, 705 McLachlen Bank Building, 666 11th Street NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: New furniture, crated, from points in Guilford, Randolph, Davidson, Forsyth, Alamance, Orange, and Surry Counties, N.C., to points in Delaware, Maryland, New Jersey, New York, Pennsylvania, and the District of Columbia. Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Greensboro or Raleigh, N.C.

No. MC 22229 (Sub-No. 56), filed October 9, 1969. Applicant: TERMINAL TRANSPORT COMPANY, INC., 243 Chester Avenue SE., Atlanta, Ga. 30316. Applicant's representative: Ralph B. Matthews, Post Office Box 1918, Atlanta, Ga. 30301. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities; (1) Between Cordele and McRae, Ga., over U.S. Highway 280, serving no intermediate points and serving Cordele and McRae as points of joinder only; and (2) between Tifton and Waycross, Ga., over U.S. Highway 82, serving no intermediate points, and serving Tifton and Waycross as points of joinder only. Note: Applicant is presently authorized to transport the above-described commodities under its certificate of public convenience and necessity issued in Docket No. MC 22229 between Baldwin, Fla., and Atlanta, Ga., serving all intermediate points. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 23618 (Sub-No. 14), filed October 27, 1969. Applicant: McALISTER TRUCKING COMPANY, a corporation, Post Office Box 2377, Abilene, Tex. 79604. Applicant's representative: Ewell H. Muse, Jr., 415 Perry Brooks Building, Austin, Tex. 78701. Authority sought to operate as a common carrier, by motor vehicle over irregular routes, transporting: Pipe, from Gainesville, Tex., and points in Cook County, Tex., to points in Texas, Oklahoma, Missouri, Arkansas, and Louisiana. Note: Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states that no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 25869 (Sub-No. 96), filed October 23, 1969. Applicant: NOLTE BROS. TRUCK LINE, INC., 4734 South 27th Street, Omaha, Nebr. 68107. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. 68102. Authority sought to operate as a common carrier, by motor vehicle, over

irregular routes, transporting: (1) *Meats, meat products, and meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles, and hides), from Huron, S. Dak., to points in Colorado and Wyoming; and (2) *meats, meat products, and meat byproducts, and articles distributed by meat packinghouses* as set forth in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, and *foodstuffs* in mixed shipments with meat and meat products as described above, from Fremont, Nebr., to points in Iowa, Illinois, Indiana, Kentucky, Michigan, Minnesota, and Ohio, restricted to shipments at plantsite and/or warehouse facilities of Rod Barnes Packing Co., Huron, S. Dak., and Geo. A. Hormel & Co., Fremont, Nebr., and destined to the named States. Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Omaha, Nebr.

No. MC 30844 (Sub-No. 295), filed September 24, 1969. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 2125 Commercial, Post Office Box 5000, Waterloo, Iowa 50704. Applicant's representative: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver, Colo. 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Material, supplies, and products used in or produced by the food processing industry* (except commodities in bulk), from Lawton, Mattawan, and Decatur, Mich., to points in Iowa, Minnesota, Wisconsin (except Eau Claire, La Crosse, Prairie du Chien, and Rice Lake), and the Upper Peninsula of Michigan. Note: Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Waterloo, Iowa, or Washington, D.C.

No. MC 30844 (Sub-No. 296), filed September 26, 1969. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 2125 Commercial, Post Office Box 5000, Waterloo, Iowa 50704. Applicant's representative: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver, Colo. 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts and articles distributed by meat packinghouses* as described in sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from Clarinda, Postville, and Storm Lake, Iowa, to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia. Note: Applicant states that the requested author-

ity cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held in Washington, D.C., or Chicago, Ill.

No. MC 35628 (Sub-No. 299), filed June 30, 1969. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, 134 Grandville SW., Grand Rapids, Mich. 49502. Applicant's representative: Leonard D. Verdier, Jr., 900 Old Kent Building, Grand Rapids, Mich. 49502. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsites of Southwire Co. and National-Southwire Aluminum Co., at Hawesville, Ky., as off-route points in connection with regular-route operations to and from Owensboro, Ky., as authorized in MC 35628. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky., or Indianapolis, Ind.

No. MC 36900 (Sub-No. 13), filed October 24, 1969. Applicant: U.S. VAN LINES, INC., 1314 Chattahoochee Avenue NW., Atlanta, Ga. 30318. Applicant's representatives: Lee Reeder and Frank W. Taylor, Jr., 1221 Baltimore Avenue, Kansas City, Mo. 64105. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission: (1) between points in States west of the Mississippi River (except Nevada and New Mexico); and (2) between points in States west of the Mississippi River (except Nevada and New Mexico), on the one hand, and, on the other, points in States east of the Mississippi River and the District of Columbia. Note: Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states that no duplicating authority is being sought. Note: U.S. Van Lines, Inc., is presently authorized to transport household goods as defined by the Commission, between all points sought above (except Nevada and New Mexico), by observing certain gateways. The purpose of this application is to eliminate gateway requirements and circuitous mileage. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 61440 (Sub-123), filed October 20, 1969. Applicant: LEE WAY MOTOR FREIGHT, INC., 3000 West Reno, Post Office Box 82488, Oklahoma City, Okla. 73108. Applicant's representative: Richard H. Champlin, Post Office Box 82488, Oklahoma City, Okla. 73108. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, gold bullion, articles of virtu, silver, paper money, classes A and B explosives, light and bulky articles, commodities in bulk, livestock, household goods as defined by the

Commission, commodities requiring special equipment and those injurious or contaminating to other lading), between Beaumont and Marshall, Tex., from Beaumont over U.S. Highway 96 to Tena-ha, Tex., thence over U.S. Highway 59 to Marshall, and return over the same route, serving no intermediate points as an alternate route for operating convenience only, and serving Marshall, Tex., as a point of joinder only. Note: If a hearing is deemed necessary applicant requests it be held at Oklahoma City, Okla., or Washington, D.C.

No. MC 61592 (Sub-No. 155), filed October 20, 1969. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa 52722. Applicant's representative: Donald W. Smith, 900 Circle Tower, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Store fixtures, store equipment, store furnishings, light fixtures, wire baskets, furniture, materials, equipment, and supplies* used in the manufacture, installation, and distribution of the above-specified commodities, between Charleville, Traverse City, Grand Rapids, Central Lake, and Suttons Bay, Mich., on the one hand, and, on the other, points in the United States. Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 85255 (Sub-No. 35), filed October 21, 1969. Applicant: PUGET SOUND TRUCK LINES, INC., Pier 62, Seattle, Wash. 98101. Applicant's representative: Clyde H. MacIver, 2112 Washington Building, Seattle, Wash. 98101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal cans and can parts*, from Hillsboro, Oreg., to Markham, Wash. Note: Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Portland, Oreg., or Seattle, Wash.

No. MC 85934 (Sub-No. 55), filed October 16, 1969. Applicant: MICHIGAN TRANSPORTATION COMPANY, a corporation, 3601 Wyoming, Dearborn, Mich. 48120. Applicant's representative: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich. 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer*, in bulk, in tank vehicles, from Akron, Mich., to Delta, Ohio. Note: Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Detroit or Lansing, Mich.

No. MC 93224 (Sub-No. 21), filed October 7, 1969. Applicant: S & N FREIGHT LINE, INCORPORATED, Post Office Box 12147, Norfolk, Va. 23502. Applicant's representative: Chester A. Zyblut, 1522 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *common*

carrier, by motor vehicle, over irregular routes, transporting: *Paper, paper products, and pulpboard*, from the plantsite and storage facilities of Union Camp Corp., located at or near Franklin, Va., to points in Virginia within 30 miles of Norfolk, Va. **NOTE:** Applicant states that it intends to tack with its authority in No. MC 93224, which authorizes transportation of general commodities between the base area and points in a described area. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 94350 (Sub-No. 239), filed October 13, 1969. Applicant: TRANSIT HOMES, INC., Haywood Road, Post Office Box 1628, Greenville, S.C. 29602. Applicant's representative: Mitchell King, Jr. (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles in initial movements, and *buildings*, complete or in sections, from points of manufacture in Faulkner County, Ark., to points in the United States (excluding Alaska and Hawaii). **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Conway, Ark.

No. MC 99653 (Sub-No. 3), filed September 29, 1969. Applicant: VICTORY FREIGHT LINES, INC., 214 South 10th Street, Birmingham, Ala. 35233. Applicant's representative: J. Douglas Harris, 409-412 Bell Building, Montgomery, Ala. 36104. Authority sought to operate as a common carrier by motor vehicle, over irregular routes, transporting: (1) *Wrecked and disabled vehicles and replacement vehicles*, between Birmingham, Ala., on the one hand, and, on the other, points in Georgia and Mississippi; (2) *new furniture*, between Birmingham, Tuscaloosa, Sylacauga, Montgomery, and Alexander City, Ala.; (3) *building materials, lumber, paints, glass, roofing and tar, machinery, culvert pipe, boilers, and stacks, boiler parts, petroleum products, empty drums, and automobile parts*, between Birmingham, Ala., on the one hand, and, on the other, points in Alabama, north of and including Choctaw, Clarke, Monroe, Conecuh, Butler, Crenshaw, Pike, Barbour, and Russell Counties; (4) *cast iron pipe; iron and steel articles, and contractors' equipment*, between Birmingham, Ala., on the one hand, and, on the other, points in Alabama, north of and including Choctaw, Clarke, Monroe, Conecuh, Covington, Coffee, and Barbour Counties; (5) *groceries, produce, burial vaults, caskets, hardware, and plumbing goods*, between Tuscaloosa and Birmingham, Ala.; (6) *paper and paper articles*, between Birmingham and Tuscaloosa, Ala., on the one hand, and, on the other, points in Alabama, bounded by and including Lauderdale, Limestone, Madison, Jackson, De Kalb, Cherokee, Cleburne, Randolph, Chambers, Lee, Macon, Montgomery, Butler, Monroe, Clarke, and Choctaw Counties;

(7) *General commodities*, between Birmingham, and Tuscaloosa, Ala.; (8) (a) *machinery, material, supplies and equipment, incidental to, or used in, the construction, development, and production of natural gas and petroleum*; (b) *machinery, material, supplies and equipment used in the construction, operation and maintenance of petroleum refineries*; (c) *heavy machinery, heavy and cumbersome commodities*, which because of size and weight require the use of special equipment and parts thereof; (d) *machinery, materials, supplies and equipment used in the construction, operation and maintenance of natural gas, water, and petroleum pipelines, including, but not restricted to, the stringing of pipe along right-of-way*; and (e) *contractors' equipment and supplies, heavy machinery parts, accessories and supplies*, including heavy materials and machinery, between points in Alabama; (9) *telephone, telegraph, and power line construction materials*, between points in Alabama; and (10) *household goods*, between points in Alabama. **NOTE:** Applicant states that the authority sought in paragraphs (2) through (10) constitutes a registration of Alabama Public Service Commission Certificate No. 2485 and 718. Such is registered by applicant in Docket MC-99653 Sub-No. 2. The authority sought in paragraph (1) is new authority not now held by applicant and since the authority sought in paragraph (1) involves States other than Alabama, it is necessary for applicant to convert its certificate of registration to a certificate of public convenience and necessity. Applicant further states that it will tack all separate paragraphs with any other paragraph where possible. If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala.

No. MC 100866 (Sub-No. 154), filed October 20, 1969. Applicant: MELTON TRUCK LINES, INC., Post Office Box 7666, Shreveport, La. 71107. Applicant's representatives: Wilburn L. Williamson, 600 Leiminger Building, Oklahoma City, Okla. 73112 and Paul Caplinger (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Plastic pipe, plastic tubing, plastic conduit, plastic moulding, valves, fittings, compounds, joint sealer, bonding cement, thinner, vinyl building products, and accessories* used in the installation of such products (except commodities in bulk), (1) from McPherson, Kans., to points in the United States (except Alaska and Hawaii), and (2) from Waco, Tex., to points in Florida, Georgia, Alabama, Mississippi, Louisiana, Tennessee, Arkansas, Oklahoma, Kansas, Colorado, New Mexico, Texas, Arizona, Utah, Nevada, and California. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant

of authority. If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla., St. Louis, Mo., or Wichita, Kans.

No. MC 106398 (Sub-No. 428), filed October 23, 1969. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Tulsa, Okla. 74151. Applicant's representatives: Irvin Tull and Fred Rahal, Jr. (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles, *campers and truck covers*, in initial movements, from points in Charleston County, S.C., to points in the United States (except Alaska and Hawaii). **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states that no duplicating authority is being sought. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Charleston or Columbia, S.C.

No. MC 106603 (Sub-No. 106) (Correction), filed September 19, 1969, published FEDERAL REGISTER, issue of October 23, 1969, and republished in part, as corrected, this issue. Applicant: DIRECT TRANSIT LINES, INC., 200 Colrain Street SW., Grand Rapids, Mich. 49508. Applicant's representative: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich. 48226. The purpose of this republication, in part, is to show item (A)(2), from Marysville, Mich., and Rittman, Ohio, to points in Connecticut, Delaware, Maryland, New Jersey, New York, and Pennsylvania. The New York point was inadvertently omitted. The rest of the application remains the same.

No. MC 107295 (Sub-No. 232), filed October 23, 1969. Applicant: PRE-FAB TRANSIT CO., a corporation, 100 South Main Street, Post Office Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Wrought conduit pipe and fittings, and metallic tubing and fittings*, from Ambridge, Pa., to points in Alabama, Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Nebraska, New York, Ohio, Tennessee, and Wisconsin. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107403 (Sub-No. 778) (Amendment), filed August 15, 1969, published in FEDERAL REGISTER issue of September 11, 1969, amended October 30, 1969, and republished as amended, this issue. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. 19050. Applicant's representative: John Nelson (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid animal feed supplements*, in bulk, in tank vehicles, from Adrian, Mich., to points in Wisconsin, Illinois, Indiana, Ohio, Pennsylvania,

Kentucky, and Michigan. Note: Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. The purpose of this republication is to broaden the scope of authority sought. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., or Washington, D.C.

No. MC 107541 (Sub-No. 29), filed October 20, 1969. Applicant: MAGEE TRUCK SERVICE, INC., 18101 Southeast McLoughlin Boulevard, Milwaukie, Ore. 97222. Applicant's representative: Earle V. White, 2400 Southwest Fourth Avenue, Portland, Ore. 97201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber, and chipboard, hardboard, particleboard, and fiberboard, excepting gypsum board, paperboard, and pulpboard, from points in Oregon to points in California.* Note: Applicant states it would tack with its MC 107541, lumber between points in Oregon, on the one hand, and, on the other, points in Washington, lumber products, between points in Yakima, Skamania, and Klickitat Counties, Wash., on the one hand, and, on the other, points in Oregon and building material, between points in Klickitat County, Wash., on the one hand, and, on the other, points in Wasco, Hood River, Multnomah Counties, Ore. Applicant also states no duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 109914 (Sub-No. 24), filed October 8, 1969. Applicant: DUNDEE TRUCK LINE, INC., 660 Sterling Street, Toledo, Ohio 43609. Applicant's representative: Rex Eames, 900 Guardian Building, Detroit, Mich. 48226. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Wauseon, Ohio, and West Unity, Ohio, over Alternate U.S. Highway 20, as an alternate route for operating conveniences only, serving no intermediate points; (2) between Oak Shade, Ohio, and Napoleon, Ohio, over Ohio Highway 108, as an alternate route for operating convenience only, serving no intermediate points except for purposes of joinder with other authorized routes at intermediate points; and (3) between junction Ohio Highways 246 and 109, and the junction of Ohio Highway 109 and U.S. Highway 24, as an alternate route for operating convenience only, serving no intermediate points except for purposes of joinder with other authorized routes at intermediate points.* Note: Applicant states it is now authorized to serve all of the terminal points involved in the above described routes. The above described routes are sought as alternate routes for operating convenience only. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 110659 (Sub-No. 15), filed October 29, 1969. Applicant: COMMERCIAL CARRIERS, INC., Post Office Box 366, Charleston, W. Va. 25301. Applicant's representative: Theodore H. Ghiz, 300 Union Building, Charleston, W. Va. 25301. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Malt beverages in containers, (1) from Winston-Salem, N.C., to Charleston, W. Va., (2) from Detroit, Mich., to Clarksburg, Fairmont, and Morgantown, W. Va., (3) from Newark, N.J., to Huntington, W. Va., and (4) from Peoria, Ill., to Huntington, W. Va., and empty containers, on return.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Charleston or Huntington, W. Va.

No. MC 111401 (Sub-No. 290), filed September 29, 1969. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, Post Office Box 632, Enid, Okla. 73701. Applicant's representative: Alvin L. Hamilton (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Catalyst, dry, in bulk, between points in Kansas, Oklahoma, and Texas.* Note: Applicant states the catalyst described above is that used in the refining process of petroleum and petroleum products. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Oklahoma City, Okla.

No. MC 112822 (Sub-No. 131), filed October 20, 1969. Applicant: BRAY LINES INCORPORATED, Post Office Box 1191, 1401 North Little Street, Cushing, Okla. 74023. Applicant's representative: Carl L. Wright (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Glassware, glass and plastic containers, caps, covers, cartons, and related commodities, from Waco, Tex., to points in Oklahoma.* Note: Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant did not specify a location.

No. MC 113267 (Sub-No. 221), filed October 6, 1969. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. 62232. Applicant's representative: Lawrence A. Fischer (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts and articles distributed by meat packing-houses as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except commodities in bulk), from the plantsite and storage facilities utilized by Wilson & Co., Inc., in Albert Lea, Minn., to points in Ala-*

bama, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee, restricted to traffic originating at the above-specified origins and destined to the above-described destinations. Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114004 (Sub-No. 77), filed October 19, 1969. Applicant: CHANDLER TRAILER CONVOY, INC., 8828 New Benton Highway, Little Rock, Ark. 72209. Applicant's representative: W. G. Chandler (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Buildings, complete or in sections, in initial movements, in truckaway service, from points in Crawford and Hempstead Counties, Ark., to points in the United States, excluding Alaska and Hawaii.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 114070 (Sub-No. 3) (Amendment), filed August 4, 1969, published FEDERAL REGISTER issue of September 5, 1969, under No. MC 133938, and republished this issue. Applicant: WAGONER TRANSPORTATION COMPANY, a corporation, 755 East Hackley Avenue, Muskegon Heights, Mich. 49444. Applicant's representative: John P. Boeschstein, 810 Hackley Bank Building, Muskegon, Mich. 49440. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products, in bulk, in tank vehicles, from Napoleon, Mich., to points in Williams, Fulton, Henry, Defiance, Paulding, and Putnam Counties, Ohio.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. The purpose of this republication is to show that applicant now seeks common carrier authority in lieu of contract carrier, as previously published. This publication also reflects the new docket number assigned thereto. If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 114211 (Sub-No. 121) (Amendment), filed February 24, 1969, published in the FEDERAL REGISTER issue of March 13, 1969, and republished, as amended, this issue. Applicant: WARREN TRANSPORT, INC., 305 Whitney Road, Post Office Box 420, Waterloo, Iowa 50704. Applicant's representative: Charles W. Singer, 33 North Dearborn Street, Suite 1625, Chicago, Ill. 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Agricultural implements and machinery; (2) tractors (except those with vehicle beds, bed frames, or fifth wheels), including lawn and garden tractors and tractors and tractor excavating, grading, or loading attachments, combined; (3) attachments and accessories for, and equipment designed for use with, the foregoing articles; and*

(4) *twine*, from West Chicago, Ill., to points in Arkansas, Iowa, Kansas, Louisiana, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, and Texas, restricted to traffic originating at the plantsite of, or storage or distribution facilities used by, International Harvester Co., at West Chicago, Ill. **NOTE:** Applicant states that it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. Applicant further states that no duplication authority is being sought. This republication is for the purpose of reflecting Oklahoma and South Dakota as destination States, and to clarify the fact that the restriction relates to the facilities at West Chicago, Ill. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114569 (Sub-No. 87), filed October 23, 1969. Applicant: SHAFFER TRUCKING, INC., Post Office Box 418, New Kingstown, Pa. 17072. Applicant's representative: James W. Hagar, 100 Pine Street, Post Office Box 1166, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Charcoal and charcoal briquets*, from Meta, Mo., to points in Connecticut, Delaware, Indiana, Maine, Maryland, Massachusetts, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia; (2) *flour*, from Buffalo, N.Y., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Virginia, West Virginia, and the District of Columbia; and (3) *flour and cereals*, from Highspire, Pa., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Virginia, West Virginia, and the District of Columbia. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115322 (Sub-No. 63), filed October 24, 1969. Applicant: REDWING REFRIGERATED, INC., Post Office Box 1698, Sanford, Fla. 32771. Applicant's representatives: J. V. McCoy, Post Office Box 426, Tampa, Fla. 33601, and James E. Wilson, 1735 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from the plantsite and storage facilities of Pet Inc., Frozen Foods Division, located at Allentown and Chambersburg, Pa., to points in Florida and Georgia. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115331 (Sub-No. 278), filed October 16, 1969. Applicant: TRUCK TRANSPORT, INCORPORATED, 1931 North Geyer Road, St. Louis, Mo. 63131. Applicant's representative: J. R. Ferris, 230 Saint Clair Avenue, East St. Louis, Ill. 62201. Authority sought to operate as

a *common carrier*, by motor vehicle, over irregular routes, transporting: *Non-alcoholic beverages, syrups and flavoring compounds* (in containers) and *empty containers and pallets*, between Warrenton, Mo., on the one hand, and, on the other, points in Iowa, Indiana, Kentucky, Arkansas, Alabama, Missouri, Kansas, Illinois, Tennessee, and Oklahoma. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Washington, D.C.

No. MC 117395 (Sub-No. 19), filed October 16, 1969. Applicant: SOUTHERN CEMENT TRANSPORT, INC., Post Office Box 188, Okay, Ark. 71854. Applicant's representative: Louis Tarlowski, 914 Pyramid Life Building, Little Rock, Ark. 72201. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer blends thereof*, from the plantsite and storage facilities of the Monsanto Co. at or near El Dorado, Ark., to points in the States of Louisiana, Oklahoma, and Texas, under contract with Monsanto Co. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 118831 (Sub-No. 66), filed October 17, 1969. Applicant: CENTRAL TRANSPORT, INCORPORATED, Post Office Box 5044, Uwharrie Road, High Point, N.C. 27262. Applicant's representative: E. Stephen Heisley, 666 11th Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from points in New Hanover County, N.C., and Spartanburg and Greenville Counties, S.C., to points in Tennessee and Alabama. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., Raleigh, N.C., or Columbia, S.C.

No. MC 118831 (Sub-No. 68), filed October 13, 1969. Applicant: CENTRAL TRANSPORT, INCORPORATED, Uwharrie Road, Post Office Box 5044, High Point, N.C. Applicant's representative: Wilmer B. Hill, 666 11th Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Latex*, in bulk, from Baltimore, Md., to Dothan, Ala., and Westminster, S.C. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Raleigh, N.C.

No. MC 118904 (Sub-No. 12), filed October 26, 1969. Applicant: MOBILE HOME EXPRESS, LTD., 1915 F Avenue, Lawton, Okla. Applicant's representative: David D. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla. 73102. Authority sought to operate as a

common carrier, by motor vehicle, over irregular routes, transporting: (1) *Trailers* designed to be drawn by passenger automobiles in initial movements; and (2) *buildings* complete, knocked down and in sections, from points in Le Flore County, Okla., to points in the United States (except Alaska and Hawaii). **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla., or Washington, D.C.

No. MC 118959 (Sub-No. 55), filed October 16, 1969. Applicant: JERRY LIPPS, INC., 130 South Frederick Street, Cape Girardeau, Mo. 63701. Applicant's representative: A. S. Dunn (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Grain and grain products*, from Alton, Ill., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee. **NOTE:** Applicant presently holds contract carrier authority under its permit No. MC 125664, therefore dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Chicago, Ill.

No. MC 119777 (Sub-No. 166), filed October 17, 1969. Applicant: LIGON SPECIALIZED HAULER, INC., Post Office Drawer L, Madisonville, Ky. 42431. Applicant's representative: Louis J. Amato, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lift trucks and lift truck attachments* (except commodities the transportation of which because of size or weight require the use of special equipment) from the ports of entry to the United States located at Baton Rouge, La., Beaumont, Tex., Boston, Mass., Brownsville, Tex., Charleston, S.C., Chicago, Ill., Cleveland, Ohio, Corpus Christi, Tex., Detroit, Mich., Everett, Wash., Galveston, Tex., Green Bay, Wis., Houston, Tex., Lake Charles, La., Long Beach, Calif., Longview, Wash., Los Angeles, Calif., Miami, Fla., Milwaukee, Wis., Mobile, Ala., New Orleans, La., Norfolk, Va., Oakland, Calif., Pensacola, Fla., Portland, Oreg., Portsmouth, Va., San Diego, Calif., Savannah, Ga., Seattle, Wash., Stockton, Calif., Tacoma, Wash., Tampa, Fla., Toledo, Ohio, and Wilmington, N.C., to all points in the United States (except Hawaii); restricted to shipments having a prior movement by water. **NOTE:** Common control and dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 119829 (Sub-No. 37), filed October 20, 1969. Applicant: F. J. EGNER & SON, INC., 3969 Congress Parkway, West Richfield, Ohio 44286. Applicant's

representative: Taylor C. Burneson, 88 East Broad Street, Suite 1680, Columbus, Ohio 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles from the plantsite of Agrico Chemical Co., located at Wilders, Ky., to points in Illinois, Indiana, Michigan, and Ohio. NOTE: Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Washington, D.C.

No. MC 121158 (Sub-No. 3), filed October 17, 1969. Applicant: WAGNER FREIGHT LINES, INC., 200 East 28th Street, Chattanooga, Tenn. Applicant's representative: Walter Harwood, 1822 Parkway Towers, Nashville, Tenn. 37219. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities*, except household goods, commodities in bulk, and articles requiring special equipment, (1) between Anderson and South Pittsburg, Tenn., as follows: From Anderson over Tennessee Highway 56 to the Tennessee-Alabama State line, thence over Alabama Highway 117 to its junction with U.S. Highway 72, thence over U.S. Highway 72 to South Pittsburg, Tenn., and return over the same route serving all intermediate points, and serving Widow's Creek Dam, Tenn., as an off-route point; (2) between Chattanooga and Palmer, Coalmont and Tracy City, Tenn., as follows: From Chattanooga over Tennessee Highway 27 to its junction with Tennessee Highway 108 near Whitwell, Tenn., thence over Tennessee Highway 108 to its junction with Tennessee Highway 56, thence over Tennessee Highway 56 to Tracy City, Tenn., and return over same route serving all intermediate points, also from Tracy City, Tenn., over Tennessee Highway 56 to its junction with U.S. Highway 41 to Chattanooga and return over the same route, with closed doors between Monteagle and Chattanooga; (3) between Chattanooga and Pikeville, Tenn., from Chattanooga over Tennessee Highway 27 to its junction with Tennessee Highway 28, thence over Tennessee Highway 28 to Pikeville, and return over same route, serving all intermediate points;

(4) Between Chattanooga and Richland City, Tenn., over Tennessee Highway 27, serving all intermediate points, (5) *general commodities*, except liquid commodities in bulk, in tank vehicles, dry cement in bulk, and fertilizer in bulk, over the following routes: (a) Between Chattanooga and Sewanee, Tenn., over U.S. Highway 64, serving all intermediate points; (b) between Chattanooga and Jasper, Tenn., over Tennessee Highway 27, serving all intermediate points; (c) between Pikeville and Jasper, Tenn., over Tennessee Highway 28, serving all intermediate points; (d) between Whitwell, Tenn., and junction of Tennessee Highways 8 and 28, from Whitwell over Tennessee Highway 108 to its junction with Tennessee Highway 27, thence over

Tennessee Highway 27 to its junction with Tennessee Highway 28, thence over Tennessee Highway 28 to its junction with Tennessee Highway 8 and return over same route, serving all intermediate points, and operating over unnumbered highway known as Whitwell Dunlap Road about 1 mile south of Dunlap, Tenn., serving all intermediate points on said road; (e) between junction Tennessee Highways 8 and 27 at or near Valdeau, Tenn., and junction of Tennessee Highways 8 and 28 about 5 miles south of Dunlap, Tenn., over Tennessee Highway 8 serving all intermediate points; (f) between junction of Tennessee Highways 150 and 27 about 1 mile north of Jasper, Tenn., and Tracy City, Tenn., over Tennessee Highway 150, serving all intermediate points; (g) between junction of Tennessee Highways 27 and 108 about 2 miles south of Whitwell, Tenn., and junction of Tennessee Highways 56 and 108 about 2 miles west of Gruetli, Tenn., over Tennessee Highway 108, serving all intermediate points;

(h) Between junction of Tennessee Highways 56 and 108 about 2 miles west of Gruetli, Tenn., and Tennessee-Alabama State line about 1 mile south of Anderson, Tenn., over Tennessee Highway 56, serving all intermediate points; (i) between junction U.S. Highway 64 and Tennessee Highways 134 and 156 at or near Guild, Tenn., and South Pittsburg, Tenn., over Tennessee Highway 156, serving all intermediate points; (j) between junction U.S. Highway 64 and Tennessee Highways 134 and 156 at or near Guild, Tenn., and Tennessee-Georgia State line, about 2 miles east of Whiteside, Tenn., over Tennessee Highways 134 and 156, serving all intermediate points; (k) between Kimball, Tenn., and Tennessee-Alabama State line, over U.S. Highway 72, serving all intermediate points; and (l) serving Bennett Lake on west side of Tennessee River between Tennessee Highways 28 and 27, and U.S. Highway 64, as an off-route point. NOTE: Any duplicating routes or portion of routes shall not be construed as conferring more than one operating right. Route No. 1 constitutes new, additional authority sought and which lies in Tennessee and Alabama. Routes No. 2 through No. 5, constitutes applicant's present registered authority and which it seeks to have converted in this proceeding from a certificate of registration to a certificate of public convenience and necessity. If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala., Nashville or Chattanooga, Tenn.

No. MC 123329 (Sub-No. 17), filed August 18, 1969. Applicant: H. M. TRIMBLE & SONS LTD., 4056 Ogden Road South East, Calgary, Alberta, Canada. Applicant's representative: R. F. Koby, 314 Montana Building, Great Falls, Mont. 59401. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Muriatic acid*, in bulk, from ports of entry on the United States-Canada international boundary at or near Blaine, Wash.,

to Bellingham, Wash.; (2) *muriatic acid*, in bulk, from Tacoma, Wash., to ports of entry on the United States-Canada international boundary at or near Blaine and Sumas, Wash.; and (3) *hydrofluoro-sillicic acid*, in bulk, from all State of Washington ports of entry on the United States-Canada international boundary, to Seattle, Wash. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at any location in the State of Washington at the Commission's discretion.

No. MC 124070 (Sub-No. 13), filed October 10, 1969. Applicant: CHEMICAL HAULERS, INC., 5723 Kennedy Avenue, Hammond, Ind. 46323. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, in bulk, in tank vehicles, from the plantsites of Occidental Chemical Co. located at Kenton and Mount Victory, Ohio, to points in Indiana. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Indianapolis, Ind.

No. MC 124078 (Sub-No. 413), filed October 23, 1969. Applicant: SCHWERMAN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis. 53246. Applicant's representative: Richard H. Prevette (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cement*, from Fort George Meade Junction (Anne Arundel County), Md., to points in Delaware, Maryland, Virginia, and the District of Columbia. NOTE: Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124211 (Sub-No. 136), filed October 8, 1969. Applicant: HILT TRUCK LINE, INC., 1415 South 35th Street, Post Office Drawer H, Council Bluffs, Iowa 51501. Applicant's representative: Thomas L. Hilt (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (a) *Meats, meat products and meat byproducts*, and articles distributed by meat packinghouses, as described in sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, except hides, and except commodities in bulk; and, foodstuffs, when moving in mixed loads with the aforementioned commodities, from Fremont, Nebr., to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Ohio, and Wisconsin, restricted to traffic originating at the plantsite or storage facilities utilized by Geo. A. Hormel & Co., at Fremont, Nebr., and destined to points

in the above-named States; and (b) *such commodities* as are dealt in or used by manufacturers, or wholesale, retail, and chain grocery or food business houses, from points in the United States west of U.S. Highway 61, to points in Saline County, Nebr. (except Crete, Nebr.), restricted to traffic originating at the above-named origins and destined to points in Saline County, Nebr. (except Crete, Nebr.). **NOTE:** Applicant states it can perform services sought in "(a)" above by interlining or tacking existing authority held in Docket No. MC-124211 Sub Nos. 38, 62, 104, 109, and 121 at Saunders County, Nebr. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Washington, D.C.

No. MC 125813 (Sub-No. 10), filed October 20, 1969. Applicant: FRANK A. CRESSLER, doing business as CRESSLER'S TRUCKING, Rural Delivery No. 4, Post Office Box 312, Shippensburg, Pa. 17257. Applicant's representative: James W. Hagar, Post Office Box 1166, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (A) *Valves, air separators, vacuum breakers, thermostatic traps, float traps, bucket traps, thermo-disc traps, temperature regulators, pressure regulators, water hammer arresters, expansion joints, elbows and their fittings and connectors, vent tees, and distribution flow tees;* (B) *components, accessories, and parts of plumbing and drainage systems;* (C) *pumps and pump parts;* and (D) *installation manuals and advertising materials for commodities in parts (A), (B), and (C),* (1) between Peru and Indianapolis, Ind., and Shippensburg, Pa.; and (2) between Peru and Indianapolis, Ind., and Shippensburg, Pa., on the one hand, and, on the other, Philadelphia, Pa., and points in California, Massachusetts, New Jersey, New York, Oregon, Texas, and Washington. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states that no duplicating authority is sought and any duplicating shall be considered to grant only one operating right. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127239 (Sub-No. 6), filed October 19, 1969. Applicant: UNIVERSAL BOW TRANSPORT, INCORPORATED, Concord Industrial Park, Concord, N.H. 03301. Applicant's representative: Francis E. Barrett, Jr., Investors Building, 536 Granite Street, Braintree, Mass. 02184. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Packaging and paperboard cartons, knocked-down, from Fort Smith, Ark., to points in the United States (except Alaska and Hawaii),* (2) *paperboard, from Demopolis, Ala., to Fort Smith, Ark., and* (3) *paperboard, from Silsbee, Tex., to Bow, N.H., and Fort Smith, Ark.,* restricted to a transportation service to be performed, under a continuing contract, or contracts, with Universal Packaging Corp., Bow, N.H., in connection with (1) thru

(3) above. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Concord, N.H., or Boston, Mass.

No. MC 127834 (Sub-No. 44), filed October 10, 1969. Applicant: CHEROKEE HAULING & RIGGING, INC., 540-42 Merritt Avenue, Nashville, Tenn. 37203. Applicant's representative: Fred F. Bradley, 213 St. Clair Street, Frankfort, Ky. 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel containers, and storage racks, and accessory commodities used in the installation and/or operation of steel containers and/or storage racks, from the plantsite of Car-Rack Corp. at or near Macedonia, Ohio, to points in the United States (except Alaska and Hawaii).* **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn., or Louisville, Ky.

No. MC 128426 (Sub-No. 3), filed October 9, 1969. Applicant: JOHN PFROMMER, INC., Post Office Box 307, Douglassville, Pa. 19518. 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: *Sand and stone, from points in Berks County, Pa., to points in Maryland, Delaware, and New Jersey.* **NOTE:** Applicant holds authority under MC 118745 as a contract carrier, therefore, dual operations may be involved. Applicant further states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 128552 (Sub-No. 3), filed October 21, 1969. Applicant: SPACE, INC., Post Office Box 982, 500 South Industry Road, Cldco Park, Cocoa, Fla. 32922. Applicant's representative: Edward H. Menges (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Telephone equipment, material, and supplies, between points in Brevard County, Fla., and Space, Inc., warehouse at Cocoa, Fla., under contract with Western Electric Co.* **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Cocoa, Orlando, Jacksonville, Tampa, or Miami, Fla.

No. MC 128988 (Sub-No. 4), filed October 20, 1969. Applicant: JO/KEL, INC., Post Office Box 22265, Los Angeles, Calif. 90022. Applicant's representative: J. Max Harding, 605 South 14th Street, Post Office Box 2028, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Furnaces, air conditioners, air coolers, air heaters, air cleaners, air dehumidifiers, and component parts and accessories for such products, from the plantsites and warehouse facilities of Fraser & Johnston Co., located in San Francisco and Oakland, Calif., to points in Alabama, Georgia, Missouri, Nebraska, Ohio, Oklahoma,*

Tennessee, and Texas, and (2) *materials, equipment, and supplies used in the manufacture and distribution of the products described in (1) above, on return, restricted to a transportation service performed under a continuing contract with Fraser & Johnston Co.* **NOTE:** If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 129162 (Sub-No. 9), filed October 16, 1969. Applicant: SCHILLI TRANSPORTATION, INC., 230 St. Clair Avenue, East St. Louis, Ill. 62201. Applicant's representative: J. R. Ferris (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitro-carbo-nitrate, in containers, from Central City, Ky., to points in Illinois, Indiana, and Missouri.* **NOTE:** Common control and dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Washington, D.C.

No. MC 133424 (Sub-No. 2), filed October 23, 1969. Applicant: AARON COPE, doing business as AARON COPE TRUCKING COMPANY, 101 North Oakhill Drive, McMinnville, Tenn. 37110. Applicant's representative: Walter Harwood, 1822 Parkway Towers, Nashville, Tenn. 37219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ground Limestone, from the quarry and facilities of Cowan Stone Co. at or near Anderson, Franklin County, Tenn., to points in Alabama, Georgia, Florida, Kentucky, that part of Louisiana east of the Mississippi River, Mississippi, North Carolina, and South Carolina.* **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 133426 (Sub-No. 1), filed October 6, 1969. Applicant: B & T TRUCKING & LEASING, INC., 8240 Beachwood Road, Baltimore, Md. 21222. Applicant's representative: Charles McD. Gillan, Jr., 113 Montrose Avenue, Baltimore, Md. 21228. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Bins or boxes, wooden, set up, from Baltimore and Sparrows Point, Md., to points in New Jersey, and* (2) *pallets, wooden, set up, reels, shipping, wooden, or wood and steel combined, set up or knocked down, skids, wooden, set up, (a) from Baltimore and Sparrows Point, Md., to Camden, Edison, Hightstown, Jersey City, Linden, North Bergen, Paterson, Perth Amboy, Piscataway, Teterboro, Trenton, and Washington, N.J.; Albany, Brooklyn, Buffalo, Fairport, Maspeth, and Rochester, N.Y.; Allentown, Chester, Harrisburg, Johnstown, Letterkenny, Leetsdale, Monessen, Philadelphia, Pittsburgh, Primos, Sunbury, Williamsport, and York, Pa., and Norfolk, Va., and (b) from Baltimore and Sparrows Point, Md., to Piscataway, N.J., and Leetsdale, Pa., under contract with The Nelson Co., of*

Baltimore, Md. NOTE: If a hearing is deemed necessary, applicant requests it be held at Baltimore, Md., or Washington, D.C.

No. MC 133435 (Sub-No. 1), filed September 29, 1969. Applicant: WESTERN-PACIFIC JADE, LTD., a corporation, Building 429, Grant County Airport, Moses Lake, Wash. 98837. Applicant's representative: Paul A. Waterstrat (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, between Seattle-Tacoma International Airport, Portland International Airport, Yakima, Ellensburg, Sunnyside, Pasco, Wenatchee, Okanogan, Omak, Twisp Inter-city, Brewster, Ephrata, Moses Lake (Grant County), Othello, Cashmere, Chelan, Waterville, Oroville, and Coulee Dam municipal airports; points in Washington lying east of Cascade Mountain range, except those south and east of U.S. Highway 395, restricted to traffic having a prior or subsequent movement by air. NOTE: If a hearing is deemed necessary, applicant requests it be held at Spokane, Wash., or within a 200-mile radius.

No. MC 133655 (Sub-No. 15), filed October 20, 1969. Applicant: TRANS-NATIONAL TRUCK, INC., Post Office Box 894, Hurst, Tex. 76053. Applicant's representative: Charles W. Singer, 33 North Dearborn Street, Suite 1625, Chicago, Ill. 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Charcoal and charcoal products, carbon and carbon products, products produced or distributed by manufacturers of the above described commodities, and advertising material used in connection therewith, from Jacksonville, Fla., and points in Marion County, Fla., to points in the United States (except Alaska and Hawaii), and (2) returned and rejected shipments of commodities described in (1) above, on return. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex., Miami, Fla., or Washington, D.C.

No. MC 133689 (Sub-No. 2), filed October 24, 1969. Applicant: OVERLAND EXPRESS, INC., 651 First Street SW., New Brighton, Minn. 55112. Applicant's representatives: James F. Sexton (same address as applicant) and Charles W. Singer, 33 North Dearborn Street, Chicago, Ill. 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, meat products, and meat by-products, dairy products, and articles distributed by meat packinghouses, as described in section A, B, and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), and canned and frozen foods, from St. Paul and Twin Lake, Minn., and Monroe, Eau Claire, and Portage, Wis., to points in Ohio. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a

hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn., Chicago, Ill., or Washington, D.C.

No. MC 133840 (Sub-No. 1), filed October 20, 1969. Applicant: TROY L. SMITH, doing business as TROY L. SMITH TRUCKING COMPANY, 2228 South Santa Fe, Post Office Box 94788, Oklahoma City, Okla. 73109. Applicant's representative: Rufus H. Lawson, 106 Bixler Building, Post Office Box 75124, Oklahoma City, Okla. 73107. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Butter and cheese, in bulk, packages and containers, from Chillicothe, Emma, Kansas City, Mansfield, Seneca, and Springfield, Mo.; Enid, Mangum, Oklahoma City, and Tulsa, Okla.; and Arkansas City, Hillsboro, Kansas City, and Ottawa, Kans., to points in Arizona and New Mexico, and San Francisco, Los Angeles, Oakland, Alameda, San Diego, Torrance, and Camp Pendleton, Calif., under contract with Wilsey Bennett Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 133977 (Sub-No. 1) (Correction), filed September 24, 1969, published in the FEDERAL REGISTER issue of October 17, 1969, and republished as corrected, this issue. Applicant: GENE'S, INC., 302 Maple Lane, Arcanum, Ohio 45304. Applicant's representative: Paul F. Berry, 88 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Fertilizer, fertilizer material, and fertilizer ingredients, (2) feed, and (3) seed, in bags, or in bulk, in dump vehicles, between Darke, Miami, and Montgomery Counties, Ohio, on the one hand, and, on the other, points in Indiana, Illinois, and Kentucky. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. The purpose of this republication is to show Darke in the base territory in lieu of Drake, which was erroneously shown in previous publication. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 133995 (Sub-No. 2), (Amendment), filed September 12, 1969, published in the FEDERAL REGISTER issue of October 2, 1969, amended and republished this issue. Applicant: DEL W. JENSEN, 391 West 3200 South, Bountiful, Utah 84010. Applicant's representative: Irene Warr, 419 Judge Building, Salt Lake City, Utah. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Automotive chemicals, motor oil, and antifreeze (in retail containers, not in bulk), (1) from Los Angeles, Calif., and the Los Angeles Harbor commercial zone, to points in Salt Lake County, Utah; Las Vegas, Nev.; Butte and Billings, Mont.; Denver, Colo.; (2) from San Francisco, Calif., and Oakland, Calif., to points in Salt Lake County, Utah; Reno, Nev.; Denver, Colo.; and Butte and Billings, Mont.; and (3) from Denver, Colo., to points in Salt Lake County, Utah; un-

der a continuing contract with Universal Distributing Co. NOTE: The purpose of this republication is to broaden the scope of the territorial authority sought. If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 134091, filed October 3, 1969. Applicant: RICHARD HARRIS AND JAMES HARRIS, a partnership, doing business as HARRIS TRUCKING, Post Office Box 676, 3471 Territorial Road, Benton Harbor, Mich. 49022. Applicant's representative: Archie C. Fraser, 1018 Michigan National Tower, Lansing, Mich. 48933. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Industrial sand, from the plantsite of Manley Sand Division, Martin-Marietta Corp., at or near Bridgman, Mich., to points in Indiana, under contract with Manley Sand Division, Martin-Marietta Corp. NOTE: If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 134093, filed October 6, 1969. Applicant: LAWRENCE B. FULLER, 106 Battle Grove Avenue, Cynthiana, Ky. 41031. Applicant's representative: Wayne W. Fitzgerald, 34 East Pike Street, Cynthiana, Ky. 41031. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Machine parts, tools, tooling, electric motors, fittings, valves, saw blades, and materials used in the manufacture of valves and saw blades in an emergency, between Cynthiana, Ky., on the one hand, and, on the other, Cincinnati, Ohio, under contract with Ladish Co. If a hearing is deemed necessary, applicant requests it be held at Lexington, Ky., Cincinnati, Ohio, or Louisville, Ky.

No. MC 134114 (Sub-No. 1), filed October 20, 1969. Applicant: ELMER WILSON, doing business as NEBRASKA BEEF EXPRESS, 8024 State Street, Ralston, Nebr. 68051. Applicant's representative: Kenneth P. Weiner, 630 City National Bank Building, Omaha, Nebr. 68102. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Meat, meat products and meat by-products, and articles distributed by meat packinghouses as described in section A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Omaha, Nebr., to points in Will, Cook, Du Page, and Kane Counties, Ill.; Cedar Rapids and Waterloo, Iowa; Milwaukee, Kenosha, Madison, and Green Bay, Wis., under contract with J. F. O'Neill Packing Co., Omaha, Nebr. NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 134117, filed October 16, 1969. Applicant: D&D WAREHOUSES, INC., doing business as MASTER MOVERS CORPORATION, 7177 Merchants Street, El Paso, Tex. 79925. Applicant's representative: Ward L. Koehler, 721 El Paso National Bank Building, El Paso, Tex. 79901. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Used household goods, between points in El

Paso and Hudspeth Counties, Tex., and Dona Ana and Otero Counties, N. Mex., restricted to the transportation of traffic having a prior or subsequent movement, in containers, beyond the points authorized and further restricted to the performance of pickup and delivery service in connection with packing, crating, and containerization or unpacking, uncrating, and decontainerization of such traffic. **NOTE:** Applicant states that it does not seek authority to transport commodities in bulk or in tank vehicles. Applicant states it does not intend to tack. If a hearing is deemed necessary, applicant requests it be held at El Paso, Tex., or Albuquerque, N. Mex.

MOTOR CARRIERS OF PASSENGERS

No. MC 3677 (Sub-No. 50), filed October 9, 1969, Applicant: W. M. A. TRANSIT COMPANY, a corporation, 4421 Southern Avenue SE., Bradbury Heights, Md., Washington, D.C. 20019. Applicant's representative: Woodrow W. Miller (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in special or charter operations, beginning and ending at Washington, D.C., and points in Prince Georges, Calvert, Charles, and Anne Arundel Counties, Md., and extending to points in the United States (not including Alaska and Hawaii). Restriction: (1) Pickup in Anne Arundel County restricted to points south of U.S. Route 50; and (2) pickup in Charles County restricted to points west of U.S. Route 301. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 123916 (Sub-No. 14) (Correction), filed October 14, 1969, published FEDERAL REGISTER issue of November 6, 1969, and republished as corrected, this issue. Applicant: GROVE CITY BUS LINES, INC., Rural Delivery No. 4, Grove City, Pa. Applicant's representative: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. 20005. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: (I) *Passengers and their baggage, and express*, in the same vehicle with passengers, (1) between Warren and Ravenna, Ohio, over Ohio Highway 5, and return over

the same route, serving all intermediate points and (2) between Warren and Aurora, Ohio, from Warren over Ohio Highway 5 to its intersection with Ohio Highway 82 to Aurora, and return over the same route serving all intermediate points and (II) Irregular routes: *Passengers and their baggage*, in the same vehicle with passengers, in round-trip charter operations, beginning and ending at points on the above routes, and extending to points in the United States (except Alaska and Hawaii). **NOTE:** Applicant states the authority sought herein will be conducted in conjunction with existing authority held by the applicant to engage in regular route service. The purpose of this republication is to add item (II) above, inadvertently omitted from previous publication. If a hearing is deemed necessary, applicant requests it be held at Columbus or Cleveland, Ohio.

APPLICATIONS FOR BROKERAGE LICENSES

No. MC 130094 (Amendment), filed July 28, 1969, published in FEDERAL REGISTER issue of August 28, 1969, amended October 21, 1969, and republished as amended this issue. Applicant: FOX TRAVEL, INC., 404 Carew Tower, Cincinnati, Ohio 45202. Applicant's representative: Charles J. Williams, 47 Lincoln Park, Newark, N.J. 07102. For a license (BMC-5) to engage in operations as a broker at Cincinnati, Ohio, in arranging for the transportation, in interstate or foreign commerce, of *Passengers and their baggage*, in special and charter operations, beginning and ending at points in Adams, Athens, Brown, Butler, Champaign, Clark, Clermont, Clinton, Darke, Fairfield, Fayette, Franklin, Gallia, Greene, Guernsey, Hamilton, Highland, Hocking, Jackson, Lawrence, Licking, Madison, Meigs, Miami, Montgomery, Morgan, Muskingum, Noble, Pickaway, Perry, Pike, Preble, Ross, Scioto, Vinton, Warren, and Washington Counties, Ohio, Anderson, Bath, Boone, Bourbon, Boyd, Bracken, Campbell, Carroll, Carter, Clark, Fayette, Fleming, Franklin, Gallatin, Grant, Greenup, Harrison, Henry, Jefferson, Kenton, Lewis, Madison, Mason, Montgomery, Nicholas, Oldham, Owen, Pendleton, Robertson, Rowan, Scott, Shelby, Trimble, and Woodford Counties, Ky., Cabell, Jackson, Kanawha, Lincoln, Pleasants, Putnam, Wayne, and Wood Counties, W. Va., Aurora, Batesville, and Lawrenceburg,

Ind., and extending to points in the United States, including Alaska, but excepting Hawaii. **NOTE:** The purpose of this republication is to amend application by limiting the points to be served in Indiana to three name cities and by adding 16 additional counties to be served in Kentucky.

No. MC 130099, filed September 17, 1969. Applicant: NANCY JOSEPHINE GIUDICE, doing business as NANCY J. GIUDICE, 108 Hilltop Lane, West Haven, Conn. 06516. Applicant's representative: Albert R. Annunziata, 109 Church Street, New Haven, Conn. 06510. For a license (BMC 5) to engage in operations as a broker at West Haven, Conn., in arranging for transportation in interstate or foreign commerce of *passengers and their baggage* (both as individuals and groups), between points in the United States.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

No. MC 1124 (Sub-No. 221) (Amendment), filed September 30, 1969, published FEDERAL REGISTER issue of October 23, 1969, amended October 27, 1969, and republished as amended, this issue. Applicant: HERRIN TRANSPORTATION CO., a corporation, Reentitled McLEAN TRUCKING COMPANY, a corporation, 617 Waughtown Street, Post Office Box 213, Winston-Salem, N.C. 27102. Applicant's representative: Leroy Hallman, 4555 First National Bank Building, Dallas, Tex. 75202. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except livestock, household goods as defined by the Commission, and commodities in bulk), serving the site of the Remington Arms Co. Plant located 5 miles west of Lonoke, Ark., adjacent to Interstate Highway 40, as an off-route point in connection with applicant's presently authorized regular route operations over U.S. Highway 70 and Interstate Highway 40. **NOTE:** Common control may be involved. The purpose of this republication is to show that McLean Trucking Co. has been substituted as applicant in lieu of Herrin Transportation Co.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-13490; Filed, Nov. 13, 1969;
8:45 a.m.]

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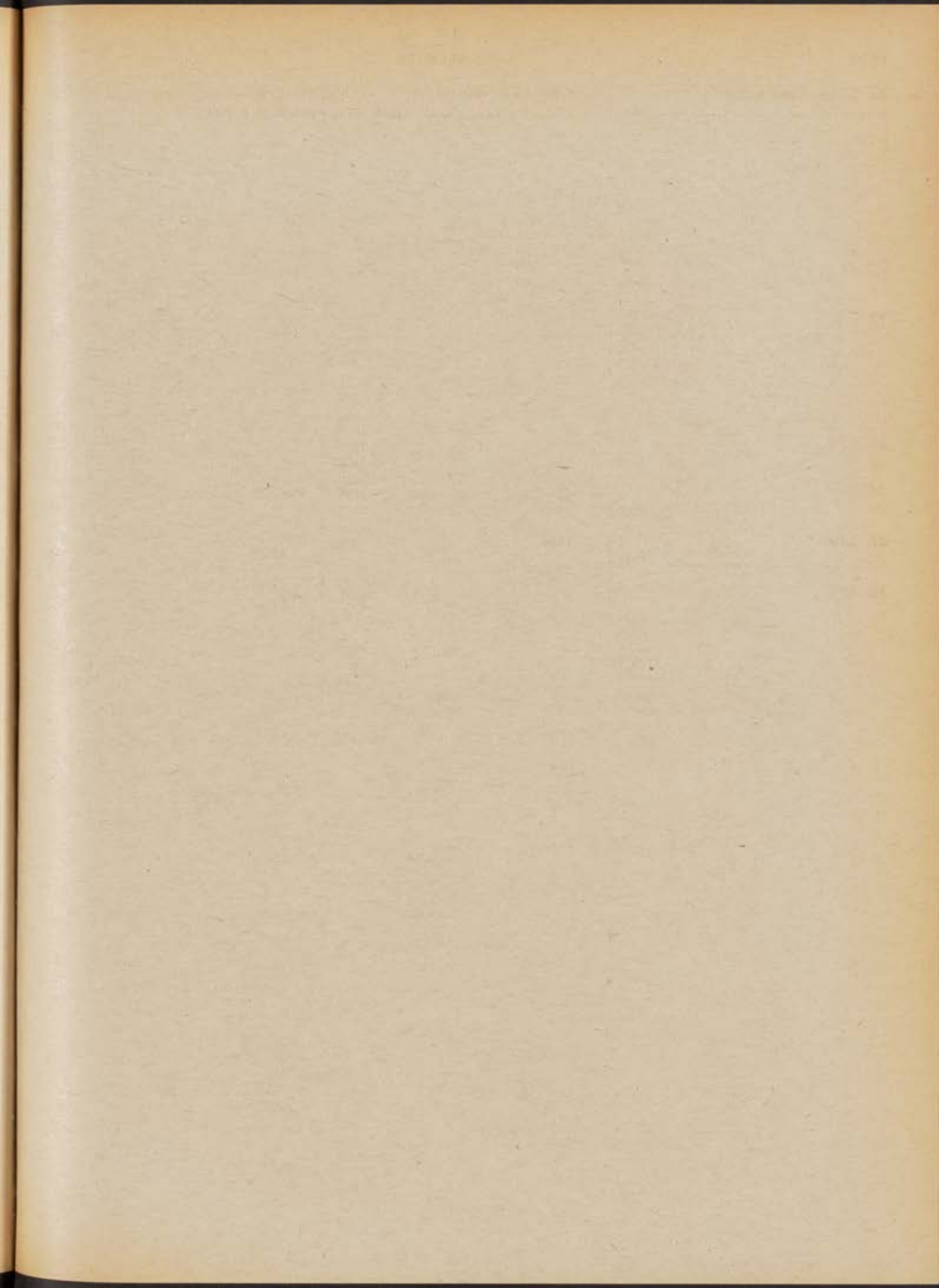
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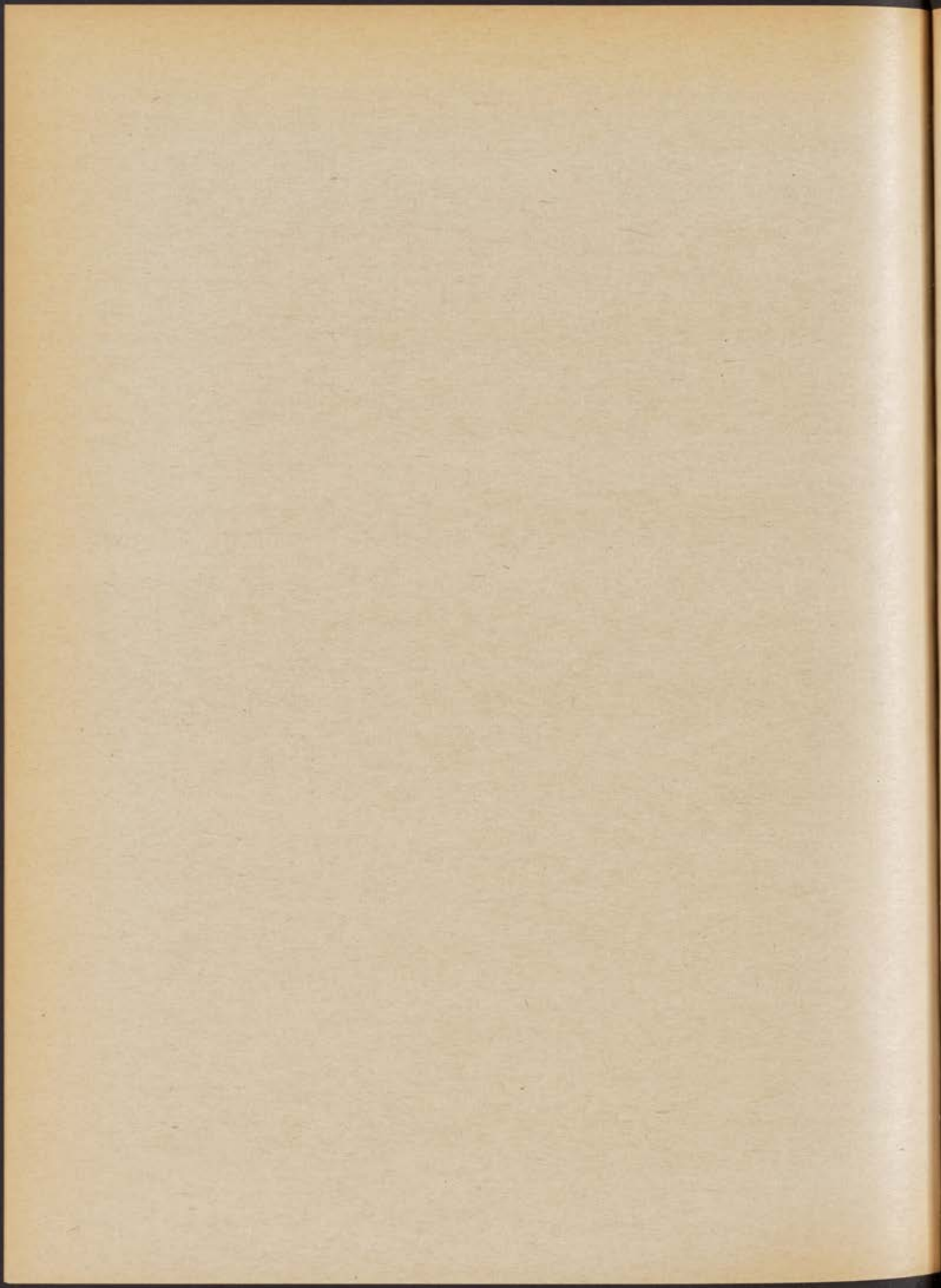
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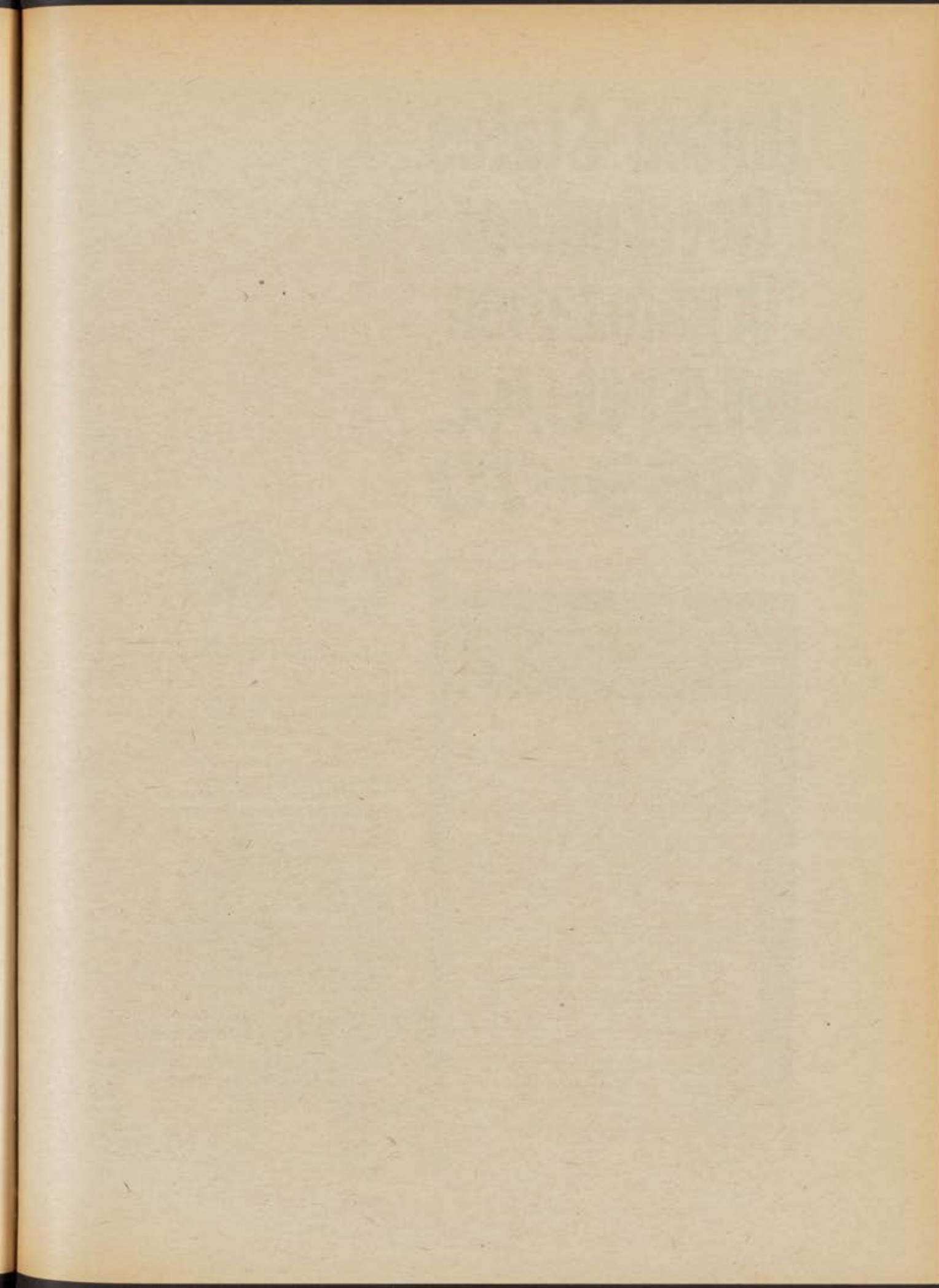
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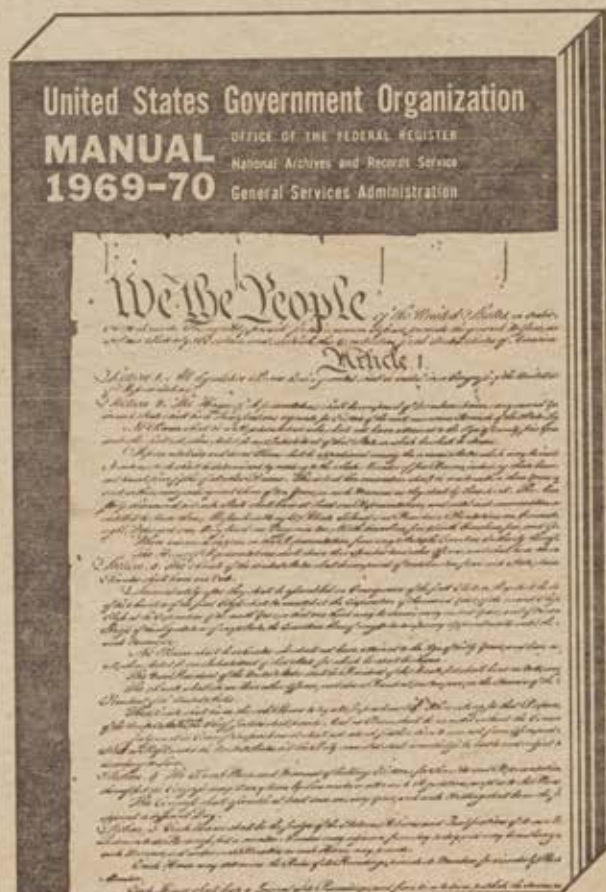
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