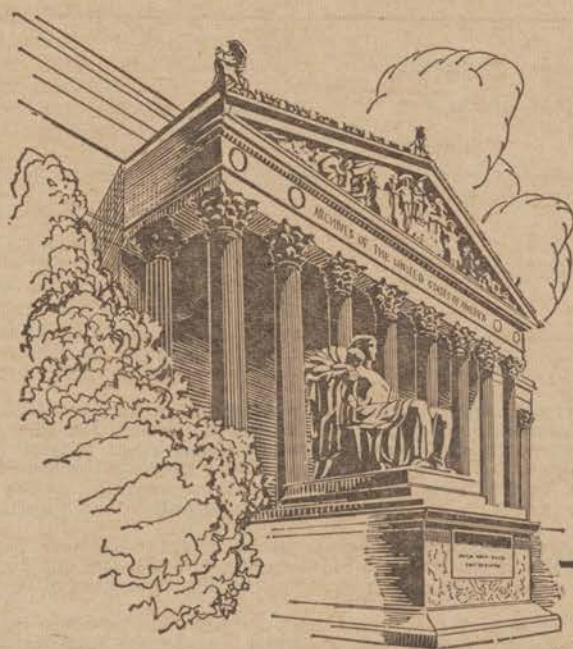


FEDERAL REGISTER

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Conservation Service
Agriculture Department
Civil Aeronautics Board
Civil Service Commission
Commodity Credit Corporation
Consumer and Marketing Service
Federal Aviation Agency
Federal Communications Commission
Federal Maritime Commission
Federal Power Commission
Fish and Wildlife Service
Immigration and Naturalization
Service
Interstate Commerce Commission
Land Management Bureau
Post Office Department
Securities and Exchange Commission
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Veterans Administration

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Title 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

Chapter I—Veterans Administration

PART 14—LEGAL SERVICES, GENERAL COUNSEL

Fees of Agents or Attorneys; Penalty

In Part 14, § 14.670 is added to read as follows:

§ 14.670 Fees of agents or attorneys; penalty.

The Military Personnel and Civilian Employees' Claims Act of 1964 (Public Law 88-558; 78 Stat. 767) was amended by Public Law 89-185 (79 Stat. 791), approved September 15, 1965, by adding the following new section:

Sec. 8. No more than 10 per centum of the amount paid in settlement of each individual claim submitted and settled under the authority of this Act shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with that claim and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this Act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

(72 Stat. 1114; 38 U.S.C. 210)

This VA Regulation is effective date of approval.

Approved: February 17, 1966.

By direction of the Administrator.

[SEAL] CYRIL F. BRICKFIELD,
Deputy Administrator.

[F.R. Doc. 66-1917; Filed, Feb. 23, 1966;
8:47 a.m.]

Title 7—AGRICULTURE

Subtitle A—Office of the Secretary of Agriculture

PART 11—SALES OF AGRICULTURAL COMMODITIES FOR FOREIGN CURRENCIES

Subpart A—Regulations Governing the Financing of Commercial Sales of Surplus Agricultural Commodities for Foreign Currencies

MISCELLANEOUS AMENDMENTS

The Regulations Governing the Financing of Commercial Sales of Surplus Agricultural Commodities for Foreign Currencies are amended as follows:

1. Section 11.2(c)(6) is amended to read as follows:

§ 11.2 Definition of terms.

(c) *Other terms.* * * *

(6) "Copy" shall mean a copy or photostat of an original document showing all data shown on the original, including signature or the name of the person signing the original, or, if the signature or name is not shown on the copy, a statement that the original was signed.

2. Section 11.7(c) is amended to read as follows:

§ 11.7 Commodity price provisions.

(c) *Maximum price for affiliates.* In the event the importer procured the commodity through his affiliate, the copy of the invoice required by § 11.13(c)(3) shall include an itemization of the amounts specified in this paragraph (c) or the supplier must furnish such information in a separate signed statement attached to the invoice to the ASCS Office named in the purchase authorization.

In addition to the maximum price provisions in section 11.7(a) above, the sales price for the commodities sold to an affiliate of the supplier shall not be in excess of the aggregate amount of the following:

(1) The initial cost to the supplier in his acquisition from U.S. sources;

(2) The actual cost, if available, otherwise the average cost, incurred by the supplier for any handling, processing, and transportation to point of delivery; and

(3) Any markup regularly and customarily charged.

3. Section 11.10(e) is amended to read as follows:

§ 11.10 Reimbursement method of financing.

(e) *Protection of assignee.* A supplement, modification, or revocation of a reimbursement type purchase authorization shall become effective as to the assignee upon receipt by the assignee from the Controller, CCC, of written notice of such supplement, modification or revocation except that such supplement, modification, or revocation shall in no event affect or impair the right to obtain reimbursement to the extent of any payments made in reliance upon the assignment by such assignee prior to receipt of such notice, or any irrevocable obligations incurred prior to receipt of such notice under a letter of credit issued or confirmed by such assignee in reliance upon such assignment, for which the assignee has not been repaid by the importing country (there shall be no obligation on the assignee's part to obtain such repayment). The term "purchase authorization", as used in any assignment of the right to receive reimbursement un-

der a reimbursement type purchase authorization, shall be deemed to include each such supplement or modification from and after receipt by the assignee from the Controller, CCC, of written notice of the same, subject always, however, to the foregoing provisions preserving rights of reimbursement on behalf of the assignee.

4. Section 11.11(p) is amended to read as follows:

§ 11.11 Letter of commitment method of financing.

(p) *Final date for submission of drafts.* Drafts drawn by banking institutions on CCC shall be supported by documents presented by the supplier to the banking institution to which the letter of commitment has been issued. Such drafts shall be presented not later than 210 days after the expiration of the delivery period specified in the applicable purchase authorization or any extension of such 210-day period granted by the Administrator, except that they may be presented subsequent to that date if accompanied by a statement by the banking institution that the documents were received within the 210-day period and that payment to the supplier was made in due course.

5. Section 11.12 is amended to revise heading of paragraph (j) and add paragraph (j) (4) as follows:

§ 11.12 Ocean transportation.

(j) *Initial reimbursement for ocean freight separately financed.* * * *

(4) The Administrator will waive the requirement for the Notice of Arrival by written notice to the supplier of ocean transportation, upon the receipt of evidence satisfactory to the Administrator that the vessel is lost or unable to proceed to destination after completion of loading as a result of one or more of the following causes: Damage caused by perils of the sea or other waters; collisions; wrecks; stranding without the fault of the carrier; jettison; fire from any cause; Act of God; public enemies or pirates; arrest or restraint of princes, rulers, or peoples without the fault of the supplier of the ocean transportation; wars; public disorders; captures; or detention by public authority in the interest of public safety.

6. Section 11.13(c)(3), (d) and (e)(2) are amended to read as follows:

§ 11.13 Documentation.

(c) * * *
(3) One copy of the supplier's detailed invoice showing quantity, description, contracted price, and net total invoice

price expressed in dollars and basis of delivery (e.g., f.o.b. vessel, c. & f.) of the commodity. In the case of the reimbursement method of financing the invoice shall also be marked "paid." Whenever the Form CCC 106 provides for an ocean freight rate differential on a c. & f. or c.i.f. sale and authorizes financing of ocean transportation costs by CCC, the supplier's detailed invoice shall show a computation of the dollar amount of ocean freight rate differential. In arriving at the net invoice price there shall be deducted:

(i) The cost of ocean transportation, or portion thereof, which is not being financed by CCC when the cost of ocean transportation is included in the contracted price;

(ii) All discounts from the supplier's contracted price through payments, credits, or other allowances made or to be made to the importers, his agent or consignee;

(iii) All purchasing agent's commissions applicable;

(iv) All other amount not eligible for financing.

(d) *Special documentation requirements.* In addition to the general documentation requirements set forth in paragraphs (a) through (c) of this section, each purchase authorization or letter of commitment (1) will refer to specific sections of Appendix B for special documentation requirements and (2) will specify any additions to or deletions from the provisions of Appendix B.

(e) * * *

(2) One copy of the ocean bill of lading (on-board or showing on-board endorsement dated and signed or initialed on behalf of the carrier) and, if required by the related Form CCC-106-2, a Notice of Arrival at the first port of discharge of the vessel named in the Form CCC-106-2. In lieu of a Notice of Arrival the carrier may present a waiver of the Notice of Arrival signed by the Administrator or Controller, CCC.

7. Section 11.14(c) is amended to read as follows:

§ 11.14 Documents in support of drafts drawn on CCC by banking institutions.

(c) *Documents originated by ASCS Offices.* (1) Form CCC 339, "Advice of Receipt of Documents", signed for CCC, in those instances in which documentation was previously submitted to and acknowledged by CCC.

8. In § 11.15, the introductory text of the section, the introductory text of paragraph (a), and (a) (1) are amended; paragraph (a) (5) and (8) are amended; paragraph (b) (2) and (3) are amended; and paragraph (b) (10) and (c) (7) and (8) are added, as follows:

§ 11.15 Responsibilities of banking institutions for transactions under letters of commitment.

The responsibilities of banking institutions under this subpart for transac-

tions under letters of commitment are limited to the responsibilities stated under (a) and (b) of this section and as stated in §§ 11.11 and 11.14.

(a) *Full responsibilities.* The banking institution shall have full responsibility for the following:

(1) *Delivery of documents.* The banking institution shall deliver to the Federal Reserve Bank named in the letter of commitment, documents required by this subpart, the letter of commitment, and the purchase authorization. In addition to the general documentation requirements set forth in paragraphs (a) through (c) of § 11.13 of this subpart, each purchase authorization or letter of commitment (i) will refer to specific sections of Appendix B for special documentation requirements and (ii) will specify any additions to or deletions from the provisions of Appendix B.

(5) *Destination.* The banking institution shall ascertain that the required documents are consistent, under good commercial practice, with shipment, transshipment, or reshipment to the importing country shown in the purchase authorization.

(8) *Reimbursement of CCC for losses.* Upon demand therefor made by CCC, the banking institution shall promptly reimburse CCC for the amounts of any losses sustained as a direct result of failure on the part of the banking institution to carry out its responsibilities as required by this subpart and shall pay to CCC interest on the amounts of such losses at a per annum rate equal to the Federal Reserve Bank of New York's discount rate in effect on the date that CCC makes demand upon the banking institution, computed from and including the date of the original payment by or reimbursement by CCC to but not including the date that the banking institution reimburses CCC for the amounts of such losses.

(b) * * *

(2) *Vessel approval.* The banking institution shall not make payment under the letter of credit unless the name of the vessel shown on Form CCC 106 agrees with the name of the vessel shown on the bill of lading. The banking institution is not required to verify the signature appearing on Form CCC 106 or to make an independent inquiry as to the correctness of the information shown thereon.

(3) *Discounts, purchasing agent's commissions and consular fees.* The banking institution is not required to make independent inquiry as to whether the net invoice price includes either discounts (whether expressed as such or as "commissions" to the importer, or made or to be made through payments, credits or other allowances to the buyer or consignee), commissions payable to purchasing agents, or consular fees but shall not honor any such items when disclosed by required documents other than Form CCC-329-Reverse. The provisions of §§ 11.7(d) and 11.8(c) regarding commissions are intended primarily for the instruction of suppliers, and banking in-

stitutions are not responsible for compliance therewith except to the extent set forth above.

(10) The banking institution is not responsible for delivery of documents required by the provisions of Appendix B of this subpart, except as provided in paragraph (a) (1) of this section.

(c) * * *

(7) *Purchase Authorizations—Eligible Commodities.* The banking institution is not responsible for ascertaining compliance with the provisions of §§ 11.3 and 11.5, except to the extent specified in this section.

(8) The banking institution is not responsible for ascertaining compliance with the provisions of Appendix A of this subpart except as set forth in the purchase authorization or the letter of commitment as the responsibility of the banking institution.

This amendment shall apply to all transactions covered by letters of commitment accepted by banking institutions on or after the date of filing this amendment with the FEDERAL REGISTER.

Done at Washington, D.C., this 18th day of February. Witness my hand and the seal of the Department of Agriculture.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 66-1958; Filed, Feb. 23, 1966;
8:51 a.m.]

Chapter I—Consumer and Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

SUBCHAPTER D—REGULATIONS UNDER THE POULTRY PRODUCTS INSPECTION ACT

PART 81—INSPECTION OF POULTRY AND POULTRY PRODUCTS

Poultry Soups; Further Postponement of Effective Date

The effective date of the provisions of §§ 81.134 and 81.208 of the regulations under the Poultry Products Inspection Act, as amended (21 U.S.C. 451 et seq.), as set forth in the amendments of the regulations published on July 7, 1964 (29 F.R. 8456), insofar as such provisions relate to soups (whether dehydrated, canned or otherwise prepared) containing poultry ingredients, is hereby postponed until April 1, 1966, pursuant to the authority of said Act. During such period of postponement, the provisions of § 81.208 (a) and (b) of the regulations, as published August 15, 1962 (27 F.R. 8098, 7 CFR 81.208 (Supp. 1963)), shall be in effect with respect to such soups.

This action is necessary in order to afford equitable treatment to all poultry soup processors in view of the issuance of a preliminary injunction on behalf of one processor of dehydrated soups in an action which is pending in the U.S. District Court for the District of New Jersey. In order to accomplish its purpose, this action must be made effective on March

1, 1966, when a prior order (31 F.R. 999) of postponement of effective date expires. Therefore, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found for good cause that notice of rule-making and other public procedure with respect to this action are impracticable and good cause is found for making it effective less than 30 days after publication hereof in the FEDERAL REGISTER.

(Sec. 14, 71 Stat. 447, 21 U.S.C. 463; 29 F.R. 16210, as amended; 30 F.R. 1260, as amended; 30 F.R. 2160)

This action shall become effective on March 1, 1966.

Done at Washington, D.C., this 18th day of February 1966.

G. R. GRANGE,
Deputy Administrator,
Marketing Services.

[F.R. Doc. 66-1907; Filed, Feb. 23, 1966;
8:47 a.m.]

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

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

[Amdts. 1a and 8]

PART 730—RICE

Increases in 1966 National Acreage Allotment and Producer and Farm Acreage Allotments

Basis and purpose. (a) The amendments herein are issued pursuant to and in accordance with the Agricultural Adjustment Act of 1938, as amended, and are issued for the purpose of amending §§ 730.1703, 730.1517, 730.1518, 730.1528, and 730.1529, with respect to the national, producer, and farm acreage allotments for 1966 crop rice.

Section 371(b) of the act provides that if the Secretary has reason to believe that because of a national emergency, or because of a material increase in export demand, any national marketing quota or acreage allotment for cotton, rice, peanuts, or tobacco, should be increased or terminated, he shall cause an immediate investigation to be made to determine whether the increase or termination is necessary to meet such emergency or increase in export demand. If, on the basis of such investigation, the Secretary finds that such increase or termination is necessary, he shall immediately proclaim such findings (and if he finds an increase is necessary, the amount of the increase found by him to be necessary), and, therefore, such quota or allotment shall be increased, or shall terminate, as the case may be.

In accordance with the foregoing, an investigation has been made, and it was found that there is an increase in export demand since announcement in the FEDERAL REGISTER of November 9, 1965 (30 F.R. 14398), of the national acreage allotment for the 1966 crop of rice. World demand for rice is great because of the conflict in Viet Nam, which made that

country a large net importer, increased import requirements in Japan and India, and indications that Indonesia desires to import a large quantity of rice in the 1965-66 marketing year. It is estimated that world production of rice in 1966-67 will be about 170 million tons—near the 1964-65 record. Most of the increase above the 1965-66 marketing year production will occur in India. Therefore, exportable supplies in the major rice producing countries of the world will be only slightly larger than they were in 1964-65. However, demand for imported rice will be larger than in 1965-66, and it is anticipated that there will be major demands for imports in the two major Far Eastern Countries of India and Indonesia.

United States production in 1966-67, with current acreage, is forecast at 77.8 million hundredweight rough, or 2,540,000 metric tons milled. With an estimated 7.7 million hundredweight rough carryover, export availability from this crop is estimated at 46.5 million hundredweight rough, or 1,520,000 metric tons, milled. Of this, commercial exports will utilize 35 million hundredweight, rough, or 1,144,000 metric tons, milled, having a balance available for government programs of about 376,000 metric tons.

Requests for United States rice under government programs are expected to range from 961,000 to 1,876,000 metric tons.

In view of anticipated increased export requirements from the 1966 crop of rice, it has been found that there is a need for increasing the national acreage allotment for the 1966 crop of rice.

An increase of 10 percent in the acreage allotment for the 1966 rice crop would be largely utilized and result in an increase in production of an estimated additional 7.5 million hundredweight, rough rice, or 250,000 metric tons, milled, for export requirements. This additional production, coupled with the possible use of other food grains to meet some of the rice requirements, would bring supplies in line with at least the most critical requirements.

An allotment increase of greater than 10 percent for the 1966 crop of rice would be impractical and inequitable. Since rice planting time is rapidly approaching, most farmers have already made firm commitments with regard to 1966 planting plans. Therefore, an increase in allotment greater than 10 percent would not be fully utilized, and would also give an advantage only to the few producers in certain areas of the Nation who would be in a position to plant a greater acreage.

(b) Section 371(c) of the act provides that in case any national acreage allotment for any commodity is increased under section 371(b), each farm acreage allotment for the commodity shall be increased in the same ratio.

In producer States the State rice acreage allotment is initially apportioned to producers who allocate their producer allotments to farms. In such States the most effective way to utilize the increased allotment is to increase each producer allotment by 10 per centum, which in-

crease will be reflected in increased farm allotments by subsequent allocation to farms by the producers. Moreover, farm acreage allotments in producer States are not finally determined until all producer allocations of allotments have been made. Producers in producer States have until May 1, 1966, to allocate their 1966 producer allotments to farms. Accordingly, producer allotments in producer States and farm allotments in farm States will receive the 10 per centum increases.

(c) Since planting time for the 1966 crop of rice is very near, and planting plans will need to be adjusted in order to fully utilize the additional allotted acreages for production of needed supplies, it is of utmost importance that farmers be notified of their increased 1966 producer or farm rice acreage allotments as soon as possible. Therefore, it is determined that compliance with the notice, public procedure and 30-day effective date provisions of section 4 of the Administrative Procedure Act (5 U.S.C. 1003) is impracticable and contrary to the public interest. Accordingly, these amendments shall become effective upon filing with the Director, Office of the Federal Register.

1. Section 730.1703 is amended by adding the following at the end thereof:

§ 730.1703 National acreage allotment of rice for 1966.

Notwithstanding the foregoing, the national acreage allotment of rice for the calendar year 1966 is increased by 10 per centum to 2,000,502 acres pursuant to section 371(b) of the act.

2. Section 730.1517 is amended by adding at the end thereof a new paragraph (d) to read:

§ 730.1517 Determination of allotments for old producers.

(d) The 1966 allotment determined for each producer under paragraphs (a), (b), and (c) of this section shall be increased by 10 per centum.

3. Section 730.1518 is amended by adding at the end thereof a new paragraph (f) to read:

§ 730.1518 Determination of allotments for new producers.

(f) The 1966 allotment determined for each producer under paragraphs (a), (b), (c), (d), and (e) of this section shall be increased by 10 per centum.

4. Section 730.1528 is amended by adding at the end thereof a new paragraph (e) to read:

§ 730.1528 Determination of allotments for old farms.

(e) The 1966 allotment determined for each farm under paragraphs (a), (b), (c), and (d) of this section shall be increased by 10 per centum.

5. Section 730.1529 is amended by adding at the end thereof a new paragraph (h) to read:

§ 730.1529 Determination of allotments for new farms.

(h) The 1966 allotment determined for each farm under paragraphs (a), (b), (c), (d), (e), and (f) of this section shall be increased by 10 per centum.

(Secs. 352, 353, 371, 375, 52 Stat. 60, as amended, 61, as amended, 64, as amended, 66, as amended; 7 U.S.C. 1352, 1353, 1371, 1375)

Effective date. Date of filing with the Director, Office of the Federal Register.

Signed at Washington, D.C., on February 18, 1966.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 66-1957; Filed, Feb. 23, 1966; 8:51 a.m.]

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

[Grapefruit Reg. 8]

PART 906—ORANGES AND GRAPEFRUIT GROWN IN LOWER RIO GRANDE VALLEY IN TEXAS

Limitation of Shipments

§ 906.318 Grapefruit Regulation 8.

(a) **Findings.** (1) Pursuant to the marketing agreement and Order No. 906 (7 CFR Part 906), regulating the handling of oranges and grapefruit grown in the Lower Rio Grande Valley in Texas, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendation of the Texas Valley Citrus Committee, established under the aforesaid marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting

of the Texas Valley Citrus Committee on February 14, 1966, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of the section including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such grapefruit; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of grapefruit; and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) **Order.** (1) 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; and terms relating to grade and diameter, when used herein, shall have the same meaning as is given to the respective term in the U.S. Standards for Grapefruit (Texas and States other than Florida, California, and Arizona) (7 CFR 51.620-51.658).

(2) During the period beginning at 12:01 a.m., c.s.t., March 1, 1966, and ending at 12:01 a.m., c.s.t., April 1, 1966, no handler shall handle:

(i) Any container of grapefruit of any variety, grown in the production area, unless such grapefruit grade U.S. Fancy; U.S. No. 1 Bright; U.S. No. 1; U.S. Combination, with not less than 60 percent, by count, of the grapefruit in each container thereof grading at least U.S. No. 1 grade; or U.S. No. 2;

(ii) Any grapefruit of any variety, grown in the production area, which are of a size smaller than 3 $\frac{1}{16}$ inches in diameter; or

(iii) Any grapefruit of any variety, grown as aforesaid, for which inspection is required unless an appropriate inspection certificate has been issued with respect thereto not more than 48 hours prior to the time of shipment.

All grapefruit of any variety, grown as aforesaid, handled during the period specified in this section are subject to all applicable container and pack requirements which are in effect pursuant to the aforesaid marketing agreement and order during such period.

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

Dated: February 18, 1966.

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

[F.R. Doc. 66-1908; Filed, Feb. 23, 1966; 8:47 a.m.]

Title 8—ALIENS AND NATIONALITY

Chapter I—Immigration and Naturalization Service, Department of Justice

PART 103—POWERS AND DUTIES OF SERVICE OFFICERS

Oral Argument and Appeals

Reference is made to the notice of proposed rule making which was published in the FEDERAL REGISTER on January 21, 1966 (31 F.R. 830), pursuant to section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003) and in which there was set out the terms of proposed amendments to § 103.3.

Representations which were received concerning the proposed rules of January 21, 1966, have been considered. The proposed rules have not been amended. The regulations as set out below are hereby adopted.

Section 103.3 is amended to read as follows:

§ 103.3 Denials, appeals, and precedent decisions.

(a) **Denials and appeals.** Whenever a formal application or petition filed under § 103.2 is denied, the applicant shall be given written notice setting forth the specific reasons for such denial. When the applicant is entitled to appeal to another Service officer, the notice shall advise him that he may appeal from the decision, and that such appeal may be taken within 15 days after the mailing of the notification of decision, accompanied by a supporting brief if desired and a fee of \$10, by filing Notice of Appeal, Form I-290B, which shall be furnished with the written notice. For good cause shown, the time within which the brief may be submitted may be extended. The party taking the appeal may, prior to appellate decision, file a written withdrawal of such appeal.

(b) **Dismissal of appeals.** Notwithstanding the provisions of paragraph (c) of this section, the officer to whom an appeal is taken may deny oral argument and dismiss any appeal when (1) the party concerned fails to specify the reasons for his appeal, or (2) the appeal is patently frivolous.

(c) **Oral argument.** If an appeal is taken, request for oral argument, if desired, shall be included in the notice of appeal. The officer to whom the appeal is taken shall have the authority to designate the time, date, and place where oral argument may be heard. Oral argument may be heard by the officer to whom the appeal is taken or by an officer designated by him.

(d) **Decisions and precedent decisions.** The decision of the Service officer considering the appeal shall be in writing and a copy thereof shall be served upon the applicant, petitioner, or other party

affected, or his attorney or representative of record. Those decisions of the Service, the Board of Immigration Appeals (§ 3.1(g) of this chapter), and the Attorney General which are of precedential value are published and may be purchased from the United States Government Printing Office, Washington, D.C., 20402, or examined at the principal field offices of the Service.

(Sec. 103, 66 Stat. 173; 8 U.S.C. 1103)

The basis and purpose of the above-prescribed regulations are to provide that oral argument and an appeal may be dismissed when the reasons for the appeal are not specified or the appeal is patently frivolous.

This order shall be effective on the date of its publication in the FEDERAL REGISTER. Compliance with the requirements of section 4(c) of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003) relating to delayed effective date is unnecessary and would serve no useful purpose in this instance because the persons affected by the above-prescribed regulations will not require additional time to prepare for the effective date of the regulations.

Dated: February 17, 1966.

RAYMOND F. FARRELL,
Commissioner of
Immigration and Naturalization.

[F.R. Doc. 66-1920; Filed, Feb. 23, 1966;
8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 6989; Amdt. 39-200]

PART 39—AIRWORTHINESS DIRECTIVES

Boeing Models 707 and 720 Series Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring installation of an additional rotary latch on the aft edge of the turbocompressor dipstick access door on Boeing Models 707 and 720 Series airplanes equipped with fan engines and strut mounted P₁₂ probes was published in 30 F.R. 13787.

Interested persons have been afforded an opportunity to participate in the making of the amendment. One operator felt that mandatory action was not required because it had not received any reports of erratic EPR readings as a result of unfaired access doors. However, the Agency is aware that other operators have had considerable difficulty with this problem, and therefore feels that the additional rotary latch should be installed on all affected airplanes.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

BOEING. Applies to Models 707 and 720 Series airplanes equipped with turbofan engines and strut mounted P₁₂ probes.

Compliance required within the next 1,800 hours' time in service after the effective date of this AD unless already accomplished.

There have been numerous instances of the aft edges of the turbocompressor dipstick access door, which is in front of the strut mounted P₁₂ probe, becoming unfaired in flight and causing erroneous readings of the EPR (engine pressure ratio) system. To prevent erroneous readings of the EPR system, install an additional rotary latch on the aft edge of the access door in accordance with Boeing Service Bulletin No. 2143 or later FAA-approved revision or an equivalent approved by the Chief, Aircraft Engineering Division, FAA Western Region.

This amendment becomes effective March 26, 1966.

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

Issued in Washington, D.C., on February 16, 1966.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66-1891; Filed, Feb. 23, 1966;
8:45 a.m.]

[Docket No. 7078; Amdt. 39-201]

PART 39—AIRWORTHINESS DIRECTIVES

Mooney Models M20C, M20D, and M20E Airplanes Equipped With Electric Landing Gear

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring modification of the gear warning electrical system on Mooney Models M20C, M20D, and M20E airplanes equipped with electric landing gear was published in 30 F.R. 16084.

Interested persons have been afforded an opportunity to participate in the making of the amendment. The manufacturer commented that only certain airplanes equipped with Mooney electric landing gear are affected, and the serial numbers of those airplanes should be included in the AD. The Agency has added the serial numbers of the affected airplanes to the applicability of the AD.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

MOONEY. Applies to Models M20C, Serial Numbers 2663, 2808, 2816, 2825, 2863, 2913, 2920, 2930, 2945, 2957, 2960, 2961, 2969, 2971, 2995, 2998, 2999, 3002, 3008, 3018, 3019, 3021, 3040, 3050, 3056, 3065, 3084, 3086, 3136, 3146; M20D; M20E, Serial Numbers 309, 431, 461, 494, 528, 529, 536, 538, 544, 545, 551, 553, 554, 558, 571, 573, 577, 579, 580, 582, 584, 586, 587, 589, 599, 602, 604, 606, 614, 615, 620, 625, 627, 636, 637, 639, 641, 646, 650, 652, 653, 654, 657, 658, 666, 668, 669, 675, 677, 686, 690, 694, 711, 718, 720, 721, 726, 730, 737, 744, 747, 751, 752, 756, 758, 761, 772, 781, 782, 785, 787, 809, 812, 813; airplanes equipped with Mooney Aircraft Co. electrically actuated landing gear.

Compliance required within the next 100 hours' time in service or at the next periodic inspection, whichever comes first, after the effective date of this AD, unless already accomplished.

To prevent further instances of inoperative aural gear warning, modify electric gear warning wiring system in accordance with Mooney Aircraft Service Letter No. 20-130, dated September 29, 1965, or later FAA-approved revision.

This amendment becomes effective March 26, 1966.

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

Issued in Washington, D.C., on February 16, 1966.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66-1892; Filed, Feb. 23, 1966;
8:45 a.m.]

[Docket No. 7167; Amdt. 39-198]

PART 39—AIRWORTHINESS DIRECTIVES

Sikorsky Model S-61 Series Helicopters

There have been failures of the rotary wing head damper piston rod assemblies of Sikorsky Model S-61 Series helicopters that could result in the separation of the damper assembly, allowing the housing and pistons to swing freely about their attachments and damage the rotating components and the blade root structure. Since this condition is likely to exist or develop in other helicopters of the same type design, an airworthiness directive is being issued to specify a service life limit for the rotary wing head damper piston rod assemblies on the subject helicopters.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

SIKORSKY. Applies to Model S-61 Series helicopters. Compliance required as indicated.

To prevent failures of the rotary wing head damper piston rod assembly, accomplish the following:

(a) Remove from service S6110-26019 series rotary wing head damper piston rod assemblies with 3,365 or more hours' time in service on the effective date of this AD within the next 35 hours' time in service.

(b) Remove from service S6110-26019 series rotary wing head damper piston rod assemblies with less than 3,365 hours' time in service on the effective date of this AD before the accumulation of 3,400 hours' time in service.

This amendment becomes effective February 24, 1966.

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

Issued in Washington, D.C., on February 17, 1966.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66-1893; Filed, Feb. 23, 1966;
8:45 a.m.]

[Docket No. 7168; Amdt. 39-199]

PART 39—AIRWORTHINESS DIRECTIVES

Sikorsky Model S-58 Helicopters

Amendment 191 (25 F.R. 8026), AD 60-17-3, as amended by Amendments 495 (27 F.R. 10117) and 747 (29 F.R. 7668) requires repetitive inspections and imposes service life limits for certain main rotor blade assemblies on Sikorsky Model S-58 helicopters. Subsequent to the issuance of Amendment 747, the Agency has determined and that the manufacturer's service bulletin cited in Amendment 191 as amended contains errors that have been corrected in a later FAA-approved revision. The Agency has also determined that, due to good service experience, the service life limit of certain blades may be extended to 2,650 hours' time in service if the blades are repetitively inspected in accordance with the latest revision to the manufacturer's service bulletin.

Although this amendment contains provisions that are a relaxation of the existing requirements, other provisions have been added that require compliance without further delay. Therefore, good cause exists for making this amendment effective without compliance with the notice, procedure, and effective date provisions of the Administrative Procedure Act.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 191 (25 F.R. 8026), AD 60-17-3, as amended by Amendments 495 (27 F.R. 10117) and 747 (29 F.R. 7668) is further amended by amending paragraph (e) to read as follows:

(e) The service life limit specified in paragraph (a) may be extended to 2,650 hours' total time in service for S1615-20201-7, -8, and -14 main rotor blade assemblies (less cuff) and S1615-20100, -2, -4, -5, -6, S1615-20201-1, -2, and -13 main rotor blade assemblies modified to S1615-20201-7, -8, or -14 assemblies, provided the blade assemblies are inspected at the times and in the manner set forth in Sikorsky Service Bulletin No. 58B15-4C, dated January 19, 1966, and, if low pressure is indicated, the cause is determined and corrected before further flight in accordance with that service bulletin.

This amendment becomes effective February 24, 1966.

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

Issued in Washington, D.C., on February 17, 1966.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66-1894; Filed, Feb. 23, 1966;
8:46 a.m.]

[Airspace Docket No. 65-SO-94]

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

Designation of Transition Area

On January 8, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 272) stating that the Federal Aviation Agency was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Douglas, Ga., transition area.

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

Subsequent to the publication of the notice, the final approach radial was redefined and it is necessary to redesignate the transition area extension on the Alma VORTAC 259° radial. Since this amendment is editorial in nature and imposes no additional burden on the public, it is incorporated in the final rule.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., April 28, 1966, as hereinafter set forth.

In § 71.181 (31 F.R. 2149) the following transition area is added:

DOUGLAS, GA.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Douglas Airport (latitude 31°29'10" N., longitude 82°51'15" W.), within 2 miles each side of the Alma, Ga., VORTAC 259° radial extending from the Douglas 5-mile radius area to the Alma VORTAC.

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

Issued in East Point, Ga., on February 14, 1966.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 66-1929; Filed, Feb. 23, 1966;
8:48 a.m.]

[Airspace Docket No. 65-SO-95]

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

Designation of Transition Area

On January 8, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 270) stating that the Federal Aviation Agency was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Johns Island, S.C., transition area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., April 28, 1966, as hereinafter set forth.

In § 71.181 (31 F.R. 2149) the following transition area is added:

JOHNS ISLAND, S.C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Johns Island Airport (latitude 32°42'00" N., longitude 80°00'00" W.), excluding that portion within R-6003 and the Charleston, S.C., 700-foot transition area.

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

Issued in East Point, Ga., on February 14, 1966.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 66-1930; Filed, Feb. 23, 1966;
8:48 a.m.]

[Airspace Docket No. 64-EA-37]

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

Alteration and Designation of Control Zones and Transition Areas

On pages 6793 and 6794 of the FEDERAL REGISTER, dated May 19, 1965, as amended on pages 13237 and 13238 of the FEDERAL REGISTER, dated October 16, 1965, the Federal Aviation Agency published proposed regulations which would alter the Albany and Glens Falls, N.Y., transition areas, the Albany, Schenectady, and Glens Falls, N.Y., control zones; designate 700-foot above ground transition areas over Pittsfield Airport, Pittsfield, Mass., and Rutland Airport, Rutland, Vt.; revoke the Albany, N.Y., control area extension and the transition areas of Cambridge and Middlegrove, N.Y. A 700-foot above ground Albany, N.Y., transition area would also be designated.

On page 15273 of the FEDERAL REGISTER for December 10, 1965, the regulations were published as final rules. However, in filing the final rule with the FEDERAL REGISTER, only Items 3 and 4 out of nine items, as they appeared in the proposed rule, accompanied the rule and therefore only Items 3 and 4 were printed. The purpose of this amendment is to file and reprint the full nine items as they will appear in the regulation.

Since the intention to adopt these actions has been published with the descriptions inadvertently omitted therefrom, and the appropriate charts have been changed to reflect these alterations, the Administrator finds that good cause exists to make these amendments effective in less than 30 days.

In view of the foregoing, the proposed regulations are hereby adopted effective upon publication in the FEDERAL REGISTER.

(Sec. 307(a) of the Federal Aviation Act of 1958, 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on January 11, 1966.

MARTIN J. WHITE,
Acting Director, Eastern Region.

1. Amend § 71.165 of Part 71 of the Federal Aviation Regulations so as to revoke the Albany, N.Y. control area extension.

2. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to delete the description of the Albany, N.Y. control zone and insert in lieu thereof:

Within a 5-mile radius of the center, 42°44'48" N., 73°48'19" W. of Albany County Airport, Albany, N.Y. and within 2 miles each side of the Albany VOR 354° radial extending from the 5-mile radius zone to 7 miles N of the VOR and within 2 miles each side of the Albany VOR 094° radial extending from the 5-mile radius zone to 6 miles east of the VOR.

3. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to delete the description of the Schenectady, N.Y. control zone and insert in lieu thereof:

Within a 5-mile radius of the center, 42°51'13" N., 73°55'48" W., of Schenectady County Airport, Schenectady, N.Y.; within 2 miles each side of the Glenville RBN 037° bearing extending from the 5-mile radius zone to 6 miles northeast of the RBN; within 2 miles each side of the centerline of Runway 28 extended from the 5-mile radius zone to 9 miles west of the end of the runway; and within 2 miles each side of the centerline of Runway 33 extended from the 5-mile radius zone to 5 miles northwest of the end of the runway, excluding that portion coinciding with the Albany, N.Y., Control Zone. This control zone is effective from 0600 to 2200 hours local time, daily.

4. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to delete the description of the Glens Falls, N.Y. control zone and insert in lieu thereof:

Within a 5-mile radius of the center, 43°20'32" N., 73°36'35" W., of Warren County Airport, Glens Falls, N.Y.; within 2 miles each side of the centerline of Runway 30 extended from the 5-mile radius zone to 11 miles west of the end of the runway; within 2 miles each side of the centerline of Runway 1 extended from the 5-mile radius zone to 12 miles north of the end of the runway; and within 2 miles each side of the Glens Falls VOR 005° radial extending from the 5-mile radius zone to 12 miles north of the VOR.

5. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to revoke the Cambridge, N.Y. and Middle Grove, N.Y. transition areas.

6. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete the description of the Albany, N.Y. transition area and insert in lieu thereof:

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 42°44'48" N., 73°48'19" W. of Albany County Airport, Albany, N.Y., and within 5 miles east and 8 miles west of the Albany ILS localizer north course extending from the 9-mile radius area to 12 miles north of the OM; within 2 miles each side of the Albany VOR 013° radial extending from the 9-mile radius area to 15.5 miles north of the VOR; within 2 miles each side of the Albany VOR 094° radial extending from the 9-mile radius area to 12 miles east of the VOR; within 5 miles west and 8 miles east of the Albany VOR 182° radial extending from the 9-mile radius area to 12 miles south of the

VOR; within a 7-mile radius of the center, 42°51'13" N., 73°55'48" W. of Schenectady County Airport, Schenectady, N.Y.; within 2 miles each side of the centerline of Runway 28 of the latter airport extended from the 7-mile radius area to 12 miles west of the end of the runway; within 2 miles each side of the centerline of Runway 33 of the latter airport extended from the 7-mile radius area to 9 miles northwest of the end of the runway.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 44°00'00" N., 73°47'00" W. to 44°00'00" N., 73°16'00" W. to 43°47'00" N., 72°39'00" W., to 43°11'00" N., 72°39'00" W. to 42°02'00" N., 73°16'00" W. to 42°01'00" N., 74°30'00" W. to 43°19'00" N., 74°30'00" W. to the point of beginning.

7. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete the description of the Glens Falls, N.Y. transition area and insert in lieu thereof:

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 43°20'32" N., 73°36'35" W. of Warren County Airport, Glens Falls, N.Y. and within 2 miles each side of the Glens Falls VOR 172° radial extending from the 7-mile radius area to 15 miles south of the VOR; within 2 miles each side of the centerline of Runway 30 extended from the 7-mile radius area to 14 miles west of the end of the runway; and within 2 miles each side of the centerline of Runway 1 extended from the 7-mile radius area to 13.5 miles north of the end of the runway.

8. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot-above-ground Rutland, Vt. transition area described as follows:

RUTLAND, VT.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 43°31'46" N., 72°56'54" W. of Rutland Airport, Rutland, Vt., and within 2 miles each side of the Rutland RBN 158° bearing extending from the 5-mile radius area to the RBN.

9. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot-above-ground Pittsfield, Mass., transition area described as follows:

PITTSFIELD, MASS.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 42°25'36" N., 73°17'30" W., of Pittsfield Airport, Pittsfield, Mass.; within 2 miles each side of the Pittsfield RBN 059° bearing extending from the 7-mile radius area to 8 miles northeast of the RBN; and within 2 miles each side of the Chester VOR 299° radial extending from the 7-mile radius area to 10 miles northwest of the VOR.

[F.R. Doc. 66-1896; Filed, Feb. 23, 1966; 8:46 a.m.]

[Airspace Docket No. 64-CE-58]

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

Extension of Effective Date of Control Zone Designation

On January 13, 1966, there was published in the FEDERAL REGISTER (31 F.R.

427) a rule designating a control zone at Civic Memorial Airport, Alton, Ill. This rule stated that the control zone designation was to become effective 0001 e.s.t., March 3, 1966. This effective date should be May 26, 1966. The commissioning of the control tower at this airport has been postponed due to unforeseen construction delays and is now scheduled for May 26, 1966. Designation of the control zone is dependent upon commissioning of this facility.

Since this action merely projects the effective date, it is minor in nature and imposes no additional burden on the public. Notice and public procedure are therefore unnecessary.

In consideration of the foregoing, Airspace Docket No. 64-CE-58 (31 F.R. 427) is amended, effective immediately, as follows: "effective 0001 e.s.t., March 3, 1966," is deleted, and "effective 0001 e.s.t., May 26, 1966," is substituted therefor.

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

Issued in Kansas City, Mo., on February 14, 1966.

DONALD S. KING,
Acting Director, Central Region.

[F.R. Doc. 66-1895; Filed, Feb. 23, 1966; 8:46 a.m.]

[Airspace Docket No. 65-CE-138]

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

Designation of Transition Area

On December 17, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 15592) stating that the Federal Aviation Agency proposed to alter controlled airspace in the Michigan City, Ind., terminal area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. No comments were received.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., April 28, 1966, as hereinafter set forth.

In § 71.181 (29 F.R. 17643) the following transition area is added:

MICHIGAN CITY, IND.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Michigan City, Ind., Airport (latitude 41°42'10" N., longitude 86°49'23" W.), and within 2 miles each side of the South Bend, Ind., VORTAC 261° radial extending from the 6-mile radius area to 13 miles west of the VORTAC.

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

Issued in Kansas City, Mo., on February 14, 1966.

DONALD S. KING,
Acting Director, Central Region.

[F.R. Doc. 66-1897; Filed, Feb. 23, 1966; 8:46 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL
OPERATING RULES

[Reg. Docket No. 7163; Amdt. 95-138]

PART 95—IFR ALTITUDES

Miscellaneous Amendments

The purpose of this amendment to Part 95 of the Federal Aviation Regulations is to make changes in the IFR altitudes at which all aircraft shall be flown over a specified route or portion thereof. These altitudes, when used in conjunction with the current changeover points for the routes or portions thereof, also assure navigational coverage that is adequate and free of frequency interference for that route or portion thereof.

As a situation exists which demands immediate action in the interest of safety, 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 consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 95 of the Federal Aviation Regulations is amended, effective March 31, 1966, as follows:

1. By amending Subpart C as follows:

From, to, and MEA

Section 95.1001 *Direct routes—United States* is amended to delete:

Palm Beach, Fla., VOR; Bonita INT, Fla.; 2,000.
Bonita INT, Fla.; Tarpon INT, Fla.; *5,500.
*1,000—MOCA.
Tarpon INT, Fla.; *Snapper INT, Fla.; *1,000. *10,000—MRA. **1,000—MOCA. MAA—45,000.
Snapper INT, Fla.; *Squid INT, Fla.; **20,000. *20,000—MRA. **1,000—MOCA.
Snapper INT, Fla.; *Barracuda INT, Fla.; 15,000. *15,000—MRA.
Vero Beach, Fla., VOR; *Tarpon INT, Fla.; 2,000. *6,500—MRA.
Tarpon INT, Fla.; *Sturgeon INT, Fla.; 8,000. *13,000—MRA.
Vero Beach, Fla., VOR; *Flounder INT, Fla.; *2,000. *4,000—MRA. **1,200—MOCA.
Flounder INT, Fla.; *Snapper INT, Fla.; *3,500. *10,000—MRA. **1,000—MOCA.
Valdosta, Ga., VOR; Waycross, Ga., VOR; 2,200.
Panama City, Fla., VOR; Dothan, Ala., VOR; *1,900. *1,500—MOCA.
Panama City, Fla., VOR; DeFuniak Springs INT, Fla.; *2,000. *1,500—MOCA.
Jacksonville, Fla., LF/RBN; Gateway INT, Fla.; *2,000. *1,200—MOCA.

Section 95.1001 *Direct routes—United States* is amended by adding:

Palm Beach, Fla., VOR; Bonita INT, Fla.; *2,000. MAA—45,000. *1,300—MOCA.
Bonita INT, Fla.; Sailfish INT, Fla.; *3,000. MAA—45,000.
Sailfish INT, Fla.; Tarpon INT, Fla.; *10,000. MAA—45,000. *1,000—MOCA.
Tarpon INT, Fla.; Barracuda INT, Fla.; *25,000. MAA—45,000.
Panama City, Fla., VOR; *Greenhead INT, Fla.; **1,800. *4,500—MRA. **1,500—MOCA.
Greenhead INT, Fla.; Dothan, Ala., VOR; *1,900. *1,500—MOCA.
Panama City, Fla., VOR; Bruce INT, Fla.; *1,600. *1,500—MOCA.
Bruce INT, Fla.; DeFuniak Springs INT, Fla.; *2,000. *1,700—MOCA.

From, to, and MEA

Panama City, Fla., VOR; Orange INT, Fla.; *1,600. *1,500—MOCA.
Orange INT, Fla.; Helen INT, Fla.; *2,500. *1,200—MOCA.
Helen INT, Fla.; Tallahassee, Fla., VOR; *2,000. *1,900—MOCA.
Panama City, Fla., VOR; *Chason INT, Fla.; 2,000. *2,500—MRA.
Chason INT, Fla.; Tallahassee, Fla., VOR; *2,500. *1,600—MOCA.
Columbus, Ga., VOR; Seale INT, Ala.; *2,200. *2,000—MOCA.
Eufaula, Ala., VOR; Seale INT, Ala.; *2,200. *2,000—MOCA.
Lawson, Ga., LF/RBN; Seale INT, Ala.; *2,200. *2,000—MOCA.
Tuskegee, Ala., VOR; Seale INT, Ala.; *2,200. *2,000—MOCA.
Decatur, Ala., VOR; Trinity INT, Ala.; *2,400. *2,000—MOCA.
Hartselle INT, Ala.; Trinity INT, Ala.; *2,400. *2,000—MOCA.

Section 95.6001 *VOR Federal airway 1* is amended to read in part:

Wilmington, N.C., VOR; Kinston, N.C., VOR; *2,000. *1,600—MOCA.

Section 95.6001 *VOR Federal airway 1* is amended by adding:

Int. 053° M rad, Barnegat VOR and 088° M rad, Coyle VOR; Int. 053° M rad, Barnegat VOR and 170° M rad, Kennedy VOR; 3,000.

Section 95.6002 *VOR Federal airway 2* is amended to read in part:

Lakeport INT, N.Y.; Vernon INT, N.Y.; *3,000. *2,800—MOCA.

Section 95.6003 *VOR Federal airway 3* is amended to read in part:

Eagle INT, Conn.; Millbury INT, Mass.; *3,000. *2,500—MOCA.
Millbury INT, Mass.; Westboro INT, Mass.; *3,000. *2,000—MOCA.

Section 95.6004 *VOR Federal airway 4* is amended to read in part:

Newcombe, Ky., VOR; Salt Rock INT, W. Va.; 3,000.
Malad City, Idaho, VOR; Green River INT, Wyo.; *14,000. *12,000—MOCA. #MEA is established with a gap in navigation signal coverage.

Section 95.6005 *VOR Federal airway 5* is amended to read in part:

Tarboro INT, Ga., via E alter.; *Dixie INT, Ga., via E alter.; **2,500. *3,000—MRA. *1,400—MOCA.

Section 95.6007 *VOR Federal airway 7* is amended to read in part:

Muscle Shoals, Ala., VOR; Green Hill INT, Ala.; *2,300. *1,900—MOCA.
Green Hill INT, Ala.; Graham, Tenn., VOR; *3,100. *2,400—MOCA.

Section 95.6008 *VOR Federal airway 8* is amended to read in part:

Long Beach, Calif., VOR; Anaheim INT, Calif.; 2,000.
Anaheim INT, Calif.; Olive INT, Calif.; 3,500.
*Olive INT, Calif.; Ontario, Calif., VOR; 4,800.
*4,100—MCA Olive INT, northeastbound.
Ontario, Calif., VOR; Fontana INT, Calif.; 5,000.
*Fontana INT, Calif.; Hector, Calif., VOR; 10,500. *9,300—MCA Fontana INT, northeastbound.

Section 95.6009 *VOR Federal airway 9* is amended to read in part:

Picayune, Miss., VOR via E alter.; McComb, Miss., VOR via E alter.; *2,200. *1,700—MOCA.

Section 95.6011 *VOR Federal airway 11* is amended to read in part:

From, to, and MEA

Paragon INT, Ind., via E alter.; Brooklyn INT, Ind., via E alter.; *2,400. *2,200—MOCA.
Brooklyn INT, Ind., via E alter.; Indianapolis, Ind., VOR via E alter.; *2,400. *2,000—MOCA.
*Bradford INT, Tenn., via E alter.; Paducah, Ky., VOR via E alter.; 3,000. *3,000—MRA.

Section 95.6013 *VOR Federal airway 13* is amended to read in part:

Plattsburg INT, Mo.; Lamoni, Iowa, VOR; *2,900. *2,400—MOCA.
Grantsburg, Wis., VOR; *Barnum INT, Minn.; **3,300. *4,000—MRA. **2,500—MOCA. MAA—10,000.
Barnum INT, Minn.; Duluth, Minn., VOR; *3,300. *2,500—MOCA. MAA—10,000.

Section 95.6014 *VOR Federal airway 14* is amended to read in part:

Gardner, Mass., VOR; Oakdale INT, Mass.; *3,700. *3,100—MOCA.
Oakdale INT, Mass.; Westboro INT, Mass.; *2,500. *2,200—MOCA.

Section 95.6016 *VOR Federal airway 16* is amended to read in part:

Los Angeles, Calif., VOR; Prado INT, Calif.; *4,000. *3,500—MOCA.
Prado INT, Calif.; Ontario, Calif., VOR; 4,800.
Ontario, Calif., VOR; Moreno INT, Calif.; *5,500. *5,200—MOCA.
*Moreno INT, Calif.; Banning INT, Calif.; eastbound; **13,000. Westbound; 9,000. *12,000—MCA Moreno INT, eastbound. **9,000—MOCA.
Banning INT, Calif.; *Palm Springs, Calif., VOR; **13,000. *11,800—MCA Palm Springs VOR, westbound. **12,800—MOCA.
Price INT, Md.; Kenton, Del., VOR; 1,800.

Section 95.6017 *VOR Federal airway 17* is amended to read in part:

McCook INT, Tex.; *Jennings INT, Tex.; *3,000. *4,500—MRA. **1,800—MOCA. MAA—9,000.

Section 95.6021 *VOR Federal airway 21* is amended to read in part:

Long Beach, Calif., VOR; Anaheim INT, Calif.; 2,000.
Anaheim INT, Calif.; Olive INT, Calif.; 3,500.
*Olive INT, Calif.; Ontario, Calif., VOR; 4,800.
*4,100—MCA Olive INT, northeastbound.
Ontario, Calif., VOR; Fontana INT, Calif.; 5,000.
*Fontana INT, Calif.; Hector, Calif., VOR; 10,500. *9,300—MCA Fontana INT, northeastbound.

Section 95.6022 *VOR Federal airway 22* is amended to read in part:

Moss INT, Miss.; Brookley, Ala., VOR; *1,800. *1,400—MOCA.

Section 95.6023 *VOR Federal airway 23* is amended to delete:

Los Angeles, Calif., VOR via E alter.; Valley INT, Calif., via E alter.; northbound; 5,000. Southbound; 4,000.
Valley INT, Calif., via E alter.; Lang INT, Calif., via E alter.; northbound; 7,000. Southbound; 6,500.
Lang INT, Calif.; via E alter.; Saugus INT, Calif., via E alter.; 7,000.
*Saugus INT, Calif., via E alter.; Lake Hughes, Calif., VOR via E alter.; 7,800.
Lake Hughes, Calif., VOR via E alter.; Lamont INT, Calif., via E alter.; 9,000.

From, to, and MEA

Lamont INT, Calif., via E alter.; *Arvin INT, Calif., via E alter.; 8,000. *7,300—MCA Arvin INT, southbound.
Arvin INT, Calif., via E alter.; Bakersfield, Calif., VOR via E alter.; *4,000. *3,000—MOCA.
Bakersfield, Calif., VOR, via E alter.; Porterville, Calif., VOR via E alter.; 3,000.
Porterville, Calif., VOR via E alter.; Exeter INT, Calif., via E alter.; 3,500.
Exeter INT, Calif., via E alter.; Dinuba INT, Calif., via E alter.; 3,500.
Dinuba INT, Calif., via E alter.; Selma INT, Calif., via E alter.; northwestbound; 2,500. Southeastbound; 3,500.
Selma INT, Calif., via E alter.; Fresno, Calif., VOR via E alter.; 2,000.

Section 95.6023 VOR Federal airway 23 is amended to read in part:

Los Angeles, Calif., VOR; *Chatsworth INT, Calif.; 4,000. *5,400—MCA Chatsworth INT, northwestbound.
Chatsworth INT, Calif.; *Castaic INT, Calif.; 6,000. *8,300—MCA Castaic INT, northwestbound.

Section 95.6029 VOR Federal airway 29 is amended to read in part:

Ridgely INT, Md.; Kenton, Del., VOR; 1,800.

Section 95.6033 VOR Federal airway 33 is amended to read in part:

Phillipsburg, Pa., VOR; Keating, Pa., VOR; *4,100. *3,600—MOCA.
Keating, Pa., VOR; Bradford, Pa., VOR; *4,100. *3,600—MOCA.

Section 95.6044 VOR Federal airway 44 is amended to read in part:

Maryland Heights, Mo., VOR; Centralia, Ill., VOR; 2,600.

Section 95.6053 VOR Federal airway 53 is amended to read in part:

Hilton INT, Va.; Whitesburg, Ky., VOR; 6,000.

Section 95.6054 VOR Federal airway 54 is amended to read in part:

Muscle Shoals, VOR; Tanner INT, Ala.; *2,400. *2,000—MOCA.

Section 95.6071 VOR Federal airway 71 is amended to read in part:

Baton Rouge, La., VOR; *Woodville INT, La.; **2,000. *3,000—MRA. **1,700—MOCA.
Hot Springs, Ark., VOR via W alter.; *Valley INT, Ark., via W alter.; **3,500. *4,500—MCA Valley INT, northbound. **3,100—MOCA.
Valley INT, Ark., via W alter.; *Danville INT, Ark., via W alter.; **5,500. *7,500—MCA Danville INT, northbound. **3,100—MOCA.
Danville INT, Ark., via W alter.; *College INT, Ark., via W alter.; **7,500. *3,300—MRA. *7,500—MCA College INT, southbound. **3,800—MOCA.

Section 95.6072 VOR Federal airway 72 is amended to read in part:

Reeds INT, Mo.; Dogwood, Mo., VOR; *3,400. *2,700—MOCA.

Section 95.6093 VOR Federal airway 93 is amended to read in part:

Hiram INT, Maine; Augusta, Maine, VOR; 3,500.

Section 95.6107 VOR Federal airway 107 is amended to read in part:

Saddle INT, Calif.; Virginia INT, Calif.; 5,000.

From, to, and MEA

Virginia INT, Calif.; *Fillmore, Calif., VOR; **5,000. *7,200—MCA Fillmore VOR, northwestbound. **4,500—MOCA.

Section 95.6114 VOR Federal airway 114 is amended to read in part:

Marks INT, La., via N alter.; *Woodville INT, La., via N alter.; **4,000. *3,000—MRA. **1,400—MOCA.

Section 95.6115 VOR Federal airway 115 is amended to read in part:

Montgomery, Ala.; *Jones INT, Ala., VOR; **2,000. *3,000—MRA. **1,700—MOCA.
Jones INT, Ala.; Birmingham, Ala., VOR; *3,000. *2,100—MOCA.
Charleston, W. Va., VOR; Gay INT, W. Va.; 2,700.
Gay INT, W. Va.; Parkersburg, W. Va., VOR; 2,500.

Section 95.6119 VOR Federal airway 119 is amended to read in part:

Newcombe, Ky., VOR; Henderson, W. Va., VOR; 2,600.

Section 95.6129 VOR Federal airway 129 is amended to read in part:

Arcadia INT, Wis., VOR; Eau Claire, Wis., VOR; *3,000. *2,800—MOCA.

Section 95.6133 VOR Federal airway 133 is amended to read in part:

Charleston, W. Va., VOR; Hometown INT, W. Va.; 2,600.

Section 95.6136 VOR Federal airway 136 is amended to read in part:

South Boston, Va., VOR; Durham INT, N.C.; *2,600. *1,900—MOCA.
Durham INT, N.C.; Raleigh-Durham, N.C., VOR; *2,100. *1,700—MOCA.

Section 95.6157 VOR Federal airway 157 is amended to read in part:

Lakeland, Fla., VOR; Ocala, Fla., VOR; *2,000. *1,500—MOCA.

Section 95.6163 VOR Federal airway 163 is amended to read in part:

Lometa, Tex., VOR; *Mill INT, Tex.; **4,000. *3,500—MRA. **2,800—MOCA.

Section 95.6165 VOR Federal airway 165 is amended by adding:

Long Beach, Calif., VOR; Los Angeles, Calif., VOR; 2,500.
Los Angeles, Calif., VOR; Valley INT, Calif.; northbound; 5,000. Southbound; 4,000.
Valley INT, Calif.; Lang INT, Calif.; northbound; 7,000. Southbound; 6,500.
Lang INT, Calif.; Saugus INT, Calif.; 7,000.
*Saugus INT, Calif.; Lake Hughes, Calif., VOR; 7,800. *6,600—MCA Saugus INT, northwestbound.

Lake Hughes, Calif., VOR; Lamont INT, Calif.; 9,000.

Lamont INT; *Arvin INT, Calif.; 8,000. *7,300—MCA Arvin INT, southbound.
Arvin INT, Calif.; Bakersfield, Calif., VOR; *4,000. *3,000—MOCA.
Bakersfield, Calif., VOR; Porterville, Calif., VOR; 3,000.

Porterville, Calif., VOR; Exeter INT, Calif.; 3,500.

Exeter INT, Calif.; Dinuba INT, Calif.; 3,500.
Dinuba INT, Calif.; Selma INT, Calif.; northwestbound; 2,500. Southeastbound; 3,500.
Selma INT, Calif.; Fresno, Calif., VOR; 2,000.

Section 95.6174 VOR Federal airway 174 is amended to read in part:

York, Ky., VOR; Henderson, W. Va., VOR; 2,600.

Section 95.6179 VOR Federal airway 179 is amended to read:

From, to, and MEA

Paducah, Ky., VOR; Marion, Ill., VOR; 2,500.
Marion, Ill., VOR; Centralia, Ill., VOR; *2,300. *1,900—MOCA.

Section 95.6186 VOR Federal airway 186 is amended to read:

Fillmore, Calif., VOR; Van Nuys, Calif., VOR; 5,500.
Van Nuys, Calif., VOR; Ontario, Calif., VOR; 5,000.

Section 95.6187 VOR Federal airway 187 is amended to read in part:

Riverton, Wyo., VOR; Boysen Reservoir, Wyo., VOR; 9,600.

Section 95.6190 VOR Federal airway 190 is amended to read in part:

Farmington, Mo., VOR; Marion, Ill., VOR; *3,100. *2,400—MOCA.
Marion, Ill., VOR; Texas INT, Ill.; *2,200. *2,000—MOCA.
Texas INT, Ill.; Evansville, Ind., VOR; *2,200. *1,700—MOCA.

Section 95.6197 VOR Federal airway 197 is amended by adding:

Ontario, Calif., VOR; Pomona, Calif., VOR; 3,500.

Section 95.6198 VOR Federal airway 198 is amended to read in part:

Hudspeth, Tex., VOR; Dow INT, Tex.; 8,700.
Dow INT, Tex.; Fort Stockton, Tex., VOR; *5,000. *4,100—MOCA.

Section 95.6201 VOR Federal airway 201 is amended to read in part:

Carp INT, Calif.; Los Angeles, Calif., VOR; 2,000.
Los Angeles, Calif., VOR; Berry INT, Calif.; 4,000.
*Berry INT, Calif.; Soledad INT, Calif.; 9,000. *8,000—MCA Berry INT, northbound.

Section 95.6213 VOR Federal airway 213 is amended to read in part:

Ridgely INT, Md.; Kenton, Del., VOR; 1,800.

Section 95.6222 VOR Federal airway 222 is amended to read in part:

Goony INT, La.; *Woodville INT, La.; **5,000. *3,000—MRA. **1,500—MOCA.
Salt Flat, Tex., VOR; Hoban INT, Tex.; 8,000.
Hoban INT, Tex.; Fort Stockton, Tex., VOR; *5,000. *4,100—MOCA.

Section 95.6230 VOR Federal airway 230 is amended to read in part:

*Salinas, Calif., VOR; Panoche INT, Calif.; *6,000. *6,000—MCA Salinas VOR, eastbound. **5,500—MOCA.

Section 95.6254 VOR Federal airway 254 is amended to read in part:

Somerton INT, Pa.; Columbus INT, N.J.; 2,300.

Section 95.6264 VOR Federal airway 264 is amended to read in part:

Los Angeles, Calif., VOR via S alter.; Prado INT, Calif., via S alter.; *4,000. *3,500—MOCA.
Prado INT, Calif., via S alter.; Ontario, Calif., VOR via S alter.; 4,800.
Ontario, Calif., VOR via S alter.; Moreno INT, Calif., via S alter.; *5,500. *5,200—MOCA.
*Moreno INT, Calif., via S alter.; Banning INT, Calif., via S alter.; eastbound; **13,000. Westbound; 9,000. *12,000—MCA Moreno INT, eastbound. **9,000—MOCA.

From, to, and MEA

Banning INT, Calif., via S alter.; *Palm Springs, Calif., VOR via S alter.; **13,000. *11,800—MCA Palm Springs VOR, westbound. **12,800—MOCA.
 *Pomona, Calif., VOR; **Rialto INT, Calif.; 6,500. *6,000—MCA Pomona VOR, eastbound. **6,500—MCA Rialto INT, westbound. **11,500—MCA Rialto INT, eastbound.

Section 95.6265 VOR Federal airway 265 is amended to read in part:

Phillipsburg, Pa., VOR; Keating, Pa., VOR; *4,100. *3,600—MOCA.
 Keating, Pa., VOR; Bradford, Pa., VOR; *4,100. *3,600—MOCA.

Section 95.6267 VOR Federal airway 267 is amended to read in part:

Tarboro INT, Ga.; *Dixie INT, Ga.; **2,500. *3,000—MRA. **1,400—MOCA.

Section 95.6278 VOR Federal airway 278 is amended to read in part:

Texarkana, Ark., VOR; Waterloo INT, Ark.; *2,200. *1,700—MOCA.
 Waterloo INT, Ark.; Hampton INT, Ark.; *5,000. *1,600—MOCA.
 Hampton INT, Ark.; Monticello, Ark., VOR; *2,500. *1,500—MOCA.
 Monticello, Ark., VOR; *Jerome INT, Ark.; **2,000. *3,000—MRA. **1,600—MOCA.
 Jerome INT, Ark.; Greenwood, Miss., VOR; *2,000. *1,600—MOCA.

Section 95.6290 VOR Federal airway 290 is amended by adding:

Franklin, Va., VOR; *Sunbury INT, N.C.; **2,500. *2,500—MRA. **1,400—MOCA.
 Sunbury INT, N.C.; Elizabeth City, N.C., VOR; *2,500. *1,400—MOCA.

Section 95.6291 VOR Federal airway 291 is amended by adding:

Grants, N. Mex., VOR; Gallup, N. Mex., VOR; 11,000.
 Gallup, N. Mex., VOR; Winslow, Ariz., VOR; 9,000.

Section 95.6298 VOR Federal airway 298 is amended to read in part:

Lamont INT, Idaho; Dunoit, Wyo., VOR; *15,000. *14,600—MOCA.

Section 95.6299 VOR Federal airway 299 is amended to read in part:

Bay INT, Calif.; Virginia INT, Calif.; 5,000.
 Virginia INT, Calif.; *Fillmore, Calif., VOR; **5,000. *6,900—MCA Fillmore VOR, northbound. **4,500—MOCA.

Section 95.6303 VOR Federal airway 303 is amended to read in part:

Hot Springs, Ark., VOR via E alter.; *Valley INT, Ark., via E alter.; **3,500. *4,500—MCA Valley INT, northbound. **3,100—MOCA.

Valley INT, Ark., via E alter.; *Danville INT, Ark., via E alter.; **5,500. *7,500—MCA Danville INT, northbound. **3,100—MOCA.

Danville INT, Ark., via E alter.; *College INT, Ark., via E alter.; **7,500. *3,300—MRA. *7,500—MCA College INT, southbound. **3,800—MOCA.

Section 95.6313 VOR Federal airway 313 is added to read:

Malden, Mo., VOR; Cape Girardeau, Mo., VOR; *2,300. *1,600—MOCA.
 Cape Girardeau, Mo., VOR; Centralia, Ill., VOR; 3,500.
 Cape Girardeau, Mo., VOR via E alter.; Marion, Ill., VOR via E alter.; 3,000.

From, to, and MEA

Marion, Ill., VOR via E alter.; Centralia, Ill., VOR via E alter.; *2,300. *1,900—MOCA.
 Centralia, Ill., VOR; Decatur, Ill., VOR; *2,400. *2,100—MOCA.
 Decatur, Ill., VOR; Pontiac, Ill., VOR; *2,600. *2,100—MOCA.

Section 95.6317 VOR Federal airway 317 is amended to read in part:

Sisters Island, Alaska, VOR; *Cape Spencer, Alaska, LF/RBN; **6,000. *12,200—MCA Cape Spencer LF/RBN, westbound. **5,500—MOCA.

Section 95.6326 VOR Federal airway 326 is added to read:

Fillmore, Calif., VOR; Virginia INT, Calif.; *5,000. *4,500—MOCA.
 Virginia INT, Calif.; Van Nuys, Calif., VOR; *5,000. *4,700—MOCA.

Section 95.6335 VOR Federal airway 335 is added to read:

Marion, Ill., VOR; Meramec INT, Mo.; *4,000. *2,600—MOCA.
 Meramec INT, Mo.; Maryland Heights, Mo., VOR; *2,600. *2,000—MOCA.

Section 95.6421 VOR Federal airway 421 is amended to read in part:

Zuni, N. Mex., VOR; Gallup, N. Mex., VOR; 9,000.
 Gallup, N. Mex., VOR; Farmington, N. Mex., VOR; 10,000.

Section 95.6440 VOR Federal airway 440 is amended to read in part:

Blorka Island, Alaska, VOR; *Harbor Point INT, Alaska; **9,000. *15,000—MRA. *5,300—MOCA.
 Harbor Point INT, Alaska; Yakutat, Alaska, VOR; #9,000. *5,300—MOCA. #MEA is established with a gap in navigation signal coverage.

Section 95.6441 VOR Federal airway 441 is amended to read in part:

Webster INT, Fla., via E alter.; Ocala, Fla., VOR via E alter.; *2,000. *1,500—MOCA.

Section 95.6459 VOR Federal airway 459 is amended to read in part:

*Berry INT, Calif.; **Saugus INT, Calif.; 8,000. *8,000—MCA Berry INT, northwestbound. **8,600—MCA Saugus INT, northwestbound.

Section 95.6465 VOR Federal airway 465 is amended to read in part:

Malad City, Idaho, VOR; Gray INT, Idaho; *14,000. *11,800—MOCA.
 Gray INT, Idaho; Elkhorn INT, Idaho; *16,000. *12,000—MOCA.
 Elkhorn INT, Idaho; Dunoit, Wyo., VOR; *14,000. *12,300—MOCA.

Section 95.6472 VOR Federal airway 472 is amended to delete:

Franklin, Va., VOR; *Sunbury INT, N.C.; **2,500. *2,500—MRA. **1,400—MOCA.
 Sunbury INT, N.C.; Elizabeth City, N.C., VOR; *2,500. *1,400—MOCA.

Section 95.6518 VOR Federal airway 518 is amended to read:

Fillmore, Calif., VOR; Twin Lakes INT, Calif.; 6,000.
 Twin Lakes INT, Calif.; *Palmdale, Calif., VOR; 7,500. *6,000—MCA Palmdale VOR, southwestbound.

Section 95.6525 VOR Federal airway 525 is amended to read:

Fayetteville, N.C., VOR; Oak Grove INT, N.C.; *3,000. *1,600—MOCA. MAA—8,000.

From, to, and MEA

Oak Grove INT, N.C.; New Bern, N.C., VOR; *2,000. *1,800—MOCA. MAA—8,000.

From, to, MEA, and MAA

Section 95.7052 Jet Route No. 52 is amended to delete:

Columbia, S.C., VOR; Florence, S.C., VOR; 18,000; 45,000.
 Florence, S.C., VOR; Raleigh-Durham, N.C., VORTAC; 18,000; 45,000.

Section 95.7052 Jet Route No. 52 is amended by adding:

Columbia, S.C., VORTAC; Raleigh-Durham, N.C., VORTAC; 18,000; 45,000.

Section 95.7140 Jet Route No. 140 is added to read:

Salt Lake City, Utah, VORTAC; Myton, Utah, VORTAC; 18,000; 45,000.
 Myton, Utah, VORTAC; Kremmling, Colo., VORTAC; 18,000; 45,000.
 Kremmling, Colo., VORTAC; Denver, Colo., VORTAC; 18,000; 45,000.

2. By amending Subpart D as follows:
 Section 95.8003 VOR Federal airway changeover points:

Airway segment; From; to—Changeover Point; Distance; from

V-8 is amended by adding:
 Long Beach, Calif., VOR; Ontario, Calif., VOR; 12; Long Beach.

V-8 is amended to read in part:
 Ontario, Calif., VOR; Hector, Calif., VOR; 44; Ontario.

V-16 is amended to read in part:
 Los Angeles, Calif., VOR; Ontario, Calif., VOR; 25; Los Angeles.
 Ontario, Calif., VOR; Palm Springs, Calif., VOR; 32; Ontario.

V-21 is amended by adding:
 Long Beach, Calif., VOR; Ontario, Calif., VOR; 12; Long Beach.

V-21 is amended to read in part:
 Ontario, Calif., VOR; Hector, Calif., VOR; 44; Ontario.

V-33 is amended by adding:
 Keating, Pa., VOR; Bradford, Pa., VOR; 26; Keating.

V-264 is amended to read in part:
 Los Angeles, Calif., VOR via S alter.; Ontario, Calif., VOR via S alter.; 25; Los Angeles.
 Ontario, Calif., VOR via S alter.; Palm Springs, Calif., VOR via S alter.; 32; Ontario.

V-265 is amended by adding:
 Keating, Pa., VOR; Bradford, Pa., VOR; 26; Keating.

V-278 is amended to delete:
 Texarkana, Ark., VOR; Greenwood, Miss., VOR; 90; Texarkana.

V-298 is amended to read in part:
 Dubois, Idaho, VOR; Dunoit, Wyo., VOR; 57; Dubois.

V-421 is amended to delete:
 Zuni, N. Mex., VORTAC; Farmington, N. Mex., VORTAC; 45; Zuni.

V-465 is amended by adding:
 Malad City, Idaho, VOR; Dunoit, Wyo., VOR; 80; Malad City.

(Secs. 307 and 1110, Federal Aviation Act of 1958; 49 U.S.C. 1348, 1510)

Issued in Washington, D.C. on February 15, 1966.

C. W. WALKER,
 Acting Director,
 Flight Standards Service.

[F.R. Doc. 66-1816; Filed, Feb. 23, 1966; 8:45 a.m.]

Title 28—JUDICIAL ADMINISTRATION

Chapter II—Subversive Activities Control Board

PART 200—EMPLOYEE RESPONSIBILITIES AND CONDUCT

Pursuant to and in accordance with sections 201 through 209 of Title 18 of the United States Code, Executive Order 11222 of May 8, 1965 (30 F.R. 6469), and Title 5, Chapter I, Part 735 of the Code of Federal Regulations, Part 200 is added to Title 28 of the Code of Federal Regulations, reading as follows:

- Sec.
200.735-101 Adoption of regulations.
200.735-102 Review of statements of employment and financial interests.
200.735-103 Disciplinary and other remedial action.
200.735-104 Gifts, entertainment, and favors.
200.735-105 Miscellaneous statutory provisions.
200.735-106 Specific provisions of agency regulations governing special Government employees.

AUTHORITY: The provisions of this Part 200 issued under E.O. 11222, 30 F.R. 6469, 3 CFR, 1965 Supp.; 5 CFR 735.101 et seq.

§ 200.735-101 Adoption of regulations.

Pursuant to 5 CFR 735.104(f), the Subversive Activities Control Board (referred to hereinafter as the board or agency or agency head) hereby adopts the following sections of Part 735 of Title 5, Code of Federal Regulations: 735.101-102(a)-(f), 735.202(a)(1)-(3), (c)(1)-(6), (d), (e), 735.203(a)(1)-(2), (b), (c), (d), (e)(1)-(3), 735.204(a)(1)-(2), (b), 735.205-207, 735.208(a)-(b), 735.209, 735.302, 735.303(a), 735.304, 735.305(a), 735.401, 735.403(a)-(c), 735.404, 735.405(a)-(b), 735.406-411, 735.412(b), (d). These adopted sections are in addition to those modified and supplemented as set forth in this part.

§ 200.735-102 Review of statements of employment and financial interests.

Each statement of employment and financial interests required to be submitted hereunder shall be submitted to the Office of the General Counsel and shall be reviewed by the General Counsel. When this review indicates a conflict between the interests of an employee or special Government employee of the board and the performance of his services for the Government, the General Counsel shall have the indicated conflict brought to the attention of the employee or special Government employee, grant the employee or special Government employee an opportunity to explain the indicated conflict, and attempt to resolve the indicated conflict. If the indicated conflict cannot be resolved, the General Counsel shall forward a written report on the indicated conflict to the board.

§ 200.735-103 Disciplinary and other remedial action.

(a) An employee or special Government employee of the board who violates any of the sections in this part or adopted under § 200.735-101 may be disciplined. The disciplinary action may be in addition to any penalty prescribed by law for the violation. In addition to or in lieu of disciplinary action, remedial action to end conflicts or appearance of conflicts of interest may include but is not limited to:

- (1) Changes in assigned duties;
- (2) Divestment by the employee or special Government employee of his conflicting interest; or
- (3) Disqualification for a particular assignment.

(b) Remedial action, whether disciplinary or otherwise, shall be effected in accordance with applicable laws, Executive orders, and regulations.

§ 200.735-104 Gifts, entertainment, and favors.

The board authorizes the exceptions to 5 CFR 735.202(a) set forth in 5 CFR 735.202(b)(1)-(4).

§ 200.735-105 Miscellaneous statutory provisions.

Each employee shall acquaint himself with each statute that relates to his ethical and other conduct as an employee of the board and of the Government. The attention of each employee is directed to the regulations issued under this part and to the statutory provisions referred to in 5 CFR 735.210.

§ 200.735-106 Specific provisions of agency regulations governing special Government employees.

(a) Special Government employees of the board shall adhere to the standards of conduct applicable to employees as set forth in this part and adopted under § 200.735-101, except 5 CFR 735.203(b);

(b) Special Government employees of the board may teach, lecture, or write in a manner not inconsistent with 5 CFR 735.203(c);

(c) Pursuant to 5 CFR 735.305(b), the board authorizes the same exceptions concerning gifts, entertainment, and favors for special Government employees as are set forth for employees by 5 CFR 735.202(b)(1)-(4);

(d) Each special Government employee shall acquaint himself with each statute that relates to his ethical and other conduct as a special Government employee of the board and of the Government. The attention of each special Government employee is directed to regulations issued under this part and to the applicable statutory provisions referred to in 5 CFR 735.210.

This Part 200 was approved by the Civil Service Commission on February 3, 1966.

Effective date. This Part 200 shall become effective upon publication in the FEDERAL REGISTER.

JOHN W. MAHAN,
Chairman.

[F.R. Doc. 66-1849; Filed, Feb. 23, 1966; 8:51 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of Health, Education, and Welfare

Section 213.3316 is amended to show that the position of Confidential Secretary to the Special Assistant to the Secretary (for Civil Rights) is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, subparagraph (31) is added to paragraph (a) of § 213.3316 as set out below.

§ 213.3316 Department of Health, Education, and Welfare.

(a) Office of the Secretary.

(31) One Confidential Secretary to the Special Assistant to the Secretary (for Civil Rights).

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] MARY V. WENZEL,

Executive Assistant to the Commissioners.

[F.R. Doc. 66-1913; Filed, Feb. 23, 1966; 8:47 a.m.]

PART 713—EQUAL OPPORTUNITY

Subpart B—Equal Opportunity Without Regard to Race, Creed, Color, or National Origin

GENERAL PROVISIONS

- Sec.
713.201 Purpose and applicability.
713.202 General policy.
713.203 Agency program.
713.204 Implementation of agency program.
713.205 Commission review of agency program.

AGENCY REGULATIONS FOR PROCESSING COMPLAINTS OF DISCRIMINATION

- 713.211 General.
713.212 Coverage.
713.213 Filing and presentation of complaint.
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713.215 Informal adjustment of complaint.
713.216 Hearing.
713.217 Relationship to other agency appellate procedures.
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APPEAL TO THE COMMISSION

- 713.221 Entitlement.
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REPORTS TO THE COMMISSION

- 713.231 Reporting disposition of complaints to the Commission.
713.232 Reporting status of complaints on hand to the Commission.

Subpart C—Minority Group Statistics System

- Sec.
713.301 Applicability.
713.302 Agency systems.

Subpart D—Equal Opportunity Without Regard to Politics, Marital Status, Physical Handicap, or Sex

- 713.401 Equal opportunity without regard to politics, marital status, or physical handicap.
713.402 Equal opportunity without regard to sex.

AUTHORITY: §§ 713.201 to 713.402 issued under R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR 1954-1958 Comp., p. 218; President's Memorandum of July 23, 1962; E.O. 11246, 30 F.R. 12319.

Subpart B—Equal Opportunity Without Regard to Race, Creed, Color, or National Origin

GENERAL PROVISIONS

§ 713.201 Purpose and applicability.

(a) *Purpose.* This subpart sets forth the regulations under which an agency shall establish a program for equal opportunity in employment and personnel operations without regard to race, creed, color, or national origin and under which the Commission will review an agency's program and entertain an appeal from a person dissatisfied with an agency's processing of his complaint of discrimination on grounds of race, creed, color, or national origin.

(b) *Applicability.* (1) This subpart applies (i) to the executive departments, military departments, and independent establishments in the executive branch of the Federal Government, including Government-owned or controlled corporations, and to the employees of these agencies including employees paid from nonappropriated funds, and (ii) to those portions of the legislative and judicial branches of the Federal Government and of the Government of the District of Columbia having positions in the competitive service and to the employees in these positions.

(2) This subpart does not apply to aliens employed outside the limits of the United States.

§ 713.202 General policy.

It is the policy of the Government of the United States and of the Government of the District of Columbia to provide equal opportunity in employment for all qualified persons, to prohibit discrimination in employment because of race, creed, color, or national origin, and to promote the full realization of equal employment opportunity through a positive, continuing program in each agency.

§ 713.203 Agency program.

The head of an agency shall exercise personal leadership in establishing, maintaining, and carrying out a positive, continuing program designed to promote equal opportunity in every aspect of agency employment policy and practice. Under the terms of its program, an agency shall:

(a) Conduct a continuing campaign to eradicate every form of prejudice or dis-

crimination based upon race, creed, color, or national origin from the agency's personnel policies and practices and working conditions;

(b) Reappraise job structure and employment practices and adopt positive and special recruitment, training, job design, and other measures needed in order to insure genuine equality of opportunity for members of minority groups to participate fully in all organizational units, occupations, and levels of responsibility in the agency;

(c) Communicate the agency's equal employment opportunity policy and program and its employment needs to sources of qualified minority group applicants and solicit their recruitment assistance on a continuing basis;

(d) Participate at the community level with other employers, with schools and universities, and with other public and private groups in cooperative action to improve employment opportunities and community conditions that affect employability;

(e) Review and control managerial and supervisory performance in such a manner as to insure a positive application and vigorous enforcement of the policy of equal opportunity;

(f) Inform its employees and recognized employee organizations of the positive equal employment opportunity policy and program and enlist their cooperation; and

(g) Provide for careful consideration and a just and expeditious disposition of complaints involving issues of discrimination on grounds of race, creed, color, or national origin.

§ 713.204 Implementation of agency program.

To implement the program established under this subpart, an agency shall:

(a) Develop the plans, procedures, and regulations necessary to carry out its program established under this subpart;

(b) Appraise its personnel operations at regular intervals to assure their conformity with the policy in § 713.202 and its program established in accordance with § 713.203;

(c) Designate an Equal Employment Opportunity Officer, and such Deputy Equal Employment Opportunity Officers as may be necessary, to assist the head of the agency to carry out the functions described in the regulations in this subpart in all organizational units and locations of the agency. The Equal Employment Opportunity Officer shall be under the immediate supervision of the head of his agency, and shall be given the authority necessary to enable him to carry out his responsibilities under the regulations in this subpart;

(d) Assign to the Equal Employment Opportunity Officer the functions of:

(1) Advising the head of his agency with respect to the preparation of plans, procedures, regulations, reports, and other matters pertaining to the policy in § 713.202 and the agency program required to be established under § 713.203;

(2) Evaluating from time to time the sufficiency of the total agency program for equal employment opportunity and

reporting thereon to the head of the agency with recommendations as to any improvement or correction needed, including remedial or disciplinary action with respect to managerial or supervisory employees who have failed in their responsibilities;

(3) When authorized by the head of the agency, making changes in programs and procedures designed to eliminate discriminatory practices and improve the agency's program for equal employment opportunity;

(4) Providing for the receipt and investigation of complaints of alleged discrimination in personnel matters within the agency, including complaints of general discrimination by organizations unrelated to a specific complaint under § 713.212;

(5) When authorized by the head of the agency, making final decision for the head of the agency on complaints of discrimination and ordering such corrective measures as he may consider necessary; and

(6) When not authorized to make final decision on complaints of discrimination, reviewing, at his discretion, the record on any complaint before final decision is made under § 713.219 and making such recommendations to the head of the agency or his designee as he considers desirable;

(e) Publicize to its employees:

(1) The name and address of the Equal Employment Opportunity Officer; and

(2) Where appropriate, the name and address of a Deputy Equal Employment Opportunity Officer; and

(f) Make readily available to its employees a copy of its regulations issued to carry out its program of equal employment opportunity.

§ 713.205 Commission review of agency program.

The Commission shall review periodically an agency's equal employment opportunity program and operations. When it finds that an agency's program or operations are not in conformity with the policy set forth in § 713.202 and the regulations in this subpart, the Commission shall require improvement or corrective action to bring the agency's program or operations into conformity with this policy and these regulations.

AGENCY REGULATIONS FOR PROCESSING COMPLAINTS OF DISCRIMINATION

§ 713.211 General.

An agency shall insure that its regulations governing the processing of complaints of discrimination on grounds of race, creed, color, or national origin comply with the principles and requirements in §§ 713.212 through 713.220.

§ 713.212 Coverage.

The agency shall provide in its regulations for the acceptance of a complaint from any aggrieved employee or qualified applicant for employment who believes that he has been discriminated against because of race, creed, color, or national origin. A complaint may also be filed by an organization for the aggrieved employee or applicant and with his consent.

§ 713.213 Filing and presentation of complaint.

(a) *Time limit.* An agency shall require that a complaint be submitted in writing by the complainant or his representative within 30 calendar days of the date of the action giving rise to the complaint or, if a personnel action, within 30 calendar days of its effective date, except that when the complaint is made in connection with an adverse action covered by § 771.205 of Part 771 of this chapter, the agency shall require that the complaint be submitted in writing by the complainant or his representative not later than 10 calendar days after the adverse action has been effected. The agency shall extend the prescribed time limit for good cause shown by the complainant. A complaint concerned with a continuing discriminatory practice having a material bearing on employment may be filed at any time.

(b) *Presentation of complaint.* In presenting a complaint, the complainant shall be free from restraint, interference, coercion, discrimination, or reprisal and shall have the right to be accompanied, represented, and advised by a representative of his own choosing. If the complainant is an employee of the agency, he shall have a reasonable amount of official time to present his complaint if he is otherwise in an active duty status. If the complainant is an employee of the agency and he designates another employee of the agency as his representative, the representative shall be free from restraint, interference, coercion, discrimination, or reprisal, and shall have a reasonable amount of official time, if he is otherwise in an active duty status, to present the complaint.

§ 713.214 Investigation.

The Equal Employment Opportunity Officer or his designated representative shall promptly investigate the complaint. The investigation shall include a thorough review of the circumstances under which the alleged discrimination occurred, the treatment of members of the complainant's group identified by his complaint as compared with the treatment of other employees in the organizational segment in which the alleged discrimination occurred, and any policies and practices related to the work situation which may constitute, or appear to constitute, discrimination even though they have not been expressly cited by the complainant. The agency shall furnish the complainant and his representative opportunity to review the investigative file or shall furnish the complainant and his representative a written summary which contains all the information in the investigation material to the resolution of the complaint.

§ 713.215 Informal adjustment of complaint.

The agency shall provide an opportunity for adjustment of the complaint on an informal basis after the complainant has reviewed the investigative file or a written summary of the investigation.

§ 713.216 Hearing.

(a) *Offer of hearing.* When the complaint is not adjusted on an informal basis, the agency shall offer the complainant an opportunity for a hearing in connection with his complaint to be held at a convenient time and place.

(b) *Hearing officer or committee.* The hearing may be held, in the discretion of the agency, by either (1) a hearing committee of three members, one of whom shall be chosen by the agency, one by the complainant, and the third, who shall be chairman, by joint selection of the first two or (2) a hearing officer who shall be an employee specially selected and trained by the agency to conduct hearings. The hearing committee or the hearing officer shall be fair, impartial, and objective. Neither the hearing officer nor a member of the hearing committee shall be a person who investigated the complaint or a person who took or reviewed an action or decision giving rise to the complaint.

(c) *Conduct of hearing.* The hearing officer or committee shall conduct the hearing so as to bring out pertinent facts, including the production of pertinent documents. Rules of evidence shall not be applied strictly, but the hearing officer or committee shall exclude irrelevant or unduly repetitious evidence. Information having a bearing on the complaint or an employment policy or practices relevant to the complaint shall be received in evidence. The complainant, his representative, and the representatives of the agency at the hearing shall be given the opportunity to cross-examine witnesses who appear and testify. Testimony shall be under oath or affirmation.

(d) *Witnesses at hearing.* The agency shall make its employees available as witnesses at a hearing on a complaint, upon a showing satisfactory to the hearing officer or committee of reasonable necessity therefor, when the complainant makes such a request and it is administratively practicable to comply with the request. Reasons for the denial of a request for the appearance of employees as witnesses shall be documented in the record of the complaint. Employees of the agency shall be in a duty status during the time they are made available as witnesses. Witnesses shall be free from restraint, interference, coercion, discrimination, or reprisal in presenting their testimony.

(e) *Record of hearing.* (1) The agency shall record the hearing on a verbatim basis or shall prepare a written summary of the hearing. When the hearing is recorded by a voice-recording machine and the agency does not furnish the complainant a transcript, the agency shall give the complainant and his representative an opportunity to listen to the recording together with a copy of the summary of the hearing. When the hearing is summarized, the summary of the hearing shall, as a minimum, identify each witness and summarize his testimony. The agency shall include with the verbatim transcript or

written summary of the hearing all documents submitted to and accepted by the hearing officer or committee. The agency shall give the complainant a copy of the transcript when the hearing is transcribed on a verbatim basis or a copy of the summary of the hearing. If a summary of a hearing is made, the parties shall be entitled to submit written exceptions to the summary, and any exceptions so submitted shall be made part of the record of the hearing.

(2) The hearing officer or committee shall transmit the record of the hearing, together with appropriate findings thereon, to the official who will make the final decision on the complaint.

§ 713.217 Relationship to other agency appellate procedures.

When a complainant makes a written allegation of discrimination on grounds of race, creed, color, or national origin in connection with an action that would otherwise be processed under the agency's grievance or other internal appeal procedure, the agency may process the allegation of discrimination under its grievance or other internal appeal procedure when that procedure meets the principles and requirements in §§ 713.212 through 713.218 and the head of the agency, or his designee, makes the final decision on the issue of discrimination. That decision on the issue of discrimination shall be incorporated in and become a part of the decision on the grievance or other internal appeal.

§ 713.218 Avoidance of delay.

(a) The complaint shall be resolved expeditiously. To this end, both the complainant and the agency shall proceed with the complaint without undue delay so that the complaint is resolved, except in unusual circumstances, within 60 calendar days after its receipt in the agency when no hearing is held or within 90 calendar days after its receipt when a hearing is held. When the complaint has not been resolved within these time limits, the complainant may appeal to the Commission for a review of the reasons for the delay in the processing of his complaint. Upon review of this appeal, the Commission may require the agency to take special measures to insure the expeditious processing of the complaint or may accept the appeal for consideration under § 713.224.

(b) The head of the agency or his designee may cancel a complaint if the complainant fails to prosecute the complaint without undue delay. However, instead of cancelling for failure to prosecute, the complaint may be adjudicated if sufficient information for that purpose is available.

§ 713.219 Final decision.

(a) *Decision by head of agency or designee.* The head of the agency, or his designee, shall make the final decision on a complaint and that decision shall be in writing. That decision shall resolve the issue of discrimination raised by the complainant and shall require any remedial action determined to be

necessary or desirable to effectuate the resolution of this issue and to promote the policy of equal opportunity. Copies of the decision shall be sent to the complainant and his representative. When a designee makes a decision for the head of the agency on a complaint, the head of the agency may reopen and reconsider that decision.

(b) *Advice concerning right to appeal to Commission.* The agency shall advise the complainant of his right to appeal to the Commission any final decision by the agency on his complaint with which he is not satisfied and of the time limit within which he must file the appeal.

§ 713.220 Complaint file.

The agency shall establish a complaint file containing all documents pertinent to the complaint. The complaint file shall include, as a minimum, copies of (a) the complaint, (b) the investigative file (if the complainant was given an opportunity to review that file) or a written summary of the investigation, (c) if a hearing was held, the record of the hearing, (d) if the Equal Employment Opportunity Officer is not the designee, the recommendations, if any, made by him to the head of the agency or his designee, (e) the decision of the head of the agency or his designee, and (f) in the event the complaint is reopened by the head of the agency, the decision of the head of the agency showing the reconsideration given the complaint. The complaint file shall not contain any document that has not been made available to the complainant.

APPEAL TO THE COMMISSION

§ 713.221 Entitlement.

(a) Except as provided by paragraph (b) of this section, a complainant may appeal to the Commission if the head of the agency, or his designee, has made a final decision:

(1) To reject his complaint because (i) it was not timely filed, or (ii) it was not within the purview of the agency's regulations; or

(2) To cancel his complaint (i) because of the complainant's failure to prosecute his complaint, or (ii) because of the complainant's voluntary separation which is not related to his complaint; or

(3) On the merits of the complaint but the decision does not resolve the complaint to the complainant's satisfaction.

(b) A complainant may not appeal to the Commission under paragraph (a) of this section when the issue of discrimination giving rise to the complaint is being considered, or has been considered, in connection with any other appeal by the complainant to the Commission.

§ 713.222 Where to appeal.

The complainant shall file his appeal in writing, either personally or by mail, with the Board of Appeals and Review, U.S. Civil Service Commission, Washington, D.C., 20415.

§ 713.223 Time limit.

(a) Except as provided in paragraph (b) of this section, a complainant may

file an appeal at any time after receipt of his agency's notice of final decision on his complaint but not later than 10 calendar days after receipt of that notice.

(b) The time limit in paragraph (a) of this section may be extended, in the discretion of the Board of Appeals and Review, upon a showing by the complainant that he was not notified of the prescribed time limit and was not otherwise aware of it or that circumstances beyond his control prevented him from filing an appeal within the prescribed time limit.

§ 713.224 Appellate procedures.

The Board of Appeals and Review shall review the agency's complaint file and all relevant written representations made to the board. The board may remand a complaint to the agency for further investigation or a rehearing if it considers that action necessary or have additional investigation conducted by Commission personnel. There is no right to a hearing before the board. The board shall issue a written decision and shall send copies thereof to the complainant, his designated representative, if any, and the agency. When corrective action is ordered, the agency shall report promptly to the board that the corrective action has been taken. The decision of the board is final, and there is no further right to appeal. The Commissioners may, in their discretion, reopen and reconsider a previous decision of the board when in their judgment such action appears warranted by the circumstances.

§ 713.225 Relationship to other appeals.

When the basis of the complaint of discrimination because of race, creed, color, or national origin involves an action which is otherwise appealable to the Commission, the case, including the issue of discrimination, will be processed under the regulations appropriate to that appeal when the complainant makes a timely appeal in accordance with those regulations.

REPORTS TO THE COMMISSION

§ 713.231 Reporting disposition of complaints to the Commission.

Within 10 calendar days of the close of a complaint each agency shall report to the Commission the disposition of the complaint whether the complaint was closed because of a rejection or cancellation of the complaint or a decision on the merits of the complaint. For each closed complaint there shall be submitted a separate report, consisting of the following information:

(a) The name of the complainant (in the event of a group appeal, the name of one complaint selected to identify the group);

(b) Title and grade of complainant's position or of the complainant's position selected to identify the group;

(c) The date on which the complaint was received;

(d) A description of the action, decision, or condition giving rise to the complaint;

(e) The nature of the complaint (kind of discrimination alleged);

(f) The name and location of the employing activity;

(g) The nature of the closing action (including the reasons for any rejection or cancellation) and a description of any corrective action resulting from the complaint;

(h) The date of the closing action;

(i) The name and title of the official taking the closing action;

(j) A statement as to whether or not the complainant has appealed the closing action to the Commission, when known; and

(k) As attachments to the report, a copy of the complaint, a description of any additional allegations of discrimination made during the investigation or hearing, and a copy of the agency's notice of final action on the complaint.

§ 713.232 Reporting status of complaints on hand to the Commission.

Within 15 calendar days of the close of each month each agency shall report to the Commission the following information:

(a) The number of complaints on hand at the beginning of the month;

(b) The number of complaints received during the month;

(c) The number of complaints closed during the month, whether the complaint was closed because of a rejection or cancellation of the complaint or a decision on the complaint;

(d) The number of complaints on hand at the close of the month; and

(e) A brief description of the status of each complaint on hand at the close of the month which had been in process in the agency for over 60 calendar days when no hearing is requested or 90 calendar days when a hearing is requested (including for each such complaint, the name of the complainant, the number of days in process, the stage of processing reached by the complaint, a description of any special factors contributing to a delay in processing the complaint, and an estimate as to the date of closing action).

Subpart C—Minority Group Statistics System

§ 713.301 Applicability.

(a) This subpart applies (1) to the executive departments, military departments, and independent establishments in the executive branch of the Federal Government, including Government-owned or controlled corporations and to the employees of these agencies including employees paid from nonappropriated funds, and (2) to those portions of the legislative and judicial branches of the Federal Government and of the Government of the District of Columbia having positions in the competitive service and to the employees in these positions.

(b) This subpart does not apply to aliens employed outside the limits of the United States.

§ 713.302 Agency systems.

(a) Each agency shall establish a system or systems which provide current

and continuing statistical employment information by race or national origin.

(b) For employees whose records are maintained through automatic data processing equipment, the agency is authorized to add data on race or national origin to the automated records.

(c) An agency that wishes to use a manual system for recording data on race or national origin of employees must secure prior approval for its system and any material change to the system from the Commission.

(d) For all automated and manual systems, race and national origin data shall be:

(1) Collected so as to conceal the individual's designation of his race or national origin;

(2) Kept confidential;

(3) Maintained outside the personnel office;

(4) Used only as group data in studies and analyses which contribute affirmatively toward achieving the objectives of the equal employment opportunity program.

(e) Under its system(s) each agency shall:

(1) Request employees to designate race or national origin on forms approved for that purpose.

(2) Inform employees of the purpose of the survey, the need for the information, and the restriction of the information to use to meet that need and purpose.

(f) The system(s) shall be subject to the following controls:

(1) Only those categories of race and national origin prescribed by the Commission are to be used;

(2) The specific procedures by which data are to be collected, processed, and maintained, and the conditions for use, shall be those prescribed or approved by the Commission;

(3) The Commission will review the operation of the agency's system(s) to insure adherence to Commission requirements. Agencies must secure prior approval from the Commission for any exceptions to the prescribed procedures.

(g) Agencies shall make reports to the Commission on employment by race and national origin in the form and at such times as the Commission may require.

Subpart D—Equal Opportunity Without Regard to Politics, Marital Status, Physical Handicap, or Sex

§ 713.401 Equal opportunity without regard to politics, marital status, or physical handicap.

(a) *In appointments and position changes.* In determining the merit and fitness of a person for competitive appointment or appointment by noncompetitive action to a position in the competitive service, an appointing officer shall not discriminate on the basis of the person's political affiliations, except when required by statute, or marital status, nor shall he discriminate on the basis of a physical handicap with respect to any position the duties of which may be efficiently performed by a person with the physical handicap.

(b) *In adverse actions and terminations of probationers.* An agency may not take an adverse action against an employee covered by Part 752 of this chapter, nor effect the termination of a probationer under Part 315 of this chapter, (1) for political reasons, except when required by statute, (2) that is based on discrimination because of marital status, or (3) for physical handicap with respect to any position the duties of which may be efficiently performed by a person with the physical handicap.

§ 713.402 Equal opportunity without regard to sex.

(a) *Applicability.* This section applies (1) to the executive departments, military departments, and independent establishments in the executive branch of the Federal Government, including Government-owned or controlled corporations, and to the employees of these agencies, and (2) to those portions of the legislative and judicial branches of the Federal Government and of the Government of the District of Columbia having positions in the competitive service and to the employees in these positions.

(b) *Policy.* It is the policy of the Government of the United States and of the Government of the District of Columbia that the career service be maintained in every respect without discrimination because of sex and with equal opportunity for employment and advancement without regard to sex.

(c) *Agency program.* An agency shall establish a positive, continuing program designed to promote equal opportunity without regard to sex in employment and personnel policies and practices. Under the terms of the program, the agency shall:

(1) Conduct a continuing campaign to eliminate every form of discrimination based on sex from the agency's personnel policies and practices and working conditions;

(2) Pursue a thorough review and control of managerial performance to insure a positive application and vigorous enforcement of the policy and program of equal opportunity without regard to sex;

(3) Inform employees and applicants for employment of the agency program; and

(4) Insure careful, considerate review and just disposition of complaints involving issues of discrimination on grounds of sex.

(d) *Specific prohibitions.*—(1) *Appointments and position changes.* Except as provided by subparagraph (2) of this paragraph, in determining the merit and fitness of a person for competitive appointment, for appointment by noncompetitive action to a position in the competitive service, or for any other position change in the competitive service, an appointing officer shall not discriminate on the basis of the person's sex.

(2) *Restriction of consideration to one sex.* An appointing officer may not restrict his consideration of eligibles or employees for competitive appointment or appointment by noncompetitive action to a position in the competitive service to one sex, except in unusual circumstances

when the Commission finds the action justified.

(3) *Training.* The head of each department shall prescribe such procedures as are necessary to assure that there shall be no discrimination because of sex in the selection of employees for training under Part 410 of this chapter and that a supervisor may not restrict his consideration of employees for selection for training to one sex, except in unusual circumstances when the Commission finds the action justified.

(4) *Reduction in force.* An agency may not use sex as a basis for assigning a position to a competitive level under Part 351 of this chapter, except for a position for which restriction of certification of eligibles by sex is found justified by the Commission. An agency may not consider the sex of an employee as a factor in determining the employee's qualifications for a position under Part 351 of this chapter, except when the position is one for which restriction of certification of eligibles by sex is found justified by the Commission.

(5) *Adverse actions and terminations of probationers.* An agency may not take an adverse action against an employee covered by Part 752 of this chapter, and may not terminate a probationer under Part 315 of this chapter, because of the sex of the employee or of the probationer.

(e) *Appeal to the Commission.* (1) When a complaint of discrimination because of the sex of the complainant is not resolved by the agency to the satisfaction of the complainant, the complainant may appeal the agency decision on the complaint to the Commission if the complainant makes a request within a reasonable time from the date of final agency decision.

(2) When the Commission receives a timely appeal under subparagraph (1), the Commission will adjudicate the issue of discrimination because of the sex of the complainant and, when warranted, will require the agency to take necessary corrective action.

(3) When the basis of the complaint of discrimination because of the sex of the complainant involves an action that is otherwise appealable to the Commission, the case will be processed under the regulations appropriate to that appeal when the complainant makes a timely appeal in accordance with those regulations.

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] MARY V. WENZEL,
Executive Assistant to
the Commissioners.

[F.R. Doc. 66-1965; Filed, Feb. 23, 1966;
8:51 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department PART 17—MAIL ADDRESSED TO MILITARY POST OFFICES OVERSEAS

Miscellaneous Amendments

I. In § 17.2 *Conditions prescribed by the Defense Department applicable to*

mail address to certain military post offices overseas, make the following changes:

A. In paragraph (a) *Military post offices by ZIP Code designations*, make the following changes:

1. The paragraph heading is amended to read *Military post offices*.

2. Amend the date opposite post office number 09616 to read A-B-F-I.

3. Delete post office number 09528 which follows post office number 96525 and insert in lieu thereof post office number 96528.

4. Insert in proper numerical order the following post office numbers and their accompanying data:

Military post office No.	See footnotes
09041	A-B-C-E
09052	A-B-C-E
09063	A-B-C-E
09081	B-C-D
09099	B-C-D
09101	B-C-D
09102	B-C-D
96322	A
96325	A
96326	A
96327	A
96359	A
96490	A
96491	A

NOTE: The corresponding Postal Manual section is 127.21.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501)

HARVEY H. HANNAH,
Acting General Counsel.

[F.R. Doc. 66-1922; Filed, Feb. 23, 1966; 8:48 a.m.]

PART 48—UNDELIVERABLE MAIL

Obvious Value Mail

A revision to § 48.8 of Title 39, Code of Federal Regulations, was published in the FEDERAL REGISTER of October 15, 1965 (30 F.R. 13137), and in the issue of October 20, 1965 (30 F.R. 13320-13323) all of Part 48 was republished. However, § 48.8 was inadvertently omitted from this latter document. Therefore, for clarification, § 48.8 is republished to read as follows:

§ 48.8 Obvious value mail.

Mail of obvious value includes, but is not limited to, all registered, insured, and C.O.D. mail, merchandise, sheet music, pictures, photographs, catalogs as defined by §§ 24.1(b)(1) and 25.2(a)(3), of this chapter, and books as defined by § 25.2(a)(4)(i) of this chapter. Circulars and miscellaneous printed matter and items unsolicited by the addressee, including samples of merchandise, are not mail of obvious value.

NOTE: The corresponding Postal Manual section is 158.8.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 506)

HARVEY H. HANNAH,
Acting General Counsel.

[F.R. Doc. 66-1924; Filed, Feb. 23, 1966; 8:48 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[FCC 66-148]

PART 0—COMMISSION ORGANIZATION

PART 1—PRACTICE AND PROCEDURE

Staff Dismissal of Repetitious Petitions for Reconsideration

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 16th day of February 1966:

The Commission has under consideration § 1.106 of the rules, which provides for petitions for reconsideration of final actions taken by the Commission en banc or by a designated authority pursuant to a delegation.

There have been instances where successive petitions for reconsideration have been filed after the initial petition for reconsideration was dismissed or denied. Since such repetitious petitions unnecessarily prolong litigation, they should be routinely dismissed. Therefore an amendment to § 1.106 of the rules and to the delegations of authority in Part 0 of the rules stating that such petitions may be dismissed by the staff would be in the public interest.

Authority for the amendment adopted herein is contained in sections 4(i) and (j), 5(d)(1), 303(r), and 405 of the Communications Act of 1934, as amended.

The amendment adopted herein is procedural in nature, and hence the notice and effective date provisions of section 4 of the Administrative Procedure Act are inapplicable.

Accordingly, it is ordered, Effective February 25, 1966, that the rules of practice and procedure are amended as set forth in the Appendix hereto.

(Secs. 4, 5, 303, 405, 48 Stat. 1066, 1068, 1082, 1095, as amended; 47 U.S.C. 154, 155, 303, 405)

Released: February 17, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

1. Sections 0.243(d), 0.251(c), 0.281(aa), 0.291(i), 0.311(a)(14), 0.332(1), and 0.371(a)(3) are added to read as follows:

§ 0.243 Authority delegated to the Chief Engineer upon securing concurrence of the General Counsel.

(d) The Chief Engineer, upon securing concurrence of the General Counsel, is authorized to dismiss, as repetitious, any petition for reconsideration of a Commission order which disposed of a petition for reconsideration and which did not reverse, change, or modify the original order.

GENERAL COUNSEL

§ 0.251 Authority delegated.

(c) The General Counsel is delegated authority to dismiss, as repetitious, any petition for reconsideration of a Commission order which disposed of a petition for reconsideration and which did not reverse, change, or modify the original order.

CHIEF, BROADCAST BUREAU

§ 0.281 Authority delegated.

(aa) To dismiss, as repetitious, any petition for reconsideration of a Commission order which disposed of a petition for reconsideration and which did not reverse, change, or modify the original order.

CHIEF, COMMON CARRIER BUREAU

§ 0.291 Authority concerning radio matters.

(i) To dismiss, as repetitious, any petition for reconsideration of a Commission order which disposed of a petition for reconsideration and which did not reverse, change, or modify the original order.

FIELD ENGINEERING BUREAU

§ 0.311 Authority delegated to the Chief and to the Deputy Chief of the Field Engineering Bureau.

(a) * * *

(14) To dismiss, as repetitious, any petition for reconsideration of a Commission order which disposed of a petition for reconsideration and which did not reverse, change, or modify the original order.

CHIEF, SAFETY AND SPECIAL RADIO SERVICES BUREAU

§ 0.332 Additional authority delegated.

(1) To dismiss, as repetitious, any petition for reconsideration of a Commission order which disposed of a petition for reconsideration and which did not reverse, change, or modify the original order.

CHIEF, OFFICE OF OPINIONS AND REVIEW

§ 0.371 Authority delegated.

(a) * * *

(3) To dismiss, as repetitious, any petition for reconsideration of a Commission order which disposed of a petition for reconsideration and which did not reverse, change, or modify the original order.

2. Section 1.106(k)(3) is amended to read as follows:

§ 1.106 Petitions for reconsideration of final action taken by the Commission en banc or by a designated authority pursuant to a delegation.

(k) * * *

(3) In ruling on the merits of the petition, the Commission or designated authority may affirm, reverse, modify or set aside its original action, or may remand the proceeding for such further action, including rehearing, as may be appropriate. Any order disposing of a petition for reconsideration which reverses, changes or modifies the original order is subject to the same provisions with respect to reconsideration as the original order. A petition for reconsideration of an order which disposed of a petition for reconsideration and which did not reverse, change, or modify the original order may be dismissed by the staff as repetitious.

[F.R. Doc. 66-1956; Filed, Feb. 23, 1966; 8:51 a.m.]

[Docket No. 16184; FCC 66-163]

PART 73—RADIO BROADCAST SERVICES

Table of Assignments, FM Broadcast Stations

1. The Commission has before it for consideration its Memorandum Opinion and Order and notice of proposed rule making, released September 10, 1965 (FCC 65-780) and published in the FEDERAL REGISTER on September 16, 1965 (30 F.R. 11875) proposing a number of changes in the FM Table of Assignments.

2. A number of formal and informal statements were filed in response to the proposals set out in the notice. All duly filed documents were considered in making the following determinations. Except as noted, no oppositions were filed to the proposals outlined in the notice.

3. RM-809, Lebanon, Ind. (Charles R. Banks); RM-793, Winchester, Ind. (Edward William Roehling); RM-792, Sheldon, Iowa (Sheldon Broadcasting Co.); RM-782, Stanford, Ky. (Lanier Burchett, Station WRSL); RM-781, River Falls, Wis. (Smith Broadcasting Co.); RM-813, Paris, Tenn. (Paris Broadcasting Co.).

In these six jointly considered rule makings, we proposed, as a result of petitions received, to make FM assignments as indicated in the following paragraphs.

4. *Channel 265A proposed for Lebanon, Ind.* Lebanon, population 9,523,¹ is the largest city and county seat of Boone County, population 27,543. At the present time, it has neither an FM assignment nor an AM station. Therefore, an assignment of Class A Channel 265A would make possible its first local aural facility. Mr. Charles A. Banks, the petitioner, asserts he will apply for the channel after its assignment.

5. *Channel 252A proposed for Winchester, Ind.* The population of Randolph County is 28,434. The largest community and county seat is Winchester with a population of 5,742. There is no FM assignment in Winchester nor is there an AM station. Petitioner, Mr. Edward William Roehling,

alleges that the community requires a local broadcast service and that he and his associates will apply for Channel 252A if it is assigned. In Docket No. 15543, FCC 64-615, it was proposed to shift Channel 252A from Kenton, Ohio, to Bellefontaine, Ohio. In the event this proposal is adopted, it would be necessary to locate a site for Channel 252A at Winchester somewhat closer to the city than the 3.5 miles suggested by the petitioner in order to meet the required spacing to the proposed Bellefontaine assignment on the same channel.

6. *Channel 288A proposed for Sheldon, Iowa.* There is one daytime-only AM station and no FM assignment in Sheldon, population 4,251, the largest city in O'Brien County, population 18,840. Petitioner, Sheldon Broadcasting Co., asserts that a Channel 288A located in Sheldon would bring a first local early morning and nighttime service not only to Sheldon and a substantial portion of its county, but also to portions of nearby Sioux County.

7. *Channel 240A proposed for Stanford, Ky.* The largest community and county seat of Lincoln County, population 16,503, is Stanford, population 2,019. Petitioner alleges that the one aural facility located in Stanford, a daytime-only AM station, is not sufficient to meet the needs of the area and that, therefore, it is in the public interest to assign a first FM channel, 240A, to the community so as to permit petitioner, Lanier Burchett, Station WRSL, and/or other interested parties, to construct an FM station. Petitioner has voiced an intention to build on Channel 240A upon its assignment to Stanford.

8. *Channel 292A proposed for River Falls, Wis.* The bordering counties of Pierce and St. Croix, populations 22,503 and 29,169, respectively, each contain a portion of River Falls. Its population of 4,857 makes it the largest community in either county. There is no commercial broadcast facility located in the community nor is there an FM assignment. Petitioner, Smith Broadcasting Co., Inc., wishes to remedy the matter by having Channel 292A assigned to River Falls. It intends to construct on that channel upon its assignment, thereby providing the community with a first local service of any kind.

9. *Channel 288A proposed for Paris, Tenn.* There is but one AM station, a daytime-only operation, and no FM assignment, in Paris. This county seat of Henry County, population 22,275, has a population of 9,325. An FM assignment would provide the possibility of a first early morning and nighttime service as well as a choice of service during the day. This substantial community, it is averred by petitioner Paris Broadcasting Co., requires additional local service which petitioner is willing to provide upon the assignment of Channel 288A to the community.

10. Each of the above discussed communities is substantial in population. They are county seats, the largest communities in their counties, or centers for commercial and social activities. None

has local early morning or nighttime service. These six communities are the type of communities contemplated when we created Class A FM assignments. Each of the above assignments meets our minimum mileage separation requirements² without requiring shifts in existing assignments. As indicated above, no objections have been filed to any of the assignments. In view of these facts and those above discussed, we are of the opinion that it is in the public interest to assign Channel 265A to Lebanon, Ind., Channel 252A to Winchester, Ind., Channel 288A to Sheldon, Iowa, Channel 240A to Stanford, Ky., Channel 292A to River Falls, Wis., and Channel 288A to Paris, Tenn.

11. *RM-784, Bedford, Pa.* In response to the petition of Carl W. Amick, our notice proposed to assign Channel 265A to Bedford.

12. Bedford with its population of 3,696, is located in Bedford County, population 42,451. This community has no FM assignment while its sole aural facility is a daytime-only AM operation—WBFD. Petitioner maintains that Bedford deserves and needs a first FM station which will be able to provide local early morning and nighttime service, a choice of programming during the daytime hours, and a diversity of the control of mass media in the community. It is asserted that this community, as a county seat and the largest community in its county, is a significant hub for political, economic and social activities.

13. Cary H. Simpson, doing business as Tyrone Broadcasting Co., licensee of Station WGMR-FM operating on Channel 266 in Tyrone, Pa., objects to the assignment, stating: "Tyrone, Pennsylvania and Bedford, Pa., are removed one from the other by approximately 50 miles. Since Radio Station WGMR-FM is a Class B station, 200 kilocycles removed from the proposed assignment at Bedford, Channel 265A, it is necessary that the Bedford FM site be at least 65 miles removed from the transmitter site of WGMR-FM. The proposed assignment at Bedford (assuming a site within the community) would barely meet the separation requirements, and only because the WGMR-FM antenna is approximately 20 miles northeast of Tyrone, and away from, generally, Bedford, Pa. Petitioner obtained its authorization for Radio Station WGMR-FM prior to the adoption of the Commission's new separation requirements, and under the old rules. Under the new rules, and the new requirement that at least a 3.16 mv/m signal be delivered to the station's principal city, WGMR-FM, at this time, does not meet that signal requirement, nor could it if it raised to maximum facilities at its present site." The Commission is not contemplating requiring stations with the history, and in the position, of WGMR-FM to change the grade of signal they have been, and are, authorized to provide to their principal communi-

¹ All population figures cited herein are those of the 1960 U.S. Census.

² In the case of Lebanon, Ind., a site will have to be selected about 4 miles out of the city to meet the required minimum spacings.

ties. Furthermore, it appears that WGMR-FM will not be able to move its transmitter site closer to Tyrone as a matter of its own volition. WGMR-FM, Tyrone, Pa., and WEND-FM, Ebensburg, Pa., are both controlled by Mr. Cary H. Simpson. A move of the transmitter of WGMR-FM to the immediate vicinity of Tyrone would provide only, approximately, a 30 miles separation between WGMR-FM and WEND-FM, thereby (if the same facilities were continued), creating a substantial overlap of the two stations' 1 mv/m contours in violation of our multiple ownership rules. There has been no denial that the proposed assignment of Channel 265A to Bedford meets all our minimum mileage separation requirements.

14. In light of the above, we are of the view that it is in the public interest to assign Channel 265A to Bedford.

15. *RM-778, St. Peter, Minn.* On May 7, 1965, the Commission received a petition from Seehafer & Johnson Broadcasting Corp. In light of this petition, our notice proposed to assign Channel 288A to St. Peter by substituting a Channel 288A for Channel 287 at Montevideo, Minn.

16. Both of the communities involved in this rule making are county seats and the largest communities in their counties. Nicolett County, population 23,196, contains St. Peter, population 8,484. This community has no FM channel assigned. It does, however, have a daytime-only AM operation, KRBI, licensed to petitioner. Chippewa County, population 16,320, contains Montevideo, which has a population of 5,693 persons. It has one Class C channel assigned which is unoccupied and for which there are no applications pending, as well as an unlimited-time AM station, KDMA. It is petitioner's view that it is more equitable and efficient to give both St. Peter and Montevideo the potential for local FM service than to retain a Class C channel for only Montevideo. In support of the above, petitioner points out that St. Peter is a larger community, that it has no early morning or nighttime local service—as opposed to Montevideo, that a Class A assignment is adequate for Montevideo in view of its size, and that there appears to be no interest in the existing Class C assignment in Montevideo—possibly a result of the higher cost involved in constructing and maintaining such a station. These assertions have not been contradicted in this proceeding and we are of the view that they are correct.

17. We are of the opinion therefore that it is in the public interest to assign Channel 288A to both St. Peter and Montevideo by deleting Channel 287 from the latter.

18. *RM-812, Rosenberg, Tex.* Our Notice, in response to the petition of Fort Bend Electronics Co., proposed to assign Channel 285A to Rosenberg by replacing Channel 284 with Channel 245 in Bay City, Tex.

19. One AM station, a daytime-only operation, is located in Rosenberg. There are no FM assignments in this commu-

nity. Rosenberg, population 9,608, is the largest community in the county of Fort Bend, which has a population of 40,527. Rosenberg has become a center for commercial and cultural activities for the surrounding area. It is petitioner's view, with which we agree, that this town of over 9,000 persons needs an additional facility during the daytime hours as well as a first early-morning and nighttime service. The substitution of Channel 245 for Channel 284 in Bay City required for the assignment of Channel 285A to Rosenberg, in no way alters Bay City's FM potential. Channel 284 is unoccupied and not applied for.

20. These facts, as well as the suitability of the assignments in light of our minimum mileage separation requirements, bring us to the decision that it is in the public interest to replace Channel 284 with Channel 245 in Bay City and to assign Channel 285A to Rosenberg.

21. *RM-797, Hammond, La.* With the purpose of providing Hammond with a Class C assignment, Tangi Broadcasting Co., Inc., requested, and our Notice proposed, the shift of Channel 277 from Baton Rouge, La., to Hammond.³

22. Hammond, with its population of 10,563, is the largest city in Tangipahoa County, population 59,434. Petitioner operates on the community's only FM assignment, Channel 296A. There is one unlimited-time Class IV AM station also located there. Petitioner asserts that Hammond is the type of community which warrants and needs an exception to our general policy of assigning wide-coverage channels only to major urban areas. In support of this assertion, it points up Hammond's relative isolation by stating that Baton Rouge and New Orleans are both over 40 miles distant. It provides us with information demonstrating the growth of Hammond, its significance, its commercial activity, and its sociological importance to a large surrounding area. The only wide-coverage channel which can be assigned to Hammond, and meet all our rules, is Channel 277 presently assigned to Baton Rouge, population 152,419, which is located in East Baton Rouge Parish, population 230,058. At the present time, there are seven AM stations located in Baton Rouge, four of which are unlimited as to their time of operation. Five FM assignments have been made to Baton Rouge, all of which are Class C. Channel 273 is licensed. Channel 277 has an application pending for it by Sound Dimensions, Inc., BPH-5107, while the remaining three channels, 251, 264 and 268, are neither occupied nor applied for.⁴ In view of Hammond's isolation and significance to a large sur-

³ Petitioner hopes to transfer its Hammond operation from Channel 296A to Class C Channel 277 on the adoption of its proposal.

⁴ Each of these three unapplied-for channels, our engineering review indicates, meet our rules and are suitable for service. Hence, the present applicant for Channel 277 in Baton Rouge should have no difficulty in amending its application on the deletion of Channel 277 from the city. This application, BPH-5107, has in fact been amended to request Channel 264.

rounding area, the ample aural service, and service potential in Baton Rouge, we believe that it would be equitable to adopt the proposal set out in our notice.

23. Therefore, we think the public interest will best be served by deleting Channel 277 from Baton Rouge and assigning it to Hammond.⁵

24. *RM-799, Fort Myers, Fla.* Riverside Baptist Church of Fort Myers, Inc., in a petition received June 3, 1965, requested the assignment of a Class A channel to Fort Myers. Our notice responded by proposing the addition of Channel 237A to the community. Channels 245 and 270 are assigned to Fort Myers and both are presently in operation.

25. There are two basic questions petitioner's request and proposal present. First, the need of Fort Myers for an additional FM assignment, and second, the feasibility of mixing a Class A assignment with Class C channels. The following statement of petitioner in respect to its proposed noncommercial operation and programming is intended to answer both of the above questions: "Petitioner * * * intends to present a greater number and variety of cultural, discussion, educational and interdenominational religious programs than are presently available to the listening public. This would include reports to the public and discussions involving local governmental, civic and professional groups, as well as regular daily time in evening hours for local public and private educational institutions." Fort Myers, population 22,523, is the county seat and largest city in Lee County, population 54,539, and has no noncommercial local service at the present time.

26. We are of the view that the addition of the proposed Class A assignment to Fort Myers would serve the public interest and that the mixture of Class A and C assignments under the circumstances here described is warranted. We therefore assign Channel 237A to Fort Myers.

27. *RM-804, Plantation Key, Fla.* A reassignment of FM Channel 262 from Key West, Fla., to Plantation Key was proposed in our notice as a result of the petition received from Sounds of Service Radio, Inc. In addition, we proposed to replace Channel 262 in Key West with Channel 238.

28. It is petitioner's purpose to establish a regional interference-free, around-the-clock service to cover the southern tip of Florida including both the many islands and marine activity on the sea ways. An engineering study indicates that this can be done most efficiently by locating the station on Plantation Key. A transmitter located at that point on a wide-coverage channel will, it is calculated, serve on the land masses alone 30,725 persons within its one mv/m con-

⁵ We are continuing the assignment of Channel 296A to Hammond in order to provide that community, or other communities within the radius of 25 miles, an opportunity for its use, even though it would result in the mixture of a Class A and Class C assignment.

tour. Plantation Key, located in Monroe County, population 47,921, has, itself, a summer population of 500 and a winter population of 1,000.* Notwithstanding the relatively small size of this isolated community (it is 60 miles south of Miami and 82 miles northeast of Key West), it does appear to be a point from which an FM service can efficiently serve the southern area of Florida. Too, it is alleged, Plantation Key has certain hurricane protection characteristics peculiar only to this Key. We agree with petitioner that the FM station he proposes can be an aid to both the land population of the area and shipping at times of emergencies such as hurricanes. There is no AM or FM assignment in the community at this time.

29. We find, therefore, that it is in the public interest to reassign Channel 262 from Key West to Plantation Key and to assign Channel 238 to Key West.

30. Authority for the amendments adopted herein is contained in Sections 4(i), 303, and 307(b) of the Communications Act of 1934, as amended.

31. In accordance with the determinations made above: *It is ordered*, That effective March 25, 1966, § 73.202 of the Commission's rules, the FM Table of Assignments, is amended to read, with respect to the communities listed below, as follows:

City	Channel No.
Florida:	
Fort Myers	237A, 245, 270
Key West	223, 238
Plantation Key	262
Indiana:	
Lebanon	265A
Winchester	252A
Iowa:	
Sheldon	288A
Kentucky:	
Stanford	240A
Louisiana:	
Baton Rouge	251, 264, 268, 273
Hammond	277, 296A
Minnesota:	
Montevideo	288A
St. Peter	228A
Pennsylvania:	
Bedford	265A
Tennessee:	
Paris	288A
Texas:	
Bay City	245
Rosenberg	285A
Wisconsin:	
River Falls	292A

32. *It is further ordered*, That all petitions, comments, reply comments, pleadings, briefs and other instruments filed

*The U.S. Bureau of the Census does not have population statistics available for Plantation Key. Hence, the statistics for that community have been taken from the 96th edition of the Rand McNally Commercial Atlas and Marketing Guide, 1965. The population cited for the community are as of Jan. 1, 1965.

in this proceeding are adopted or denied in whole or part as is consistent with the actions we take herein.

33. *It is further ordered*, That this proceeding is terminated.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interpret or apply secs. 303, 307, 48 Stat. 1082, 1083; 47 U.S.C. 303, 307.)

Adopted: February 16, 1966.

Released: February 17, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-1961; Filed, Feb. 23, 1966;
8:51 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. No. 972-A]

PART 95—CAR SERVICE

Southern Pacific Co. Authorized To Operate Over Trackage of Kansas City Southern Railway Co.

At a session of the Interstate Commerce Commission, Railroad Safety and Service Board, held in Washington, D.C., on the 16th day of February A.D. 1966.

Upon further consideration of Service Order No. 972 (31 F.R. 710) and good cause appearing therefor:

It is ordered, That § 95.972 Service Order 972 be and it is hereby vacated and set aside.

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

It is further ordered, That this order shall become effective at 12:01 a.m., February 17, 1966; that copies of this order and direction shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of the order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Safety and Service Board.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1954; Filed, Feb. 23, 1966;
8:50 a.m.]

SUBCHAPTER B—CARRIERS BY MOTOR VEHICLES

PART 205—REPORTS OF MOTOR CARRIERS

Motor Carrier Annual Report Form D, Class I Motor Carriers of Passengers

At a session of the Interstate Commerce Commission, division 2, held at its Office in Washington, D.C., on the 20th day of October A.D. 1965.

The matter of annual reports of class I motor carriers of passengers being under consideration, and the changes to be made by this order being minor changes in the data to be furnished, rulemaking procedures under section 4 of the Administrative Procedure Act, 5 U.S.C. 1003, being deemed unnecessary:

It is ordered, That § 205.3a under this part and title, be, and it is hereby, revised to read as follows:

§ 205.3a Annual reports of class I carriers of passengers.

Commencing with reports for the year ended December 31, 1965, and thereafter, until further order, all class I motor carriers of passengers, as defined in 49 CFR 181.02-1; viz, carriers with average annual gross operating revenues (including interstate and intrastate) of \$200,000 or more, from passenger motor carrier operations, are required to file annual reports in accordance with Motor Carrier Annual Report Form D (Passenger) which is attached to and made a part of this section. Such annual report shall be filed in duplicate in the Bureau of Accounts, Interstate Commerce Commission, Washington, D.C., 20423, on or before March 31 of the year following the year to which it relates.

(Sec. 204, 49 Stat. 546, as amended; 49 U.S.C. 304. Interpret or apply sec. 220, 49 Stat. 563, as amended; 49 U.S.C. 320.)

It is further ordered, That a copy of this order and of Motor Carrier Annual Report Form D (Passenger) shall be served on all class I motor carriers of passengers subject to its provisions, and upon every trustee, receiver, executor, administrator, or assignee of any such motor carrier, and that notice of this order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission in Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, division 2.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1955; Filed, Feb. 23, 1966;
8:50 a.m.]

Proposed Rule Making

FEDERAL AVIATION AGENCY

[14 CFR Part 39]

[Docket No. 7169]

FAIRCHILD MODEL F-27 SERIES AIRPLANES

Notice of Proposed Rule Making

The Federal Aviation Agency is considering amending Part 39 of the Federal Aviation Regulations by adding an airworthiness directive applicable to Fairchild Model F-27 Series airplanes. The ground wires from the main and spare inverters on certain of these airplanes come together at a common ground connector forward of the pressure bulkhead. In certain other of these airplanes, the two ground wires come together at a through-bulkhead connector, from which a single wire goes aft to a ground connection. Should a failure of the ground connection occur at any point past where the inverter ground wires come together, both inverters will fail, resulting in the loss of essential load circuits. The proposed AD would require modification of the inverter ground circuit on the subject airplanes.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before March 28, 1966, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

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

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

FAIRCHILD. Applies to Model F-27 Series airplanes.

Compliance required within the next 150 hours' time in service after the effective date of this AD, unless already accomplished.

To prevent failure of both inverters and resulting loss of essential load circuits due to a failure of a common ground, accomplish the following:

(a) For airplanes with inverter ground circuits conforming to Fairchild Drawing 27-740027 including EAI No. 1, or that have been

modified in accordance with Fairchild Service Bulletin No. 34-4, dated November 5, 1959, modify the inverter ground circuit in accordance with the "Accomplishment Instructions" of Fairchild Service Bulletin 34-9, dated December 16, 1965, or later FAA-approved revision, or an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(b) For airplanes with inverter ground circuits conforming to Fairchild Drawing 27-740027 not including EAI No. 1, and that have not been modified in accordance with Fairchild Service Bulletin No. 34-4, dated November 5, 1959, modify the inverter ground circuit in accordance with Fairchild Service Bulletins 34-4, dated November 5, 1959, and 34-9, dated December 16, 1965, or later FAA-approved revisions, or an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(c) Upon request of the operator of an FAA maintenance inspector, subject to the prior approval of the Chief, Aircraft Engineering and Manufacturing Branch, FAA Eastern Region may adjust the compliance time specified in this AD to permit compliance at an established inspection period of the operator, if the request contains substantiating data to justify the increase for that operator.

Issued in Washington, D.C., on February 16, 1966.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66-1931; Filed, Feb. 23, 1966;
8:48 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 66-EA-3]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering amending §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations which would alter the Islip, New York control zone (29 F.R. 17606) and Islip, New York transition area (30 F.R. 10882).

A new backcourse ILS approach procedure has recently been authorized for Long Island Airport, Islip, N.Y. To provide airspace protection for this procedure, an alteration is required to the Islip, New York control zone and transition area.

The floors of airways which traverse the transition area proposed herein would coincide with the floor of the transition area.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y., 11430. All communications received within 30 days

after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Branch, Eastern Region.

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

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

The Federal Aviation Agency, having completed a review of the airspace requirements for the terminal area of Islip, N.Y., proposes the airspace actions hereinafter set forth:

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to change the description of the Islip, N.Y. control zone by deleting the period after the phrase, "SW of the OM" and inserting a semicolon and the phrase, "and within 2 miles each side of the NE ILS localizer course extending from the 5-mile radius zone to 6 miles NE of the localizer."

2. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to change the description of the Islip, N.Y. transition area by deleting the period after the phrase, "SW of the OM" and inserting a semicolon and the phrase, "and within 2 miles each side of the NE ILS localizer course extending from the 7-mile radius area to 9 miles NE of the localizer."

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Jamaica, N.Y., on February 9, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

[F.R. Doc. 66-1932; Filed, Feb. 23, 1966;
8:48 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 66-EA-4]

TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering amending § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor transition area over Cherry Springs Airport, Galeton, Pa.

A new instrument approach procedure has recently been authorized for the

Cherry Springs Airport which requires a 700-foot floor transition area. This transition area will protect arriving aircraft down to 700 feet above the surface and departing aircraft above 700 feet above the surface.

The floors of airways which traverse the transition area proposed herein would coincide with the floor of the transition area.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y., 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Branch, Eastern Region.

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

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

The Federal Aviation Agency, having completed a review of the airspace requirements for the terminal area of Galeton, Pa., proposes the airspace action hereinafter set forth:

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Galeton, Pa., 700-foot floor transition area described as follows:

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 41°39'50" N., 77°49'15" W., of Cherry Springs Airport, Galeton, Pa., and within 2 miles each side of the Slate Run, Pa., VOR 037° radial extending from the 5.5-mile radius area to the VOR. This transition area shall be in effect from sunrise to sunset, daily.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Jamaica, N.Y., on February 9, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

[F.R. Doc. 66-1933; Filed, Feb. 23, 1966; 8:48 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 66-SW-3]

CONTROL ZONE

Proposed Alteration

The Federal Aviation Agency is considering an amendment to Part 71 of the

Federal Aviation Regulations which would alter the controlled airspace in the Abilene, Tex., terminal area.

The Abilene, Tex. (Municipal Airport), control zone is presently designated as that airspace within a 5-mile radius of Abilene Municipal Airport (latitude 32°25'10" N., longitude 99°41'20" W.); within 2 miles each side of the Abilene ILS localizer S course, extending from the 5-mile radius zone to 1 mile N of the OM; and within 2 miles each side of the Abilene VORTAC 112° radial, extending from the 5-mile radius zone to the VORTAC, excluding the portion within the Abilene, Tex. (Dyess AFB), control zone.

In accordance with present criteria, it is proposed to extend the south extension 1 mile to the Abilene ILS OM to provide required airspace protection for aircraft executing prescribed instrument approach procedures to the Abilene Municipal Airport.

It is proposed to redesignate the Abilene, Tex. (Municipal Airport), control zone as that airspace within a 5-mile radius of Abilene Municipal Airport (latitude 32°25'10" N., longitude 99°41'20" W.); within 2 miles each side of the Abilene ILS localizer S course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Abilene VORTAC 112° radial, extending from the 5-mile radius zone to the VORTAC, excluding the portion within the Abilene, Tex. (Dyess AFB), control zone.

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

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

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

Issued in Fort Worth, Tex., on February 15, 1966.

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

[F.R. Doc. 66-1898; Filed, Feb. 23, 1966; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 66-SW-7]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would alter the transition area at Fort Stockton, Tex.

The Fort Stockton, Tex., transition area is presently designated as that airspace extending upward from 1,200 feet above the surface within 10 miles either side of the Fort Stockton VORTAC 097° and 274° radials, extending from 20 miles E to 20 miles W of the VORTAC. The portion of this transition area within R-6306 shall be used only after obtaining prior approval from the appropriate authority.

It is proposed to redesignate the Fort Stockton, Tex., transition area as that airspace extending upward from 700 feet above the surface within a 6-mile radius of the Pecos County Airport, Fort Stockton, Tex. (latitude 30°55'00" N., longitude 102°54'30" W.), and within 5 miles NE and 8 miles SW of the Fort Stockton, Tex., VORTAC 306° (295° magnetic) and 126° (115° magnetic) radials, extending from 3 miles SE to 12 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 10 miles each side of the Fort Stockton VORTAC 097° and 274° radials, extending from 20 miles E to 20 miles W of the VORTAC.

The proposed transition area would provide protection for aircraft executing the VOR approach procedure to Pecos County Airport now being processed.

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

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

This amendment is proposed under the authority of sec. 307(a) of the Fed-

eral Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Fort Worth, Tex., on February 15, 1966.

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

[F.R. Doc. 66-1899; Filed, Feb. 23, 1966;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-SW-42]

TRANSITION AREA

Supplemental Notice of Proposed Rule Making

On January 5, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 98) describing the proposed controlled airspace in the Fayetteville, Ark., terminal area.

Subsequent to the publication of the notice, it was determined that additional revisions to IFR procedures would be required and that, therefore, an extension to the south of the proposed 700-foot floor portion of the transition area and an extension to the east of the 1,200-foot floor portion would be required to provide protection for aircraft executing these revised procedures. It is proposed herein to modify the proposed Fayetteville, Ark., transition area to include this additional controlled airspace, as herein-after set forth.

Accordingly, the notice is hereby amended to propose that the Fayetteville, Ark., transition area be redesignated as that airspace extending upward from 700 feet above the surface within an 8-mile radius of the Fayetteville Municipal Airport-Drake Field (latitude 36°00'15" N., longitude 94°10'05" W.); within 8 miles SW and 5 miles NE of the Drake, Ark., VOR 328° radial (321° magnetic) extending from the VOR to 12 miles NW; within 5 miles each side of the Drake VOR 186° radial (179° magnetic) extending from the 8-mile radius area to 17 miles S of the airport; within 6 miles W and 8 miles E of the Fayetteville, Ark., VORTAC 005° (358° magnetic) and 185° (178° magnetic) radials extending from 5 miles N to 12 miles S of the VORTAC; within a 5-mile radius of Rogers Municipal Airport, Rogers, Ark. (latitude 36°22'10" N., longitude 94°06'25" W.); and within 2 miles each side of the Rogers RBN 003° (356° magnetic) bearing, extending from the 5-mile radius area to 8 miles N of the RBN; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 35°43'00" N., longitude 94°20'00" W.; to latitude 36°12'00" N., longitude 94°28'00" W.; to latitude 36°38'00" N., longitude 94°14'00" W.; to latitude 36°37'30" N., longitude 93°57'00" W.; to latitude 36°30'00" N., longitude 93°57'00" W.; to latitude 36°22'00" N., longitude 93°38'00" W.; to latitude 36°12'00" N., longitude 93°38'00" W.; to latitude 36°11'00" N., longitude 93°58'00" W.; to latitude 35°58'00" N., longitude 93°58'30" W.;

to latitude 35°42'00" N., longitude 94°09'00" W.; to point of beginning.

The proposed transition area would provide protection for aircraft executing instrument approach and departure procedures at Fayetteville Municipal Airport-Drake Field, Rogers Airport, and Springdale Airport, including revisions now being processed.

In order to provide interested persons time to adequately evaluate this proposal as modified herein and an opportunity to submit such written data, views or arguments as they may desire, the date for filing such material is extended to 30 days after publication of this supplemental notice in the FEDERAL REGISTER. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Agency, Post Office Box 1689, Fort Worth, Tex., 76101.

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

Issued in Fort Worth, Tex., on February 15, 1966.

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

[F.R. Doc. 66-1900; Filed, Feb. 23, 1966;
8:46 a.m.]

[14 CFR Part 73]

[Airspace Docket No. 65-SW-41]

Notice of Proposed Rule Making

TEMPORARY RESTRICTED AREA

Proposed Designation; Extension of Comment Period

On January 11, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 297) stating that the Federal Aviation Agency is considering a proposal submitted by the U.S. Air Force in behalf of Joint Task Force Two (JTF-2) which would designate a temporary restricted area over portions of Louisiana, Arkansas, and Oklahoma, May 26 through September 30, 1966.

The Federal Aviation Agency has learned that a number of interested persons became aware of the problems raised by the proposal toward the end of the normal comment period which would close on February 25, 1966. Because of the potential effect the proposal may have on certain aviation interests, good cause exists to extend the comment period to insure that these interests have an opportunity to submit their comments. Therefore, the time period for the submission of comments on the notice in Airspace Docket No. 65-SW-41 is extended to March 11, 1966.

Comments should identify the airspace docket number and be submitted in triplicate to the Director, Southwest Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Post Office Box 1689, Fort Worth, Tex., 76101. All comments received will be available for examination by interested persons, be-

fore and after the closing date for comments, in an official docket at the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket also will be available for examination at the Office of the Regional Air Traffic Division Chief.

Issued in Washington, D.C., on February 23, 1966.

JAMES L. LAMPL,
Acting Chief, Airspace and
Air Traffic Rules Division.

[F.R. Doc. 66-2023; Filed, Feb. 23, 1966;
11:09 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 16467; FCC 66-164]

TABLE OF ASSIGNMENTS, TELEVISION BROADCAST STATIONS

Notice of Proposed Rule Making

1. Notice is hereby given of proposed rulemaking in the above-entitled matter.

2. The Commission has before it for consideration a petition filed October 28, 1965, by the Board of Education, Bemidji, Minn. (Independent School District No. 31), requesting the Commission to reserve Channel 9 for non-commercial use at Bemidji, Minn. (where it is presently assigned as a commercial channel).

3. Bemidji, a city of 9,958,¹ in Beltrami County (total population 17,287), is centrally located in the sparsely populated north central area of Minnesota, where according to the petitioner, no educational television service is available.² The petition relies on the following: The value of ETV as a means of improving educational opportunities is reflected by resolutions to this effect by the Minnesota Legislature and State Board of Education; educational and civic leaders in Bemidji and the surrounding area have long considered establishing an ETV station and this has culminated in a motion adopted September 21, 1965, to take positive action. It has been concluded that UHF would be inadequate to meet the area-wide needs of the 125,000 persons who would be served by a Channel 9 station operating at maxi-

¹ All population figures—1960 Census.

² The only direct service provided in the area is from commercial station KNMT at Walker (Channel 12) about 40 miles southeast of Bemidji; that station's Grade B extends out about 50 miles. Other service is received from Duluth's Stations KDAL-TV (Channel 3) and WDSM-TV (Channel 6) and Alexandria's Station KCMT (Channel 7) (which is associated with Walker's KNMT) by means of translators and CATV, since Bemidji is far beyond these stations' Grade B contours (the distance from the transmitter sites to Bemidji in each instance is over 125 miles).

num power and 1,000-foot antenna height. Planning of programing has already been undertaken.

4. NAEB has filed comments supporting the petition. It points out that an educational station in the area is highly unlikely in the near future unless it be on Channel 9.

5. Also filing comments is AMST, which is principally concerned with the technical problems of maintaining the mileage separations between a station on Bemidji's Channel 9 with Minneapolis' Station KMSP-TV and Station CBLAT, Dryden, Ontario, Canada. The present transmitter site of KMSP-TV and the Bemidji reference point are slightly short spaced, and the short spacing is somewhat greater with respect to Station KMSP-TV's proposed transmitter site, which is in hearing status as part of the Minneapolis "tall tower" controversy (Docket Nos. 15841, 15842, and 15843). However, there appears to be no reason to defer acting on the petition here, since the transmitter site of Channel 9 can, if necessary, be conditioned to comply with the mileage separation requirements.

6. Accordingly, it is proposed to amend § 73.606(b) of the Commission's rules as follows:

City	Present (Fifth Report and Order)	Proposed
Bemidji, Minn.....	9, *26	*9, 26

7. Authority for the adoption of this amendment is contained in sections 4(i) and 303(r) of the Communications Act of 1934, as amended.

8. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules and regulations interested parties may file comments on or before March 28, 1966, and reply comments on or before April 12, 1966. All submissions by parties to this proceeding, or by persons acting on behalf of such parties, must be made in written comments, reply comments, or other appropriate pleadings.

9. In accordance with the provisions of § 1.419 of the Commission's rules and regulations, an original and 14 copies of all written comments, reply comments, pleadings, briefs, or other documents shall be furnished the Commission.

Adopted: February 16, 1966.

Released: February 17, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-1852; Filed, Feb. 23, 1966;
8:45 a.m.]

*Under the United States-Canada Agreement, CBLAT was assigned at less than the minimum separation provided there would be no additional limitations on the Bemidji installation.

INTERSTATE COMMERCE COMMISSION

[49 CFR Parts 95-97]

[Ex Parte No. 241]

INVESTIGATION OF ADEQUACY OF RAILROAD FREIGHT CAR OWNER- SHIP, CAR UTILIZATION, DISTRIBUTION, RULES AND PRACTICES

Notice of Proposed Rule Making

At a session of the Interstate Commerce Commission, division 3 held at its Office in Washington, D.C., on the 14th day of February A.D. 1966.

Upon consideration of the record in this proceeding and of the time required by the staff to correct and evaluate the information furnished by respondents pursuant to the instructions contained in appendix B to the order of July 29, 1964, as modified by order dated October 19, 1964, prior to further proceedings herein;

It is ordered, That subparagraphs numbered 5, 6, and 7 in the fourth ordering paragraph of the order of July 29, 1964, as modified by the orders dated October 19, 1964, and October 12, 1965, be further modified to read as follows:

5. Prior to July 1, 1966, any party to the proceeding may file (original, signed in ink, and 20 copies) and serve (the service list is attached to the order dated May 17, 1965) a verified statement of relevant facts and any argument he desires to make. Where both facts and arguments are included in the same document, they shall be set forth under separate headings. Such document should, where appropriate, contain a discussion of any proposed rules including a detailed justification therefor, a discussion of the proper formula or formulas to be used in determining the adequacy of freight car ownership by type by individual carriers and a discussion by respondents of the subjects listed in appendix G.

6. Prior to August 15, 1966, any party may file and serve replies to the initial statements.

7. Prior to September 16, 1966, any party may file and serve a request for oral hearing, together with justification therefor. Any reply thereto must be filed and served prior to September 30, 1966.

It is further ordered, That all other provisions of the aforesaid order of July 29, 1964, as modified, shall remain in full force and effect.

And it is further ordered, That a copy of this order be served upon those persons shown on the service list published with the order dated May 17, 1965; that

"In lieu of verification under oath, the statements and replies may be made subject to the following declarations: "I solemnly declare that I have examined the foregoing statement (or reply) and that to the best of my knowledge and belief the representations of fact contained therein are true."

(Signature)

a copy be posted in the office of the Secretary of this Commission, and that a copy be delivered to the Director, Office of Federal Register, for publication in the FEDERAL REGISTER.

By the Commission, division 3.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1940; Filed, Feb. 23, 1966;
8:49 a.m.]

[49 CFR Part 191]

[Ex Parte No. MC-40]

QUALIFICATIONS OF EMPLOYEES OF MOTOR CARRIERS

Notice of Proposed Rule Making

At a session of the Interstate Commerce Commission, Motor Carrier Safety Board, held at its Office in Washington, D.C., on the 1st day of February A.D. 1966.

The matter of qualifications of drivers under the Motor Carrier Safety Regulations prescribed by order of April 14, 1952, being under consideration; and

It appearing, that continuing study, investigation and experience have established facts which warrant amendment of Part 191 of the Motor Carrier Safety Regulations relating to qualifications of drivers;

It further appearing, that due to Commission reorganization, certain changes in the working of subparagraphs (4) and (5) of paragraph (e) are necessary.

It is ordered, That pursuant to section 4(a) of the Administrative Procedure Act (60 Stat. 237, 5 U.S.C. 1003), notice is hereby given of the Commission's proposal to amend § 191.2 of the Motor Carrier Safety Regulations by adding (i), (ii), and (iii) to subparagraph (4) of paragraph (e) and by adding subparagraphs (8) and (9) to paragraph (e) for providing additional safeguards to assure reasonable controls and safety standards;

§ 191.2 Minimum requirements.

Except as provided in paragraph (e) of this section, no person shall drive, nor shall any motor carrier require or permit any person to drive, any motor vehicle unless such person possesses the following minimum qualifications:

(e) Any person failing to meet the requirements of paragraph (a) (1) or (a) (3) of this section may be permitted to drive a vehicle, other than a vehicle transporting passengers, or a vehicle transporting explosives or other dangerous articles of such type and in such quantity as to require the vehicle to be specifically marked or placarded under the Explosives and Other Dangerous Articles Regulations (49 CFR 77.823) or when operating without cargo under conditions which require the vehicle to be so marked or placarded under the Commission's regulations, if the Commission finds that a waiver may be granted consistent with safety and the public in-

terest, and grants such a waiver, on the basis of an application meeting all of the following requirements:

(4) The application shall specify agreement by both the person and the carrier that the carrier will file promptly with the Director, Bureau of Operations and Compliance, such periodic reports as are required and that such reports will contain complete and truthful information as to the extent of the person's driving activity, any accidents in which he may be involved, and any arrests, suspensions, or convictions in which the person is involved.

(i) If the applicant motor carrier is a corporation, the application shall be signed by a corporation officer and the applicant driver.

(ii) If the applicant motor carrier is a partnership, the application shall be signed by at least one of the partners and the applicant driver.

(iii) If the applicant motor carrier is a sole proprietorship, the application shall be signed by the proprietor and the applicant driver.

(5) The applicants shall agree that the waiver shall authorize driving in

interstate commercial service for the applicant carrier only, that any arrests or convictions for violations of laws or ordinances, and any revocation or suspension of driving privileges will be reported to the Director, Bureau of Operations and Compliance, immediately on occurrence.

(8) A copy of the letter granting the waiver under this section, or a legible photographically reproduced copy thereof, shall be retained in the files of the motor carrier at its principal place of business during the period the driver is in the carrier's employment and 12 months after the termination of the driver's employment.

(9) Every driver granted a waiver under this section shall have in his possession while on duty a copy of the letter granting the waiver or a photographically reproduced copy thereof covering himself.

(Sec. 204, 49 Stat. 546, as amended; 49 U.S.C. 304)

It is further ordered, That prior to final adoption of such regulations, consideration will be given to any written

statements containing data, views, or arguments concerning the subject matter hereof which are submitted on or before 30 days after the service date of this order; that no oral hearing is contemplated and any request for oral hearing shall be supported by an explanation as to why evidence to be presented cannot reasonably be submitted in written form. One original signed copy and five additional copies of such written statements containing data, views, or arguments shall be submitted in accordance with the Commission's general rules of practice.

And it is further ordered, That notice of this proceeding shall be given to motor carriers, other persons of interest and to the general public by depositing a copy thereof in the Office of the Secretary of the Interstate Commerce Commission, Washington, D.C., and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commission, Motor Carrier Safety Board.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1939; Filed, Feb. 23, 1966; 8:49 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Group 395]

CALIFORNIA

Notice of Filing of Plats of Survey

FEBRUARY 15, 1966.

1. Plats of survey for the following described lands will be officially filed in the District and Land Office, Riverside, Calif., effective 10 a.m. on April 11, 1966:

MOUNT DIABLO MERIDIAN, CALIFORNIA

T. 27 S., R. 40 E.,
Sec. 27, lots 1, 2, 3, 4, 5, 6, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 28, lots 1, 2, 3, 4, S $\frac{1}{2}$;
Sec. 29, lots 1, 2, 3, 4, S $\frac{1}{2}$;
Sec. 30, lots 5, 6, 7, 8, 9, 10, 11, 12, 13, 14,
15, 16, 17, 18, S $\frac{1}{2}$;
Sec. 31, lots 5, 6, 7, 8, 9, 10, 11, 12, N $\frac{1}{2}$,
N $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 32, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11,
12, 13, 14, 15, 16, NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 33, lots 1, 2, 3, 4, N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 34, lots 1, 2, 3, 4, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$.

An independent resurvey of sections 27 through 34, superseding the same as shown upon the 1877 plat. The area described aggregates 4,549.27 acres. Plat of survey accepted December 16, 1965.

2. Persons claiming preference rights based upon valid settlement, statutory preference, or equitable claim must enclose properly corroborated statements in support of their application, setting forth all facts relevant to their claims.

3. Inquiries concerning these lands should be addressed to the Manager, District and Land Office, Bureau of Land Management, 1414 Eighth Street, Riverside, Calif., 92502.

HALL H. McCLAIN,
Manager.

[F.R. Doc. 66-1935; Filed, Feb. 23, 1966;
8:49 a.m.]

[Group 393]

ARIZONA

Notice of Filing of Plats of Survey

FEBRUARY 16, 1966.

1. Plats of Survey of the lands described below will be officially filed in the Land Office, Phoenix, Ariz., effective at 10 a.m., on March 24, 1966:

GILA AND SALT RIVER MERIDIAN

T. 38 N., R. 7 W.,
Secs. 1 to 35, inclusive.

The areas described aggregate 22,338.95 acres of public land.

The soil, in the above described lands, is a fine sandy clay, which has been subject to considerable erosion. Numerous water-spreading dikes and reservoir dams have been built. The south portion has a fair amount of grass, with

varied amounts of shadscale, sage and cacti. The north portion has scattered grass, sage, cacti, snake-weed and black brush.

T. 39 N., R. 7 W.,
Secs. 1 to 36, inclusive.

The areas described aggregate 22,765.13 acres of public land.

2. The lands described above are nearly level to gently rolling. Numerous reservoirs and stock tanks have been built, and there is a moderate stand of bunch grass.

3. All rights of the State of Arizona to sections 2, 16, and 32 in T. 38 N., R. 7 W.; and to sections 2, 16, 32, and 36 in T. 39 N., R. 7 W., have been conveyed to the United States.

4. The lands described in paragraph 1 are opened to petition, application and selection, as outlined in paragraph 5 below. No application for these lands will be allowed under the nonmineral public land laws, unless or until the lands have been classified. Any application that is filed will be considered on its merits. The lands will not be subject to occupancy or disposition until they have been classified.

5. Subject to any existing valid rights and the requirements of applicable law, the lands described in paragraph 1 hereof, are hereby opened to filing of petition-application and selection in accordance with the following:

a. Applications and selections under the nonmineral public land laws, and offers under the mineral leasing laws may be presented to the manager mentioned below, beginning on the date of this order. Such applications, selections, and offers will be considered as filed on the hour and respective dates shown for the various classes enumerated in the following paragraphs.

(1) Applications by persons having prior existing valid settlement rights, preference rights conferred by existing laws, or equitable claims subject to allowance and confirmation will be adjudicated on the facts presented in support of each claim or right. All applications presented by persons other than those referred to in this paragraph will be subject to the applications and claims mentioned in this paragraph.

(2) All valid applications and selections under the nonmineral public land laws presented prior to 10 a.m., on March 24, 1966, will be considered as simultaneously filed at that hour. Rights under such applications and selections and offers filed after that hour will be governed by the time of filing.

6. Persons claiming preference rights based upon settlement, statutory preference, or equitable claims must enclose properly executed statements in support of their applications, setting forth all facts relevant to their claims. Detailed rules and regulations governing applica-

tions which may be filed pursuant to this notice can be found in Title 43 of the Code of Federal Regulations.

GLENDON E. COLLINS,
Manager.

[F.R. Doc. 66-1905; Filed, Feb. 23, 1966;
8:47 a.m.]

FLORIDA

Notice of Proposed Modification of Public Land Order

FEBRUARY 16, 1966.

On September 20, 1965, the U.S. Forest Service, Department of Agriculture, filed its request for the elimination from the Ocala National Forest, Fla., of the following-described land:

TALLAHASSEE MERIDIAN

T. 17 S., R. 29 E.,
Sec. 11, lot 2.
Containing 32.88 acres.

This tract was withdrawn for national forest purposes by Public Land Order 750 of August 29, 1951. The Forest Service has determined that effective administration of the land for national forest purposes is not possible because of the remoteness of the land from the main portion of the Ocala National Forest.

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 modification of Public Land Order 750 may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Washington, D.C., 20240.

JOSEPH P. HAGAN,
Assistant Manager.

[F.R. Doc. 66-1906; Filed, Feb. 23, 1966;
8:47 a.m.]

Fish and Wildlife Service

[Docket No. S-335]

THANE B. OHLER

Notice of Loan Application

Thane B. Ohler, Box 691, Blaine, Wash., 98230, has applied for a loan from the Fisheries Loan Fund to aid in financing the purchase of a used 29.9-foot registered length vessel to engage in the fishery for salmon and Dungeness crabs.

Notice is hereby given pursuant to the provisions of Public Law 89-85 and Fisheries Loan Fund Procedures (50 CFR Part 250, as revised August 11, 1965) 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 oper-

ation 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.

H. E. CROWTHER,
Acting Director,
Bureau of Commercial Fisheries.

FEBRUARY 18, 1966.

[F.R. Doc. 66-1918; Filed, Feb. 23, 1966;
8:47 a.m.]

[Docket No. Sub-B-44]

VICTORIA FISHING CORP.

Notice of Hearing

Victoria Fishing Corp., 136 Campbell Street, New Bedford, Mass., has applied for a fishing vessel construction differential subsidy to aid in the construction of a 90.75-foot overall wood vessel to engage in the fishery for groundfish, scallops, flounder, lobster and swordfish.

Notice is hereby given pursuant to the provisions of the United States Fishing Fleet Improvement Act (P.L. 88-498) and Notice and Hearing on Subsidies (50 CFR Part 257) that a hearing in the above-entitled proceedings will be held March 31, 1966, at 10 a.m., e.s.t., in Room 3356, Interior Building, 18th and C Streets NW., Washington, D.C. Any person desiring to intervene must file a petition of intervention with the Director, Bureau of Commercial Fisheries, as prescribed in 50 CFR Part 257 at least 10 days prior to the date set for the hearing. If such petition of intervention is granted, the place of the hearing may be changed to a field location. Telegraphic notice will be given to parties in the event of such a change along with the new location.

H. E. CROWTHER,
Acting Director,
Bureau of Commercial Fisheries.

FEBRUARY 18, 1966.

[F.R. Doc. 66-1919; Filed, Feb. 23, 1966;
8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Commodity Credit Corporation SALES OF CERTAIN COMMODITIES

February Sales List

Notice to buyers. Pursuant to the policy of Commodity Credit Corporation issued October 12, 1954 (19 F.R. 6669), and subject to the conditions stated therein as well as herein, the commodities listed below are available for sale and, where noted, for redemption on payment-in-kind certificates on the price basis set forth.

The prices at which Commodity Credit Corporation commodity holdings are available for sale during February 1966 are as announced by the U.S. Department of Agriculture. The following commodities are available: Butter, cheddar cheese, nonfat dry milk, cotton (upland and extra long staple), wheat, corn, oats, barley, rye, rice, grain sorghum, peanuts, flax and linseed oil.

Butter, nonfat dry milk and cheddar cheese are being withdrawn from sale because supplies are temporarily exhausted. If supplies become available during the month, such products will be offered for domestic and export sale as indicated under the Dairy Products section of the list. There are no other changes in the list from January.

On January 24, CCC resumed offering corn in exchange for payment-in-kind certificates earned under commodity export programs.

Corn, oats, barley or grain sorghum, as determined by CCC, will be sold for unrestricted use for "Dealers' Certificates" issued under the emergency livestock feed program. Grain delivered against such certificates will be sold at the applicable current market price, determined by CCC.

In the following listing of commodities and sales prices or method of sales, "unrestricted use" applies to sales which permit either domestic or export use and "export" applies to sales which require export only. CCC reserves the right to determine the class, grade, quality and available quantity of commodities listed for sale.

The CCC Monthly Sales List, which varies from month to month as additional commodities become available or commodities formerly available are dropped, is designed to aid in moving CCC's inventories into domestic or export use through regular commercial channels.

If it becomes necessary during the month to amend this list in any material way—such as by the removal or addition of a commodity in which there is general interest or by a significant change in price or method of sale—an announcement of the change will be sent to all persons currently receiving the list by mail from Washington. To be put on this mailing list, address: Director, Procurement and Sales Division, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, Washington, D.C., 20250.

Interest rates per annum under the CCC Export Credit Sales Program (Announcement GSM-3) for January 1966 are 5 percent for periods up to and including 12 months, and 5½ percent for periods from over 12 months up to a maximum of 36 months. Commodities currently offered for sale by CCC, plus tobacco from CCC loan stocks, are available for export sale under the CCC Export Credit Sales Program as provided under specific commodity listings. Commodities from private stocks now eligible for financing under the CCC Export Credit Sales Program include wheat, wheat flour, bulgur, corn, cornmeal, grain

sorghum, upland and extra long staple cotton, tobacco, milled and brown rice, cottonseed oil, soybean oil, and dairy products.

The following commodities are available for programming under Title IV, P.L. 480, private trade agreements: Wheat, corn, rice, grain sorghum, upland and extra long staple cotton, tobacco from CCC loan stocks, butter, cheese, and nonfat dry milk. In addition, other surplus agricultural commodities are also eligible for Title IV programming. Information on commodities available under this program, and current information on interest rates and other phases of the program may be obtained from the Office of the General Sales Manager, Foreign Agricultural Service, U.S. Department of Agriculture, Washington, D.C. 20250.

The following commodities are currently available for barter: Cotton (upland and extra long staple), tobacco, wheat, corn, grain sorghum, butter, and nonfat dry milk. (In addition, free market stocks of cotton seed and soybean oils are eligible for barter programming.) This list is subject to change from time to time.

The CCC will entertain offers from responsible buyers for the purchase of any commodity on the current list. Offers accepted by CCC will be subject to the terms and conditions prescribed by the Corporation. These terms include payment by cash or irrevocable letter of credit before delivery of the commodity, and the conditions require removal of the commodity from CCC stocks within a reasonable period of time. Where sales are for export, proof of exportation is also required, and the buyer is responsible for obtaining any required U.S. Government export permit or license. Purchases from CCC shall not constitute any assurance that any such permit or license will be granted by the issuing authority.

Applicable announcements containing all terms and conditions of sale will be furnished upon request. For easy reference a number of these announcements are identified by code number in the following list. Interested persons are invited to communicate with the Agricultural Stabilization and Conservation Service, USDA, Washington, D.C., 20250, with respect to all commodities or—for specified commodities—within the designated ASCS Commodity Office.

Commodity Credit Corporation reserves the right to amend, from time to time, any of its announcements. Such amendments shall be applicable to and be made a part of the sale contracts thereafter entered into.

CCC reserves the right to reject any or all offers placed with it for the purchase of commodities pursuant to such announcements.

CCC reserves the right to refuse to consider an offer, if CCC does not have adequate information of financial responsibility of the offeror to meet contract obligations of the type contemplated in this announcement. If a prospective offeror is in doubt as to

whether CCC has adequate information with respect to his financial responsibility, he should either submit a financial statement to the office named in the invitation prior to making an offer, or communicate with such office to determine whether such a statement is desired in his case. When satisfactory financial responsibility has not been established, CCC reserves the right to consider an offer only upon submission by offeror of a certified or cashier's check, a bid bond, or other security, acceptable to CCC, assuring that if the offer is accepted, the offeror will comply with any provisions of the contract with respect to payment for the commodity and the furnishing of performance bond or other security acceptable to CCC.

Disposals and other handling of inventory items often result in small quantities at given locations or in quantities not up to specifications. These lots are offered by the appropriate ASCS office promptly upon appearance and therefore, generally, they do not appear in the monthly sales list.

On sales for which the buyer is required to submit proof to CCC of exportation, the buyer shall be regularly engaged in the business of buying or selling commodities and for this purpose shall maintain a bona fide business office in the United States, its territories or possessions and have a person, principal or resident agent upon whom service of judicial process may be had.

Prospective buyers for export should note that generally, sales to U.S. Government agencies, with only minor exceptions will constitute domestic unrestricted use of the commodity.

Commodity Credit Corporation reserves the right, before making any sales, to define or limit export areas.

The Department of Commerce, Bureau of International Commerce, pursuant to regulations under the Export Control Act of 1949, prohibits the exportation or re-exportation by anyone of any commodities under this program to Cuba, the Soviet Bloc or Communist-controlled areas of the Far East including Communist China, North Korea and the Communist-controlled area of Vietnam, except under validated license issued by the U.S. Department of Commerce, Bureau of International Commerce.

For all exportations, one of the destination control statements specified in Commerce Department regulations (Comprehensive Export Schedule, § 379.10(c)) is required to be placed on all copies of the shipper's export declaration, all copies of the bill of lading, and all copies of the commercial invoices. For additional information as to which destination control statement to use, the exporter should communicate with the Bureau of International Commerce or one of the field offices of the Department of Commerce.

Exporters should consult the applicable Commerce Department regulations for more detailed information if desired and for any changes that may be made therein.

SALES PRICE OR METHOD OF SALE

WHEAT, BULK

Unrestricted use.

A. *Storable.* All classes of wheat in CCC inventory are available for sale at market price but not below 108 percent of the 1965 support price for the class, grade, and protein of the wheat plus the markup shown in C below applicable to the type of carrier involved.

B. *Nonstorable.* Such dispositions of non-storable wheat as CCC may designate will be made at not less than market price, as determined by CCC.

C. *Markup and examples* (dollars per bushel—in store).

Markup in-store received by—		Examples—Agricultural Act of 1949; Stat. minimum
Truck	Rail or barge	
\$0.15½	\$0.12¼	Minneapolis—No. 1 DNS (\$1.58) 108 percent +\$0.12¼; \$1.83¼. Portland—No. 1 SW (\$1.44) 108 percent +\$0.12¼; \$1.68¼. Kansas City—No. 1 HW (\$1.43) 108 percent +\$0.12¼; \$1.67¼. Chicago—No. 1 RW (\$1.40) 108 percent +\$0.12¼; \$1.73¼.

D. *Availability information.* For information on the disposition of nonstorable wheat, contact the Evanston, Kansas City, Minneapolis, or Portland ASCS grain offices shown at the end of this sales list.

Export.

Sales will be made pursuant to the following announcements:

A. *Announcement GR-345* (revised August 25, 1964) as amended for export under the wheat export payment-in-kind program. When hard winter wheat is delivered on the West Coast by CCC to cover sales under GR-345, evidence of export must show exportation from West Coast ports. Hard Red Winter wheat exports through Pacific northwest ports will not be eligible for Title I, P.L. 480 sales. HRW wheat exports through Calif. ports are eligible for Title I, P.L. 480 sales.

B. *Announcement GR-346* (revised September 8, 1964) as amended for export as flour.

C. *Announcement GR-261* (Rev. 2, Jan. 9, 1961, as amended and supplemented) for export as wheat and under *Announcement GR-262* (Rev. 2, Jan. 9, 1961, as amended) for export as flour for application under arrangements for barter and approved CCC credit sales only at prices determined daily. Hard winter wheat will not be sold through West Coast ports under *Announcements GR-261* or *GR-262*.

D. *Available.* Evanston, Kansas City, Minneapolis, and Portland ASCS grain offices.

SALES PRICE OR METHOD OF SALE

CORN, BULK

Unrestricted use.

A. *Redemption of domestic payment-in-kind certificates.* Such CCC dispositions of corn as CCC may designate will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. The price at which corn shall be valued for such dispositions shall be the market price as determined by CCC, but not less than the payment-in-kind formula price for such redemptions. Such formula price shall be the applicable 1965 price-support loan rate for the class, grade and quality of the corn plus the markup shown in C of this unrestricted use section.

B. General sales.

1. *Storable.* Such CCC dispositions of storable corn as CCC may designate as general sales will be made during the month at market price, as determined by CCC, but not less than the Agricultural Act of 1949 formula minimum price for such sales which is 105 percent of the applicable 1965 price support rate* (published loan rate plus 20 cents per bushel) for the class, grade, and quality of the corn, plus the markup shown in C of this unrestricted use section.

2. *Nonstorable.* At not less than market price, as determined by CCC.

C. *Markups and examples* (dollars per bushel in-store¹ basis No. 2 yellow corn, 14 percent M.T. 2 percent F.M.)

Markup in-store received by—		Examples
Truck	Rail or barge	
\$0.10¼		Feed grain program domestic PIK certificate minimums: McLean County, Ill. (\$1.06+\$0.03+\$0.10¼); \$1.19¼. Agricultural Act of 1949 stat. minimums: McLean County, Ill. (\$1.06+\$0.20+\$0.03); 105 percent +\$0.10¼; \$1.46¼.

D. *Availability information.* For information on CCC corn sales and payments-in-kind from bin sites, contact ASCS State or county offices. For information on the disposition of corn from other locations, contact the Evanston, Kansas City, Minneapolis, or Portland ASCS grain offices shown at the end of this sales list.

Export.

Sales for barter and credit are made at the applicable export market price, as determined by CCC; export payment-in-kind rates, if any, are deducted in arriving at barter and credit sales prices. The statutory minimum price referred to in the price adjustment provisions of the following export sales announcements is 105 percent of the applicable price-support rate plus the adjustment referred to in C of the unrestricted use section for corn. Sales will be made pursuant to the following announcement:

A. *Announcement GR-368* (revised March 1, 1965), feed grain export payment-in-kind program.

B. *Announcement GR-212* (Revision 2, January 9, 1961), for application to approved CCC barter and credit sales.

C. *Available.* Evanston, Kansas City, Minneapolis, and Portland ASCS grain offices.

GRAIN SORGHUM

Unrestricted use.

A. *Redemption of domestic payment-in-kind certificates.* Such CCC dispositions of grain sorghum as CCC may designate will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. The minimum price at which grain sorghum shall be valued for such disposition shall be market price as determined by CCC, but not less than the payment-in-kind formula price for such redemption. Such formula price shall be the applicable 1965 price-support loan rate for the class, grade, and quality of the grain sorghum, plus the markup shown in C of this unrestricted use section applicable to the type of carrier involved.

B. General sales.

1. *Storable.* Such CCC dispositions of storable grain sorghum as CCC may designate as general sales will be made during the month at market price, as determined by

CCC, but not less than the Agricultural Act of 1949 formula minimum price for such sales which is 105 percent of the applicable 1965 price-support rate² (published loan rate plus 35 cents per cwt.) for the class, grade, and quality of the grain sorghum, plus the amount shown in C of this unrestricted use section applicable to the type of carrier involved.

2. *Nonstorable.* At not less than market price, as determined by CCC.

C. *Markups and examples (dollars per hundredweight in-store¹ No. 2 or better).*

Markup in-store received by—		Examples
Truck	Rail or barge	
\$0.26½	\$0.20¾	Feed grain program domestic PIK certificate minimums: Hale County, Tex. (\$1.03+\$0.26½); Kansas City, Mo. (ex-rail) (\$1.03+\$0.20¾); \$2.13½. Agricultural Act of 1949; stat. minimums: Hale County, Tex. (\$1.03+\$0.35); 105 percent +\$0.26½; \$2.34½. Kansas City, Mo. (ex-rail) (\$1.03+\$0.35); 105 percent +\$0.20¾; \$2.60¾.

D. *Availability information.* For information on CCC grain sorghum sales and payments-in-kind from bin sites, contact ASCS State or county offices. For information on the disposition of grain sorghum from other locations, contact the Kansas City, Evanston, Portland, or Minneapolis ASCS grain offices shown at the end of this sales list.

Export. Sales are made at the applicable export market price, as determined by CCC; export payment-in-kind rates, if any, are deducted in arriving at barter and credit sales prices. The statutory minimum price referred to in the price adjustment provisions of the following export sales announcements is 105 percent of the applicable price-support rate plus the markup referred to in C of the unrestricted use section for grain sorghum. Sales will be made pursuant to the following announcements:

A. *Announcement GR-368 (revised March 1, 1965),* feed grain export payment-in-kind program.

B. *Announcement GR-212 (Revision 2, January 9, 1961),* for application to arrangements for barter, approved CCC credit and other designated sales.

C. *Available.* Evanston, Kansas City, Minneapolis, and Portland ASCS grain offices.

BARLEY, BULK

Unrestricted use.
A. *Redemption of domestic payment-in-kind certificates.* Such CCC dispositions of barley as CCC may designate will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. The minimum price at which barley shall be valued for such dispositions shall be market price, as determined by CCC, but not less than the payment-in-kind formula price for such redemptions. Such formula price shall be the applicable 1965 price-support loan rate for the class, grade, and quality of the barley, plus the markup shown in C of this unrestricted use section applicable to the type of carrier involved.

B. *General sales.*
1. *Storable.* Such CCC dispositions of storable barley as CCC may designate as general sales will be made during the month at market price, but not less than the Agricultural Act of 1949 formula minimum price for such sales which is 105 percent of the

applicable 1965 price-support rate² (published loan rate plus 16 cents per bushel) for the class, grade, and quality of the barley, plus the markup shown in C of this unrestricted use section, applicable to the type of carrier involved.

2. *Nonstorable.* At not less than market price as determined by CCC.

C. *Markups and examples (dollars per bushel in-store¹ No. 2 or better).*

Markup in-store received by—		Examples
Truck	Rail or barge	
\$0.14¾	\$0.12¾	Feed grain program domestic PIK certificate minimums: Cass County, N. Dak. (\$0.76+\$0.14¾); \$0.90¾. Minneapolis, Minn. (ex-rail) (\$0.99+\$0.12¾); \$1.11¾. Agricultural Act of 1949; stat. minimums: Cass County, N. Dak. (\$0.76+\$0.16); 105 percent +\$0.14¾; \$1.11¾. Minneapolis, Minn. (ex-rail) (\$0.99+\$0.16); 105 percent +\$0.12¾; \$1.33¾.

D. *Availability information.* For information on CCC barley sales from bin sites, contact ASCS State or county offices. For information on the disposition of barley from other locations, contact the Evanston, Kansas City, Minneapolis, or Portland ASCS grain offices shown at the end of this sales list.

Export.
Sales are made at the applicable export market price, as determined by CCC; export payment-in-kind rates, if any, are deducted in arriving at credit sales prices. The statutory minimum price referred to in the price adjustment provisions of the following export sales announcements is 105 percent of the applicable price-support rate plus the markup referred to in C of the unrestricted use section for barley. Sales will be made pursuant to the following announcements except that barley will not be sold for applications to Title I, or Title IV, P.L. 480 purchase authorizations or for barter.

A. *Announcement GR-368 (revised March 1, 1965),* feed grain export payment-in-kind program.

B. *Announcement GR-212 (Revision 2, January 9, 1961),* for application to approved CCC credit sales.

C. *Available.* Evanston, Kansas City, and Minneapolis ASCS grain offices.

OATS, BULK

Unrestricted use.
A. *Storable.* Market price, as determined by CCC, but not less than the Agricultural Act of 1949 formula price which is 105 percent of the applicable 1965 price-support rate² for the class, grade, and quality of the oats plus the amount shown in B below.

B. *Markups and examples (dollars per bushel in-store¹ basis No. 2 XHWO).*

Markup in-store received by—		Examples—Agricultural Act of 1949; Stat. minimum
Truck	Rail or barge	
\$0.13¾		Redwood County, Minn. (\$0.56+\$0.03 quality differential); 105 percent +\$0.13¾; \$0.76¾.

C. *Nonstorable.* At not less than the market price as determined by CCC.

D. *Availability information.* Sales at bin sites are made through the ASCS county offices; at other locations through the Evanston, Kansas City, Minneapolis, or Portland ASCS grain offices.

Export.

Sales are made at the applicable export market price, as determined by CCC; export payment-in-kind rates, if any, are deducted in arriving at credit sales prices. The statutory minimum price referred to in the price adjustment provisions of the following export sales announcements is 105 percent of the applicable price-support rate plus the markup referred to in B of the unrestricted use section for oats. Sales will be made pursuant to the following announcements except that oats will not be sold for applications to Title I, or Title IV, P.L. 480 purchase authorizations or for barter.

A. *Announcement GR-368 (revised March 1, 1965),* feed grain export payment-in-kind program.

B. *Announcement GR-212 (Revision 2, January 9, 1961),* for application to approved CCC credit and other designated sales.

C. *Available.* Evanston, Kansas City, Minneapolis, and Portland ASCS grain offices.

RYE, BULK

Unrestricted use.

A. *Storable.* Market price, as determined by CCC, but not less than the Agricultural Act of 1949 formula price which is 105 percent² of the applicable 1965 price-support rate for the class, grade, and quality of the grain plus the markup shown in B below applicable to the type of carrier involved.

B. *Markups and examples (dollars per bushel in-store¹ No. 2 or better).*

Markup in-store received by—		Examples—Agricultural Act of 1949; Stat. minimum
Truck	Rail or barge	
\$0.15¾	\$0.12¾	Rolette County, N. Dak. (\$0.91); 105 percent +\$0.15¾; \$1.11¾. Minneapolis, Minn. (ex-rail) (\$1.24); 105 percent +\$0.12¾; \$1.43¾.

C. *Nonstorable.* At not less than market price as determined by CCC.

D. *Availability information.* Sales at bin sites are made through ASCS county offices; at other locations through the Evanston, Kansas City, Minneapolis, or Portland ASCS grain offices.

Export.

Sales are made at the applicable export market price, as determined by CCC; export payment-in-kind rates, if any, are deducted in arriving at credit sales prices. The statutory minimum price referred to in the price adjustment provisions of the following export sales announcements is 105 percent of the applicable price-support rate plus the markup referred to in B of the unrestricted use section for rye. Sales will be made pursuant to the following announcements except that rye will not be sold for applications to Title I, or Title IV, P.L. 480 purchase authorizations or for barter.

A. *Announcement GR-368 (revised March 1, 1965),* feed grain export payment-in-kind program.

B. *Announcement GR-212 (Revision 2, January 9, 1961),* for application to approved CCC credit and other designated sales.

C. *Available.* Evanston, Kansas City, Portland and Minneapolis ASCS grain offices.

RICE, ROUGH

Unrestricted use.

Market price but not less than 1965 loan rate plus 5 percent plus 31 cents per hundredweight, basis in store.

Export.

As milled or brown under Announcement GR-369, Revision III, rice export program—payment-in-kind, and under GR-379, Revision I, for approved credit sales.

Prices, quantities, and varieties of rough rice available from Kansas City ASCS Commodity Office.

COTTON, UPLAND

Unrestricted use.

A. Competitive bid under the terms and conditions of Announcement NO-C-16, as amended (Sale of Upland Cotton for Unrestricted Use). Under this announcement, upland cotton acquired under price-support programs will be sold at the highest price offered but in no event at less than the higher of (a) 105 percent of the current loan rate for such cotton, plus reasonable carrying charges, or (b) the market price for such cotton, as determined by CCC.

B. Competitive offers under the terms and conditions of Announcement NO-C-26 (Disposition of Upland Cotton—for exchange of PIK certificates or rights in the certificate pool for upland cotton), as amended. Upland cotton may be acquired at its domestic market price which shall be the highest price offered but not less than the minimum price determined by CCC.

Export.

A. CCC cash sales for export. Competitive bid under the terms and conditions of Announcements CN-EX-25 (Cotton Export Program—Sales—1964-66 Marketing Years) and NO-C-29 (Sale of Upland Cotton—Cotton Export Program—1964-66 Marketing Years), as amended.

B. CCC credit sales and barter. Competitive bid under the terms and conditions of Announcement CN-EX-23 (Purchase of Upland Cotton for Export under the Export Credit Sales Program), Announcement CN-EX-24 (Acquisition of Upland Cotton for Export under the Barter Program), and Announcement NO-C-28 (Sale of Upland Cotton—CCC Credit and Barter Programs—1964-66 Marketing Years), as amended.

COTTON, EXTRA LONG STAPLE

Unrestricted use.

A. Competitive bid under the terms and conditions of Announcements NO-C-6 (revised July 22, 1960), as amended, and NO-C-10, as amended. Under these announcements extra long staple cotton (domestically grown) will be sold at the highest price offered but in no event at less than the higher of (a) 115 percent of the current support price for such cotton plus reasonable carrying charges, or (b) the domestic market price as determined by CCC.

Export.

A. CCC cash sales for export. Competitive bid under the terms and conditions of Announcements CN-EX-20 (Foreign-grown Extra Long Staple Cotton Export Program) and NO-C-23 (Sale of Foreign-grown Extra Long Staple Cotton).

Competitive bid under the terms and conditions of Announcements CN-EX-22 (Extra Long Staple Cotton Export Program) and NO-C-27 (Sale of Extra Long Staple Cotton), as amended.

B. CCC credit sales and barter. Competitive bid under the terms and conditions of Announcement CN-EX-26 (Purchase of Extra Long Staple Cotton for Export under the Export Credit Sales Program), Announcement CN-EX-27 (Acquisition of Extra Long Staple Cotton for Export under the Barter Program), and Announcement NO-C-27 (Sale of Extra Long Staple Cotton), as amended.

Availability information. Sale of cotton will be made by the New Orleans ASCS Commodity Office and catalogs for upland cotton and extra long staple cotton showing quantities, qualities, and location may be obtained for a nominal fee from that office.

PEANUTS, FARMERS' STOCK OR SHELLS

A. Domestic crushing or export.

1. Farmers' stock peanuts may be purchased for crushing into oil or for export of U.S. No. 1 or better shelled peanuts. Any of the peanuts grading less than U.S. No. 1 must be crushed domestically.

2. Shelled peanuts of less than U.S. No. 1 grades may be purchased for foreign or domestic crushing.

3. Terms and conditions of sales appear in CCC Peanut Announcement 1 (revised) January 4, 1962, Amendments 1 through 4, Supplement 1 and in the lot list and Appendix 1 thereto.

B. Availability information. When stocks of any of the above categories are available in their area of responsibility, weekly lot lists are issued by the following:

GFA Peanut Association, Camilla, Ga.
Peanut Growers Cooperative Marketing Association, Franklin, Va.
Southwestern Peanut Growers' Association, Gorman, Tex.

All sales are made on the basis of competitive bids each Wednesday, by the Producer Associations Division, Agricultural Stabilization and Conservation Service, Washington, D.C., to which all bids are submitted.

FLAXSEED, BULK

Unrestricted use.

A. Storable. Market price but not less than the applicable 1965 support price for the class, grade, and quality of flaxseed plus 14½ cents per bushel, and plus the markup shown in B below applicable to the type of carrier involved.

B. Markups and examples (dollars per bushel in-store¹).

Markup per bushel received by—		Examples of minimum prices (ex-rail or barge)		
Truck	Rail or barge	Terminal	Class and grade	Price
Cents 17	Cents 12½	Minneapolis	No. 1	\$3.42

C. Nonstorable. At not less than market price as determined by CCC.

D. Available. Through the Minneapolis Grain Merchandising ASCS office.

Export.

Under Announcement PS-GR-4 dispositions of flaxseed, as designated by CCC, will be in redemption of export PIK certificates at the domestic market price as determined by CCC.

Available. Through the Minneapolis Grain Merchandising ASCS office.

LINSEED OIL, RAW (BULK)

Export.

Under Announcement PS-GR-4 dispositions of raw linseed oil, as designated by CCC, will be in redemption of export PIK certificates at the domestic market price as determined by CCC.

Available. Through the Minneapolis ASCS Commodity Office.

DAIRY PRODUCTS

Sales are in carlots only in-store at storage location of products.

Submission of offers.

Submit offers to the Minneapolis ASCS Commodity Office.

NONFAT DRY MILK

Unrestricted use.

Announced prices, under MP-14: Spray process, U.S. Extra Grade, 16.60 cents per pound.

Export.

A. Payment-in-kind under SM-7 (Revision 1).

B. Competitive bid, under MP-10, pursuant to invitation to bid to be issued by Minneapolis ASCS Commodity Office. Sales under this announcement may be made for application to barter and approved CCC credit.

Any nonfat dry milk offered but not sold under the invitation to bid issued pursuant to MP-10 will be offered for sale through the following Monday noon at prices announced by press release from the Minneapolis ASCS Commodity Office each Wednesday.

BUTTER

Unrestricted use.

Announced prices, under MP-14: 63.0 cents per pound—New York, Pennsylvania, New Jersey, New England, and other States bordering the Atlantic Ocean and Gulf of Mexico. 62.25 cents per pound—Washington, Oregon, and California. All other States 62.0 cents per pound.

Export.

A. Payment-in-kind under SM-7 (Revision 1).

B. Competitive bid under Announcement MP-10, pursuant to invitations to bid to be issued by Minneapolis ASCS Commodity Office. Sales under this announcement may be made for application to barter and CCC credit.

Any butter offered but not sold under the invitation to bid issued pursuant to MP-10 will be offered for sale through the following Monday noon at prices announced by press release from the Minneapolis ASCS Commodity Office each Wednesday.

CHEDDAR CHEESE (STANDARD MOISTURE BASIS)

Unrestricted use.

Announced prices, under MP-14: 41.25 cents per pound—New York, Pennsylvania, New England, New Jersey, and other States bordering the Atlantic Ocean and Pacific Ocean and the Gulf of Mexico. All other States 40.25 cents per pound.

Export.

Competitive bid under Announcement MP-10, pursuant to invitation to bid to be issued by Minneapolis ASCS Commodity Office. Announced prices under MP-10. Sales under this announcement may be made for application to CCC credit.

Any cheese offered but not sold under the invitation to bid issued pursuant to MP-10 will be offered for sale through the following Monday noon at prices announced by press release from the Minneapolis ASCS Commodity Office each Wednesday.

FOOTNOTES

¹ The formula price delivery basis for bin site sales will be f.o.b.

² To compute, multiply applicable support price by 1.05 round product up to nearest whole cent and add amount shown in the appropriate table and any applicable freight and handling charges.

USDA AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE OFFICES

GRAIN OFFICES

Kansas City ASCS Commodity Office, 8930 Ward Parkway (P.O. Box 205), Kansas City, Mo., 64141. Telephone: Emerson 1-0860.

Alabama, Arkansas, Colorado, Kansas, Louisiana, Mississippi, Missouri, Nebraska, New Mexico, Oklahoma, Texas, and Wyoming.

Branch Office—Evanston ASCS Branch Office, 2201 Howard Street, Evanston, Ill., 60202. Telephone: Long distance—University 9-0600 (Evanston Exchange). Local—Rogers Park 1-5000 (Chicago, Ill.).

Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, Vermont, and West Virginia.

Branch Office—Minneapolis ASCS Branch Office, 310 Grain Exchange Building, Minneapolis, Minn., 55415. Telephone: 334-2051.

Minnesota, Montana, North Dakota, South Dakota, and Wisconsin.

Branch Office—Portland ASCS Branch Office, 1218 Southwest Washington Street, Portland, Oreg., 97205. Telephone: 226-3361.

Alaska, Hawaii, Idaho, Nevada, Oregon, Utah, and Washington (Domestic & Export Sales), Arizona and California (Export sales only).

Branch Office—Berkeley ASCS Branch Office, 2020 Milvia Street, Berkeley, Calif., 94704. Telephone: Thornwall 1-5121.

Arizona and California (Domestic sales only).

PROCESSED COMMODITIES OFFICE—(ALL STATES)

Minneapolis ASCS Commodity Office, 6400 France Avenue South, Minneapolis, Minn., 55410. Telephone: 334-3200.

COTTON OFFICES—(ALL STATES)

New Orleans ASCS Commodity Office, Wirth Building, 120 Marais Street, New Orleans, La., 70112. Telephone: 527-7766.

GENERAL SALES MANAGER OFFICES

Representative of General Sales Manager, New York Area: Joseph Reiding, 80 Lafayette Street, New York, N.Y., 10013. Telephone: 264-8439, 8440, 8441.

Representative of General Sales Manager, West Coast Area: Callan B. Duffy, Appraisers' Building, Room 802, 630 Sansome Street, San Francisco, Calif., 94111. Telephone: 556-6185.

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 407, 63 Stat. 1066; sec. 105, 63 Stat. 1051, as amended by 76 Stat. 612; secs. 303, 306, and 307, 76 Stat. 614-617; 7 U.S.C. 1427; and 1441 (note))

Signed at Washington, D.C., on February 17, 1966.

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

[F.R. Doc. 66-1878; Filed, Feb. 23, 1966; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 16747]

AMERICAN AIRLINES, INC.

Notice of Hearing

Notice hereby is given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding will be held on March 8, 1966, at 10 a.m., l.t., in Room 925, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before the undersigned Examiner.

For further information regarding the issues involved herein, interested persons may refer to the various orders of the Board, the prehearing conference report, and other documents, which are on file

in the Docket Section of the Civil Aeronautics Board.

Dated at Washington, D.C., February 18, 1966.

[SEAL]

HERBERT K. BRYAN,
Hearing Examiner.

[F.R. Doc. 66-1926; Filed, Feb. 23, 1966; 8:48 a.m.]

[Docket No. 16816]

BALAIR AG

Notice of Postponement of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that the hearing in the above-entitled proceeding previously assigned to be held on February 28, 1966, is postponed to March 2, 1966, at 10 a.m., e.s.t., in Room 925, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C.

Dated at Washington, D.C., February 17, 1966.

[SEAL]

MILTON H. SHAPIRO,
Hearing Examiner.

[F.R. Doc. 66-1927; Filed, Feb. 23, 1966; 8:48 a.m.]

[Docket No. 16242]

TRANSPACIFIC ROUTE INVESTIGATION

Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter (See orders E-22314, E-22625, and E-22995) is assigned to be held on March 29, 1966, at 10 a.m., e.s.t., in Room 726, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Robert L. Park.

In order to facilitate the conduct of the conference, interested parties are instructed to submit on or before March 3, 1966, (1) motions requesting consolidation of applications or otherwise pertaining to the scope of the issues in this proceeding; (2) proposed statements of issues; (3) proposed stipulations; (4) requests for information; (5) statements of positions of parties; and (6) proposed procedural dates. Answers shall be submitted on or before March 14, 1966.

The motions referred to in (1) above, and any answers thereto, shall be filed with the Docket Section in accordance with the Board's rules of practice in economic proceedings and copies thereof shall be served on the parties and the Examiner. The balance of the written submissions called for by this notice shall be made to the Examiner, with copies served on interested parties, but shall not be filed with the Docket Section.

Dated at Washington, D.C., February 17, 1966.

[SEAL]

FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 66-1928; Filed, Feb. 23, 1966; 8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 16450, 16451; FCC 66M-239]

CORINTH BROADCASTING CO., INC., AND PROGRESSIVE BROADCASTING CO.

Order Scheduling Hearing

In re applications of The Corinth Broadcasting Co., Inc., Corinth, Miss., Docket No. 16450, File No. BPH-4714; Frank F. Hinton and James D. Anderson, doing business as The Progressive Broadcasting Co., Corinth, Miss., Docket No. 16451, File No. BPH-5015; for construction permits.

It is ordered, This 14th day of February 1966, that Jay A. Kyle shall serve as presiding officer in the above-entitled proceeding; that the hearings therein shall be convened on April 12, 1966, at 10 a.m.; and that a prehearing conference shall be held on March 7, 1966, commencing at 9 a.m.; And, it is further ordered, That all proceedings shall be held in the offices of the Commission, Washington, D.C.

Released: February 15, 1966.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-1885; Filed, Feb. 23, 1966; 8:45 a.m.]

[Docket Nos. 16039, 16040; FCC 66M-249]

FINE MUSIC BROADCASTS, INC., AND BELK BROADCASTING CO. OF FLORIDA, INC.

Order Continuing Prehearing Conference

In re applications of Fine Music Broadcasts, Inc., Jacksonville, Fla., Docket No. 16039, File No. BPH-3604; Belk Broadcasting Co. of Florida, Inc., Jacksonville, Fla., Docket No. 16040, File No. BPH-4772; for construction permits.

It appearing that on February 14, 1966, a joint request was filed seeking the approval of an agreement entered into by the above-entitled applicants which looks toward the dismissal of the application of Belk Broadcasting Co. of Florida, Inc., and the grant of the application of Fine Music Broadcasts, Inc.; and

It further appearing that as this joint request is now pending before the review board, no useful purpose will be served by holding the further prehearing conference in the above-entitled proceeding now scheduled to be held on February 21, 1966;

It is ordered, This the 15th day of February 1966, that the further prehearing conference now scheduled to be held on Monday, February 21, 1966, be and the same is hereby continued to April 18, 1966, beginning at 10 a.m., in the offices of the Commission, Washington, D.C.

Released: February 17, 1966.

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

[F.R. Doc. 66-1886; Filed, Feb. 23, 1966;
8:45 a.m.]

[Docket Nos. 11290, 16298; FCC 66M-243]

IOWA STATE UNIVERSITY OF SCIENCE AND TECHNOLOGY (WOI)

Order Regarding Procedural Dates

In re applications of Iowa State University of Science and Technology (WOI), Ames, Iowa, Docket No. 11,290, File No. BSSA-276; Iowa State University of Science and Technology (WOI), Ames, Iowa, Docket No. 16298, File No. BP-16060; for construction permit.

The Hearing Examiner having under consideration the procedural schedule previously established in the above-captioned matter; and

It appearing, that the written exhibits in support of the direct cases of the applicant and the respondent have been exchanged and that an informal conference of counsel for all parties, including the Broadcast Bureau, was held on February 10, 1966, in an attempt to arrive at stipulations concerning the exhibits and thereby shorten or eliminate cross-examination; and

It further appearing, that as a result of this conference it appears desirable that the procedural schedule previously established be revised;

Now, therefore, it is ordered, That the procedural dates previously established in this proceeding, including the hearing date of March 1, 1966, are cancelled and that new dates are established as follows:

March 1, 1966—Final exchange of WOI engineering evidence.

March 4, 1966—Hearing, without the presence of witnesses, for the purpose of ruling on objections to the exhibits which have previously been exchanged.

It is further ordered, That the date for notification of witnesses desired for cross-examination, if any, shall be determined at the March 4, 1966, hearing session.

Dated: February 15, 1966.

Released: February 16, 1966.

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

[F.R. Doc. 66-1887; Filed, Feb. 23, 1966;
8:45 a.m.]

[Docket Nos. 16441, 16442; FCC 66M-251]

MIDWAY TELEVISION, INC., AND ALLIED BROADCASTING CO.

Order Continuing Prehearing Conference

In re applications of Midway Television, Inc., Kansas City, Mo., Docket No.

16441, File No. BPCT-3491; Allied Broadcasting Co., Kansas City, Mo., Docket No. 16442, File No. BPCT-3564; for construction permit for new television broadcast station (Channel 36).

The prehearing conference scheduled for February 16 is hereby postponed to March 2, 1966, at 10 a.m., in Washington, D.C.

So ordered, This 16th day of February 1966.

Released: February 17, 1966.

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

[F.R. Doc. 66-1888; Filed, Feb. 23, 1966;
8:45 a.m.]

[Docket Nos. 16454, 16455; FCC 66M-240]

RICHARD O'CONNOR AND KOPS COMMUNICATIONS, INC.

Order Scheduling Hearing

In re applications of Richard O'Connor, Albany, N.Y., Docket No. 16454, File No. BPH-4329; Kops Communications, Inc., Albany, N.Y., Docket No. 16455, File No. BPH-4625; for construction permits.

It is ordered, This 14th day of February 1966, that Elizabeth C. Smith shall serve as presiding officer in the above-entitled proceeding; that the hearings therein shall be convened on April 21, 1966, at 10 a.m.; and that a prehearing conference shall be held on March 14, 1966, commencing at 9 a.m.; and, It is further ordered, That all proceedings shall be held in the offices of the Commission, Washington, D.C.

Released: February 15, 1966.

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

[F.R. Doc. 66-1889; Filed, Feb. 23, 1966;
8:45 a.m.]

[Docket Nos. 15841-15843; FCC-66M-248]

WTCN TELEVISION, INC. (WTCN-TV), ET AL.

Order Continuing Hearing

In re applications of WTCN Television, Inc. (WTCN-TV), Minneapolis, Minn., Docket No. 15841, File No. BPCT-2850; Midwest Radio-Television, Inc. (WCCO-TV), Minneapolis, Minn., Docket No. 15842, File No. BPCT-3292; United Television, Inc. (KMSP-TV), Minneapolis, Minn., Docket No. 15843, File No. BPCT-3293; for construction permits.

The Hearing Examiner having under consideration motion filed February 15, 1966, on behalf of WTCN Television, Inc. (WTCN-TV), and United Television, Inc. (KMSP-TV), applicants herein, requesting a further continuance of the hearing now scheduled for February 21, 1966;

It appearing, that the parties to this proceeding have for a period of time been

exploring the possibility of resolving the matter without the necessity of a hearing;

It further appearing, that movants plead that counsel for Midwest Radio-Television, Inc. (WCCO-TV), Twin City Area Educational Television Corp., Minnesota Department of Aeronautics, and the Broadcast Bureau interpose no objection to the instant request;

It further appearing, that good cause exists why said motion should be granted, except that a hearing date other than the one requested by the movants should be selected because of a conflict in the Hearing Examiner's hearing schedule;

Accordingly, it is ordered, This 17th day of February 1966, that the motion is granted and the hearing now scheduled for February 21 be and the same is hereby rescheduled for April 26, 1966, 10 a.m., in the Commission's offices, Washington, D.C.

Released: February 17, 1966.

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

[F.R. Doc. 66-1890; Filed, Feb. 23, 1966;
8:45 a.m.]

FEDERAL MARITIME COMMISSION CALIFORNIA/JAPAN COTTON POOL

Notice of Agreement Filed for Approval

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

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

Notice of agreement filed for approval by:

Mr. W. C. Galloway, Chairman, California/Japan Cotton Pool, 635 Sacramento Street, San Francisco, Calif., 94111.

Agreement 8882-4 between the member lines of the California/Japan Cotton Pool modifies the basic pool agreement by deleting Waterman Steamship Corp. as a member thereof and adjusting the percentage participation and allocated

sailings of the remaining American flag member companies accordingly.

Dated: February 18, 1966.

By order of the Federal Maritime Commission.

THOMAS LIST,
Secretary.

[F.R. Doc. 66-1934; Filed, Feb. 23, 1966;
8:49 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP66-261]

MISSISSIPPI RIVER TRANSMISSION CORP.

Notice of Application

FEBRUARY 15, 1966.

Take notice that on February 7, 1966, Mississippi River Transmission Corp. (Applicant), 9900 Clayton Road, St. Louis, Mo., 63124, filed in Docket No. CP66-261, 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, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization to install during the year commencing April 1, 1966, and ending March 31, 1967, and operate additional compressor capacity in the Woodlawn Field, Harrison County, Tex., having up to 750 horsepower in the aggregate.

The application states that the proposed compressor facilities may be required in order to enable Applicant to maintain deliverability from dedicated reserves in the face of continued pressure declines in the field and individual wells.

The total estimated cost of Applicant's proposed construction is \$132,625, which cost will be financed from cash on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before March 8, 1966.

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

Under the procedure herein provided for, unless otherwise advised, it will be

unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-1901; Filed, Feb. 23, 1966;
8:46 a.m.]

[Docket No. CP66-262]

NATURAL GAS PIPELINE CO. OF AMERICA

Notice of Application

FEBRUARY 15, 1966.

Take notice that on February 9, 1966, Natural Gas Pipeline Co. of America (Applicant), 122 South Michigan Avenue, Chicago, Ill., 60603, filed in Docket No. CP66-262 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing an increase in the firm quantity of natural gas transported for sale to Phillips Petroleum Co. (Phillips), an existing customer of Applicant, of 1,000 Mcf of gas per day to a total firm quantity of 24,000 Mcf per day and a corresponding decrease of 1,000 Mcf per day in the transportation of off peak quantities to a total off peak quantity of 2,000 Mcf per day, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Pursuant to Commission orders issued October 12, 1964, in Docket No. CP65-16 and August 13, 1965, in Docket No. CP65-169, Applicant is presently authorized to transport for sale to Phillips, for use in its Beatrice, Nebraska, ammonia plant, 23,000 Mcf of gas per day on a firm basis and up to 3,000 Mcf of gas per day on an interruptible off peak basis. Applicant states that pursuant to the exercise of an option granted in Article V of its contract dated July 7, 1964, with Applicant, Phillips has elected to convert 1,000 Mcf per day of off peak gas to firm gas increasing the total firm delivery quantity to 24,000 Mcf per day. Applicant further states that with the commencement of the additional firm deliveries of 1,000 Mcf per day the quantity of interruptible off peak gas will be correspondingly reduced by 1,000 Mcf so that the total off peak quantity will be 2,000 Mcf of gas per day.

The application states that no additional facilities are required by Applicant in order to effectuate the instant proposal.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before March 9, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commis-

sion on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

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

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-1902; Filed, Feb. 23, 1966;
8:46 a.m.]

[Docket No. CP63-32]

PANHANDLE EASTERN PIPE LINE CO.

Notice of Petition To Amend

FEBRUARY 15, 1966.

Take notice that on February 4, 1966, Panhandle Eastern Pipe Line Co. (Petitioner), 1 Chase Manhattan Plaza, New York, N.Y., 10005, filed in Docket No. CP63-32 a petition to amend the order of the Commission issued in said docket November 8, 1962, by requesting that the Commission extend for a 2-year period the date for completion of the testing and development of underground reservoirs in the State of Indiana as authorized in said order, all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

By its order issued in the aforementioned Docket No. CP63-32 the Commission authorized Petitioner, in pursuance of its proposed testing and development program, to expend up to \$6,000,000, with a single project limitation of \$2,000,000, and to inject up to 7,500,000 Mcf of gas, not more than one-third to be injected into any single reservoir.

Petitioner states that it has acquired leases suitable for use in underground storage and has commenced preliminary evaluation ultimately leading to testing operations in several prospective structures and that these steps have consumed a considerable amount of time. Petitioner further states that although gas has not yet been injected it is now making preparations to commence such injection.

Petitioner does not request an increase in either the dollar or volume limitations imposed by the Commission in the subject order.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before March 8, 1966.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-1903; Filed, Feb. 23, 1966;
8:46 a.m.]

[Docket No. CP66-260]

PANHANDLE EASTERN PIPE LINE CO.**Notice of Application**

FEBRUARY 15, 1966.

Take notice that on February 4, 1966, Panhandle Eastern Pipe Line Co. (Applicant), 1 Chase Manhattan Plaza, New York, N.Y., 10005, filed in Docket No. CP66-260 an application pursuant to sections 7(b) and 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of two 30-inch pipeline crossings of the Missouri River to replace existing crossings, together with permission and approval to abandon in place certain existing crossings, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that its main transmission system crosses the Missouri River between Howard County and Cooper County, Mo., and that at the present time the river crossings at this point consist of the following: (a) The Line 100 crossing which utilizes six 10-inch lines, (b) the Line 200 crossing which utilizes four 12-inch lines, (c) the Line 300 crossing which consists of a single 26-inch line, and (d) the Line 400 crossing which consists of a single 30-inch line. Applicant further states that following the completion of the two 30-inch crossings proposed by the instant application, it is proposed that the Line 100 crossing be abandoned in place and that the Line 300 crossing be retained for standby purposes.

Specifically, Applicant proposes that the Line 100 flow be routed into the existing Line 200 crossing, and the Line 200 flow be routed into one of the proposed 30-inch crossings. Applicant also proposes that the Line 300 flow be routed into the other proposed 30-inch crossing and that no change be made with regard to the Line 400 flow.

Applicant states that the purpose of the new river crossings will be to improve the dependability of service from its main transmission system.

The total estimated cost of Applicant's proposed construction is \$2,388,000, which cost will be financed from general sources available to it.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before March 8, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate and permission and approval for the proposed abandon-

ment are required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

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

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-1904; Filed, Feb. 23, 1966;
8:47 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File Nos. 70-4329, 70-4332]

EASTERN GAS & FUEL ASSOCIATES AND S. H. SCHEUER

Filing of Applications and Order for Hearing Regarding Acquisition by Exempt Holding Company of Com- mon Stock of Gas Utility Company and Exemption

FEBRUARY 17, 1966.

Notice is hereby given that Eastern Gas & Fuel Associates ("Eastern"), 2900 Prudential Tower, Boston, Mass., 02199, an exempt public-utility holding company, and S. H. Scheuer, 39 Broadway, New York, N.Y., 10006, an affiliate of Eastern, have each filed an application with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act") and have designated sections 3(a) (1), 9, and 10 of the Act as applicable to the proposed transactions. The applications relate to the proposed acquisition by Eastern of shares of the outstanding common stock of Brockton Taunton Gas Co. ("Brockton Taunton"), a gas utility company. All interested persons are referred to the applications, on file at the office of the Commission, for a statement of the transactions therein proposed which are summarized below.

Eastern, a Massachusetts voluntary association, is engaged, principally through subsidiaries, in various nonutility activities, including the mining and sale of coal, the operation of a barge line on the inland waterways and in the Gulf of Mexico, the operation of ocean-going and coastwise shipping and harbor tugs, the operation of coke plants, and related activities. Eastern also owns (1) all of the common stock of Boston Gas Co. ("Boston Gas"), a Massachusetts corporation and a gas utility company and (2) 37 percent of the outstanding stock of Algonquin Gas Transmission Co. ("Algonquin"), a nonutility gas transmission company. Eastern, as a holding company, and its subsidiary companies, as such, are exempt from the provisions of the Act by order dated February 28, 1955, issued pursuant to section 3(a) (1) of the Act (Holding Company Act Release No. 12807).

Scheuer is an affiliate of Eastern by reason of aggregate holdings of over 5 percent of the outstanding common stock of Eastern by Scheuer, individually or as fiduciary, by his spouse, and by a charitable foundation of which Scheuer is president. The direct and indirect acquisition by Scheuer of shares of Eastern in excess of 5 percent was approved by this Commission on July 25, 1961 (Holding Company Act Release No. 14486).

Boston Gas serves approximately 300,000 customers in eastern Massachusetts in an area of approximately 475 square miles, including almost the entire City of Boston and 31 other cities and towns, having an aggregate population of about 1,500,000. As at December 31, 1964, Boston Gas' total assets per books, after deducting reserves for depreciation, amounted to \$77,671,781. Its gross utility plant account at that date consisted of gas plant of \$82,836,165 and electric plant of \$2,689,370, and its gross operating revenues in the year 1964 amounted to \$46,313,000.

Brockton Taunton serves approximately 61,000 customers in southeastern Massachusetts in an area of approximately 800 square miles, including the cities of Brockton, Taunton, and Attleboro and 36 other communities, having an aggregate population of about 400,000. Its service area is contiguous to that of Boston Gas; both companies obtain substantially all of their requirements of natural gas from Algonquin; and both are subject to regulation by the Massachusetts Department of Public Utilities. At December 31, 1964, Brockton Taunton's total assets, per books, after deducting reserves for depreciation, amounted to \$24,368,567. Its gross utility plant amounted to \$26,541,554, and its gross operating revenues in 1964 amounted to \$10,171,515.

Eastern's application states that it now holds (through a nonutility subsidiary company) 18,766 shares (4.91 percent) of the outstanding common stock of Brockton Taunton. It further states that Eastern has obtained an option from Brockton Trust of Boston, Mass., to purchase at approximately \$36 per share an additional 16,101 shares (4.2 percent) of the outstanding Brockton Taunton common stock. The application does not disclose the identity of the beneficial owner or owners of the Brockton Taunton shares held by the trust.

Eastern proposes (1) to acquire 16,101 shares of Brockton Taunton common stock by the exercise of the option and (2) to acquire all the remaining shares by a proposed offer to all other holders of common stock of Brockton Taunton to purchase their shares for cash ("tender offer") at a price to be determined by Eastern but not less than approximately \$36.00 per share.

Eastern seeks approval of its acquisition of shares of the outstanding common stock not now held by it, by purchases in accordance with the option and tender offer, or otherwise. Eastern further states that ultimately it intends to acquire substantially all of the voting

securities of Brockton Taunton by means of the acquisitions proposed herein, followed by an exchange of securities, a merger, or such other steps as may be appropriate to accomplish said result.

Eastern also seeks an extension of the present exemption from the Act so as to include Brockton Taunton, if and when Brockton Taunton becomes a subsidiary company of Eastern. Scheuer's application seeks approval of his indirect acquisition of the common stock of Brockton Taunton.

The application states that Eastern does not know of any State or Federal commission, other than this Commission, which has jurisdiction over the proposed transactions.

It appearing to the Commission that it is appropriate in the public interest and in the interest of investors and consumers that a public hearing be held with respect to the proposed transactions and the requested exemption; and that interested persons be afforded an opportunity to be heard at such hearing with respect to such matters;

It is ordered, That a hearing be held herein on March 22, 1966, at 10 a.m., at the office of the Securities and Exchange Commission, 425 Second Street NW., Washington, D.C. On such date the Hearing Room Clerk will advise as to the room in which the hearing will be held.

It is further ordered, That a Hearing Examiner, hereafter to be designated, shall preside at said hearing. The officer so designated is hereby authorized to exercise all powers granted to the Commission under section 18(c) of the Act and to a hearing officer under the Commission's rules of practice.

The Division of Corporate Regulation of the Commission having advised the Commission that it has made a preliminary examination of the applications and that, upon the basis thereof, the following matters and questions are presented for consideration, without prejudice, however, to the presentation of additional matters and questions upon further examination:

(1) Whether the proposed acquisitions of the common stock of Brockton Taunton meet the standards of section 10 of the Act, particularly sections 10(b) and 10(c).

(2) What terms or conditions, if any, the Commission should impose if the proposed acquisitions are approved.

(3) Whether Eastern's request for exemption under section 3(a)(1) of the Act for itself and its subsidiary companies, as such (including Brockton Taunton if Brockton Taunton becomes a statutory subsidiary of Eastern), should be continued and extended, subject to terms and conditions, if any; and, if not, what other steps should be taken by the Commission in respect of said exemption.

(4) Generally, whether the proposed transactions are in all respects compatible with the provisions and standards of the applicable sections of the Act and of the rules promulgated thereunder.

It is further ordered, That particular attention be directed at said hearing to the foregoing matters and questions.

It is further ordered, That the Secretary of the Commission shall give notice of the aforesaid hearing by mailing copies of this notice and order by certified mail to Eastern, Scheuer, Brockton Taunton, and the Department of Public Utilities of Massachusetts; that notice to all other persons shall be given by publication of this notice and order in the FEDERAL REGISTER; and that a general release of this Commission in respect of this notice and order be distributed to the press and mailed to the persons appearing on the mailing list of the Commission for releases under the Public Utility Holding Company Act of 1935.

It is further ordered, That any person desiring to participate at the hearing herein may, not later than March 16, 1966, make a request therefor in writing, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by the filing which he desires to controvert. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should 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 applicants at the above-stated addresses, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed, contemporaneously with the request.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-1936; Filed, Feb. 23, 1966;
8:49 a.m.]

[24C-2728]

DUNFEE SAVINGS & LEASE

Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

FEBRUARY 17, 1966.

I. Thomas Dunfee, doing business as Dunfee Savings & Lease, 8113 Troost Avenue, Kansas City, Mo., with its principal office and business operations at 8113 Troost Avenue, Kansas City, Mo., filed with the Commission on October 4, 1965, a notification on Form 1-A and an offering circular relating to an offering of face value capital notes ranging in denomination from \$20.00 to more than \$20,000 for an aggregate offering price of \$97,311.34 subsequently amended to \$215,000 for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) and Regulation A promulgated thereunder.

II. The Commission has reasonable cause to believe that:

The offering would be made in violation of section 17 of the Securities Act of 1933, as amended, in that the offering circular contains untrue statements of material facts and omits to state mate-

rial facts necessary in order to make the statements made, in the light of the circumstances under which they are made, not misleading, particularly with respect to:

A. The issuer's liabilities on the financial statement of December 31, 1965, are understated and the proprietor's equity overstated by \$12,270.

B. The principal asset "Merchandise held for sale or lease (at cost)," appearing on the financial statement in the amount of \$445,673.03 is overstated by \$33,200.

C. The financial statement fails to provide for any depreciation for the issuer's principal asset "Merchandise held for sale or lease (at cost)."

D. The offering circular states in effect that it has been and will continue to be the policy of the issuer to pay investors in full on demand despite the fact that the issuer's bank account per its books was overdrawn on 50 days during the period from August 18, 1965, through January 13, 1966, and also that a net capital deficit existed per its books on 39 days during this same period.

E. The offering circular fails to disclose the contingent liability of the issuer under section 12(1) of the Securities Act of 1933, as amended, arising from sales of the issuer's securities in violation of section 5(a) of the Act.

F. The issuer failed to disclose in the offering circular that its maximum obligation on the notes offered is 6 percent interest per annum and any interest paid in excess of that amount will be determined by, and in the sole discretion of, the issuer.

G. The offering circular is materially false and misleading by implying that the issuer will pay 18 percent interest without disclosing that its maximum obligation is only 6 percent.

III. It appearing to the Commission that it is in the public interest and for the protection of investors that the exemption of the issuer under Regulation A be temporarily suspended.

It is ordered, Pursuant to Rule 261(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption of the issuer under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given that any persons having any interest in the matter may file with the Secretary of the Commission a written request for hearing within 30 days after the entry of this order; that within 20 days after receipt of such request, the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; that if no hearing is requested, and none is ordered by the Commission, this order shall become permanent on the 30th day after its entry and shall remain in effect unless, or until, it is modified or vacated by the Commission; and that notice of the time and place for

such hearing will be promptly given by the Commission.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-1937; Filed, Feb. 23, 1966;
8:49 a.m.]

[812-1766]

B. C. MORTON FUND, INC.

Order Canceling Hearing

FEBRUARY 17, 1966.

A hearing is scheduled for February 24, 1966, on an application of B. C. Morton Fund, Inc. ("applicant"), filed pursuant to section 6(c) of the Investment Company Act of 1940, for an order (i) exempting from the prohibitions of section 17(a) of the Act the sale of shares of other registered investment companies by B. C. Morton Organization, Inc., to applicant for the portfolio of its Growth Series and (ii) exempting such sales from the prohibitions of section 22(d) insofar as such section may be deemed to be applicable thereto.

Counsel for applicant has advised the Commission's staff that the company has determined not to pursue its request for such an exemption and has authorized the filing of a request for withdrawal of the exemption application. Accordingly,

It is ordered, That the hearing scheduled for February 24, 1966, is hereby canceled, without prejudice.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-1938; Filed, Feb. 23, 1966;
8:49 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice No. 884]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

FEBRUARY 18, 1966.

The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, 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.

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

The applications immediately following are assigned for hearing at the time and place designated in the notice of filing as here published in each proceeding. All of the proceedings are subject to the Special Rules of Procedure for Hearing outlined below:

SPECIAL RULES OF PROCEDURE FOR HEARING

(1) All of the testimony to be adduced by applicant's company witnesses shall be in the form of written statements which shall be submitted at the hearing at the time and place indicated.

(2) All of the written statements by applicant's company witnesses shall be offered in evidence at the hearing in the same manner as any other type of evidence. The witnesses submitting the written statements shall be made available at the hearing for cross-examination, if such becomes necessary.

(3) The written statements by applicant's company witnesses, if received in evidence, will be accepted as exhibits. To the extent the written statements refer to attached documents such as copies of operating authority, etc., they should be referred to in written statement as numbered appendices thereto.

(4) The admissibility of the evidence contained in the written statements and the appendices thereto, will be at the time of offer, subject to the same rules as if the evidence were produced in the usual manner.

(5) Supplemental testimony by a witness to correct errors or to supply inadvertent omissions in his written statement is permissible.

No. MC 118959 (Sub-No. 27), filed February 14, 1966. Applicant: JERRY LIPPS, INC., 130 South Frederick, Cape Girardeau, Mo. Applicant's representative: Thomas F. Kilroy, Colorado Building, 1341 G Street NW., Washington, D.C., 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles* (except those requiring special equipment), and *damaged, rejected, and returned shipments*, between Sterling and Rock Falls, Ill., on the one hand, and, on the other, points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia, and West Virginia. NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 125664 (Sub-No. 1 TA); therefore, dual operations may be involved.

HEARING: March 7, 1966, at the U.S. Courthouse and Federal Office Building, 219 South Dearborn Street, Chicago, Ill., before Examiner James Anton.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1941; Filed, Feb. 23, 1966;
8:49 a.m.]

[Notice No. 385]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

FEBRUARY 18, 1966.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1(c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 4963 (Deviation No. 16), JONES MOTOR CO., INC., Spring City, Pa., 19475; filed February 3, 1966. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: From Harrisburg, Pa., over Interstate Highway 81 to junction Interstate Highway 78, thence over Interstate Highway to Allentown, Pa., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From York, Pa., over U.S. Highway 111 to Harrisburg, Pa., thence over Highway 322 to junction U.S. Highway 422, thence over U.S. Highway 422 to Reading, Pa., thence over U.S. Highway 222 to Allentown, Pa., thence over unnumbered highway (formerly U.S. Highway 22) via Butztown, Dryland, and Wilson, Pa., to junction U.S. Highway 22, and thence over U.S. Highway 22 to Newark, Pa., and return over the same route.

No. MC 11220 (Deviation No. 15), GORDONS TRANSPORTS, INC., 185 W. McLemore Avenue, Memphis, Tenn.; filed February 7, 1966. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: From Hattiesburg, Miss., over Interstate Highway 59 to New Orleans, La., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From New Orleans, La., over U.S. Highway 90 to junction Mississippi Highway 604, south of Pearlinton,

Miss., thence over Mississippi Highway 604 via Pearlinton to junction Mississippi Highway 43, thence over Mississippi Highway 43 to junction U.S. Highway 11, thence over U.S. Highway 11 to Hattiesburg, Miss., and return over the same route.

No. MC 55896 (Deviation No. 5), R. W. EXPRESS, INC., 4840 Wyoming Avenue, Dearborn 2, Mich. Applicant's representative: Frank J. Kerwin, Jr., 1800 Buhl Building, Detroit, Mich., 48226, filed December 15, 1965, as amended February 4, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (1) From Toledo, Ohio, over Alternate U.S. Highway 20, to junction U.S. Highway 20, thence over U.S. Highway 20 to junction U.S. Highway 12, thence over U.S. Highway 12 to Chicago, Ill.; (2) From Detroit, Mich., over Interstate Highway 94 to junction Michigan Highway 60, thence over Michigan Highway 60 to junction U.S. Highway 27, thence over U.S. Highway 27 to junction Interstate Highway 69 (at or near Angola, Ind.), thence over Interstate Highway 69 to Indianapolis, Ind.; (3) from Chicago, Ill., over Interstate Highway 65 to Indianapolis, Ind.; and (4) from Detroit, Mich., over Interstate Highway 94 to Chicago, Ill., and return over the same routes for operating convenience only. The notice states that the carrier is presently authorized to transport the same commodities over pertinent service routes as follow: (1) From Toledo, Ohio, over U.S. Highway 24 to Fort Wayne, Ind., thence over U.S. Highway 30 to junction U.S. Highway 41, thence over U.S. Highway 41 to Chicago, Ill.; (2) from Detroit, Mich., over U.S. Highway 12 (now Interstate Highway 94) to junction U.S. Highway 60, thence over U.S. Highway 60 to junction U.S. Highway 27, thence over U.S. Highway 27 to junction U.S. Highway 37 at Fort Wayne, Ind., thence over U.S. Highway 37 to Indianapolis, Ind.; (3) from Chicago, Ill., over U.S. Highway 41 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 31, thence over U.S. Highway 31 to Indianapolis, Ind.; and (4) from Detroit, Mich., over U.S. Highway 12 to Chicago, Ill., and return over the same routes.

No. MC 59918 (Deviation No. 2), MAX J. FRISCH, doing business as CLINTON TRUCKING CO., 625 Main Street, Clinton, Mass., filed January 18, 1966. Applicant's representative: Kenneth B. Williams, 111 State Street, Boston, Mass., 02109. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Hartford, Conn., over Interstate Highway 91 to New Haven, Conn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1) From Clinton, Mass., over Massachusetts Highway 110 to Worcester, Mass., thence over Massachusetts Highway 12 to junction U.S. Highway 20, thence over U.S.

Highway 20 to Springfield, Mass., thence over U.S. Highway 5 to junction Alternate U.S. Highway 5, thence over Alternate U.S. Highway 5 via Meriden and Tracy, Conn., to junction U.S. Highway 5, south of Tracy, Conn., thence over U.S. Highway 5 to North Haven, Conn., thence over Alternate U.S. Highway 5 via Montowese, Conn., to New Haven, Conn., thence over U.S. Highway 1 to Newark, N.J., and (2) from Clinton, Mass., over Massachusetts Highway 70 to Worcester, Mass., thence over Massachusetts Highway 9 to West Brookfield, Mass., thence over Massachusetts Highway 19 to Warren, Mass., thence over Massachusetts Highway 67 via West Warren, Mass., to junction U.S. Highway 20, thence over U.S. Highway 20 to Springfield, Mass., thence over Alternate U.S. Highway 5 to Hartford, Conn., and thence to Newark, N.J., as specified above, and return over the same routes.

No. MC 103435 (Deviation No. 11), UNITED-BUCKINGHAM FREIGHT LINES, Post Office Box 1631, Rapid City, S. Dak. Applicant's representative: J. Maurice Andren (same address as applicant); filed February 7, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Gary, Ind., over Interstate Highway 80 to junction Interstate Highway 80N to Portland, Ore., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follow: (1) From Chicago, Ill., over U.S. Highway 34 to junction Illinois Highway 65, thence over Illinois Highway 65 to Aurora, Ill., thence over Illinois Highway 31 to junction U.S. Highway 34, thence over U.S. Highway 34 to junction Illinois Highway 92, thence over Illinois Highway 92 via Yorktown, Ill., to Moline, Ill., thence over U.S. Highway 6 to Iowa City, Iowa, thence over U.S. Highway 218 to Cedar Rapids, Iowa, thence over U.S. Highway 30 to Ames, Iowa, and thence over U.S. Highway 69 to Des Moines, Iowa; (2) from Chicago, Ill., to Yorktown, Ill., as specified above, thence over Illinois Highway 92 to junction Illinois Highway 78, thence over Illinois Highway 78 to junction U.S. Highway 30, thence over U.S. Highway 30 to Ames, Iowa, and thence over U.S. Highway 69 to Des Moines, Iowa; (3) from Chicago, Ill., to Iowa City, Iowa, as specified above, thence over U.S. Highway 6 to Des Moines, Iowa; (4) from Omaha, Nebr., over U.S. Highway 6 to Des Moines, Iowa; (5) from Council Bluffs, Iowa, over city streets to Omaha, Nebr., thence over Alternate U.S. Highway 30 to Wahoo, Nebr., thence over U.S. Highway 77 to Lincoln, Nebr.; (6) from Council Bluffs, Iowa, over city streets to Omaha, Nebr.

Thence over Alternate U.S. Highway 30 to junction U.S. Highway 30, thence over U.S. Highway 30 to Grand Island, Nebr.; (7) from Council Bluffs, Iowa, over city streets to Omaha, Nebr., thence over U.S. Highway 6 to junction unnum-

bered highway (formerly U.S. Highway 6) near Dorchester, Nebr., thence over unnumbered highway to Dorchester, Nebr., thence return over unnumbered highway to junction U.S. Highway 6, thence over U.S. Highway 6 to junction unnumbered highway (formerly U.S. Highway 6), thence over unnumbered highway to Hastings, Nebr., thence over U.S. Highway 34 (formerly U.S. Highway 6) to junction U.S. Highway 6, thence over U.S. Highway 6 to junction unnumbered highway about 3 miles southwest of Atlanta, Nebr., thence over unnumbered highway to junction Nebraska Highway 3, thence over Nebraska Highway 3 to junction U.S. Highway 6, thence over U.S. Highway 6 to McCook, Nebr.; and return from McCook over U.S. Highway 6 to junction Nebraska Highway 3, thence over Nebraska Highway 3 to Beatrice, Nebr., thence over U.S. Highway 77 to Lincoln, Nebr., thence over U.S. Highway 6 to Omaha, Nebr., and thence over city streets to Council Bluffs, Iowa; (8) from Omaha, Nebr., over U.S. Highway 6 to junction unnumbered highway (formerly U.S. Highway 6), thence over unnumbered highway to Hastings, Nebr., thence over U.S. Highway 34 (formerly U.S. Highway 6) to junction U.S. Highway 6, thence over U.S. Highway 6 to McCook, Nebr.; (9) from Akron, Colo., over U.S. Highway 34 to McCook, Nebr.; (10) from Akron, Colo., over Colorado Highway 63 to Atwood, Colo., thence over U.S. Highway 6 to Sterling, Colo.; (11) from Akron, Colo., over U.S. Highway 34 to junction U.S. Highway 6, thence over U.S. Highway 6 to Denver, Colo.; (12) from Denver, Colo., over U.S. Highway 85 to Cheyenne, Wyo.; (13) from Denver, Colo., over U.S. Highway 287 (formerly U.S. Highway 87) to junction unnumbered highway approximately 2 miles north of Fort Collins, Colo.

Thence over unnumbered highway to junction U.S. Highway 87, and thence over U.S. Highway 87 to Cheyenne, Wyo.; (14) from Deadwood, S. Dak., over U.S. Highway 85 to Denver, Colo.; (15) from Lusk, Wyo., over U.S. Highway 20 to Casper, Wyo., thence over Wyoming Highway 220 to junction U.S. Highway 287, thence over U.S. Highway 287 to Rawlins, Wyo., thence over U.S. Highway 30 to junction U.S. Highway 30S, thence over U.S. Highway 30S to junction U.S. Highway 89, and thence over U.S. Highway 89 to Hill Field, Utah; (16) from Omaha, Nebr., over U.S. Highway 75 to Sioux City, Iowa; (17) from Sioux Falls, S. Dak., over U.S. Highway 77 to junction U.S. Highway 18, thence over U.S. Highway 18 to Canton, S. Dak., thence over unnumbered highways via Norway Center, Alcester, and Nora, S. Dak., to junction U.S. Highway 77, and thence over U.S. Highway 77 to Sioux City, Iowa; (18) from Sioux Falls, S. Dak., over U.S. Highway 16 to Philip Junction, S. Dak.; (19) from Miller, S. Dak., over U.S. Highway 14 to Sturgis, S. Dak.; (20) from Sturgis, S. Dak., over U.S. Highway 14 to Deadwood, S. Dak., thence over U.S. Highway 85 to Belle Fourche, S. Dak.; (21) from Sturgis, S. Dak., over South Dakota Highway 79 to junction U.S. Highway 212, thence over U.S. Highway 212 to Belle Fourche, S. Dak.; (22) from

Moorcroft, Wyo., over U.S. Highway 14 to Spearfish, S. Dak.; (23) from Newcastle, Wyo., over U.S. Highway 16 to Ucross, Wyo., thence over U.S. Highway 14 to Sheridan, Wyo.; (24) from Broadus, Mont., over U.S. Highway 212 to junction Montana Highway 8, thence over Montana Highway 8 to Crow Agency, Mont., thence over U.S. Highway 87 to Billings, Mont.; (25) from Broadus, Mont., over U.S. Highway 212 to junction unnumbered highway.

Thence over unnumbered highway via Biddle, Mont., to junction U.S. Highway 16, and thence over U.S. Highway 16 to Gillette, Wyo.; (26) from Broadus, Mont., over unnumbered highway via Moorhead, Mont., to junction U.S. Highway 14, and thence over U.S. Highway 14 to Sheridan, Wyo.; (27) from Broadus, Mont., over U.S. Highway 212 to junction Montana Highway 8, thence over Montana Highway 8 to junction U.S. Highway 87 and thence over U.S. Highway 87 to Billings, Mont.; (28) from Missoula, Mont., over U.S. Highway 10 (portion formerly U.S. Highway 10S) via Garrison and Three Forks, Mont., to Billings, Mont.; (29) from Missoula, Mont., over U.S. Highway 10 to Garrison, Mont., thence over U.S. Highway 12 formerly portion U.S. Highway 10N) to junction Montana Highway 287 (formerly portion U.S. Highway 10N), thence over Montana Highway 287 to junction U.S. Highway 10 at or near Three Forks, Mont., thence over U.S. Highway 10 to Billings, Mont.; (30) from Missoula, Mont., over U.S. Highway 10 to Garrison, Mont., thence over U.S. Highway 12 (formerly portion U.S. Highway 10N and Montana Highway 6) via Townsend, Mont., to junction Montana Highway 3 approximately 6 miles east of Slayton, Mont., thence over Montana Highway 3 to Billings, Mont.; (31) from Billings, Mont., over unnumbered highway via Action and Broadview, Mont., to junction U.S. Highway 12 (portion formerly Montana Highway 6 and U.S. Highway 10N).

Thence over U.S. Highway 12 via Townsend, Mont., to Helena, Mont.; (32) from Missoula, Mont., over U.S. Highway 10 to Garrison, Mont., thence over U.S. Highway 12 to Helena, Mont.; (33) from Spokane, Wash., over U.S. Highway 10 to Missoula, Mont. (also from Spokane, Wash., over Washington Highway 2H to junction U.S. Highway 10); (34) from Spokane, Wash., over U.S. Highway 195 via Pullman, Wash., to junction U.S. Highway 95 (also from Pullman, Wash., over Washington Highway 3 to the Washington-Idaho State line, thence over Idaho Highway 8 to Moscow, Idaho, and thence over U.S. Highway 95 to junction U.S. Highway 195), thence over U.S. Highway 95 to junction U.S. Highway 30 near Fruitland, Idaho, thence over U.S. Highway 30 to Boise, Idaho; and (35) from Portland, Oreg., over U.S. 99 to Vancouver, Wash., thence over U.S. Highway 830 to Maryhill, Wash., thence over U.S. Highway 97 to Tappanish, Wash., thence over unnumbered highway to Zillah, Wash., thence over U.S. Highway 410 to Pasco, Wash., and thence over U.S. Highway 395 to Spokane, Wash.; and return over the same route.

No. MC 108473 (Deviation No. 8), ST. JOHNSBURY TRUCKING COMPANY, INC., 38 Main Street, St. Johnsbury, Vt. Applicant's representative: Francis E. Barrett, Professional Building, 25 Bryant Avenue, East Milton (Boston), Mass., 02186; filed February 7, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Springfield, Mass., over U.S. Highway 20 to junction U.S. Highway 5, thence over U.S. Highway 5 to the Massachusetts Turnpike, thence over the Massachusetts Turnpike to the New York-Massachusetts State line, thence over the Berkshire section of the New York Thruway to New York State Thruway, thence over the New York State Thruway to Exit 23, thence over New York Highway 9W to Albany, N.Y., and also to enter, leave and reenter the aforementioned expressways at all exit ramps, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follow: (1) From Springfield, Mass., over U.S. Highway 20 to Pittsfield, Mass.; (2) from Springfield, Mass., over U.S. Highway 20 to junction Massachusetts Highway 23, thence over Massachusetts Highway 23 to junction U.S. Highway 7, thence over U.S. Highway 7 to Pittsfield, Mass.; and (3) from Albany, N.Y., over U.S. Highway 20 to Pittsfield, Mass.; and return over the same routes.

No. MC 109455 (Deviation No. 1), GEORGIA-FLORIDA MOTOR EXPRESS, INC., Post Office Box 2501, Jacksonville, Fla.; filed February 7, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Baxley, Ga., over Georgia Highway 15 to Race Pond, Ga., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Baxley, Ga., over U.S. Highway 1 to Race Pond, Ga., and return over the same route.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Deviation No. 292) (Cancels Deviation No. 182), GREYHOUND LINES, INC. (Southern Division), 219 East Short Street, Lexington, Ky., 40507; filed February 4, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, and *express and newspapers*, in the same vehicle with passengers, over a deviation route as follows: From junction Interstate Highway 55 and U.S. Highway 61, 4 miles east of Jackson, Mo., over Interstate Highway 55 to Memphis, Tenn., with the following access routes: (1) From junction Interstate Highway 55 and U.S. Highway 62, over U.S. Highway 62 to Sikeston, Mo.; (2) from junction Interstate Highway 55 and Missouri Highway 162, over Missouri Highway 162 to Portageville, Mo.; (3) from junction Interstate Highway 55 and Missouri

Highway 84, over Missouri Highway 84 to Hayti, Mo.; (4) from junction Interstate Highway 55 and Arkansas Highway 18, over Arkansas Highway 18, to Blytheville, Ark.; (5) from junction Interstate Highway 55 and Arkansas Highway 140, over Arkansas Highway 140 to Osceola, Ark.; (6) from junction Interstate Highway 55 and Arkansas Highway 181, over Arkansas Highway 181 to Wilson, Ark.; (7) from junction Interstate Highway 55 and Arkansas Highway 118, over Arkansas Highway 118 to Joiner, Ark.; and (8) from junction Interstate Highway 55 and Arkansas Highway 42, over Arkansas Highway 42 to Turrell, Ark.; and return over the same routes, for operating convenience only.

The notice indicates that the carrier is presently authorized to transport passengers and the same property over a pertinent service route as follows: From St. Louis, Mo., over U.S. Highway 67 to Mehlville, Mo., thence over U.S. Highway 61 to junction old U.S. Highway 61 at a point approximately 1 mile northeast of Turrell, Ark., thence over old U.S. Highway 61 to Turrell, Ark., thence over U.S. Highway 61 via Clarksdale, Miss., to Vicksburg, Miss., and return over the same route.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1942; Filed, Feb. 23, 1966;
8:49 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

FEBRUARY 18, 1966.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket No. B-8608, filed February 1, 1966. Applicant: DANIEL L. PORTANOVA, doing business as PORTANOVA TRUCKING COMPANY, 32 Westwood Road, Trumbull, Conn. Applicant's representative: Reubin Kaminsky, 410 Asylum Street, Hartford, Conn. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *lumber and building materials*, except bulk materials, suitable for transportation by dump vehicle between all points in the State of Connecticut.

HEARING: March 23, 1966, at 10 a.m., Room 565 A, State Office Building, 165 Capitol Avenue, Hartford, Conn. Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Connecticut Public Utilities Commission, 165 Capitol Avenue, Hartford, Conn., 06116, and should not be directed to the Interstate Commerce Commission.

State Docket No. 9774, filed January 31, 1966. Applicant: EARL GUILLORY, doing business as OZONE MOTOR LINE, 4552 North Villere Street, New Orleans, La. Applicant's representative: John Schwab, 617 North Boulevard, Baton Rouge, La. Certificate of public convenience and necessity sought to operate as follows: Transportation of *General commodities*, in both directions, closed doors, serving no intermediate point except Zee, La., from New Orleans, La., over U.S. Highway 61 to St. Francisville, La. serving the off-route point of Zee, La. on Louisiana Highway 964. NOTE: Applicant states it is presently authorized to and does serve Zee and St. Francisville, La. from New Orleans, La., in both directions, both interstate and intrastate, but such service is authorized and accomplished by circuitous and uneconomic routes through Kentwood, La. Accordingly, for carrier operating convenience only, applicant seeks the above.

HEARING: Date, time, and place of hearing to be hereafter fixed. Request for procedural information, including the time for filing protests, concerning this application should be addressed to the Louisiana Public Service Commission, Box 4034 Capitol Station, Baton Rouge, La., 70804, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1944; Filed, Feb. 23, 1966;
8:50 a.m.]

[Notice 134]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

FEBRUARY 18, 1966.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules in Ex Parte No. MC 67 (49 CFR Part 240), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protest must certify that such service has been made. The protest must be specific as to the service which such pro-

testant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined, at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 504 (Sub-No. 86 TA), filed February 14, 1966. Applicant: HARPER MOTOR LINES, INC., 213 Long Avenue, Post Office Box 781, Elberton, Ga. Applicant's representative: Monty Schumacher, Suite 693, 1375 Peachtree Street NE., Atlanta 9, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Juices, beverages, or drinks* (other than citrus), not requiring refrigeration, from Bradenton and Cocoa (Port Canaveral), Fla., to points in Michigan, Indiana (except Indianapolis), Illinois (except Chicago), Ohio (except Cincinnati) and points in that part of Wisconsin on and south of U.S. Highway 18, and St. Louis, Mo. with no transportation for compensation on return except as otherwise authorized, for 180 days. Supporting shipper: Tropicana Products, Inc., Bradenton, Fla. Send Protests to: William L. Scroggs, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 680 West Peachtree Street NW., Room 300, Atlanta, Ga., 30308.

No. MC 9325 (Sub-No. 30 TA), filed February 14, 1966. Applicant: K LINES, INC. Post Office Box 216, Lebanon, Ore. Applicant's representative: James E. Berry (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, in pneumatic type equipment, from Lime, Ore. to Hells Canyon Dam site, Adams County, Idaho, for 150 days. Supporting shipper: Oregon Portland Cement Co., 111 Southeast Madison, Portland, Ore., 97214. Send protests to: A. E. Odoms, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 450 Multnomah Building, Portland, Ore., 97204.

No. MC 23939 (Sub-No. 162 TA), filed February 14, 1966. Applicant: ASBURY TRANSPORTATION CO., 2222 East 38th Street, Los Angeles, Calif., 90058. Applicant's representative: Wade & Wade, 729 Citizens National Bank Bldg., 453 South Spring Street, Los Angeles, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Unsymmetrical dimethyl hydrazine mix*, from Davis-Monthan Air Force Base, Ariz. (near Tucson), to Vandenberg Air Force Base, Calif. (near Santa Maria), for 180 days. Supporting shipper: Military Traffic Management Terminal Service, Washington, D.C. Send protests to: John Nance, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 7708 Federal Building, 300 North Los Angeles Street, Los Angeles, Calif., 90012.

No. MC 31600 (Sub-No. 608 TA), filed February 15, 1966. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street Waltham, Mass., 02154. Applicant's representative Joseph O'Neil (Same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum naphtha*, in bulk, in tank vehicles, from East Boston, Mass., to Glens Falls, N.Y., for 150 days. Supporting shipper: Mobil Oil Co., Division of Socony Mobil Oil Co., Inc., 150 East 42d Street, New York, N.Y., 10017. Send protests to: James F. Martin, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 30 Federal Street, Boston, Mass., 02110.

No. MC 59570 (Sub-No. 32 TA), filed February 14, 1966. Applicant: HECHT BROTHERS, INC., Route 9, Post Office Box 232, Toms River, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Asphalt mix sealer and concrete bonding compound*, in mixed shipments with concrete mix, mortar mix, plaster mix, sand and sand products, or gravel, from Pinewald, N.J., to points in Connecticut, Delaware, Maryland, Massachusetts, New York (except New York and points in Westchester County, N.Y.), Pennsylvania (except Philadelphia), Rhode Island, Virginia and Washington, D.C., for 150 days. Supporting shipper: New Jersey Pulverizing Co., 205 West 34th Street, New York, N.Y., 10001. Send protests to: Raymond T. Jones, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 410 Post Office Building, Trenton, N.J., 08608.

No. MC 64932 (Sub-No. 398 TA), filed February 14, 1966. Applicant: ROGERS CARTAGE CO., 1439 West 103d Street, Chicago, Ill., 60643. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from Weston, Mich., and points in Raisin Township (Lenawee County), Mich., to points in Illinois, Indiana, Ohio, Missouri, and Wisconsin, for 180 days. SUPPORTING SHIPPER: Stauffer Chemical Company, 380 Madison Avenue, New York, N.Y. SEND PROTESTS TO: Charles J. Kudelka, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, United States Courthouse & Federal Office Building, 219 South Dearborn Street, Chicago, Ill., 60604.

No. MC 68078 (Sub-No. 26 TA), filed February 16, 1966. Applicant: CENTRAL MOTOR EXPRESS, INC., 2909 South Hickory Street, Chattanooga, Tenn., 37407. Applicant's representative: Blaine Buchanan, 1024 James Building, Chattanooga, Tenn., 37402. 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 commodities requiring special equipment), in a circuitous manner, from Athens, Tenn., over Tennessee Highway 30 to Etowah, Tenn., thence over U.S. Highway 411 to Englewood, Tenn., thence over Tennessee Highway 39 to Junction Tennessee Highway 30, and thence over Tennessee Highway 30 to Athens, serving all intermediate points, for 180 days. Supporting shippers: Artcraft Industries, Inc., Englewood, Tenn., 37329, Claude Peck, General Manager; McMinn County News, Englewood, Tenn., 37329, Mr. and Mrs. Sidney Kean; Blocksom & Company, Michigan City, Ind., 46360, Douglass P. Swayne, Purchasing Agent; McMinn Memory Gardens & Mausoleum, Inc., Box 234, Athens, Tenn., 37303, Charles E. Nelson, Vice President and Secretary; Sport-wear Hosiery Mills, Inc., Etowah, Tenn., 37329, Sidney Kean, Manager; Big Bear Adhesive & Chemical Co., Inc., Etowah, Tenn., 37331, Earl L. Miller, President; Morgan Manufacturing Company, Etowah, Tenn., 37331, Eugene Sadler. Send protests to: J. E. Gamble, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 706 U.S. Courthouse, Nashville, Tenn., 37203.

No. MC 108428 (Sub-No. 18 TA), filed February 15, 1966. Applicant: DINO D'AGATA, 3240 South 61st Street, Philadelphia, Pa., 19153. Applicant's representative: G. Donald Bullock, Box 146, Wyncote, Pa., 19095. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Reading, Pa., to Philadelphia, Pa., for 180 days. Supporting shipper: Leo Bloom, President, Esslinger Brewing Co., W. Elm & Gordon Sts., Reading, Pa., 19603. Send protests to: Peter R. Guman, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 900 U.S. Custom House 2d and Chestnut Streets, Philadelphia, Pa., 19106.

No. MC 115491 (Sub-No. 95 TA), filed February 14, 1966. Applicant: COMMERCIAL CARRIER CORPORATION, 502 East Bridgers Avenue, Post Office Drawer 67, Auburn, Ala., 36823. Applicant's representative: George W. Clapp. (Same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Juices, beverages, or drinks* (other than citrus), not requiring refrigeration, from Bradenton and Cocoa (Port Canaveral), Fla., to points in Arizona, California, Colorado, Iowa, Kansas (except Kansas City), Louisiana, Minnesota (except Minneapolis and St. Paul), Mississippi, Missouri (except St. Louis), Montana, Nebraska, Nevada, New Mexico, North Dakota, South Dakota, Texas, Utah, and Wyoming, for 180 days. Supporting shipper: Tropicana Products, Inc., General Offices, Bradenton, Fla. Send protests to: Joseph B. Teichert, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 1621, 51 Southwest 1st Avenue, Miami, Fla., 33130.

No. MC 116063 (Sub-No. 90 TA), filed February 14, 1966. Applicant: WESTERN-COMMERCIAL TRANSPORT, INC., 2400 Cold Springs Road, Post Office Box 270, Fort Worth, Tex., 76111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid resin and latex*, in bulk, from Garland, Tex., to Greensboro, N.C., for 180 days. Supporting shipper: Virgil O. Musick, traffic manager, DeSoto Chemical Coatings, Inc., Post Office Box 10, Forest Lane and Shiloh Road, Garland, Tex. Send protests to: Ralph Bezner, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 816 T & P Building, Fort Worth, Tex., 76102.

No. MC 116544 (Sub-No. 66 TA), filed February 14, 1966. Applicant: WILSON BROTHERS TRUCK LINE, INC., 700 East Fairview Avenue, Post Office Box 516, Carthage, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Juices, beverages, or drinks* (other than citrus), not requiring refrigeration, from Bradenton and Cocoa (Port Canaveral), Fla., to points in Mississippi, Louisiana, Texas, Arkansas, Oklahoma, Missouri, Kansas, Iowa, Nebraska, Wisconsin, Minnesota, North Dakota, South Dakota, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Nevada, and California, for 180 days. Supporting shipper: Tropicana Products, Inc., General Offices, Bradenton, Fla. Send protests to: John V. Barry, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 1100 Federal Office Building, 911 Walnut Street, Kansas City, Mo., 64106.

No. MC 119778 (Sub-No. 102 TA), filed February 14, 1966. Applicant: REDWING CARRIERS, INC., Wilson Road, Post Office Box 34, Powderly Station, Birmingham, Ala., 35211. Applicant's representative: H. D. McGough (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sodium thiocyanate*, in bulk, in tank vehicles, from LeMoyne, Ala., to Pace, Fla., for 150 days. Supporting shipper: American Cyanamid Co., Wayne, N.J., 07470. Send protests to: B. R. McKenzie, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 212, 908 South 20th Street, Birmingham, Ala., 35205.

No. MC 123405 (Sub-No. 15 TA), filed February 14, 1966. Applicant: FOOD TRANSPORT, INC., Post Office Box 1041, York, Pa. Applicant's representative: Christian V. Graf, 407 North Front Street, Harrisburg, Pa., 17101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fruit juices, drinks, beverages* (other than citrus), not requiring refrigeration, from Bradenton and Cocoa (Port Canaveral), Fla., to points in West Virginia; points in that part of New York on north, and west of New York Highway 7 (except Troy and Schenectady); points in Pennsylvania (except Philadelphia); and points in that part of Maryland on and west of U.S.

Highway 15, for 180 days. Supporting shipper: Tropicana Products, Inc., Bradenton, Fla. Send protests to: Robert W. Ritenour, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 218 Central Industrial Building, 100 North Cameron Street, Harrisburg, Pa., 17101.

No. MC 124328 (Sub-No. 21 TA), filed February 14, 1966. Applicant: BRINK'S INCORPORATED, 234 East 24th Street, Chicago, Ill., 60616. Applicant's representative: J. R. Leidgen (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Unfit federal reserve notes*, from Chicago, Ill., Detroit, Mich., Cleveland and Cincinnati, Ohio, to Washington, D.C., for 150 days. Supporting Shipper: Board of Governors of the Federal Reserve System, Washington, D.C., 20551. Send protests to: Raymond E. Mauk, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 1086 U.S. Courthouse and Federal Office Building, 219 South Dearborn Street, Chicago, Ill., 60604.

No. MC 124755 (Sub-No. 6 TA), filed February 14, 1966. Applicant: HOMER HOAG, doing business as HOAG TRUCKING CO., Post Office Box 493, Philip, S. Dak., 57567. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scrap metal and materials, including metals, crushed car bodies, scrapped machinery, rubber, paper, and fabrics for reprocessing*, from points in South Dakota to points in Colorado, Illinois, and Minnesota; and on return, *used equipment, parts, metals, rubber, paper and fabrics for salvage*, from points in Colorado, Minnesota, and Illinois to points in South Dakota, for 180 days. Supporting shippers: Olin Hand, Philip, S. Dak., 57567; Batls Faber, R.R. No. 3, Pierre, S. Dak., 57501; Lester Gruenig, State Highway 79, Rapid City, S. Dak., 57701. Send protests to: J. L. Hammond, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 369, Federal Building, Pierre, S. Dak., 57501.

No. MC 124954 (Sub-No. 3 TA), filed February 14, 1966. Applicant: LESTER WILLS, doing business as WILLS TRUCK LINE, Post Office Box 91, Sibley, Iowa. Applicant's representative: R. W. Wigton, 710 Badgerow Building, Sioux City, Iowa, 51101. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Ale, beer, porter and stout*, in containers, from Minneapolis, Minn., to Sioux City, Iowa, and *empty containers*, on return, and (2) *beverages, flavored or phosphated, nonalcoholic*, in containers, from Shakopee, Minn., to Sioux City, Iowa, and *empty containers*, on return, for 180 days. Supporting shipper: DeDe Beverage Co., 2106 East Third Street, Sioux City, Iowa, 51101. Send protests to: Carroll Russell, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 304 Post Office Building, Sioux City, Iowa, 51101.

No. MC 126346 (Sub-No. 3 TA), filed February 14, 1966. Applicant: NORMAN L. HAUPT, doing business as HAUPT CONTRACT CARRIERS, 226 North 11th Avenue, Post Office Box 411, Wausau, Wis., 54401. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Irrigation systems and related supplies and materials* used in such operations, from Hastings, Fremont, and Valley, Nebr., Newark, Ohio, Dolton and Waukegan, Ill., to points in Wisconsin, return of *rejected, damaged, or surplus material* to origins of inbound. Restricted to a transportation service to be performed under a continuing contract or contracts with Wisconsin Pump Service, Inc., of Stevens Point, Wis., for 180 days. Supporting shipper: Wisconsin Pump Service, Inc., Route 1, Stevens Point, Wis., 54481. Send protests to: C. W. Buckner, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 214 North Hamilton Street, Madison, Wis., 53703.

No. MC 127253 (Sub-No. 24 TA), filed February 14, 1966. Applicant: GRACE LEE CORBETT, doing business as R. A. CORBETT TRANSPORT, 111 West Laurel Street, Lufkin, Tex. Applicant's representative: C. Wade Shemwell (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed grade molasses*, in bulk, from Freeport, Tex., to points in Louisiana, for 180 days. Supporting shipper: Distribution & Sales (C. D. Owen), Red Barn Chemicals, Inc., Post Office Box 1814, 418 Market Street, Shreveport, La., 71102. Send protests to: John C. Redus, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Post Office Box 61212, Houston, Tex., 77061.

No. MC 127280 (Sub-No. 2 TA) (Correction), filed January 19, 1966, published FEDERAL REGISTER, issue of January 27, 1966, and republished as corrected this issue. Applicant: OWASCO VALLEY TRUCKING COMPANY, INC., Oak Hill Road, Moravia, N.Y. Applicant's representative: Wilmer B. Hill, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Potash*, in bulk, in dump vehicles, from Oswego, N.Y., to points in New York, New Jersey, Pennsylvania, Massachusetts, and Connecticut, for 180 days. Supporting shipper: Agway, Inc., Terrance Hill, Ithaca, N.Y., 14851. Send protests to: Morris H. Gross, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 1025 Chimes Building, Syracuse, N.Y., 13202. NOTE: The purpose of this republication is to show the correct sub number assigned to this case (Sub-No. 2 TA), in lieu of (Sub-No. 1 TA), which was assigned, in error.

No. MC 127303 (Sub-No. 4 TA), filed February 14, 1966. Applicant: HENRY ZELLMER, doing business as ZELLMER TRUCK LINES, Granville, Ill. Applicant's representative: Albert A. Andrin, 29 South La Salle Street, Chicago, Ill.,

60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages and related advertising materials*, (1) from Minneapolis and St. Paul, Minn., to Pontiac and Lockport, Ill., (2) from Newport, Ky.; Sheboygan and La Crosse, Wis.; and Detroit, Mich., to Peoria, Ill., and (3) from South Bend, Ind., to Peoria, Ill., for 180 days. Supporting shippers: Heller Importing & Distributing Co., 2406 Southwest Adams Street, Peoria, Ill.; Startz Beer Distributor, 1327 State Street, Lockport, Ill.; Corn Belt Sales Co., Post Office Box 421, Pontiac, Ill. Send protests to: Raymond E. Mauk, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 1086, U.S. Courthouse and Federal Office Buildings, 219 South Dearborn Street, Chicago, Ill., 60604.

No. MC 127931 TA, filed February 14, 1966. Applicant: EDWARD T. COX, 1306 West Vermijo, Colorado Springs, Colo. Applicant's representative: Peter J. Crouse, 730 Equitable Building, Denver, Colo., 80202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Motion picture advertising material and motion picture theater supplies and equipment parts*, with no single shipment to exceed 100 pounds and motion picture film, all under contract with motion picture exhibitors, from, to and between all points in the city and County of Denver, El Paso County and Pueblo County, Colo., for 180 days. Supporting shippers: Westland Theatres, Post Office Box 1150, Colorado Springs, Colo.; Cooper Foundation Theatres, Colorado Springs, Colo.; Clynes Theatre Co., 421 West Northern, Pueblo, Colo. Send protests to: Herbert C. Ruoff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 2022 Federal Building, Denver, Colo., 80202.

No. MC 127933 TA, filed February 14, 1966. Applicant: GLEN NYLANDER, doing business as NYLANDER TRANSIT, Brandon, Minn. Applicant's representative: Gene P. Johnson, First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Jams, jellies and preserves*, from Fargo, N. Dak., to points in the United States (except Alaska, Hawaii, Oregon, California, Nevada, Utah, Arizona, New Mexico, Maryland, Delaware, New Jersey, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, Maine, and Washington, D.C.). (2) *Glass containers and jars, and cartons*, from Wheeling, W. Va., Streator, Ill., Shakopee, Minn., and Ada and Muskogee, Okla., to Fargo, N. Dak. (3) *Pectin*, from Kansas City, Kans., and Chicago, Ill., to Fargo, N. Dak. (4) *Citric acid*, from Chicago, Ill., and Minneapolis, Minn., to Fargo, N. Dak. (5) *Bottle closures, covers and caps*, from Chicago, Ill., and Wheeling, W. Va., to Fargo, N. Dak., for 180 days. Supporting shipper: Paul-Mark, Inc., Post Office Box 1178, Fargo, N. Dak. Send protests to: C. H. Bergquist, District Supervisor, Bureau of Operations and Compliance, In-

terstate Commerce Commission, 408 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., 55401.

No. MC 127934 TA, filed February 15, 1966. Applicant: BOB HAWKS MOVERS, INC., 283 Wagner Place, Memphis, Tenn., 38103. Applicant's representative: Bob Hawks, c/o Tom P. Mitchell, 60 North Third, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, in containers, restricted to shipments (1) for freight forwarders where a freight forwarder is transporting this commodity pursuant to the exemption for it at 49 U.S.C.A. 1002(b)(2), and (2) which have a prior or subsequent movement beyond (origin and/or destination): Between Ashley, Chicot, Bradley, Drew, Desha, Cleveland, Lincoln, Arkansas, Jefferson, Lee, Monroe, Lonoke, Pulaski, Faulkner, Prairie, St. Francis, Woodruff, Crittenden, Poinsett, Mississippi, Craighead, Greene, Clay, Randolph, Lawrence, Sharp, Fulton, Baxter, Izard, Stone, Cleburne, White, Independence, Phillips, and Jackson, Ark.; Lauderdale, Newton, Scott, Rankin, Hinds, Warren, Kemper, Neshoba, Leake, Madison, Yazoo, Sharkey, Issaquena, Washington, Humphreys, Holmes, Attala, Winston, Noxubee, Lowndes, Oktibbeha, Choctaw, Montgomery, Webster, Carroll, Leflore, Sunflower, Bolivar, Tallahatchie, Yalobusha, Calhoun, Chickasaw, Monroe, Clay, Grenada, Coahoma, Quitman, Pannola, Lafayette, Pontotoc, Itawamba, Lee, Tishoming, Prentiss, Alcorn, Tippah, Benton, Union, Marshall, Tate, Tunica, and De Soto, Miss.; Pickens, Tuscaloosa, Bibb, Shelby, Talladega, Randolph, Clay, Cleburn, Calhoun, Clair, Jefferson, Walker, Fayette, Lamar, Marion, Winston, Cullman, Blount, Etowah, Cherokee, Marshall, De Kalb, Jackson, Madison, Limestone, Morgan, Lawrence, Lauderdale, Colbert, and Franklin, Ala., and Franklin, Coffee, Cannon, Wilson, Smith, Macon, Sumner, Robertson, Montgomery, Cheatham, Davidson, Williamson, Maury, Marshall, Rutherford, Lincoln, Giles, Lawrence, Wayne, Lewis, Hickman, Dickson, Stewart, Houston, Humphreys, Benton, Perry, Hardin, Decatur, McNairy, Chester, Henderson, Carroll, Henry, Weakley, Obion, Lake, Gibson, Dyer, Crockett, Lauderdale, Madison, Haywood, Tipton, Shelby, Fayette, and Hardeman, Tenn., for 180 days. Supporting shipper: Pyramid Van Lines, 479 South Airport Boulevard, South San Francisco, Calif., John A. Gilbert, vice president, sales; Convan Corp., 24 Stone Street, New York, N.Y., 10004. Send protests to: W. W. Garland, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 390 Federal Office Building, 167 North Main, Memphis, Tenn., 38103.

No. MC 127937 TA, filed February 16, 1966. Applicant: JOHN WHITE, No. 2 Renns Lake Place, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over ir-

regular routes, transporting: *Truck body stakes, slats, and sills, tongues for wagons and rakes, mower pitmans, lumber—rough and finished, treated and untreated, combine reel arms, surveyor stakes, posts and poles, treated and untreated, pallets and pallet parts, blocks, wooden boxes and parts, crates, skids, wedges, rake teeth, pallet bins, crating, squares, wooden piling, timbers, risers, sills, blocking, bridge flooring and similar wooden products used for construction, from points located on and south of Interstate Highway I-70 in Missouri (except Kansas City and St. Louis, Mo.), to points located in South Dakota, Nebraska, Kansas, Minnesota, Iowa, Wisconsin, Illinois, Michigan, Indiana, and Ohio, for 180 days. Supporting shippers: Arnall Hardwood Lumber Co., Post Office Box 216, Hartsville, Mo.; Harris Lumber Co., Route 2, Box 112, Mountain Grove, Mo.; Rees Lumber Co., Cabool, Mo. Send protests to: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 1100 Federal Office Building, 911 Walnut Street, Kansas City, Mo., 64106.*

MOTOR CARRIERS OF PASSENGERS

No. MC 127738 (Sub-No. 1 TA), filed February 14, 1966. Applicant: ELVIN J. KENDA, doing business as GALLATIN CANYON LINES, 717 North Tracy Street, Bozeman, Mont., 59715. Applicant's representative: Hugh Sweeney, Billings State Bank Building, Billings, Mont., 59101. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, express, mail and newspapers, in the same vehicle with passengers, between Bozeman, Mont., on the one hand, and points on U.S. Highway 191 between Bozeman, Mont., and the Wyoming State line, having a prior or subsequent out-of-State movement, and between Bozeman, Mont., and West Yellowstone, Mont., over U.S. Highway 191, and between Bozeman, Mont., and points on U.S. Highway 191 in Wyoming and that portion of U.S. Highway 191 between West Yellowstone, Mont., and the Wyoming State line, in Montana, for 150 days. Supporting shippers: Montana Motor Supply, Inc., Post Office Box 853, Bozeman, Mont., 59715; Storey Motor Supply, Inc., Post Office Box 828, Bozeman, Mont., 59715; Stage Coach Corp., Post Office Box 1160, West Yellowstone, Mont., 59758; Sarver Heating & Sheet Metal, Bozeman, Mont., 59715. Send protests to: Paul J. Labane, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 318 U.S. Post Office Building, Billings, Mont., 59101.*

No. MC 127932 TA, filed February 14, 1966. Applicant: JOHN C. WHITE, doing business as WHITE BUS LINES, McVeigh, Ky. Applicant's representative: Charles E. Anderson, 1421 Kanawha Valley Building, Charleston, W. Va. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, between Mc-*

Veigh, Ky., and Williamson, W. Va., from McVeigh over Kentucky Highway 199 to the intersection of Kentucky Highway 199 and U.S. Highway 119 at Huddy, Ky., thence along U.S. Highway 119 into Williamson, to the intersection of U.S. Highway 119 and Second Avenue, and return over the same route, serving all intermediate points. NOTE: Passengers would be picked up and discharged on Second Avenue in Williamson, and thence proceed on Second Avenue to intersection with U.S. Highway 119 in Kentucky, thence over U.S. Highway 119 into South Williamson, Ky., thence over Kentucky Highway 292 to the Appalachian Regional Hospital in the vicinity of Turkey Creek, Ky., with return over the same routes into Williamson, W. Va., and to McVeigh, Ky., for 150 days. Supporting shippers: John H. Brown, major, city of Williamson, W. Va., office mayor, Williamson, W. Va.; Wallace Ray, president, Williamson Retail Merchants Association, Williamson, W. Va.; Sidney E. Copley, Tug Valley Chamber of Commerce, Box 376, Williamson, W. Va. Send protests to: R. W. Schnitzer, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 207 Exchange Building, 147 North Upper Street, Lexington, Ky., 40507.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1951; Filed, Feb. 23, 1966;
8:50 a.m.]

[Notice 882]

MOTOR CARRIERS APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

FEBRUARY 18, 1966.

The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice, published in the *FEDERAL REGISTER*, issue of December 3, 1963, which became effective January 1, 1964.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, 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.

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

No. MC 71516 (Sub-No. 73) (Republication), filed October 18, 1965, published *FEDERAL REGISTER* issue of November 4, 1965, and republished, this issue. Applicant: ALABAMA HIGHWAY EXPRESS, INC., 3300 Fifth Avenue South, Birmingham, Ala. Applicant's representative: Robert E. Tate, 2025 City Federal Building, Birmingham, Ala. By application filed October 18, 1965, applicant seeks a certificate of public con-

venience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of clay or earthenware floor tile, wall tile, china or earthenware fixtures, tile, facing or flooring, molding, facing, baseboard, or cave, tile cement, and tile quarries from and to the points indicated in the findings herein. An order of the Commission, Operating Rights Board No. 1, dated January 27, 1966, and served February 10, 1966, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of *ceramic products, tile, and tile cement* from Florence, Ala., to Lexington, Ky., that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties, who have relied upon the notice of the application as published in the *FEDERAL REGISTER*, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings herein, a notice of the authority actually granted will be published in the *FEDERAL REGISTER* and issuance of a certificate herein will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 115826 (Sub-No. 51 (Republication)), filed March 29, 1965, published *FEDERAL REGISTER* issue of April 14, 1965, and republished, this issue. Applicant: W. J. DIGBY, INC., 1960 31st Street, Denver, Colo. Applicant's representative: John H. Lewis, 1650 Grant Street Building, Denver, Colo. By application filed March 29, 1965, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of animal food, and fish and poultry byproducts used as animal food, in vehicles equipped with mechanical refrigeration, from Greeley and Pueblo, Colo., and points in Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin, to points in Utah. The application was referred to Examiner Joseph A. Reilly for hearing and the recommendation of an appropriate order thereon. Hearing was held on September 20, 1965, at Salt Lake City, Utah. A corrected report and recommended order, served January 6, 1966, which became effective February 7, 1966, finds that the present and future public convenience and necessity require operation by applicant as a common carrier by motor vehicle, over irregular routes, of *meat used as ingredients of animal food, fish and poultry and fish and poultry byproducts used as ingredients of animal food*, in vehicles equipped with mechanical refrigeration, from Greeley and Pueblo, Colo., and points in Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wis-

consin, to Midvale and Logan, Utah, that the applicant is fit, willing and able properly to perform such service and to conform to the requirements of the act and the rules and regulations of the Commission. Because of the possibility that parties who have relied upon the notice of the application as published in the FEDERAL REGISTER on April 14, 1965, may be prejudiced by the lack of notice respecting the enlargement of the application, the findings herein will be published in the FEDERAL REGISTER to put the public on notice and the issuance of a certificate authorizing such operation will be withheld for 30 days from the date of such publication during which period any interested party adversely affected may file an appropriate pleading with the Commission.

No. MC 116004 (Sub-No. 14) (Republication), filed July 8, 1965, published FEDERAL REGISTER, issue of July 29, 1965, and republished, this issue. Applicant: TEXAS-OKLAHOMA EXPRESS, INC., 2515 Irving Building, Post Office Box 743, Dallas, Tex. Applicant's representative: Reagan Sayers, Century Life Building, Fort Worth, Tex., 76102. By application filed July 8, 1965, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, of general commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, (1) between El Reno, Okla., and Shamrock, Tex., over U.S. Highway 66; (2) between Shamrock and Amarillo, Tex., over U.S. Highway 66; and (3) between Borger and Wheeler, Tex., over Texas Highway 152; serving no intermediate points, as alternate routes in connection with carrier's regular routes between such points; and restricted against service by carrier over such routes (a) between and including Oklahoma City, Okla., on the one hand, and, on the other, Amarillo, Tex., in respect of both local and interline traffic, (b) Wellington, Tex., (c) at Shamrock and Wheeler, Tex., except for purposes of joinder with carrier's other authority, and (d) in the movement of traffic between points in Texas. An order of the Commission, Operating Rights Board No. 1, dated January 28, 1966, and served February 9, 1966, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, of general commodities (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading):

- (1) Between El Reno, Okla., and Shamrock, Tex., over U.S. Highway 66;
- (2) between Shamrock, Tex., and Amarillo, Tex., over U.S. Highway 66; and
- (3) between Borger, Tex., and Wheeler,

Tex., over Texas Highway 152; serving no intermediate points, as alternate routes for operating convenience only, in connection with applicant's authorized regular-route operations; and restricted to the transportation of traffic moving between Oklahoma City, Okla., on the one hand, and, on the other, Amarillo or Borger, Tex.; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 127431 (Sub-No. 3) (Republication), filed October 22, 1965, published FEDERAL REGISTER, issue of November 4, 1965, and republished, this issue. Applicant: CAROLINA-VIRGINIA COURIERS, INC., 222-17 Northern Boulevard, Bayside, N.Y. Applicant's representative: Ewell H. Muse, Jr., Suite 415, Perry Brooks Building, Austin, Tex., 78701. By application filed October 22, 1965, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of the commodities and between the points substantially as indicated in the findings herein except that applicant requests that the service sought exclude plant removals. An order of the Commission, Operating Rights Board No. 1, dated January 26, 1966, and served February 10, 1966, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of payroll checks, sales and advertising pamphlets, business papers, records, and audit and accounting media (except cash letters) between Richmond, Va., on the one hand, and, on the other, Asheville, Charlotte, Raleigh, Rocky Mount, and Winston-Salem, N.C. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER, and any proper party in interest may file an appropriate pleading within a period of 30 days from the date of such publication.

NOTICE OF FILING OF PETITIONS

No. MC 127614 (Petition to add three additional shippers to existing permit), filed February 2, 1966. Petitioner: TANNERS TRANSPORTATION, INC., New

York, N.Y. Petitioner's representative: Charles J. Williams, 1060 Broad Street, Newark, N.J., 07102. Petitioner holds a Permit in No. MC 127614 authorizing the transportation, in interstate or foreign commerce, as a contract carrier, by motor vehicle, of: Hides and skins, from Chester, Fort Plain, Buffalo, and New York, N.Y., Newark and Trenton, N.J., West Chester, Boyertown, and Philadelphia, Pa., Wilmington, Del., Baltimore, Md., and Springfield, Mass., to Girard, Ohio, Chicago, Ill., Racine, Milwaukee, South Milwaukee, Sheboygan, and Fond du Lac, Wis., St. Louis, Mo., and Grand Rapids and Grand Haven, Mich., with no transportation for compensation on return except as otherwise authorized, limited to a transportation service to be performed, under a continuing contract, or contracts, with the following shippers: M. Elkan & Co., New York, N.Y., John E. Andersen, Inc., Boston, Mass., and Sig Adler & Co., Chicago, Ill. By this petition, petitioner seeks to have its existing permit modified by adding thereto, three additional shippers; namely, M. Aschheim Co., Inc., of New York, N.Y., Kent Trading, Inc., of New York, N.Y., and Remis Co. of New Jersey, Inc. No additional territory or commodities are sought. Any interested person desiring to participate may file an original and six copies of his written representations, views or argument in support of, or against the petition, within 30 days from the date of publication in the FEDERAL REGISTER.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

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

MOTOR CARRIERS OF PROPERTY

No. MC-F-9341. Authority sought for purchase by K LINES, INC., Post Office Box 216, East Grant Street, Lebanon, Oreg., of the operating rights of SHANNON TRANSPORT, INC., Route 1, Box 1847, Sweet Home, Oreg., and for acquisition by JAMES E. BERREY, W. F. MORSE, F. W. MORSE, and JOSEPH MORSE, all of Lebanon, Oreg., of control of such rights through the purchase. Applicants' attorney: Norman E. Sutherland, 1200 Jackson Tower, Portland, Oreg. Operating rights sought to be transferred: Machinery, contractors' equipment, and construction material, as a common carrier, over irregular routes, between points in Washington, and Oregon west of the Cascade Mountains and north of a line beginning at Florence, Oreg., and extending along Oregon Highway 36, to junction U.S. Highway 99, thence south along U.S. Highway 99 to junction U.S. Highway 126, thence along U.S. Highway 126, to the Cascade Mountains. Restriction: In connection with the operating rights described above, the transportation of cement and pozzolan,

in bulk, is restricted between points in Washington; and *wood poles, reinforcing and construction steel, and steel piling*, between Milwaukie, Oreg., and points in Multnomah County, Oreg., on the one hand, and, on the other, points in that part of Washington west of the Cascade Mountains. Vendee is authorized to operate as a *common carrier* in Oregon, California, and Washington. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9343. Authority sought for purchase by BARNES TRUCK LINE, INC., 506 Mayo Street, Wilson, N.C., of the operating rights and property of COKER FREIGHT LINES, INC., Post Office Box 1142, Wilson, N.C., and for acquisition by ROY L. BARNES, EDDIE L. BARNES, and H. C. BARNES, JR., all of Wilson, N.C., of control of such rights and property through the purchase. Applicants' attorney: Harry Ross, 848 Warner Building, Washington, D.C., 20004. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over irregular routes, between Raleigh, N.C., and Richmond, Va., on the one hand, and, on the other, points in that part of South Carolina on and east of U.S. Highway 1, between certain specified points in North Carolina, on the one hand, and, on the other, Baltimore, Md., Bridgeton, N.J., points in Virginia on and east of U.S. Highway 15 (except those in Accomack and Northampton Counties), and certain specified points in Pennsylvania. Restriction: New and used furniture may not be transported from Bennettsville, Fairfax, Florence, Mullins, and Sumter, S.C., to Raleigh, N.C., and the destination points named in the paragraph next above, or from points in the Philadelphia, Pa., commercial zone, as defined by the Commission, to Goldsboro, Lumberton, Tabor City, Whiteville, and Wilmington, N.C., and Charleston, Darlington, Dillon, Hartsville, Lake City, Leesville, Mullins, Summerton, Sumter, and Walterboro, S.C.; and *wool imported from any foreign country*, from Norfolk, Va., and Charleston and North Charleston, S.C., to Bennettsville and Marlboro, S.C. Vendee is authorized to operate as a *common carrier* in Alabama, Mississippi, Tennessee, Kentucky, North Carolina, Maryland, Virginia, Georgia, South Carolina, Pennsylvania, New Jersey, New Hampshire, Delaware, New York, Rhode Island, Massachusetts, West Virginia, Florida, Arkansas, Illinois, Indiana, Connecticut, Michigan, Wisconsin, Minnesota, Iowa, Missouri, Kansas, Nebraska, Oklahoma, Texas, South Dakota, Ohio, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9344. Authority sought for purchase by CHARLES H. BEANEY, doing business as BEANEY TRANSPORT, 5905 Lake Road South, Brockport, N.Y., 14420, of a portion of the operating rights of SAMUEL SHEIN, HERMAN STEIN, JULES Y. STEIN, and PHILIP STEIN, doing business as STEIN'S EXPRESS, Eastern and Moonachie Avenues, Carlstadt, N.J., 07072. Applicants' attorney

and representative: Maxwell A. Howell, 1511 K Street NW., Washington, D.C., 20005, and Charles H. Trayford, 220 East 42d Street, New York, N.Y., 10017. Operating rights sought to be transferred: (The following rights are presently being temporarily leased by Eastern Freight-Ways, Inc., pursuant to authority granted September 18, 1964, in MC-F-8878. By this application, Eastern Freight-Ways, Inc., has assigned its right, title and interest to the following portion). *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between New York, N.Y., and Philadelphia, Pa., between Newark, N.J., and Philadelphia, Pa., between Trenton, N.J., and Philadelphia, Pa., between Newark, N.J., and Yardville, N.J., between Philadelphia, Pa., and Wilmington, Del., between Camden, N.J., and Chester, Pa., between Bridgeport, N.J., and Wilmington, Del., serving all intermediate points and certain specified off-route points in New York, New Jersey, and Pennsylvania. Restriction: The service authorized above is subject to the limitation that service at Wilmington, Camden, intermediate or off-route points south of Philadelphia, and points south of Camden is restricted to shipments moving over carrier's lines to or from points north of Philadelphia, or points north of Camden; between Syracuse, N.Y., and Oswego, N.Y., between Buffalo, N.Y., and New York, N.Y., serving all intermediate points, and numerous alternate routes for operating convenience only; and *general commodities*, with above exceptions, over irregular routes, between points in Essex, Union, Morris, Passaic, Bergen, Monmouth, and Middlesex Counties, N.J., on the one hand, and, on the other, Newark, N.J. Vendee is authorized to operate as a *common carrier* in New York, Pennsylvania, New Jersey, Massachusetts, Connecticut, Rhode Island, Delaware, Maryland, Ohio, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9345. Authority sought for purchase by CLARK TANK LINES COMPANY, 1460 Beck Street, Salt Lake City, Utah, 84110, of the operating rights and property of KENISON TRUCKING, INC., 1975 South 1045 West, Salt Lake City, Utah, 84110, and for acquisition by BOYCE R. CLARK, 2439 Michigan Avenue, Salt Lake City, Utah, of control of such rights and property through the purchase. Applicants' attorney: Bruce R. Geernaert, 100 Bush Street, San Francisco, Calif. Operating rights sought to be transferred: *Animal and poultry feed, animal and poultry foods, and ingredients* used in the manufacture of both commodities (except commodities moving in bulk, in tank vehicles, and bulk salt), as a *common carrier*, over irregular routes, from points in Washington, Oregon, and California, to points in Utah, Idaho, Colorado, and Wyoming, from points in Montana and Colorado, to points in Utah, Idaho, Colorado, and Wyoming, from points in Utah, to points in Montana, Nevada, Idaho, Wyoming, Colorado, Washington, Oregon, and Cali-

fornia, between Los Angeles, Calif., on the one hand, and, on the other, points in Nevada, from points in Idaho, to Los Angeles, Calif., with restriction; *hides* dry, green, and salted, loose or in bundles and not in containers, between points in California, Idaho, Montana, Nevada, Utah, and Wyoming, from points in Idaho, Utah, and Wyoming, to points in Oregon and Washington; *sheep pelts*, dry, green, and salted, loose or in bundles and not in containers, from points in California, Idaho, Montana, Nevada, Utah, and Wyoming, to Troutdale, Oreg., with restriction.

Stone, rock, granite, marble, slate (natural, quarried, nonprocessed, sawed, guillotined, polished, terrazzo, flag, crushed, or slabbed) and *used brick*, between points in Utah and New Mexico (except points in San Juan and Rio Arriba Counties, N. Mex.), with restrictions; and *fertilizer*, in bags and containers, as a *contract carrier*, over irregular routes, from Garfield, Utah, to points in California; *dry fertilizer*, from Garfield and Salt Lake City, Utah, and the site of the United States Steel Corp., at Geneva, Utah, to points in Idaho and Nevada (except Yerington, Nev., and points within 35 miles thereof, and Silverpeak, Nev., and points within 80 miles thereof), from Don, Idaho, to points in California, with restrictions; from Garfield and Salt Lake City, Utah, to certain specified points in Montana, Wyoming, and Colorado, with restriction; *dry fertilizer*, in bulk, from Garfield, Utah, to points in California, with restrictions; *dry fertilizer*, in bulk and in bags, from Geneva, Utah, to points in Montana east of the Continental Divide, with restrictions; *aluminum sulphate*, in bulk, in conveyor belt type equipment, from Richmond, Calif., to certain specified points in Utah and Idaho, with restrictions; *dry ammonium nitrate* and *dry fertilizers*, including but not limited to ammonium sulphate, from Geneva, Utah, to points in California, with restriction; *fertilizer and dry fertilizer materials*, in containers, and *advertising materials* used in connection with the sale of these products, transported in the same vehicle, from Los Angeles, Calif., to points in Utah, with restrictions. Vendee is authorized to operate as a *common carrier* in Utah, Wyoming, Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Arizona, Oregon, Washington, North Dakota, Kansas, Nebraska, Oklahoma, South Dakota, and Texas. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9346. Authority sought for control by CHECKER EXPRESS CO., 960 West Montana Street, Milwaukee, Wis., 53215, of COMMERCIAL TRUCKERS, 1515 16th Street, Racine, Wis., and for acquisition by HYMAN J. LEWENSOHN, also of Milwaukee, Wis., of control of COMMERCIAL TRUCKERS, through the acquisition by CHECKER EXPRESS CO. Applicants' attorney: John L. Bruemmer, 121 West Doty Street, Madison, Wis., 53703. Operating rights sought to be controlled: *General commodities*, except those of unusual value,

and except high explosives, household goods (when transported as a separate and distinct service in connection with so-called "household movings"), commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading, as a common carrier, over a regular route between Racine, Wis., and Chicago, Ill., serving the intermediate and off-route points of Kenosha, Wis., and those within the CHICAGO, ILL., commercial zone, as defined by the Commission in 1 M.C.C. 673, two alternate routes for operating convenience only. CHECKER EXPRESS CO., is authorized to operate as a common carrier in Wisconsin, Illinois, Indiana, Iowa, and Minnesota. Application has been filed for temporary authority under section 210a(b). NOTE: If a hearing is required, applicants request that it be held at either Milwaukee, Wis., or Chicago, Ill.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1952; Filed, Feb. 23, 1966;
8:50 a.m.]

[F.D. No. 24006]

UNION PACIFIC RAILROAD CO.

Notice of Filing of Petition for Declaratory Order

FEBRUARY 18, 1966.

Petitioner: UNION PACIFIC RAILROAD COMPANY, Frank E. Barnett, vice president; Petitioner's attorneys: Clark, Carr & Ellis, 120 Broadway, New York, N.Y., 10005. By pleadings filed February 3, 1966, Union Pacific Railroad Co., a common carrier subject to part I of the Interstate Commerce Act, seeks a determination, for administrative purposes, under section 5(15) of the Act, that the proposed election and incumbency as a director of Union Pacific of a director-officer of States Marine Lines, Inc., a common carrier by water operating through the Panama Canal and elsewhere, with which Union Pacific does or may compete for traffic, will not constitute an "interest" by Union Pacific in States Marine, within the purview of section 5(14) of the Act. Petitioner states that it desires to extend an invitation to serve on its board of directors to Robert G. Stone, Jr., Clapboard Ridge Road, Greenwich, Conn., and who is now, and has for some time been, a member of the board of directors of States Marine Lines, Inc., 90 Broad Street, New York, N.Y. Mr. Stone, who is also president of States Marine, is neither a director nor an officer of any other carrier subject to part I of the act. Union Pacific does or may compete for traffic to some extent with State Marine. Union Pacific, mindful of the proscriptions of section 5(14), does not now have, or contemplate acquiring in the future, any interest whatsoever in States Marine by stock ownership, lease, operation, control or otherwise, either directly or indirectly, nor, to the knowledge of Union Pacific, does States Marine now have, or contemplate acquiring in the future, any

such interest whatsoever in Union Pacific. Any person or persons desiring to participate in this matter may do so by filing an original and 14 copies of representations supporting or opposing the petition by March 28, 1966.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1943; Filed, Feb. 23, 1966;
8:49 a.m.]

[S.O. No. 973; Pfahler's Car Dist. Dir. No. 14-A]

SOUTHERN PACIFIC CO. AND ATCHISON, TOPEKA & SANTA FE RAILWAY CO.

Vacation of Car Distribution Direction

Upon further consideration of Pfahler's Car Distribution Direction No. 14 Southern Pacific Co. and the Atchison, Topeka & Santa Fe Railway Co. and good cause appearing therefor:

It is ordered, That,

(a) Pfahler's Car Distribution Direction No. 14 be, and it is hereby vacated and set aside.

(b) Effective date: This direction shall become effective at 11:59 p.m., February 20, 1966.

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

Issued at Washington, D.C., February 17, 1966.

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

[F.R. Doc. 66-1945; Filed, Feb. 23, 1966;
8:50 a.m.]

[S.O. No. 973; Pfahler's Car Dist. Dir. No. 15-A]

ATLANTIC COAST LINE RAILROAD CO. ET AL.

Vacation of Car Distribution Direction

Upon further consideration of Pfahler's Car Distribution Direction No. 15 (Atlantic Coast Line Railroad Co., Louisville & Nashville Railroad Co., Chicago, Burlington & Quincy Railroad Co.) and good cause appearing therefor:

It is ordered, That,

(a) Pfahler's Car Distribution Direction No. 15 be, and it is hereby vacated and set aside.

(b) Effective date: This direction shall become effective at 11:59 p.m., February 17, 1966.

It is further ordered, That a copy of this direction shall be served upon the Association of American Railroads, Car

Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this direction be given to the general public by depositing a copy in the Office of the Secretary of the Commission in Washington, D.C., and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., February 16, 1966.

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

[F.R. Doc. 66-1946; Filed, Feb. 23, 1966;
8:50 a.m.]

[S.O. No. 973; Pfahler's Car Dist. Dir. No. 22]

ATLANTIC COAST LINE RAILROAD CO. ET AL.

Freight Car Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Interstate Commerce Commission Service Order No. 973.

It is ordered, That,

(1) The Atlantic Coast Line Railroad Co., the Norfolk & Western Railway Co., and the Chicago, Burlington & Quincy Railroad Co. shall observe, enforce, and obey the following directions, rules, regulations, and practices with respect to freight car distribution:

(a) The Atlantic Coast Line Railroad Co. shall deliver to the Norfolk & Western Railway Co. a weekly total of 175 empty plain serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships.

(b) Cars received by the Norfolk & Western Railway Co. under this order shall be delivered to the Chicago, Burlington & Quincy Railroad Co.

It is further ordered, That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

It is further ordered, That cars applied under this direction shall be carded to the Chicago, Burlington & Quincy Railroad Co. and each car shall be identified by the Atlantic Coast Line Railroad Co., and Norfolk & Western Railway Co. on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.

(2) No common carrier by railroad subject to the Interstate Commerce Act shall intercept, appropriate, or divert any empty cars moving under the provisions of this direction.

(a) The Atlantic Coast Line Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m., to the Norfolk & Western Railway Co.

(b) The Norfolk & Western Railway Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars re-

ceived and delivered, as requested by this order, during the preceding week.

(c) The Chicago, Burlington & Quincy Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, received during the preceding week, ending each Sunday at 11:59 p.m.

(4) Regulations suspended: The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.

(5) Effective date: This direction shall become effective at 12:01 a.m., February 18, 1966.

(6) Expiration date: This direction shall expire at 11:59 p.m., April 30, 1966, unless otherwise modified, changed, or suspended by order of this Commission.

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

Issued at Washington, D.C., February 16, 1966.

INTERSTATE COMMERCE
COMMISSION,
R. D. PFAHLER,
Agent.

[SEAL]

[F.R. Doc. 66-1947; Filed, Feb. 23, 1966;
8:50 a.m.]

[S.O. No. 973; Pfahler's Car Dist. Dir. No. 23]

ATLANTIC COAST LINE RAILROAD CO. AND GULF, MOBILE & OHIO RAIL- ROAD CO.

Freight Car Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Interstate Commerce Commission Service Order No. 973.

It is ordered, That,

(1) The Atlantic Coast Line Railroad Co., and the Gulf, Mobile & Ohio Railroad Co. shall observe, enforce, and obey the following directions, rules, regulations, and practices with respect to freight car distribution:

(a) The Atlantic Coast Line Railroad Co. shall deliver to the Gulf, Mobile & Ohio Railroad Co. a weekly total of 175 empty plain serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships.

It is further ordered, That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

It is further ordered, That cars applied under this direction shall be carded to

the Gulf, Mobile & Ohio Railroad Co. and each car shall be identified by the Atlantic Coast Line Railroad Co. on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.

(2) No common carrier by railroad subject to the Interstate Commerce Act shall intercept, appropriate, or divert any empty cars moving under the provisions of this direction.

(a) The Atlantic Coast Line Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m., to the Gulf, Mobile & Ohio Railroad Co.

(b) The Gulf, Mobile & Ohio Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars received, as requested by this order, during the preceding week.

(4) Regulations suspended: The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.

(5) Effective date: This direction shall become effective at 12:01 a.m., February 18, 1966.

(6) Expiration date: This direction shall expire at 11:59 p.m., April 30, 1966, unless otherwise modified, changed, or suspended by order of this Commission.

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

Issued at Washington, D.C., February 16, 1966.

INTERSTATE COMMERCE
COMMISSION,
R. D. PFAHLER,
Agent.

[SEAL]

[F.R. Doc. 66-1948; Filed, Feb. 23, 1966;
8:50 a.m.]

[S.O. No. 973; Pfahler's Car Distribution
Direction No. 24]

LOUISVILLE AND NASHVILLE RAILROAD CO. ET AL.

Freight Car Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Interstate Commerce Commission Service Order No. 973:

It is ordered, That,

(1) The Louisville & Nashville Railroad Co., the St. Louis-San Francisco Railway Co., and the Chicago & North Western Railway Co. shall observe, enforce, and obey the following directions,

rules, regulations, and practices with respect to freight car distribution:

(a) The Louisville & Nashville Railroad Co. shall deliver to the St. Louis-San Francisco Railway Co. a weekly total of 175 empty plain serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships.

(b) Cars received by the St. Louis-San Francisco Railway Co. under this order shall be delivered to the Chicago & North Western Railway Co.

It is further ordered, That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

It is further ordered, That cars applied under this direction shall be carded to the Chicago & North Western Railway Co. and each car shall be identified by the Louisville & Nashville Railroad Co., and St. Louis-San Francisco Railway Co. on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.

(2) No common carrier by railroad subject to the Interstate Commerce Act shall intercept, appropriate, or divert any empty cars moving under the provisions of this direction.

(a) The Louisville & Nashville Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m., to the St. Louis-San Francisco Railway Co.

(b) The St. Louis-San Francisco Railway Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars received and delivered, as requested by this order, during the preceding week.

(c) The Chicago & North Western Railway Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars covered by this direction, received during the preceding week, ending each Sunday at 11:59 p.m.

(3) Application: The provisions of this direction shall apply to intrastate, interstate, and foreign commerce.

(4) Regulations suspended: The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.

(5) Effective date: This direction shall become effective at 12:01 a.m., February 18, 1966.

(6) Expiration date: This direction shall expire at 11:59 p.m., March 13, 1966, unless otherwise modified, changed, or suspended by order of this Commission.

It is further ordered, That a copy of this direction shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this direction be given to the general public by depositing a copy in the Office of the Secretary of the Commission in Wash-

ington, D.C., and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., February 16, 1966.

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

[F.R. Doc. 66-1949; Filed, Feb. 23, 1966;
8:50 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

FEBRUARY 18, 1966.

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

LONG-AND-SHORT HAUL

FSA No. 40314—*Soda ash from Alchem, Stauffer, and Westvaco, Wyo.* Filed by Western Trunk Line Committee, agent (No. A-2443), for interested rail carriers. Rates on soda ash (other than modified soda ash), in bulk, in carloads, from Alchem, Stauffer, and Westvaco, Wyo., to specified points in Illinois, also Burlington and West Burlington, Iowa, and St. Louis, Mo.

Grounds for relief—Market competition.

Tariff—Supplement 148 to Western Trunk Line Committee, agent, tariff ICC A-4411.

FSA No. 40315—*Liquid caustic soda to Armstrong, Ga.* Filed by O. W. South, Jr., agent (No. A-4857), for interested rail carriers. Rates on liquid caustic soda, in tank carloads, from Charleston, Dock, Elk, Owens, South Charleston, and South Ruffner, W. Va., to Armstrong, Ga.

Grounds for relief—Market competition.

Tariff—Supplement 190 to Traffic Executive Association—Eastern Railroads, agent, tariff ICC C-102.

FSA No. 40316—*Liquefied petroleum gas to points in western trunkline and southwestern territories.* Filed by Western Trunk Line Committee, agent (No. A-2442), for interested rail carriers. Rates on liquefied petroleum gas, in tank carloads, from points in Colorado, Utah, and Wyoming, to points in southwestern and western trunkline territories.

Grounds for relief—Market competition.

Tariffs—Supplements 24 and 16 to Western Trunk Line Committee, agent, tariffs ICC A-4530 and A-4572, respectively.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1950; Filed, Feb. 23, 1966;
8:50 a.m.]

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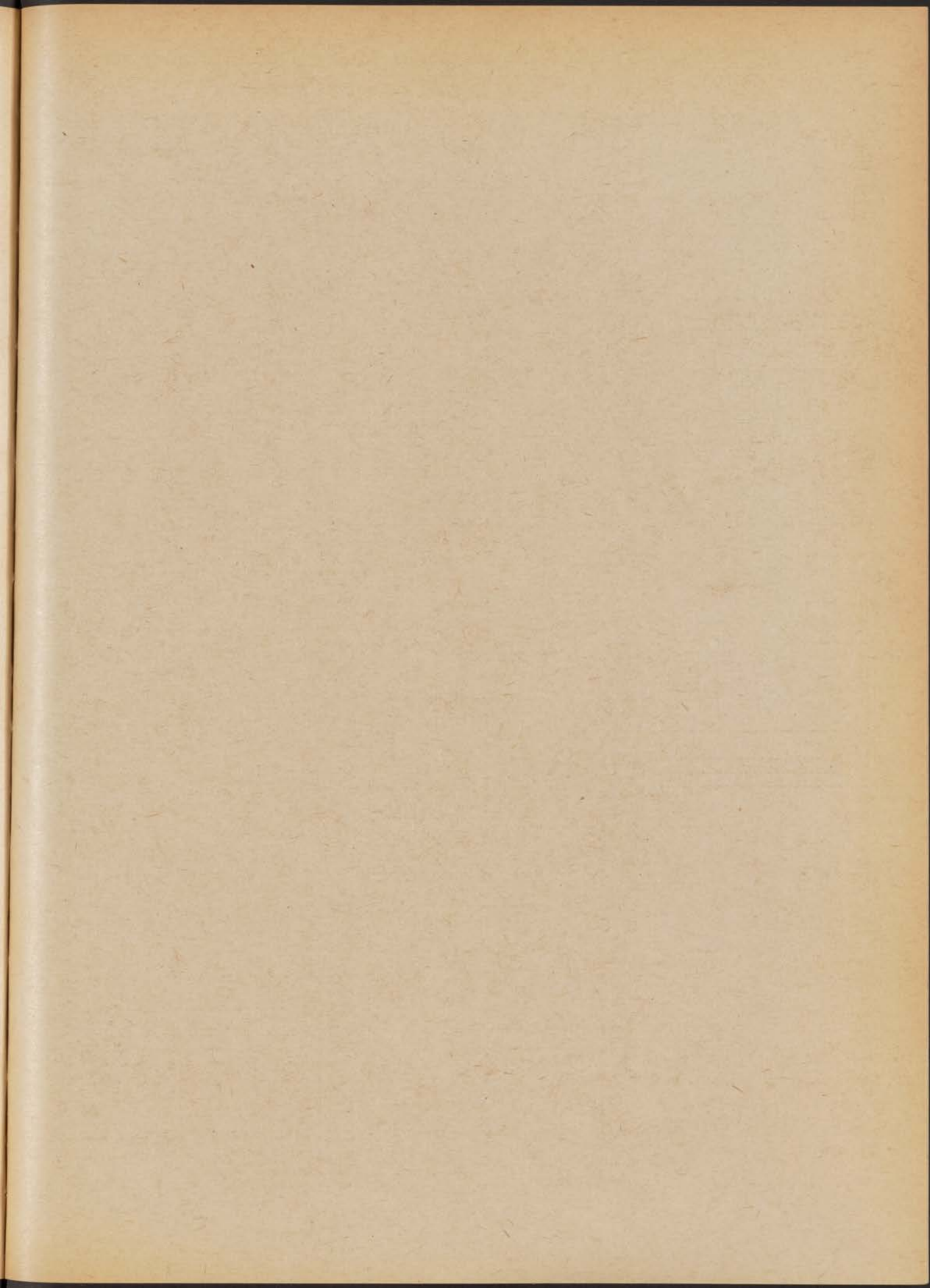
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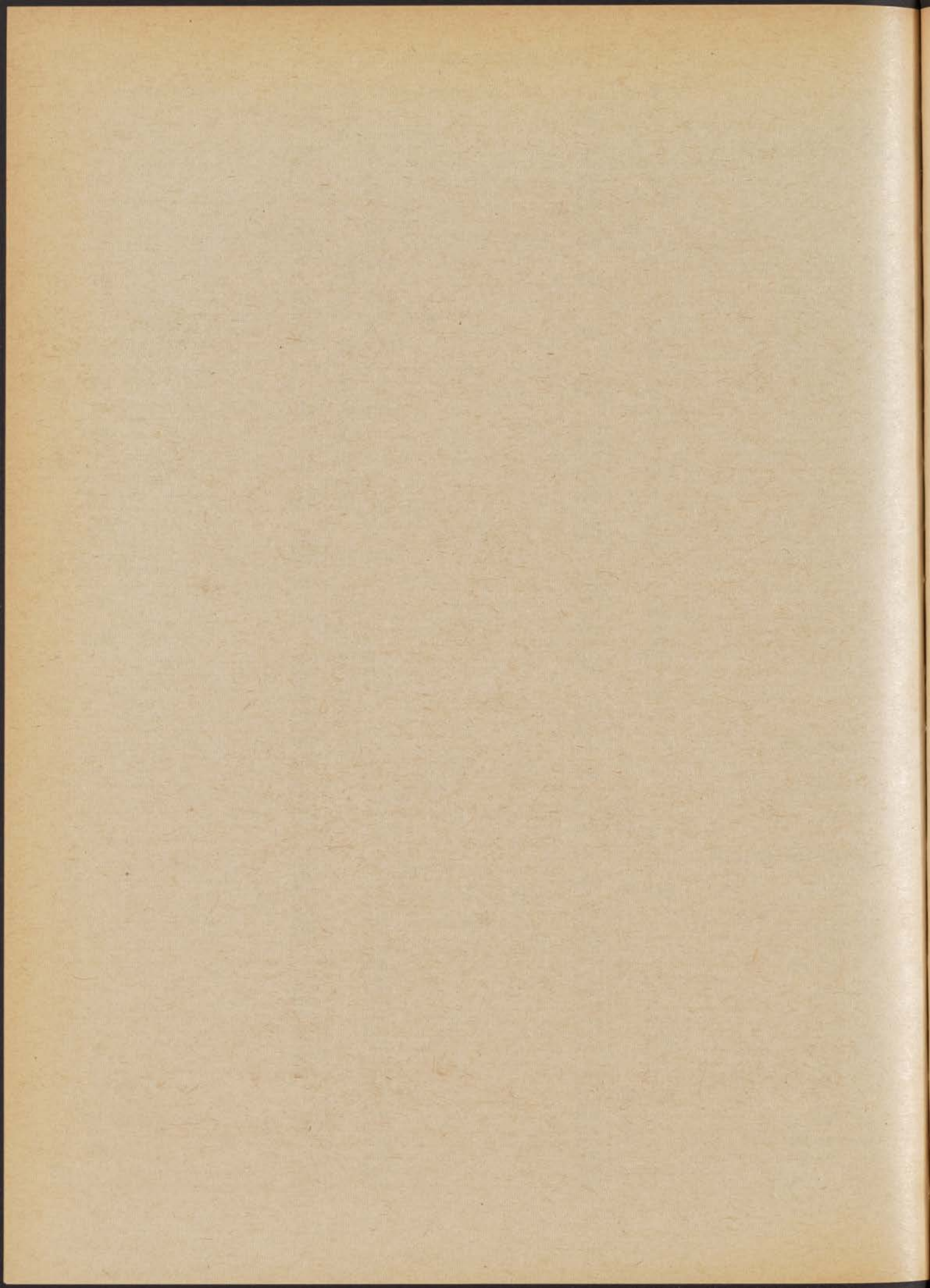
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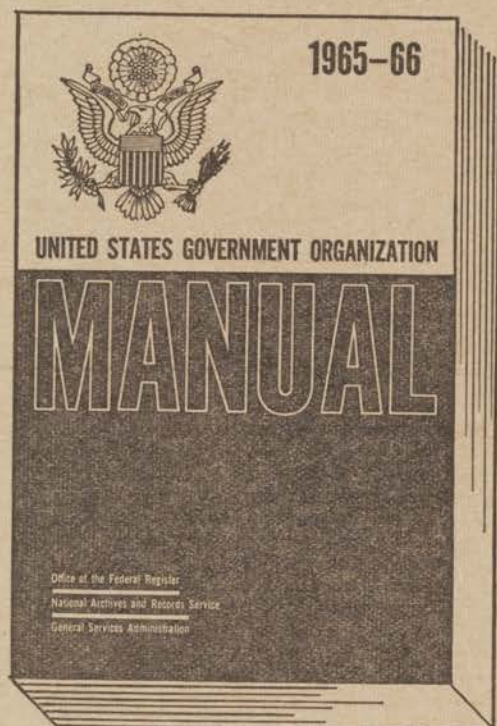
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