# FEDERAL REGISTER

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Pages 8273–8331

**Agencies in this issue—**

The President
Air Force Department
Civil Aeronautics Board
Civil Service Commission
Coast Guard
Commodity Credit Corporation
Consumer and Marketing Service
Employment Security Bureau
Engineers Corps
Federal Aviation Agency
Federal Communications Commission
Federal Power Commission
Federal Reserve System
Interstate Commerce Commission
Labor Department
Land Management Bureau
Maritime Administration
Securities and Exchange Commission
Treasury Department
Veterans Administration

**Detailed list of Contents appears inside.**

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**89th Congress, 2d Session**
**1966**

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# Presidential Documents

## Title 3—THE PRESIDENT

### Proclamation 3728

### FLAG DAY AND NATIONAL FLAG WEEK, 1966

**By the President of the United States of America**

**A Proclamation**

On June 14, 1777, the Continental Congress adopted as the flag of the United States a banner of 13 stripes of alternating red and white, and 13 white stars on a blue field.

That banner was the symbol of a new nation with an intense love of freedom and a belief in the worth and dignity of the individual.

The design of our flag has changed from time to time to reflect the growth and expansion of our Nation—but the meaning behind the flag has not changed.

The American flag still stands for a Nation dedicated to the principles of liberty, justice, and equality under law.

It still symbolizes the heroism and sacrifice of Americans in defense of those principles.

It still symbolizes hope and promise to the oppressed peoples of the world.

The day on which our flag was adopted has a special significance for all of us. For this reason the Congress, by the Joint Resolution of August 3, 1949 (63 Stat. 492), designated June 14 of each year as Flag Day and requested the President to issue a proclamation calling for its observance. In order to further extend the opportunities of all Americans to observe and honor this historic occasion, the Congress by a joint resolution of June 9, 1966, has requested the President to issue annually a proclamation designating the week in which June 14 occurs as National Flag Week, and calling upon all citizens to display the Flag of the United States on those days.

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, do hereby designate the week beginning June 12, 1966, as National Flag Week.

I direct the appropriate Government officials to display the Flag of the United States on all Government buildings during that week; and I request the people of the United States to observe Flag Day and National Flag Week by flying the Stars and Stripes at their homes and other suitable places.

Let us remind ourselves on Flag Day and throughout National Flag Week that the rights and freedoms which we have so long enjoyed under our national flag must be nourished and protected. Let us resolve always to conduct ourselves, at home and abroad, in keeping with the lofty principles for which our flag stands—to the end that freedom and understanding will be encouraged among all people and all nations of the world.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this ninth day of June in the year of our Lord nineteen hundred and sixty-six, and [SEAL] of the Independence of the United States of America the one hundred and ninetieth.

LYNDON B. JOHNSON

By the President:

GEORGE W. BALL,
*Acting Secretary of State.*

[F.R. Doc. 66-6535; Filed, June 10, 1966; 2:24 p.m.]

## Executive Order 11286

### DESIGNATING THE DEPARTMENT OF COMMERCE AS THE DEPARTMENT THROUGH WHICH THE UNITED STATES SHALL PARTICIPATE IN THE INTER-AMERICAN CULTURAL AND TRADE CENTER IN DADE COUNTY, FLORIDA

By virtue of the authority vested in me by Section 301 of Title 3 of the United States Code and in conformity with the first section of the Act of February 19, 1966 (80 Stat. 5; Public Law 89-355), I hereby designate the Department of Commerce as the Department through which the United States shall, under that Act, participate in the Inter-American Cultural and Trade Center (Interama) in Dade County, Florida. In carrying out that function, the Department is authorized to exercise the authority vested in me by the first section of the Act of February 19, 1966.

LYNDON B. JOHNSON

THE WHITE HOUSE,
*June 10, 1966.*

[F.R. Doc. 66-6539; Filed, June 10, 1966; 3:04 p.m.]

# Rules and Regulations

## Title 20—EMPLOYEES' BENEFITS

### Chapter V—Bureau of Employment Security, Department of Labor

### PART 604—POLICIES OF U.S. EMPLOYMENT SERVICE

#### Miscellaneous Amendments

Pursuant to authority in section 12 of the Wagner-Peyser Act (29 U.S.C. 49k) and Reorganization Plan No. 2 of 1949 (3 CFR, 1949-53 Comp., p. 998), I hereby amend 20 CFR Part 604 as set forth below.

As these amendments provide only general statements of policy, notice of proposed rule making, public participation in their adoption, and delay in effective date are exempted from the requirements of section 4 of the Administrative Procedure Act (5 U.S.C. 1003). I do not believe such procedures will serve a useful purpose here. Accordingly, the amendments shall become effective immediately.

1. Paragraph (b) of § 604.1 is amended to read as follows:

**§ 604.1 The placement process.**

It is the policy of the U.S. Employment Service:

* * * * *

(b) To obtain from an applicant only that information which is necessary to determine his qualifications for employment and facilitate his placement on a job, and such additional information as the Secretary may require.

* * * * *

2. Paragraph (d) of § 604.8 is amended to read as follows:

**§ 604.8 Service to minority groups.**

It is the policy of the U.S. Employment Service:

* * * * *

(d) To identify the race, color, and national origin of an applicant on office records to the extent determined by the Secretary as needed to evaluate the adequacy of services.

* * * * *

3. A new paragraph (c) is added to § 604.17 to read as follows:

**§ 604.17 Older workers.**

It is the policy of the U.S. Employment Service:

* * * * *

(c) To identify the age of an applicant on office records to the extent determined by the Secretary as needed to evaluate the adequacy of services.

4. A new paragraph (e) is added to § 604.20 to read as follows:

**§ 604.20 Service to women.**

It is the policy of the U.S. Employment Service:

* * * * *

(e) To identify the sex of an applicant on office records to the extent determined by the Secretary to be needed to evaluate the adequacy of services.

(48 Stat. 117, as amended; 29 U.S.C. 49k)

Signed at Washington, D.C., this 3d day of June 1966.

W. WILLARD WIRTZ,
*Secretary of Labor.*

[F.R. Doc. 66-6490; Filed, June 13, 1966; 8:45 a.m.]

## Title 5—ADMINISTRATIVE PERSONNEL

### Chapter I—Civil Service Commission

### PART 213—EXCEPTED SERVICE

#### National Foundation on the Arts and the Humanities

Section 213.3182 is amended to show that eight positions in the National Endowment for the Humanities are excepted under Schedule A until December 31, 1967. Effective on publication in the FEDERAL REGISTER, subparagraphs (2) through (9) are added to paragraph (b) of § 213.3182 as set out below.

**§ 213.3182 National Foundation on the Arts and the Humanities.**

* * * * *

(b) *National Endowment for the Humanities.* * * *

(2) Director, Division of Educational Programs and Special Projects.

(3) Director of Planning and Analysis.

(4) Director, Division of Fellowships and Stipends.

(5) Director, Division of Research and Publications.

(6) Special Assistant to the Chairman.

(7) Program Officer, Division of Educational Programs and Special Projects.

(8) Program Officer, Division of Fellowships and Stipends.

(9) Program Officer, Division of Research and Publications.

(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. 66-6519; Filed, June 13, 1966; 8:48 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 7425; Amdt. 95-142]

### 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 (New) of the Federal Aviation Regulations is amended, effective July 21, 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:

Danville INT, Ala.; Huntsville, Ala., VOR; *2,900. *2,400—MOCA.
Enterprise, Ala., LF/RBN; Rutledge INT, Ala.; 2,100.
Todd INT, La.; Neptune INT, La.; *5,000. *4,000—MOCA.
Brookwood, Ala., VOR; Bessemer INT, Ala.; *2,800. *2,000—MOCA.
Dyersburg, Tenn., VOR; INT, 061° M rad, Memphis VOR and 181° M rad, Dyersburg VOR; *2,000. *1,800—MOCA.
Gulfport, Miss., VOR; Mouse INT, Miss.; *1,600. *1,500—MOCA.
Mouse INT, Miss.; Wiggins INT, Miss.; 2,500.
Hartselle INT, Ala.; Huntsville, Ala., VOR; *3,000. *2,500—MOCA.

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

Anniston, Ala., VOR; Lewis INT, Ala.; 3,000.
Harrison INT, Ga.; Norcross, Ga., VOR; 3,000.
Folsom INT, Ala.; Huntsville, Ala., VOR; *2,600. *2,400—MOCA.
Cairns, Ala., VOR; Crestview, Fla., VOR; *2,000. *1,600—MOCA.
Int, SE crs, Shreveport ILS, and 264° M rad, Barksdale VOR; Int, SE crs, Shreveport ILS, and 159° M rad, Shreveport VOR; *2,000. *1,300—MOCA.

*From, to, and MEA*

Allendale, S.C., VOR; Marlow INT, S.C.; 1,700.
Britton, Tex., VORTAC; Lucas INT, Tex.; 2,800.

Section 95.1001 *Direct routes—United States* is amended to read in part:

College Station, Tex., VOR; Int. CLL VOR 293, and ACT VOR 187; *3,900. *1,900—MOCA.
College Station, Tex., VOR; Tracy INT, Tex.; *2,700. *1,800—MOCA.
Wink, Tex., VOR via INK 090/MAF 190; Midland, Tex., VOR; 4,600.
Pirate INT, La.; Grande Isle, La., LF/RBN; *1,500. *1,400—MOCA.
Todd LF INT, La.; Neptune LF INT, La., MS 113 brg.; *5,000. *1,000—MOCA.

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

*Clinch INT, Fla.; **Starfish INT, Fla.; ***2,000. *3,000—MRA. **3,000—MRA. ***1,100—MOCA.

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

*Bozeman, Mont., VOR; Livingston, Mont., VOR; 10,000. *9,300—MCA Bozeman VOR, southeastbound.
Bismarck, N. Dak., VOR, via N alter.; Jamestown, N. Dak., VOR, via N alter.; *3,900. *3,400—MOCA.

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

*Clinch INT, Fla., via E alter; **Starfish INT, Fla., via E alter; ***2,000. *3,000—MRA. **3,000—MRA. ***1,100—MOCA.

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

Dublin, Ga., VOR; Rex, Ga., VOR; *2,500. *2,200—MOCA.
Rex, Ga., VOR; Crabapple INT, Ga.; 3,000.
Crabapple INT, Ga.; Tate INT, Ga.; 3,300.
Tate INT, Ga.; Ellijay INT, Ga.; *4,100. *3,900—MOCA.
Ellijay INT, Ga.; Chatsworth INT, Ga., 4,600.
Chatsworth INT, Ga.; Chattanooga, Tenn., VOR; 3,000.
Dublin, Ga., VOR via W alter.; Macon, Ga., VOR via W alter.; *2,000. *1,800—MOCA.
Macon, Ga., VOR, via W alter.; Loraine INT, Ga., via W alter.; *2,000. *1,900—MOCA.
Loraine INT, Ga., via W alter.; Rex, Ga., VOR via W alter.; *2,500. *2,200—MOCA.
Rex, Ga., VOR via W alter.; Int. 267° M rad Rex VOR, and 346° M rad Atlanta VOR via W alter.; 2,200.
Int. 267° M rad Rex VOR, and 346° M rad Atlanta VOR via W alter.; Harrison INT, Ga., via W alter.; 2,600.
Harrison INT, Ga., via W alter.; Cartersville INT, Ga., via W alter.; 3,300.
Cartersville INT, Ga., via W alter.; Dalton INT, Ga., via W alter.; *4,500. *4,000—MOCA.
Dalton INT, Ga., via W alter.; Chattanooga, Tenn., VOR via W alter.; 3,000.

Section 95.6006 *VOR Federal airway 6* is amended to read in part:

Iowa City, Iowa, VOR; Moscow INT, Iowa; *2,300. *2,100—MOCA.

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

Birmingham, Ala., VOR via E alter.; Trimble INT, Ala., via E alter.; *2,500. *2,200—MOCA.
Trimble INT, Ala., via E alter.; Folsom INT, Ala., via E alter.; *2,800. *2,300—MOCA.
Folsom INT, Ala., via E alter.; Muscle Shoals, Ala., VOR via E alter.; *2,400. *2,000—MOCA.

*From, to, and MEA*

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

Iowa City, Iowa, VOR; Moscow INT, Iowa; *2,300. *2,100—MOCA.

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

Mason City, Iowa, VOR; Hope INT, Minn.; 3,000.

Section 95.6015 *VOR Federal airway 15* is amended to read in part:

Bismarck, N.Dak., VOR; Minot, N. Dak., VOR; *4,000. *3,400—MOCA.
Houston, Tex., VOR; Silver INT, Tex.; 1,800.
Silver INT, Tex.; Magnolia INT, Tex.; *2,000. *1,600—MOCA.

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

McAllen, Tex., VOR; McCook INT, Tex.; *1,700. *1,500—MOCA. MAA—9,000.

Section 95.6018 *VOR Federal airway 18* is amended to delete:

Tuscaloosa, Ala., VOR via S alter.; Brookwood, Ala., VOR via S alter.; *2,000. *1,700—MOCA.
Brookwood, Ala., VOR via S alter.; Anniston, Ala., VOR via S alter.; *3,000. *2,600—MOCA.
Anniston, Ala., VOR via N alter.; Heflin INT, Ala., via N alter.; 4,000.
Heflin INT, Ala., via N alter.; Chattahoochee INT, Ga., via N alter.; 2,700.
Chatahooche INT, Ga., via N alter.; Rex, Ga., VOR via N alter.; 2,200.
Rex, Ga., VOR via N alter.; Raytown INT, Ga., via N alter.; *2,500. *2,200—MOCA.
Raytown INT, Ga., via N alter.; Augusta, Ga., VOR via N alter.; 2,300.

Section 95.6018 *VOR Federal airway 18* is amended by adding:

Birmingham, Ala., VOR via S alter.; Graham INT, Ala., via S alter.; 4,000.
Graham INT, Ala., via S alter.; Atlanta, Ga., VOR via S alter.; 3,100.
Atlanta, Ga., VOR via S alter.; Godfrey INT, Ga., via S alter.; 2,500.
Godfrey INT, Ga., via S alter.; Sharon INT, Ga., via S alter.; *3,500. *1,700—MOCA.
Sharon INT, Ga., via S alter.; Augusta, Ga., VOR via S alter.; *2,000. *1,800—MOCA.

Section 95.6018 *VOR Federal airway 18* is amended to read in part:

Anniston, Ala., VOR; Heflin INT, Ala.; *3,500. *3,200—MOCA.
Heflin INT, Ala.; Temple INT, Ga.; *3,100. *2,900—MOCA.
Temple INT, Ga.; Chattahoochee INT, Ga.; 2,700.
Chattahoochee INT, Ga.; Rex, Ga., VOR; 2,200.
Rex, Ga., VOR; Raytown INT, Ga.; *2,500. *2,200—MOCA.
Raytown INT, Ga.; Augusta, Ga., VOR; *2,100. *1,600—MOCA.

Section 95.6020 *VOR Federal airway 20* is amended to read in part:

La Grange, Ga., VOR; Tyrone INT, Ga.; 2,500.
Tyrone INT, Ga.; Atlanta, Ga., VOR; *2,500. *2,100—MOCA.
Russell INT, Ga.; Anderson, S.C., VOR; *2,500. *2,200—MOCA.
Anderson, S.C., VOR; Spartanburg, S.C., VOR; *2,500. *2,200—MOCA.
Central INT, Ala., via N alter.; Miller INT, Ala., via N alter.; *3,500. *2,100—MOCA.
Miller INT, Ala., via N alter.; Newnan INT, Ga., via N alter.; *5,000. *2,300—MOCA.

*From, to, and MEA*

Norcross, Ga., VOR, via N alter.; Homer INT, Ga., via N alter.; *2,700. *2,200—MOCA.
Homer INT, Ga., via N alter.; Elizabeth INT, Ga., via N alter.; *4,000. *2,000—MOCA.
Elizabeth INT, Ga., via N alter.; Clemson INT, S.C., via N alter.; *4,500. *2,200—MOCA.
Clemson INT, S.C., via N alter.; Spartanburg, S.C., VOR, via N alter.; 3,300.

Section 95.6035 *VOR Federal airway 35* is amended to read in part:

Albany, Ga., VOR, via W alter.; Montezuma INT, Ga., via W alter.; *2,000. *1,800—MOCA.
Montezuma INT, Ga., via W alter.; Macon, Ga., VOR, via W alter.; *2,000. *1,900—MOCA.
Athens, Ga., VOR; Clemson INT, S.C.; *2,700. *2,200—MOCA.
Clemson INT, S.C.; Cleveland INT, S.C.; *3,400. *3,200—MOCA.
Cleveland INT, S.C.; Asheville, N.C., VOR; 6,000.
*Mitchell INT, N.C.; Roan Mountain INT, Tenn.; 8,500. *8,500—MCA Mitchell INT, northbound.
*Roan Mountain INT, Tenn.; Holston Mountain, Tenn., VOR; 6,000. *7,000—MCA Roan Mountain INT, southbound.
Weaverville INT, N.C.; via W alter.; *Unicoi INT, Tenn., via W alter.; **8,000. *6,500—MCA Unicoi INT, southbound. **7,500—MOCA.
Unicoi INT, Tenn., via W alter.; Holston Mountain, Tenn., VOR via W alter.; 6,000.

Section 95.6051 *VOR Federal airway 51* is amended to delete:

Dublin, Ga., VOR via W alter.; Macon, Ga., VOR via W alter.; *2,000. *1,800—MOCA.
Macon, Ga., VOR via W alter.; *Loraine INT, Ga., via W alter.; **2,000. *2,500—MRA. **1,900—MOCA.
Loraine INT, Ga., via W alter.; McDonough, Ga., VOR via W alter.; *2,500. *2,000—MOCA.
McDonough, Ga., VOR via W alter.; Kennesaw INT, Ga., via W alter.; 3,000.
Kennesaw INT, Ga., via W alter.; Dalton INT, Ga., via W alter.; 4,000.
Dalton INT, Ga., via W alter.; Chattanooga, Tenn., VOR via W alter.; 3,000.
Chattanooga, Tenn., VOR via W alter.; Dayton INT, Tenn., via W alter.; 3,500.
Dayton INT, Tenn., via W alter.; Crossville, Tenn., VOR via W alter.; 5,000.

Section 95.6051 *VOR Federal airway 51* is amended to read in part:

Dublin, Ga., VOR; Rex, Ga., VOR; *2,500. *2,200—MOCA.
Rex, Ga., VOR; Crabapple INT, Ga.; 3,000.
Crabapple INT, Ga.; Tate INT, Ga.; 3,300.
Tate INT, Ga.; Ellijay INT, Ga.; *4,100. *3,900—MOCA.

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

*Mitchell INT, N.C. **Roan Mountain INT, Tenn.; 8,500. *8,500—MCA Mitchell INT, northbound. **7,000—MCA Roan Mountain INT, southbound.
Roan Mountain INT, Tenn.; Holston Mountain, Tenn., VOR; 6,000.

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

Huntsville, Ala., VOR; Princeton INT, Ala.; *3,500. *3,300—MOCA.
Ft. Mill, S.C., VOR; Pinehurst, N.C., VOR; *2,200. *1,800—MOCA.

Section 95.6054 *VOR Federal airway 54* is amended to delete:

*From, to, and MEA*

Muscle Shoals, Ala., VOR via N alter.; Toney INT, Ala., via N alter.; *2,300. *2,100—MOCA.
Toney INT, Ala., via N alter.; *Haletown INT, Tenn., via N alter.; **4,600. *4,600—MRA. **4,000—MOCA.
Haletown INT, Tenn., via N alter.; Chattanooga, Tenn., VOR via N alter.; 4,000.

Section 95.6054 *VOR Federal airway 54* is amended by adding:

Muscle Shoals, Ala., VOR via N alter.; Huntsville, Ala., VOR via N alter.; 2,600.
Huntsville, Ala., VOR via N alter.; Market INT, Ala., via N alter.; *3,500. *3,300—MOCA.
Market INT, Ala., via N alter.; Chattanooga, Tenn., VOR via N alter.; 4,000.
Huntsville, Ala., VOR via S alter.; Adler INT, Ala., via S alter.; *3,500. *3,300—MOCA.
Adler INT, Ala., via S alter.; Chickamauga INT, Ga., via S alter.; 4,000.
Chickamauga INT, Ga., via S alter.; Chattanooga, Tenn., VOR via S alter.; 3,000.

Section 95.6055 *VOR Federal airway 55* is amended to read in part:

Pullman, Mich., VOR; Muskegon, Mich., VOR; *2,500. *2,000—MOCA.

Section 95.6057 *VOR Federal airway 57* is amended by adding:

Birmingham, Ala., VOR via E alter.; Hobbs INT, Ala., via E alter.; *3,000. *2,200—MOCA.
Hobbs INT, Ala., via E alter.; Decatur, Ala., VOR via E alter.; *2,600. *2,100—MOCA.

Section 95.6057 *VOR Federal airway 57* is amended to read in part:

Birmingham, Ala., VOR; Trimble INT, Ala., *2,500. *2,200—MOCA.
Trimble INT, Ala.; Folsom INT, Ala.; *2,800. *2,300—MOCA.
Folsom INT, Ala.; Hartselle INT, Ala.; *2,300. *1,900—MOCA.
Hartselle, INT, Ala.; Decatur, Ala., VOR; *2,100. *2,000—MOCA.
Decatur, Ala., VOR; Tanner INT, Ala.; *2,000. *1,600—MOCA.
Tanner INT, Ala.; Bethel INT, Tenn.; *2,100. *2,000—MOCA.

Section 95.6066 *VOR Federal airway 66* is amended by adding:

Fort Mill, S.C., VOR; Midland INT, N.C.; *2,200. *1,700—MOCA.
Midland INT, N.C.; Goldston INT, N.C.; *4,000. *2,200—MOCA.
Goldston INT, N.C.; Raleigh-Durham, N.C., VOR; *2,200. *2,000—MOCA.

Section 95.6066 *VOR Federal airway 66* is amended to read in part:

Brookwood, Ala., VOR; Helena INT, Ala.; *2,200. *2,000—MOCA.
Helena INT, Ala.; Chelsea INT, Ala.; *3,100. *2,600—MOCA.
Chelsea INT, Ala.; Graham INT, Ala.; 4,000.
Graham INT, Ala.; Atlanta, Ga., VOR; 3,100.
Atlanta, Ga., VOR; Rex, Ga., VOR; 2,200.
Rex, Ga., VOR; Conyers INT, Ga.; *2,500. *2,200—MOCA.
Conyers INT, Ga.; Athens, Ga., VOR; 3,000.

Section 95.6067 *VOR Federal airway 67* is amended to read in part:

Mason City, Iowa, VOR; via W alter.; Austin INT, Minn., via W alter.; 3,000.

Section 95.6074 *VOR Federal airway 74* is amended to read in part:

Ft. Smith, Ark., VOR via N alter.; Branch INT, Ark., via N alter.; *2,500. *2,000—MOCA.

*From, to, and MEA*

Branch INT, Ark., via N alter.; *College INT, Ark., via N alter.; **2,500. *3,800—MRA. **2,400—MOCA.

Section 95.6097 *VOR Federal airway 97* is amended by adding:

Albany, Ga., VOR via E alter.; Montezuma INT, Ga., via E alter.; *2,000. *1,800—MOCA.
Montezuma INT, Ga., via E alter.; Butler INT, Ga., via E alter.; *5,500. *1,800—MOCA.
Butler INT, Ga., via E alter.; Griffin INT, Ga., via E alter.; *4,000. *2,100—MOCA.
Griffin INT, Ga., via E alter.; Atlanta, Ga., VOR via E alter.; *2,600. *2,200—MOCA.
Atlanta, Ga., VOR via E alter.; Norcross, Ga., VOR via E alter.; 3,000.
Norcross, Ga., VOR via E alter.; Cumming INT, Ga., via E alter.; 2,700.
Cumming INT, Ga., via E alter.; College INT, Ga., via E alter.; *5,000. *4,100—MOCA.
College INT, Ga., via E alter.; Harris, Ga., VOR via E alter.; 6,000.
Harris, Ga., VOR via E alter.; Fontana INT, N.C., via E alter.; 7,800.
Fontana INT, N.C., via E alter.; *Kinzel INT, Tenn., via E alter.; **7,000. *6,000—MCA Kinzel INT, southbound. **6,800—MOCA.
Kinzel INT, Tenn., via E alter.; Knoxville, Tenn., VOR via E alter.; 4,000.

Section 95.6097 *VOR Federal airway 97* is amended to read in part:

Concord INT, Ga.; Brooks INT, Ga.; *2,500. *2,000—MOCA.
Brooks INT, Ga.; Atlanta, Ga., VOR; *2,500. *2,100—MOCA.

Section 95.6103 *VOR Federal airway 103* is amended to read in part:

Natural Well INT, Va.; Elkins, W. Va., VOR; 7,000.

Section 95.6107 *VOR Federal airway 107* is amended by adding:

Oakland, Calif., VOR; Commodore INT, Calif.; *5,000. *4,000—MOCA.
Commodore INT, Calif.; Point Reyes, Calif., VOR; 5,000.
Point Reyes, Calif., VOR; Bodega INT, Calif.; 5,000.

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

Henderson, W. Va., VOR; *Reedsville INT, W. Va.; 2,700. *3,500—MRA.

Section 95.6137 *VOR Federal airway 137* is amended to delete:

Oakland, Calif., VOR; Commodore INT, Calif.; *5,000. *4,000—MOCA.
Commodore INT, Calif.; Point Reyes, Calif., VOR; 5,000.
Point Reyes, Calif., VOR; Bodega INT, Calif.; 5,000.

Section 95.6151 *VOR Federal airway 151* is amended to read in part:

Woonsocket INT, R.I.; Millbury INT, Mass.; *2,700. *2,000—MOCA.
Gardner, Mass., VOR; Keene, N.H., VOR; 3,600.
Keene, N.H., VOR; Sullivan INT, N.H.; 3,600.
Sullivan INT, N.H.; Lebanon, N.H., VOR; 4,500.

Section 95.6159 *VOR Federal airway 159* is amended to read in part:

Ocala, Fla., VOR via W alter.; Cross City, Fla., VOR via W alter.; *2,000. *1,300—MOCA.
Vero Beach, Fla., VOR via E alter.; Int. 341° M rad, Vero Beach VOR and 123° M rad, Orlando VOR via E alter.; *2,000. *1,600—MOCA.

*From, to, and MEA*

Int. 341° M rad, Vero Beach VOR and 123° M rad, Orlando VOR via E alter.; Orlando, Fla., VOR via E alter.; *2,000. *1,500—MOCA.

Section 95.6161 *VOR Federal airway 161* is amended to read in part:

Rochester, Minn., VOR; Pine Island INT, Minn.; *3,000. *2,500—MOCA.

Section 95.6176 *VOR Federal airway 176* is amended to read in part:

Holly Springs, Miss., VOR; *Guntown INT, Miss.; **2,200. *3,000—MRA. **1,900—MOCA.

Section 95.6181 *VOR Federal airway 181* is amended to read in part:

Fargo, N. Dak., VOR; Grand Forks, N. Dak., VOR; *2,600. *2,300—MOCA.
Fargo, N. Dak., VOR via E alter.; Grand Forks, N. Dak., VOR via E alter.; *2,600. *2,300—MOCA.

Section 95.6194 *VOR Federal airway 194* is amended to delete:

Ft. Mill, S.C., VOR via N alter.; Liberty, N.C., VOR via N alter.; *2,600. *2,300—MOCA.
Liberty, N.C., VOR via N alter.; Raleigh, N.C., VOR via N alter.; 2,500.

Section 95.6194 *VOR Federal airway 194* is amended to read in part:

Norcross, Ga., VOR; Homer INT, Ga.; *2,700. *2,200—MOCA.
Homer INT, Ga.; Anderson, S.C., VOR; *2,400. *2,000—MOCA.
Anderson, S.C., VOR; Charlotte, N.C., VOR; *3,000. *2,200—MOCA.
Charlotte, N.C., VOR; Liberty, N.C., VOR; 2,900.
Liberty, N.C., VOR; Raleigh-Durham, N.C., VOR; 2,500.
Raleigh-Durham, N.C., VOR; Rocky Mount, N.C., VOR; 2,000.
Clinton INT, La.; McComb, Miss., VOR; *2,000. *1,800—MOCA.

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

Norcross, Ga., VOR; Cumming INT, Ga.; 2,700.
Cumming INT, Ga.; Toccoa, Ga., VOR; *4,000. *2,700—MOCA.

Section 95.6241 *VOR Federal airway 241* is amended by adding:

Columbus, Ga., VOR via E alter.; Geneva INT, Ga., via E alter.; *2,200. *1,600—MOCA.
Geneva INT, Ga., via E alter.; Pine Mountain INT, Ga., via E alter.; *3,500. *3,400—MOCA.
Pine Mountain INT, Ga., via E alter.; Brooks INT, Ga., via E alter.; *2,800. *2,300—MOCA.
Brooks INT, Ga., via E alter.; Atlanta, Ga., VOR via E alter.; *2,500. *2,100—MOCA.

Section 95.6241 *VOR Federal airway 241* is amended to read in part:

Columbus, Ga., VOR; Geneva INT, Ga.; *2,200. *1,600—MOCA.
Geneva INT, Ga.; Pine Mountain INT, Ga.; *3,500. *3,400—MOCA.
Pine Mountain INT, Ga.; Atlanta, Ga., VOR; *2,500. *2,200—MOCA.
Columbus, Ga., VOR via W alter.; Big Spring INT, Ga., via W alter.; *2,800. *2,300—MOCA.
Big Spring INT, Ga., via W alter.; Tyrone INT, Ga., via W alter.; *2,500. *2,200—MOCA.
Tyrone INT, Ga., via W alter.; Atlanta, Ga., VOR via W alter.; *2,500. *2,100—MOCA.
Edd INT, Ala., via W alter.; Midway INT, Ala., via W alter.; *3,000. *1,800—MOCA.

*From, to, and MEA*

Section 95.6243 *VOR Federal airway 243* is amended to read in part:

Yatesville INT, Ga.; Griffin INT, Ga.; 2,600.
Griffin INT, Ga.; Atlanta, Ga., VOR; *2,600. *2,200—MOCA.
Atlanta, Ga., VOR; Harrison INT, Ga.; 2,600.
Harrison INT, Ga.; Cartersville INT, Ga.; 3,300.
Cartersville INT, Ga.; Dalton INT, Ga.; *4,500. *4,000—MOCA.

Section 95.6244 *VOR Federal airway 244* is amended to read in part:

Woodward INT, Calif.; *Duckwall INT, Calif.; 8,000. *12,000—MCA Duckwall INT, eastbound.

Section 95.6251 *VOR Federal airway 251* is amended to read in part:

Montebello, Va., VOR; Crawford INT, Va.; 5,600.
Crawford INT, Va.; Front Royal, Va., VOR; 5,000.

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

Norcross, Ga., VOR; Cumming INT, Ga.; 2,700.
Cumming INT, Ga.; College INT, Ga.; *5,000. *4,100—MOCA.

Section 95.6295 *VOR Federal airway 295* is amended to read in part:

Vero Beach, Fla., VOR via E alter.; Indian River INT, Fla., via E alter.; *2,000. *1,600—MOCA.

Section 95.6300 *VOR Federal airway 300* is amended to read in part:

United States-Canadian border; *Camp INT, Maine; 5,700. *7,000—MRA.

Section 95.6311 *VOR Federal airway 311* is added to read:

Norcross, Ga., VOR; Homer INT, Ga.; *2,700. *2,200—MOCA.
Homer INT, Ga.; Anderson, S.C., VOR; *2,400. *2,000—MOCA.
Anderson, S.C., VOR; Greenwood, S.C., VOR; *2,200. *2,100—MOCA.
Greenwood, S.C., VOR; Lexington INT, S.C.; *2,200. *2,100—MOCA.
Lexington INT, S.C.; Columbia, S.C., VOR; *2,200. *1,900—MOCA.

Section 95.6321 *VOR Federal airway 321* is added to read:

Atlanta, Ga., VOR; Graham INT, Ala.; 4,000.
Graham INT, Ala.; Gadsden, Ala., VOR; *4,000. *3,600—MOCA.
Gadsden, Ala., VOR; Huntsville, Ala., VOR; 3,000.

Section 95.6325 *VOR Federal airway 325* is added to read:

Gadsden, Ala., VOR; Folsom INT, Ala.; 3,000.
Folsom INT, Ala.; Muscle Shoals, Ala., VOR; *2,400. *2,000—MOCA.
Gadsden, Ala., VOR via N alter.; Hobbs INT, Ala., via N alter.; 3,000.
Hobbs INT, Ala., via N alter.; Decatur, Ala., VOR via N alter.; *2,600. *2,100—MOCA.
Decatur, Ala., VOR via N alter.; Muscle Shoals, Ala., VOR via N alter.; *2,400. *2,000—MOCA.

Section 95.6332 *VOR Federal airway 332* is added to read:

Bradford, Ill., VOR; Peotone, Ill., VOR; *2,600. *2,100—MOCA.
Peotone, Ill., VOR; Knox, Ind., VOR; *2,600. *2,100—MOCA.
Knox, Ind., VOR; South Bend, Ind., VOR; *2,500. *2,000—MOCA.

*From, to, and MEA*

Section 95.6454 *VOR Federal airway 454* is amended to read in part:

Columbus, Ga., VOR; Big Spring INT, Ga.; *2,800. *2,300—MOCA.
Big Spring INT, Ga.; Tyrone INT, Ga.; *2,500. *2,200—MOCA.
Tyrone INT, Ga.; Atlanta, Ga., VOR; *2,500. *2,100—MOCA.
Atlanta, Ga., VOR; Rex, Ga., VOR; 2,200.
Rex, Ga., VOR; Madison INT, Ga.; *2,500. *2,200—MOCA.
Madison INT, Ga.; Greenwood, S.C., VOR; *4,000. *2,100—MOCA.

Section 95.6463 *VOR Federal airway 463* is amended to read in part:

Anchorage, Alaska, VOR; *Alexander INT, Alaska; **2,000. *5,000—MCA Alexander INT, northwestbound. **1,000—MOCA. MAA—41,000.
Alexander INT, Alaska; Sevenmile INT, Alaska; *6,400. *5,000—MOCA. MAA—41,000.

Section 95.6477 *VOR Federal airway 477* is amended to read in part:

Houston, Tex., VOR via W alter.; Silver INT, Tex., via W alter.; 1,800.
Silver INT, Tex., via W alter.; Magnolia INT, Tex., via W alter.; *2,000. *1,600—MOCA.

Section 95.6492 *VOR Federal airway 492* is amended to read in part:

LaBelle, Fla., VOR via S alter.; Canal INT, Fla., via S alter.; *2,000. *1,300—MOCA.

Section 95.6507 *VOR Federal airway 507* is amended to delete:

Lovelock, Nev., VOR; Sod House, Nev., VOR; *10,000. *9,600—MOCA.

Section 95.6507 *VOR Federal airway 507* is amended by adding:

Reno, Nev., VOR; Nixon INT, Nev.; 10,000.
Nixon INT, Nev.; Sulphur INT, Nev.; *#12,000. *10,400—MOCA. #MEA is established with a gap in navigation signal coverage.
Sulphur INT, Nev.; Sod House, Nev., VOR; *10,000. *9,000—MOCA.

Section 95.7002 *Jet Route No. 2* is amended to read in part:

Fort Stockton, Tex., VORTAC; Junction, Tex., VORTAC; 18,000; 45,000.
Junction, Tex., VORTAC; San Antonio, Tex., VORTAC; 18,000; 45,000.

Section 95.7007 *Jet Route No. 7* is amended to delete:

Oakland, Calif., VORTAC; Red Bluff, Calif., VORTAC; 18,000; 45,000.
Red Bluff, Calif., VORTAC; Rome, Oreg., VORTAC; #23,000; 45,000. #MEA is established with a gap in navigation signal coverage.

Section 95.7007 *Jet Route No. 7* is amended by adding:

Reno, Nev., VORTAC; Rome, Oreg., VORTAC; #19,000; 45,000. #MEA is established with a gap in navigation signal coverage.

Section 95.7015 *Jet Route No. 15* is amended to read in part:

Austin, Tex., VORTAC; Junction, Tex., VORTAC; 18,000; 45,000.
Junction, Tex., VORTAC; Wink, Tex., VORTAC; 18,000; 45,000.

Section 95.7030 *Jet Route No. 30* is amended to read in part:

*From, to, and MEA*

Provo, Utah, VORTAC; Meeker, Colo., VORTAC; 18,000; 45,000.
Meeker, Colo., VORTAC Denver, Colo., VORTAC; 18,000; 45,000.

Section 95.7053 *Jet Route No. 53* is amended to read in part:

Jacksonville, Fla., VORTAC; Augusta, Ga., VORTAC; 18,000; 45,000.

Section 95.7056 *Jet Route No. 56* is amended to read:

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

Section 95.7086 *Jet Route No. 86* is amended to read in part:

Fort Stockton, Tex., VORTAC; Junction, Tex., VORTAC; 18,000; 45,000.

Section 95.7140 *Jet Route No. 140* is deleted:

Section 95.7518 *Jet Route No. 518* is added to read:

U.S. Canadian Border; Elwood City, Pa., VORTAC; 18,000; 45,000.
Elwood City, Pa., VORTAC; Westminster, Md., VOR; 18,000; 45,000.

Section 95.7563 *Jet Route No. 563* is amended to delete:

Plattsburgh, N.Y., VOR; U.S. Canadian Border; 18,000; 45,000.

Section 95.7563 *Jet Route No. 563* is amended by adding:

Albany, N.Y., VORTAC; U.S. Canadian Border; 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-5* is amended to delete:
Dublin, Ga., VOR via W alter.; Macon, Ga., VOR via W alter.; 11; Dublin.
McDonough, Ga., VOR; Chattanooga, Tenn., VOR; 60; McDonough.
*V-51* is amended to delete:
Dublin, Ga., VORTAC via W alter.; Macon, Ga., VORTAC via W alter.; 11; Dublin.
*V-54* is amended by adding:
Muscle Shoals, Ala., VOR; Huntsville, Ala., VOR.; 25; Muscle Shoals.
*V-57* is amended by adding:
Birmingham, Ala., VOR; Decatur, Ala., VOR; 34; Birmingham.
*V-115* is amended by adding:
Birmingham, Ala., VOR; Chattanooga, Tenn., VOR; 59; Birmingham.
*V-154* is amended to delete:
Macon, Ga., VORTAC; Dublin, Ga., VOR; 17; Macon.
*V-156* is amended by adding:
Elkins, W. Va., VOR; Gordonsville, Va., VOR; 46; Elkins.
*J-56* is amended to delete:
Salt Lake City, Utah, VORTAC; Kremmling, Colo., VORTAC; 80; Salt Lake City.

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

Issued in Washington, D.C., on June 7, 1966.

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

[F.R. Doc. 66-6412; Filed, June 13, 1966; 8:45 a.m.]

[Reg. Docket No. 7387; Amdt. 484]

## PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

### Miscellaneous Amendments

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

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

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

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

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

| Transition | | | | Ceiling and visibility minimums | | | |
|---|---|---|---|---|---|---|---|
| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less: 65 knots or less | 2-engine or less: More than 65 knots | More than 2-engine, more than 65 knots |
| Thousand Oaks Int | Woodland Int | Direct | 5000 | T-dn% | 300-1 | 300-1 | #300-1 |
| Twin Lakes Int | Woodland Int | Direct | 5000 | C-d* | 900-1½ | 900-1½ | 900-1½ |
| LAX VOR | BUR ILS LOM | Direct | 4000 | C-n* | 900-2 | 900-2 | 900-2 |
| GCE RBn | BUR ILS LOM | Direct | 4500 | S-dn-7 | 600-1 | 600-1 | 600-1 |
| Woodland Int | BUR ILS LOM (final) | Direct | 2800 | A-dn | 900-2 | 900-2 | 900-2 |

Radar available.
Procedure turn S side of crs 256° Outbnd, 076° Inbnd, 4000′ within 10 miles.
Minimum altitude over facility on final approach crs, 2800′ at BUR ILS LOM.
Crs and distance, facility to airport, 076°—5.6 miles; LOM to LIM, 076°—0.4-mile LIM to airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at BUR ILS LIM, make immediate right-climbing turn direct to LOM, climb via 256° bearing, LOM to 4000′ within 10 miles of LOM, or when directed by ATC, (1) turn right, climb heading 105° to intercept and proceed via VNY, R 096° to El Monte Int at 4500′. Positive radar crs monitor required on alternate missed approach.
NOTE: ADF and VOR receivers required for execution of this approach.
AIR CARRIER NOTES: (1) Reduction in visibility by sliding scale not authorized below ¾ mile for takeoff, Runways 7, 15, 33, and for landing minimums. (2) Reduction in visibility by sliding scale not authorized for circling minimums.
¢Procedure requires use of both BVR ILS outer compass locator and inner compass locator.
#200-½ authorized for takeoff on Runway 25 only.
*Manuevering E and NE of airport not authorized due to high terrain.
%N and southbound (270° clockwise through 240°) IFR departures—Must comply with published Burbank SID's.
MSA within 25 miles of facility: 000°-090°—8500′; 090°-180°—5100′; 180°-270°—4100′; 270°-360°—6000′.

City, Burbank; State, Calif.; Airport name, Lookheed Air Terminal; Elev., 775′; Fac. Class., LOM; Ident., BU; Procedure No. 1, Amdt. 1; Eff. date, 25 June 66; Sup. Amdt. No. Orig.; Dated, 13 Feb. 65

| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less: 65 knots or less | 2-engine or less: More than 65 knots | More than 2-engine, more than 65 knots |
|---|---|---|---|---|---|---|---|
| Chili Int | MFI H | Direct | 3300 | T-dn | 300-1 | 300-1 | 200-½ |
| Junction City Int | MFI H | Direct | 3300 | C-d | 700-1 | 700-1 | 700-1½ |
| | | | | C-n | 700-1½ | 700-1½ | 700-1½ |
| | | | | S-dn-5 | 700-1 | 700-1 | 700-1 |
| | | | | A-dn | NA | NA | NA |

Procedure turn S side of crs, 213° Outbnd, 033° Inbnd, 3300′ within 10 miles.
Minimum altitude over facility on final approach crs, 1961′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of MFI H, make right-climbing turn to 3300′, return to MFI H, hold SW on 213° magnetic bearing from H.
NOTE: Use Wausau, Wis., altimeter setting.
MSA within 25 miles of facility: 270°-180°—2900′; 180°-270°—2400′.

City, Marshfield; State, Wis.; Airport name, Marshfield Municipal; Elev., 1261′; Fac. Class., MH; Ident., MFI; Procedure No. 1 Amdt. Orig. Eff. date, 23 June 66

PROCEDURE CANCELLED, EFFECTIVE 23 JUNE 1966.

City, Rapid City; State, S. Dak.; Airport name, Rapid City Municipal; Elev., 3181′; Fac. Class., H-SAB; Ident., RAP; Procedure No. 1, Amdt. 1; Eff. date, 17 July 65; Sup. Amdt. No. Orig.; Dated, 23 Feb. 63

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

| Transition | | | | Ceiling and visibility minimums | | | |
|---|---|---|---|---|---|---|---|
| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less | | More than 2-engine, more than 65 knots |
| | | | | | 65 knots or less | More than 65 knots | |
| Brighton Int | IRS RBn | Direct | 2500 | T-dn | 300-1 | 300-1 | 200-½ |
| Sherwood Int | IRS RBn | Direct | 2500 | C-dn | 800-1 | 800-1 | 800-1½ |
| Centerville Int | IRS RBn | Direct | 2500 | S-dn-20 | 800-1 | 800-1 | 800-1 |
| | | | | A-dn | NA | NA | NA |
| | | | | VOR/ADF minimums—VOR and ADF receivers required: | | | |
| | | | | C-dn | 600-1 | 600-1 | 600-1½ |
| | | | | S-dn-20 | 600-1 | 600-1 | 600-1 |

Procedure turn N side of crs, 060° Outbnd, 240° Inbnd, 2500′ within 10 miles.
Minimum altitude over Burr Int on final approach crs, 1724′.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of IRS RBn, make right turn, climb to 2500′ on crs, 060° and return to RBn.
NOTE: Use Battle Creek altimeter setting.
MSA within 25 miles of facility: 000°-360°—2400′.

City, Sturgis; State, Mich.; Airport name, Kirsch Municipal; Elev., 924′; Fac. Class., MHW; Ident., IRS; Procedure No. 1, Amdt. Orig.; Eff. date, 25 June 66

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

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

| Transition | | | | Ceiling and visibility minimums | | | |
|---|---|---|---|---|---|---|---|
| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less | | More than 2-engine, more than 65 knots |
| | | | | | 65 knots or less | More than 65 knots | |
| FIM VORTAC | Chatsworth Int | FIM, R 100° | 5000 | T-dn% | 300-1 | 300-1 | #300-1 |
| Sherwood Int | Chatsworth Int | VTU, R 057° | 5000 | C-d¢ | 900-1½ | 900-1½ | 900-1½ |
| Twin Lakes Int | Chatsworth Int | Direct | 5000 | C-n¢ | 900-2 | 900-2 | 900-2 |
| Chatsworth Int | VNY VOR (final) | Direct | 3000 | S-dn-7* | 500-¾ | 500-¾ | 500-¾ |
| | | | | A-dn | 900-2 | 900-2 | 900-2 |

Radar available.
Procedure turn not authorized.
Minimum altitude over facility on final approach crs, 3000′.
Crs and distance, facility to airport, 089°—6.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 miles after passing VNY VOR, turn right, climb to VNY VOR, then via R 255° to Susana Int at 4500′, or when directed by ATC, turn right, climb heading 105° to intercept and proceed via VNY, R 096° to El Monte Int at 4500′. Positive radar crs monitor required on alternate missed approach.
AIR CARRIER NOTES: Sliding scale prohibited below ¾ mile for takeoff on Runways 7, 15, 33 and for straight-in minimums. Sliding scale not authorized for circling minimums.
*500-1 required for 4-engine turbojet or when ALS inoperative.
%N and southbound (270° clockwise through 240°), IFR departures—Must comply with published Burbank SID's.
¢Maneuvering E and NE of airport not authorized due to high terrain.
#200-½ authorized for takeoff on Runway 25 only.
MSA within 25 miles of facility: 000°-090°—8600′; 090°-180°—5100′; 180°-270°—4100′; 270°-360°—6100′.

City, Burbank; State, Calif.; Airport name, Lockheed Air Terminal; Elev., 775′; Fac. Class., L-BVOR; Ident., VNY; Procedure No. 1, Amdt. Orig.; Eff. date, 25 June 66

| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 65 knots or less | More than 65 knots | More than 2-engine, more than 65 knots |
|---|---|---|---|---|---|---|---|
| MKC VOR | Tracy Int (final) | Direct | 2300 | T-dn* | 300-1 | 300-1 | 200-½ |
| | | | | C-dn% | 600-1 | 600-1 | 700-1½ |
| | | | | S-dn-30 | 600-1 | 600-1 | 600-1 |
| | | | | A-dn | 800-2 | 800-2 | 800-2 |

Radar available.
Procedure turn N side of crs, 102° Outbnd, 282° Inbnd, 2300′ within 10 miles of Tracy Int.
Minimum altitude over Tracy Int on final approach crs, 2300′.
Crs and distance, Tracy Int to airport, 282°—5.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing Tracy Int, make right turn, climbing to 2700′, intercept the STJ VOR, R 165° and proceed to Farley Int, or when directed by ATC, intercept STJ VOR, R 170°, proceed to New Market Int.
NOTES: (1) Authorized for military use only, except by prior arrangement. (2) Radar identification of Tracy Int authorized. (3) Runway lights installed on Runways 12-30.
CAUTION: Hills and towers with elevations to 1148 , adjacent to airport, W and NW.
%All circling approaches will be made to the E of airport.
*When 1293′ tower, 3 miles SW is not visible on takeoff, climb to 1800′ before turning toward tower.
MSA within 25 miles of facility: 090°-180°—3100′; 180°-090°—2400′.

City, Fort Leavenworth; State, Kans.; Airport name, Sherman AAF; Elev., 770′; Fac. Class., BVORTAC; Ident., MKC; Procedure No. 1, Amdt. Orig.; Eff. date, 25 June 66

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

| Transition | | | | Ceiling and visibility minimums | | | |
|---|---|---|---|---|---|---|---|
| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less: 65 knots or less | 2-engine or less: More than 65 knots | More than 2-engine, more than 65 knots |
| | | | | T-d* | 800-2 | 800-2 | 800-2 |
| | | | | T-n* | 1200-3 | 1200-3 | 1200-3 |
| | | | | C-dn | 1000-1 | 1000-1 | 1000-1½ |
| | | | | A-dn | NA | NA | NA |
| | | | | The following minimums authorized when Gallup altimeter setting is received before commencing approach: | | | |
| | | | | C-dn | 900-1 | 900-1 | 900-1½ |

Procedure turn S side of crs, 218° Outbnd, 038° Inbnd, 8700′ within 10 miles.
Minimum altitude over facility on final approach crs, 7700′.
Crs and distance, facility to airport, 048°—4.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after passing GUP VOR, make a left-climbing turn to intercept R 005° and climb to 10,000′ within 20 miles of GUP VOR.
CAUTION: 7900′ terrain, 7 miles NE of airport.
*Takeoff: Runway 6 turn left; Runway 24 climb straight ahead to intercept GUP VOR, R 012°, then all departures except eastbound via V-291 climb on crs. Eastbound departures via V-291 proceed via R 012° to GUP VOR and climb in holding pattern SW on R 218° to recross GUP VOR at 9000′.
MSA within 25 miles of facility: 000°-180°—10,100′; 180°-270°—9300′; 270°-360°—10,200′.

City, Gallup; State, N. Mex.; Airport name, Senator Clarke Field; Elev., 6467′; Fac. Class., VOR; Ident., GUP; Procedure No. 1, Amdt. Orig.; Eff. date, 25 June 66

| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less: 65 knots or less | 2-engine or less: More than 65 knots | More than 2-engine, more than 65 knots |
|---|---|---|---|---|---|---|---|
| | | | | T-dn | 300-1 | 300-1 | 300-1 |
| | | | | C-dn | 600-1 | 600-1 | 600-1½ |
| | | | | S-dn-7 | 600-1 | 600-1 | 600-1 |
| | | | | A-dn | 800-2 | 800-2 | 800-2 |
| | | | | If 2.5-mile DME Fix received, the following minimums apply: | | | |
| | | | | S-dn-7 | 500-1 | 500-1 | 500-1 |

Radar available.
Procedure turn S side of crs, 262° Outbnd, 082° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, 1400′; over 2.5-mile DME Fix, 700′.
Crs and distance, facility to airport, 083°—4.5 miles; 2.5-mile DME Fix to airport, 083°—2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles of LAX VOR, turn left, climb via R 068° to 2000′ to Downey Int.
NOTES: (1) Final approach from holding pattern at LAX VOR not authorized. Procedure turn required. (2) When authorized by ATC, DME may be used at 10 miles at 4000′ from LAX, R 342° counterclockwise, R 276°, and at 2000′ between LAX, R 170° and R 276° to position aircraft for a straight-in approach with the elimination of procedure turn.
MSA within 25 miles of facility: 000°-090°—7200′; 090°-180°—2500′; 180°-270°—2400′; 270°-360°—5200′.

City, Hawthorne; State, Calif.; Airport name, Hawthorne; Elev., 64′; Fac. Class., H-BVORTAC; Ident., LAX; Procedure No. 2, Amdt. Orig.; Eff. date, 25 June 66

| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less: 65 knots or less | 2-engine or less: More than 65 knots | More than 2-engine, more than 65 knots |
|---|---|---|---|---|---|---|---|
| | | | | T-dn*% | 300-1 | 300-1 | 300-1 |
| | | | | C-d* | 900-1 | 900-1 | 900-1½ |
| | | | | C-n* | 900-2 | 900-2 | 900-2 |
| | | | | A-dn | 1000-2 | 1000-2 | 1000-2 |
| | | | | If aircraft equipped to receive VOR and DME, the following minimums apply: | | | |
| | | | | C-dn* | 700-1 | 700-1 | 700-1½ |

Procedure turn S side of crs, 239° Outbnd, 059° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs, 1600′; over 4-mile DME Fix, 900′.
Crs and distance, facility to airport, 059°—8.5 miles; 4-mile DME Fix, 059°—4.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.5 miles after passing HQM VOR, turn right, climb to 1600′ direct to HQM VOR.
%Takeoffs all runways: Climb direct to HQM VOR before proceeding on crs, V-27W northeastbound, climb visually to 400′ over airport, thence on crs.
*All maneuvering will be executed S of Runways 6-24.
MSA within 25 miles of facility: 340°-160°—2300′; 160°-250°—1100′; 250°-340°—1500′.

City, Hoquiam; State, Wash.; Airport name, Bowerman; Elev., 14′; Fac. Class., H-BVORTAC; Ident., HQM; Procedure No. 1, Amdt. 7; Eff. date, 23 June 66; Sup. Amdt. No. 6; Dated 26 Feb. 66

| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less: 65 knots or less | 2-engine or less: More than 65 knots | More than 2-engine, more than 65 knots |
|---|---|---|---|---|---|---|---|
| | | | | T-dn | 300-1 | 300-1 | 200-½ |
| | | | | C-dn | 600-1 | 600-1 | 600-1½ |
| | | | | S-dn-32¢ | 400-1 | 400-1 | 400-1 |
| | | | | A-dn | 800-2 | 800-2 | 800-2 |

Radar available.
Procedure turn E side of crs, 142° Outbnd, 322° Inbnd, 4600′ within 10 miles.
Minimum altitude over facility on final approach crs, 4300′.
Crs and distance, facility to airport, 322°—4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing RAP VOR, make a left-climbing turn to 4600′ on R 142° within 10 miles of RAP VOR.
NOTES: (1) Caution—Runways 1-19 unlighted. (2) When authorized by ATC, RAP DME may be used to position aircraft for straight-in approach at 5500′, between R 072° clockwise to R 238°, via 6-mile DME Arc with the elimination of procedure turn.
¢400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. Reduction not authorized for nonstandard REIL.
MSA within 25 miles of the facility: 000°-090°—4300′; 090°-180°—4500′; 180°-270°—8300′; 270°-360°—6600′.

City, Rapid City; State, S. Dak.; Airport name, Rapid City Municipal; Elev., 3181′; Fac. Class., BVORTAC; Ident., RAP; Procedure No. 1, Amdt. 11; Eff. date, 23 June 66; Sup. Amdt. No. 10; Dated, 17 Feb. 66

PROCEDURE CANCELED, EFFECTIVE 23 JUNE 1966.

City, Rapid City; State, S. Dak.; Airport name, Rapid City Municipal; Elev., 3181′; Fac. Class., BVORTAC; Ident., RAP; Procedure No. 2, Amdt. 2; Eff. date, 17 July 65; Sup. Amdt. No. 1; Dated, 8 Feb. 64

3. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

| Transition | | | | Ceiling and visibility minimums | | | |
|---|---|---|---|---|---|---|---|
| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less: 65 knots or less | 2-engine or less: More than 65 knots | More than 2-engine, more than 65 knots |
| | | | | T-dn# | 300-1 | 300-1 | 200-½ |
| | | | | C-dn# | 700-1 | 700-1 | 700-1½ |
| | | | | S-dn-18* | 700-1 | 700-1 | 700-1 |
| | | | | A-dn | NA | NA | NA |

Procedure turn W side of crs, 012° Outbnd, 192° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs, 1000′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of EUF VOR, turn right, climb to 2000′, return to EUF VOR and enter holding pattern on R 256°, EUF VOR.
NOTES: (1) Aircraft will cancel IFR with CSG APC or DHN FSS prior to landing and upon reaching visual flight conditions. (2) Aircraft will not take off without prior ATC approval.
*Reduction not authorized.
#Night takeoffs on Runway 18 and night landings on Runway 36 not authorized.
MSA within 25 miles of facility: 000°-360°—1900′.

City, Eufaula; State, Ala.; Airport name, Weedon Field; Elev., 275′; Fac. Class., L-BVOR; Ident., EUF; Procedure No. TerVOR-18, Amdt. Orig.; Eff. date, 23 June 66

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

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

| Transition | | | | Ceiling and visibility minimums | | | |
|---|---|---|---|---|---|---|---|
| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less: 65 knots or less | 2-engine or less: More than 65 knots | More than 2-engine, more than 65 knots |
| Bradford VOR | 6-mile DME Fix, R 323° | Direct | 3900 | T-dn | 300-1 | 300-1 | 200-½ |
| 12-mile DME Fix, R 323° | 6-mile DME Fix, R 323° (final) | Direct | 3000 | C-dn | 400-1 | 500-1 | 500-1½ |
| | | | | S-dn-14* | 400-1 | 400-1 | 400-1 |
| | | | | A-dn | 800-2 | 800-2 | 800-2 |

Procedure turn SW side of crs, 323° Outbnd, 143° Inbnd, 3900′ between 6- and 16-mile DME Fix, R 323°.
Minimum altitude over 6-mile DME Fix, R 323° on final approach crs, 3000′.
Crs and distance, 6-mile DME Fix, R 323° to 143°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 2-mile DME Fix, R 323°, climb to 4000′ on R 143° of BFD VOR within 10 miles, return to BFD VOR. Hold SE, 1-minute right turns, 326° Inbnd.
NOTE: When authorized by ATC, DME may be used between R 288° clockwise to R 064° at 3900′ via 12-mile DME Arc, to position aircraft for straight-in with elimination of procedure turn.
*400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
MSA within 25 miles of facility: 000°-360°—3600′.

City, Bradford; State, Pa.; Airport name, Bradford-McKean County; Elev., 2143′; Fac. Class., LBVORTAC; Ident., BFD; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 25 June 66

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| FML VOR | CLT VOR | Direct | 2300 | T-dn | 300-1 | 300-1 | 200-½ |
| Bradley Int | CLT VOR | Direct | 2900 | C-dn | 1000-1 | 1000-1 | 1000-1½ |
| Weddington Int | CLT VOR | Direct | 2300 | A-dn | 1000-2 | 1000-2 | 1000-2 |
| Bethany Int | CLT VOR | Direct | 2300 | If Railroad 5-mile DME Fix received, the following minimums apply:* | | | |
| Waco Int | CLT VOR | Direct | 2900 | C-dn | 600-1 | 600-1 | 600-1½ |
| Stanley Int | CLT VOR | Direct | 2900 | S-dn-18% | 600-1 | 600-1 | 600-1 |
| Mount Holly Int | Railroad DME or Radar Fix, 5 miles (final). | Direct | 1800 | A-dn | 800-2 | 800-2 | 800-2 |
| | | | | Radar Fix may be used in lieu of DME at 5 miles.* | | | |

Radar available.
Procedure turn W side of crs, 005° Outbnd, 185° Inbnd, 2300′ within 10 miles.
Minimum altitude over Railroad 5-mile DME or Radar Fix on final approach crs, 1800′.
Crs and distance, Railroad 5-mile DME or Radar Fix to breakoff point, 185°—4.1 miles; breakoff point to runway, 178°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of CLT VOR, climb to 2300′ on CLT VOR, R 185° and proceed to FML VOR, or when directed by ATC, climb to 2300′, proceed to York Int via R 229°, CLT VOR.
%Reduction not authorized.
MSA within 25 miles of facility: 000°-090°—3000′; 090°-180°—2300′; 180°-270°—2800′; 270°-360°—2900′.

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748′; Fac. Class., L-BVORTAC; Ident., CLT; Procedure No. VOR/DME No. 1, Amdt. 3; Eff. date, 23 June 66; Sup. Amdt. No. 2; Dated, 6 Nov. 65

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

| Transition | | | | Ceiling and visibility minimums | | | |
|---|---|---|---|---|---|---|---|
| | | | | | 2-engine or less | | More than 2-engine, more than 65 knots |
| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 65 knots or less | More than 65 knots | |
| Bradley Int | CLT VOR | Direct | 2900 | T-dn | 300-1 | 300-1 | 200-½ |
| Weddington Int | CLT VOR | Direct | 2900 | C-dn | 600-1 | 600-1 | 600-1½ |
| Bethany Int | CLT VOR | Direct | 2900 | S-dn-23% | 600-1 | 600-1 | 600-1 |
| Waco Int | CLT VOR | Direct | 2900 | A-dn | 800-2 | 800-2 | 800-2 |
| Stanley Int | CLT VOR | Direct | 2900 | | | | |

Radar available.
Procedure turn N side of crs, 060° Outbnd, 240° Inbnd, 2900′ within 10 miles of Parks Int.
Minimum altitude over Parks Int or 5-mile DME Fix on final approach crs 1800′.
Crs and distance, Parks Int or 5-mile DME Fix to airport, 240°—4.6 miles.
Breakoff point to end of runway, 230°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing Parks Int (or 0 mile of CLT VORTAC), climb to 2300′, proceed to York Int, via R 229° CLT VORTAC, or when directed by ATC, climb to 2300′, proceed to FML VOR via R 007°.
%Reduction not authorized.
MSA within 25 miles of facility: 000°-090°—3000′; 090°-180°—2300′; 180°-270°—2800′; 270°-360°—2900′.

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748′; Fac. Class., L-BVORTAC; Ident., CLT; Procedure No. VOR/DME No. 2, Amdt. 1; Eff. date 23 June 66; Sup. Amdt. No. Orig.; Dated, 17 July 65

| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 65 knots or less | More than 65 knots | More than 2-engine, more than 65 knots |
|---|---|---|---|---|---|---|---|
| FML VOR | Ross Int (final) | Direct | 1800 | T-dn | 300-1 | 300-1 | 200-½ |
| Bradley Int | CLT VOR | Direct | 2900 | C-dn | 400-1 | 500-1 | 500-1½ |
| Weddington Int | CLT VOR | Direct | 2300 | S-dn-36# | 400-1 | 400-1 | 400-1 |
| Bethany Int | CLT VOR | Direct | 2300 | A-dn | 800-2 | 800-2 | 800-2 |
| Waco Int | CLT VOR | Direct | 2900 | | | | |
| Stanley Int | CLT VOR | Direct | 2900 | | | | |

Radar available.
Procedure turn E side of crs, 173° Outbnd, 353° Inbnd, 2200′ within 10 miles of Ross Int.
Minimum altitude over Ross Int or 5.5-miles DME Fix on final approach crs, 1800′.
Crs and distance, Ross Int or 5.5-miles DME Fix, 353°—4.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing Ross Int (or 0 mile of CLT VORTAC), climb to 3000′ on R 005° of CLT VOR within 20 miles, or when directed by ATC, climb to 3000′ on R 060° of CLT VORTAC within 20 miles.
#400-¾ (RVR, 4000′) authorized, with operative high-intensity runway lights, except for 4-engine turbojets.
MSA within 25 miles of facility: 000°-090°—3000′; 090°-180°—2300′; 180°-270°—2800′; 270°-360°—2900′.

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748′; Fac. Class., L-BVORTAC; Ident., CLT; Procedure No. VOR/DME No. 3, Amdt. 1; Eff. date, 23 June 66; Sup. Amdt. No. Orig.; Dated, 17 July 65

| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 65 knots or less | More than 65 knots | More than 2-engine, more than 65 knots |
|---|---|---|---|---|---|---|---|
| Bradley Int | CLT VOR | Direct | 2900 | T-dn | 300-1 | 300-1 | 200-½ |
| Weddington Int | CLT VOR | Direct | 2300 | C-dn | 400-1 | 500-1 | 500-1½ |
| Bethany Int | CLT VOR | Direct | 2300 | S-dn-5* | 400-1 | 400-1 | 400-1 |
| Waco Int | CLT VOR | Direct | 2900 | A-dn | 800-2 | 800-2 | 800-2 |
| Stanley Int | CLT VOR | Direct | 2900 | | | | |

Radar available.
Procedure turn W side of crs, 225° Outbnd, 045° Inbnd, 2300′ within 10 miles of Lake Int.
Minimum altitude over Lake Int or 5.5-DME Fix on final approach crs, 1700′.
Crs and distance, Lake Int or 5.5-mile DME Fix to airport, 045°—4.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing Lake Int (or 0 mile of CLT VORTAC), turn right, climb to 3000′ on R 060° of CLT VORTAC within 20 miles, or when directed by ATC, climb to 3000′ on R 005° of CLT VOR within 20 miles.
*400-¾ (RVR, 4000′) authorized with operative high-intensity runway lights, except for 4-engine turbojets. 400-½ (RVR, 2400′) with operative ALS, except for 4-engine turbojets.
MSA within 25 miles of facility: 000°-090°—3000′; 090°-180°—2300′; 180°-270°—2800′; 270°-360°—2900′.

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748′; Fac. Class., L-BVORTAC; Ident., CLT; Procedure No. VOR/DME No. 4, Amdt. 1; Eff. date, 23 June 66; Sup. Amdt. No. Orig.; Dated 17 July 65

| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 65 knots or less | More than 65 knots | More than 2-engine, more than 65 knots |
|---|---|---|---|---|---|---|---|
| R 196°, DCA VOR clockwise | R 326°, DCA VOR | Via Radar | 2500 | LDIN | *1100-2 | 1100-2 | 1100-2 |
| R 022°, DCA VOR counterclockwise | R 326°, DCA VOR | Via Radar | 2500 | Via River | | | |
| R 326°, 10-mile DME Fix | R 326°, 7-mile DME | Via R 326° | 2000 | | | | |

Radar available.
Procedure turn not authorized. Final approach crs, 146° Inbnd, from 7-NM DME Fix.
Minimum altitude over 7-mile DME Fix, 2000′; 5-NM DME Fix, 1400′; 4-NM DME Fix, 1100′.
Crs and distance, facility to airport not authorized. Breakoff point to runway not authorized.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500′ direct to DCA VORTAC, thence direct to DCA RBn, hold S of Washington RBn on bearing, 181° Outbnd, 001° Inbnd, 1-minute left turns.
NOTE: When ceiling and visibility are at least 1100-2, arrival aircraft will visually follow the Potomac River when visual contact established.
*If visual contact not established at 4-NM DME Fix, continue descent to not below 915′ MSL.

City, Washington, D.C.; Airport name, Washington National; Elev., 15′; Fac. Class., VORTAC; Ident., DCA; Procedure No. VOR/DME No. 3, Amdt. 1; Eff. date, 25 June 66; Sup. Amdt. No. Orig.; Dated, 20 May 66

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

ILS Standard Instrument Approach Procedure

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

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

| Transition | | | | Ceiling and visibility minimums | | | |
|---|---|---|---|---|---|---|---|
| | | | | | 2-engine or less | | |
| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 65 knots or less | More than 65 knots | More than 2-engine, more than 65 knots |
| Ventura VOR | ILS W crs | 057°-16.9 miles | 5000 | T-dn% | 300-1 | 300-1 | #300-1 |
| Saugus Int | LOM | Direct | 5600 | C-dn* | 900-1½ | 900-1½ | 900-1½ |
| | | | | C-n* | 900-2 | 900-2 | 900-2 |
| Fillmore VOR | Woodland Int | Direct | 5000 | S-dn-7** | 300-¾ | 300-¾ | 300-¾ |
| | | | | A-dn | 900-2 | 900-2 | 900-2 |
| Int LAX VOR, R 276° and Lake Hughes VOR, R 170°. | Woodland Int | Direct | 5000 | | | | |
| Twin Lakes Int | Woodland Int | Direct | 5000 | | | | |
| Woodland Int | LOM (final) | Direct | 2800 | | | | |

Radar available.

Procedure turn S side of crs, 256° Outbnd, 076° Inbnd, 4000′ within 10 miles of LOM. Beyond 10 miles not authorized.

Minimum altitude at glide slope interception Inbnd, 2800′.

Altitude of glide slope and distance to approach end of runway at OM, 2738′—6.1 miles; at MM, 1355′—1.8 miles; at inner compass locator, 924′—0.4 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make immediate right-climbing turn to 4000′ on W crs, BUR ILS within 10 miles W of LOM, or when directed by ATC, turn right, climb heading 105° to intercept and proceed via VNY, R 096° to El Monte Int at 4500′. Positive radar crs monitor required on alternate missed approach.

Other change: Deletes transition from Malibu Int.

Caution: High terrain, NE and E of airport.

Air Carrier Notes: Sliding scale prohibited below ¾ mile for takeoff on Runways 7, 15, 33, and for straight-in landing minimums. Sliding scale not authorized for circling minimums.

Notes: (1) Nonstandard installation. Localizer antenna at approach end of runway.

%N and southbound (270° clockwise through 240°) IFR departures—Must comply with published Burbank SID's.

#200-½ authorized for takeoff on Runway 25 only.

*Maneuvering NE and E of airport not authorized.

**For minimums of 300-¾, all components of ILS must be utilized. If glide slope not received, then minimums of 400-1 apply.

City, Burbank; State, Calif.; Airport name, Lockheed Air Terminal; Elev., 775′; Fac. Class., ILS; Ident., I-BUR; Procedure No. ILS-7, Amdt. 21; Eff. date, 25 June 66; Sup. Amdt. No. 20; Dated, 9 Oct. 65

| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 65 knots or less | More than 65 knots | More than 2-engine, more than 65 knots |
|---|---|---|---|---|---|---|---|
| MIA VOR | RBn (OM) | Direct | 1500 | T-dn# | 300-1 | 300-1 | 200-½ |
| BSY VOR | RBn (OM) | Direct | 1500 | C-dn | 500-1 | 500-1 | 500-1½ |
| Krome Int | RBn (OM) (final) | Direct | 1300 | S-dn-9L##* | 200-½ | 200-½ | 200-½ |
| Rancho VHF Int | RBn (OM) | Direct | 1600 | A-dn | 600-2 | 600-2 | 600-2 |
| Bayshore VHF Int | RBn (OM) | Direct | 1500 | | | | |
| PRR RBn | RBn (OM) | Direct | 1600 | | | | |

Radar available.

Procedure turn N side of crs, 267° Outbnd, 087° Inbnd, 1400′ within 10 miles.

Minimum altitude at glide slope interception Inbnd, 1300′.

Altitude of glide slope and distance to approach end of runway at OM, 1228′—4.5 miles; at MM, 192′—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, climb to 1500′ on E crs, ILS within 20 miles, or climb to 1500′ on crs of 087° from MF LOM within 20 miles.

Note: Holding pattern with 087° Inbnd crs, left turns may be used in lieu of procedure turn.

#RVR, 2400′ authorized, Runway 9L.

##RVR, 2400′. Descent below 209′ not authorized unless approach lights are visible.

*400-¾ (RVR, 4000′) required when glide slope not utilized. 400-½ (RVR, 2400′) authorized, except for 4-engine turbojet aircraft, with operative ALS.

City, Miami; State, Fla.; Airport name, Miami International; Elev., 9′; Fac. Class., ILS; Ident., I-MFA; Procedure No. ILS-9L, Amdt. 5; Eff. date, 25 June 66; Sup. Amdt. No. 4; Dated, 29 Jan. 66

| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 65 knots or less | More than 65 knots | More than 2-engine, more than 65 knots |
|---|---|---|---|---|---|---|---|
| BSY VOR | LOM | Direct | 1500 | T-dn# | 300-1 | 300-1 | 200-½ |
| Oceanside Int | LOM (final) | Direct | 1300 | C-dn | 500-1 | 500-1 | 500-1½ |
| MIA VOR | LOM | Direct | 1500 | S-dn-27L##* | 200-½ | 200-½ | 200-½ |
| PRR RBn | LOM | Direct | 1500 | A-dn | 600-2 | 600-2 | 600-2 |
| Golden Beach VHF Int | LOM | Direct | 1500 | | | | |
| Dania VHF Int | LOM | Direct | 1500 | | | | |

Radar available.

Procedure turn S side of crs, 087° Outbnd, 267° Inbnd, 1400′ within 10 miles.

Minimum altitude at glide slope interception Inbnd, 1300′.

Altitude of glide slope and distance to approach end of runway at OM, 1235′—4.4 miles; at MM, 204′—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing LOM, climb to 1500′ on W crs of MIA localizer within 20 miles of MI LOM.

Notes: (1) Holding pattern with 267° Inbnd crs to MI LOM, left turns may be used in lieu of procedure turn. (2) Oceanside Int may be used in lieu of procedure turn when authorized by Miami approach control.

#RVR, 2400′ authorized, Runway 27L.

##RVR, 2400′. Descent below 209′ not authorized unless approach lights are visible.

*500-¾ (RVR, 4000′) required when glide slope not utilized. Reduction not authorized.

City, Miami; State, Fla.; Airport name, Miami International; Elev., 9′; Fac. Class., ILS; Ident., I-MIA; Procedure No. ILS-27L, Amdt. 5; Eff. date, 25 June 66; Sup. Amdt. No. 4; Dated, 2 Apr. 66

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

| Transition | | | | Ceiling and visibility minimums | | | |
|---|---|---|---|---|---|---|---|
| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less: 65 knots or less | 2-engine or less: More than 65 knots | More than 2-engine, more than 65 knots |
| PIA VOR | Norwood Int | Direct | 2300 | T-dn | 300-1 | 300-1 | 200-½ |
| | | | | C-dn | 400-1 | 500-1 | 500-1½ |
| | | | | S-dn-12# | 400-1 | 400-1 | 400-1 |
| | | | | A-dn | 800-2 | 800-2 | 800-2 |

Procedure turn S side of crs, 303° Outbnd, 123° Inbnd, 2300′ within 10 miles of Norwood Int.
Minimum altitude over Norwood Int on final approach crs, 1300′.
Crs and distance, Norwood Int to airport, 123°—2.4 miles.
No glide slope.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.4 miles after passing Norwood Int, climb to 1800′ and proceed to PIA VOR, or when directed by ATC, climb to 2400′ and proceed to Bradley Int.
NOTES: (1) Procedure approved for dual omniequipped aircraft only (back crs approach). (2) When authorized by ATC, PIA DME may be used to position aircraft for straight-in approach at 2300′ between R 160° clockwise to R 050°, via 7-mile DME Arc with the limination of procedure turn. (3) Final approach from Norwood holding pattern not authorized. Procedure turn required.
CAUTION: Unlighted high-tension towers, 2.4 miles NW of airport.
#400-¾ authorized with operative HIRL, except for 4-engine turbojets, reduction below ¾ not authorized.

City, Peoria; State, Ill.: Airport name, Greater Peoria; Elev., 659′; Fac. Class., ILS; Ident., I-PIA; Procedure No. ILS-12 (back crs); Amdt. 7; Eff. date, 25 June 66; Sup. Amdt. No. 6; Dated, 11 Dec. 65

| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less: 65 knots or less | 2-engine or less: More than 65 knots | More than 2-engine, more than 65 knots |
|---|---|---|---|---|---|---|---|
| SAT VOR | LOM | Direct | 3000 | T-dn* | 300-1 | 300-1 | 200-½ |
| | | | | C-dn | 400-1 | 500-1 | 500-1½ |
| | | | | S-dn-12#% | 200-½ | 200-½ | 200-½ |
| | | | | A-dn | 600-2 | 600-2 | 600-2 |

Radar available.
Procedure turn W side of NW crs, 303° Outbnd, 123° Inbnd, 3000′ within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2600′.
Altitude of glide slope and distance to approach end of runway at LOM, 2600′—5.9 miles; at MM, 1028′—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right, climb to 3000′ on SAT VOR, R 158° within 20 miles.
*RVR, 2400′, authorized for takeoff, Runway 12.
#500-¾ required when glide slope not utilized.
%RVR, 2400′. Descent below 1008′ not authorized unless ALS is visible.

City, San Antonio; State, Tex.; Airport name, San Antonio International; Elev., 808′; Fac. Class., ILS; Ident., I-ANT; Procedure No. ILS-12, Amdt. 8; Eff. date, 25 June 66; Sup. Amdt. No. 7; Dated, 11 Jan. 64

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

| Transition | | | | Ceiling and visibility minimums | | | |
|---|---|---|---|---|---|---|---|
| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less: 65 knots or less | 2-engine or less: More than 65 knots | More than 2-engine, more than 65 knots |
| | | Within: | | | Surveillance approach | | |
| 342° | 007° | 30 miles | 7000 | T-dn% | 300-1 | 300-1 | *300-1 |
| 007° | 080° | 30 miles | 10, 500 | C-d# | 900-1½ | 900-1½ | 900-1½ |
| 080° | 210° | 30 miles | 3000 | C-n# | 900-2 | 900-2 | 900-2 |
| 210° | 270° | 30 miles | 4000 | S-dn-7** | 500-1 | 500-1 | 500-1 |
| 270° | 342° | 30 miles | 6000 | A-dn | 900-2 | 900-2 | 900-2 |

Radar transitions and vectoring using Burbank Radar authorized in accordance with approved patterns.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make immediate right-climbing turn, climb on W crs, BUR ILS to 5000′ within 10 miles W of LOM, or when directed by ATC, turn right, climb heading 105° to intercept, and proceed via VNY, R 096° to El Monte Int at 4500′. Positive radar crs monitor required on alternate missed approach.
AIR CARRIER NOTE: Sliding scale below ¾ mile prohibited for takeoffs on Runways 7, 15, 33 and for straight-in landing minimums. Sliding scale not authorized for circling minimums.
*200-½ authorized for takeoff on Runway 25 only.
**500-¾ authorized, except for 4-engine turbojet, with operative ALS.
#Maneuvering NE and E not authorized. High terrain.
%N and southbound (270° clockwise through 240°), IFR departures—Must comply with published Burbank SID's.
CAUTION: 2000′ terrain, 2.2 miles NE of airport, rising to 3126′ approximately 3.5 miles ENE of airport.

City, Burbank; State, Calif.; Airport name, Lockheed Air Terminal; Elev., 775′; Fac. Class. and Ident., Burbank Radar; Procedure No. 1, Amdt. 5; Eff. date, 25 June 66; Sup. Amdt. No. 4; Dated, 15 June 63

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

| Transition | | | | Ceiling and visibility minimums | | | |
|---|---|---|---|---|---|---|---|
| From— | To— | Course and distance | Minimum altitude (feet) | Condition | 2-engine or less: 65 knots or less | 2-engine or less: More than 65 knots | More than 2-engine, more than 65 knots |
| 000° | 360° | 0-7 miles | 1900 | Surveillance approaches | | | |
| 000° | 360° | 7-15 miles | 2300 | T-dn | 300-1 | 300-1 | 200-½ |
| 000° | 360° | 15-30 miles | 2800 | C-dn-9 3 L and R, 21L 27, 33. | 400-1 | 500-1 | 500-1½ |
| | | | | S-dn 9 *3L, #3R, #21L, 27, 33. | 400-1 | 400-1 | 400-1 |
| | | | | C-dn-21R | 500-1 | 500-1 | 500-1½ |
| | | | | S-dn-21R## | 500-1 | 500-1 | 500-1 |
| | | | | A-dn | 800-2 | 800-2 | 800-2 |

NOTE: Radar control will provide 1000′ vertical clearance with a 3-mile radius of 1311′; tower, 6 miles SE; 4 towers, 1700′ to 1735′, 15 miles NE.
*400-½ authorized with operative ALS, 400-¾ authorized with HIRL, except for 4-engine turbojets.
#400-¾ authorized with operative HIRL, except for 4-engine turbojets.
##500-¾ authorized with operative HIRL, except for 4-engine turbojets.

City, Detroit; State, Mich.; Airport name, Metropolitan-Wayne County; Elev., 639′; Fac. Class. and, Ident., Detroit Metropolitan Radar; Procedure No. 1, Amdt. Orig.; Eff. date, 25 June 66

These procedures shall become effective on the dates specified therein.

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

Issued in Washington, D.C., on May 18, 1966.

JAMES F. RUDOLPH,
*Acting Director, Flight Standards Service.*

[F.R. Doc. 66-6464; Filed, June 13, 1966; 8:45 a.m.]

# Title 38—PENSIONS, BONUSES, AND VETERANS' AFFAIRS

## Chapter I—Veterans Administration

## PART 21—VOCATIONAL REHABILITATION AND EDUCATION

## Subpart D—Administration of Educational Benefits; 38 U.S.C. Chapters 34, 35, and 36

MISCELLANEOUS AMENDMENTS

1. Section 21.4136 is revised to read as follows:

**§ 21.4136 Rates; educational assistance allowance; 38 U.S.C. Chapter 34.**

(a) *Rates.* Educational assistance allowance is payable for periods commencing on or after June 1, 1966, at the following monthly rates.

| Type of courses | Monthly rate | | |
|---|---|---|---|
| | No dependents | One dependent | Two or more dependents |
| Institutional: | | | |
| Full time | $100 | $125 | $150 |
| ¾ time | 75 | 95 | 115 |
| ½ time | 50 | 65 | 75 |
| Less than ½, but more than ¼ time | 50 | (1) | (1) |
| ¼ time or less | 25 | (1) | (1) |
| Cooperative (full time only) | 80 | 100 | 120 |
| Correspondence | (2) | (2) | (2) |

[1] See par. (b) of this section.
[2] Established charge for number of lessons completed by veteran and serviced by school—allowance paid quarterly.

(b) *Less than half time.* The monthly rate for an individual who is pursuing an institutional course on less than ½-time basis may not exceed the monthly rate of the cost of the course, computed on the total cost for tuition and fees which the school requires similarly circumstanced nonveterans enrolled in the same course to pay. "Cost of the course" does not include the cost of supplies which the student is required to purchase at his own expense.

(c) *Active duty.* The monthly rate for an individual who is eligible solely by reason of the provisions of § 21.1040(e)(2) and who is pursuing an institutional course while on active duty may not exceed the monthly rate of the cost of the course as specified in paragraph (b) of this section. Subject to this limitation, the rate will be:

| *Measurement* | *Rate* |
|---|---|
| Full time | $100 |
| ¾ time | 75 |
| ½ time | 50 |
| Less than ½ but more than ¼ time | 50 |
| ¼ time or less | 25 |

(d) *June 1966.* A veteran who commenced a course prior to June 1, 1966, will not be paid for any part of the month of June 1966, unless his course continues through June 30, 1966. (Sec. 12(a), Public Law 89-358; 80 Stat. 28)

(e) *Excessive absences.* When enrollment is in a course which does not lead to a standard college degree absences in excess of the maximum number allowable will cause a reduction in the educational assistance allowance payable for the month in which such absences occurred. The rate of reduction will be determined by the following table:

| *Days of scheduled attendance per week* | *Rate of reduction for each day of excessive absence* |
|---|---|
| 5 or more | 1/25 |
| 4 | 1/20 |
| 3 | 1/15 |
| 2 | 1/10 |
| 1 | 1/5 |

(f) *Dependents.* The term "dependent" means a wife, child or dependent parent who meets the definitions of relationship specified in §§ 3.50, 3.51, 3.57, and 3.59 of this chapter. A child adopted outside the veteran's family is included only if the veteran is contributing to the child's support.

(g) *Two-veteran cases; dependents.* The payment of additional educational assistance allowance to a veteran for a wife who is also a veteran and for a child will not bar the payment of additional educational assistance allowance or additional subsistence allowance under § 21.133 to the wife for her husband and the same child. The husband of a female veteran may be considered a dependent only if he meets the requirements of § 3.51(a) of this chapter.

(38 U.S.C. 1682)

2. Immediately following § 21.4136, a cross reference is added to read as follows:

CROSS REFERENCE: Fractions of 1 cent. See § 3.112 of this chapter.

3. Section 21.4270 is revised to read as follows:

**§ 21.4270 Measurement of courses.**

Clock hours mentioned in this table mean clock hours per week.

| Courses: Kind of school | Courses: Kind of course | Full time | ¾ time | ½ time | Less than ½, more than ¼ time | ¼ time or less |
|---|---|---|---|---|---|---|
| (a) Trade or technical (includes college courses not leading to a standard degree). | Shop practice an integral part of course. | 30 clock hours attendance with not more than 2½ hours rest period allowance. | 22 to 30 clock hours attendance with not more than 2 hours rest period allowance. | 15 to 22 clock hours attendance with not more than 1¼ hours rest period allowance. | 8 to 15 clock hours attendance with not more than ¾ hour rest period allowance. | Less than 8 clock hours attendance. |
| | Theory and class instruction predominates. | 25 clock hours net instruction. | 18 to 25 clock hours net instruction. | 12 to 18 clock hours net instruction. | 7 to 12 clock hours net instruction. | Less than 7 clock hours net instruction. |
| (b) High school. | High school diploma or equivalent.[1] | 25 clock hours net instruction. | 18 to 25 clock hours net instruction. | 12 to 18 clock hours net instruction. | 7 to 12 clock hours net instruction. | Less than 7 clock hours net instruction. |
| (c) Collegiate undergraduate. | Standard collegiate courses including cooperative.[2] | 14 semester hours or equivalent. | 10 to 14 semester hours or equivalent. | 7 to 10 semester hours or equivalent. | 4 to 7 semester hours or equivalent. | Less than 4 semester hours or equivalent. |
| (d) Collegiate graduate. | Standard collegiate graduate courses including law. | As in par. (c) of this section or certified by responsible official of school. | As in par. (c) of this section or certified by responsible official of school. | As in par. (c) of this section or as certified by responsible official of school. | As in par. (c) of this section or as certified by responsible official of school. | As in par. (c) of this section or as certified by responsible official of school. |
| (e) Professional (nonaccredited). | Law only.[3] | 12 class sessions per week. | 9 to 12 class sessions per week. | 6 to 9 class sessions per week. | 4 to 6 class sessions per week. | Less than 4 class sessions per week. |
| (f) Professional (accredited and equivalent). | Internships and residencies: Medical, dental, osteopathic. | As established by accrediting association. | Full time only. | | | |
| | Nursing, X-ray medical technology, medical records librarian, physical therapy. | 25 clock hours or 14 semester hours, as appropriate. | 18 to 25 clock hours or 10 to 14 semester hours, as appropriate. | 12 to 18 clock hours or 7 to 10 semester hours, as appropriate. | 7 to 12 clock hours or 4 to 7 semester hours, as appropriate. | Less than 7 clock hours or less than 4 semester hours, as appropriate. |

[1] High school diploma courses available only under Chapter 34.
[2] Cooperative courses may be pursued on full-time basis only.
[3] 12 class sessions per week will consist of at least 600 minutes; 9 class sessions will consist of at least 450 minutes; and 6 class sessions will consist of at least 300 minutes. These required minutes pertain to net instruction, independent of supervised study, class breaks, or rest periods.

4. In § 21.4272(d), the introductory portion immediately preceding subparagraph (1) is amended and subparagraphs (4) and (5) are added; and in paragraph (f), subparagraphs (4) and (5) are added so that the added and amended material reads as follows:

**§ 21.4272 Collegiate undergraduate; credit-hour basis.**

* * * * *

(d) Where the course is of less than a regular semester, term, or quarter duration, it will be measured as full, three-fourths, one-half, less than one-half but more than one-quarter, or one-quarter or less time according to the certification of the school. In making such certification, the school will state the number of credit hours for which the veteran or eligible person is registered including, the credit hour equivalent of noncredit courses, if any, required by the school and will be required to observe the following criteria:

* * * * *

(4) Less than one-half but more than one-quarter time—less than 7 class sessions of attendance per week but not less than 4.

(5) One-quarter time or less—less than 4 class sessions per week.

* * * * *

(f) * * *

(4) Less than one-half but more than one-quarter time—less than 6 hours credit but not less than 4 hours credit in addition to the noncredit deficiency courses.

(5) One-quarter time or less—less than 4 hours credit in addition to the noncredit deficiency courses.

* * * * *

5. In § 21.4273, paragraph (a) and the introductory portion of paragraph (b) preceding subparagraph (1) are amended to read as follows:

**§ 21.4273 Collegiate graduate.**

(a) *In residence.* An accredited graduate or advanced professional course pursued in residence at an institution of higher learning will be assessed in accordance with § 21.4272 unless it is the established policy of the school to consider less than 14 semester hours or the equivalent as full-time enrollment, or the course includes research, thesis preparation, or a comparable prescribed activity beyond that normally required for the preparation of ordinary classroom assignments. In either case a responsible official of the school will certify that the veteran or eligible person is pursuing the course full, three-fourths, one-half, less than one-half but more than one-quarter, or one-quarter or less time.

(b) *In absentia.* A responsible official of the school will certify a program of research pursued by a veteran or eligible person in absentia as full, three-fourths, one-half, less than one-half but more than one-quarter, or one-quarter or less time, and the activity will be assessed by the Veterans Administration accordingly when:

* * * * *

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

These VA Regulations are effective June 1, 1966.

Approved: June 3, 1966.

By direction of the Administrator.

[SEAL] CYRIL F. BRICKFIELD,
*Deputy Administrator.*

[F.R. Doc. 66-6452; Filed, June 13, 1966; 8:45 a.m.]

# Title 43—PUBLIC LANDS: INTERIOR

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

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 4033]

[Idaho 016893]

### IDAHO

### Withdrawal for National Forest Administrative Site and Campgrounds

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

1. Subject to valid existing rights, the following described national forest lands are hereby withdrawn from appropriation under the mining laws (30 U.S.C., Ch. 2), but not from leasing under the mineral leasing laws, for administrative site and campgrounds of the Department of Agriculture:

BOISE MERIDIAN

BITTERROOT NATIONAL FOREST

*Elkhorn Bar Campground*

T. 24 N., R. 12 E., unsurveyed,
A tract of land within the unsurveyed SE¼, sec. 1, more particularly described as: Beginning at a 2-inch iron pipe with a USDA, Forest Service brass cap set in the ground and marked corner No. 1 located on the west side of Elkhorn Creek, from which a 24-inch diameter Douglas-fir bears 21°30′ E., 34 feet distant; thence S. 67°09′ E., 131 feet to a 40-inch diameter ponderosa pine on the north bank of the Salmon River and east of the mouth of Elkhorn Creek which is cor-

ner No. 2; thence S. 72°56′ W., 569 feet along the north bank of the Salmon River to a ¾″ x 18″ iron pin set in the ground for corner No. 3; thence N. 73°39′ W., 277 feet along the north bank of the Salmon River to a ¾″ x 12″ pipe set in the ground for corner No. 4; thence N. 52°09′ W., 352 feet along the north bank of the Salmon River to a ¾″ x 12″ iron pin set in the ground for corner No. 5; thence N. 22°21′ W., 578 feet along a high bank above the Salmon River to a ¾″ x 12″ iron pin set in the ground for corner No. 6; thence N. 62°41′ E., 102 feet to a ¾″ x 12″ iron pin set in the ground for corner No. 7 at the toe of the slope; thence S. 31°49′ E., along the toe of the slope to a 12-inch diameter Douglas-fir which is corner No. 8; thence S. 41°47′ E., 404 feet along the toe of slope to a ¾″ x 14″ iron pin set in the ground for corner No. 9; thence S. 87°41′ E., 292 feet along the toe of slope to a 26-inch diameter ponderosa pine, which is corner No. 10; thence N. 65°35′ E., 273 feet to the point of beginning, corner No. 1.

Totaling 4.6 acres.

*Fawn Creek Campground*

T. 24 N., R. 13 E., unsurveyed,

A tract of land within the unsurveyed SW¼, sec. 15 and SE¼, sec. 16, more particularly described as: Beginning at a 38-inch diameter ponderosa pine tree at the toe of slope and east of Fawn Creek which is corner No. 1 from which a 38-inch diameter ponderosa pine tree bears N. 70° W., 90 feet distant and a 42-inch diameter ponderosa pine tree bears N. 16°30′ W., 79 feet distant; thence S. 69°49′ E., 407 feet along the toe of slope to an 8-inch diameter Douglas-fir tree which is corner No. 2; thence S. 80°30′ W., 279 feet along the north bank of the Salmon River to a 20-inch diameter Douglas-fir tree which is corner No. 3; thence N. 87°14′ W., 248 feet along the north bank of the Salmon River to an 18-inch diameter ponderosa pine tree which is corner No. 4; thence N. 64°05′ W., 277 feet along the north bank of the Salmon River to a 46-inch diameter Douglas-fir tree which is corner No. 5 and is west of Fawn Creek and from which U.S. Coast and Geodetic Survey Monument M316–1945 bears S. 64°05′ E., 90 feet distant; thence N. 77°59′ E., 413 feet to a point of beginning, corner No. 1.

Totaling 2.2 acres.

*Dwyer Creek Campground*

T. 24 N., R. 13 E., unsurveyed,

A tract of land within the unsurveyed NE¼, sec. 17, more particularly described as: Beginning at a 2-inch iron pipe with a USDA, Forest Service, brass cap set in the ground and marked corner No. 1 located west of Dwyer Creek from which a 26-inch diameter ponderosa pine bears N. 15°30′ W., 18 feet distant and a 28-inch diameter ponderosa pine bears S. 61°30′ W., 10 feet distant; thence S. 58°58′ W., 287 feet to a 28-inch diameter ponderosa pine tree which is corner No. 2 on the north bank of the Salmon River and west of the mouth of Dwyer Creek; thence N. 31°08′ W., 242 feet along the north bank of the Salmon River to a 20-inch diameter ponderosa pine tree which is corner No. 3; thence S. 80°58′ E., 376 feet to the point of beginning which is corner No. 1.

Totaling 0.8 acre.

*Legend Creek Campground*

T. 24 N., R. 14 E., unsurveyed,

A tract of land within the unsurveyed NE¼, sec. 29, more particularly described as: Beginning at a 2-inch iron pipe with a USDA, Forest Service, brass cap set in the ground and marked corner No. 1 which is west of Legend Creek from which a 10-inch diameter ponderosa pine tree bears S. 20°30′ E., 21 feet distant and a 14-inch diameter ponderosa pine tree bears S. 34°30′ W., 107 feet distant; thence S. 88°29′ E., 226 feet to a point on the north bank of the Salmon River and west of the mouth of Legend Creek which is corner No. 2; thence S. 44°11′ W., 296 feet along the north bank of the Salmon River to a point which is corner No. 3; thence S. 72°04′ W., 179 feet along the north bank of the Salmon River to a point which is corner No. 4; thence S. 72°39′ W., 285 feet along the north bank of the Salmon River to a point which is corner No. 5; thence N. 89°41′ E., 553 feet along the toe of slope to the point of beginning which is corner No. 1.

Totaling 1.7 acres.

*Spindle Creek Campground*

T. 24 N., R. 14 E., unsurveyed,

A tract of land within the unsurveyed S½, sec. 30, more particularly described as: Beginning at a 2-inch iron pipe with a USDA, Forest Service, brass cap set in the ground and marked corner No. 1, which is west of Spindle Creek from which a 28-inch diameter ponderosa pine tree bears N. 7° W., 84 feet distant and a 28-inch diameter ponderosa pine tree bears N. 81° E., 52 feet distant; thence S. 49°15′ E., 162 feet to a point on the north bank of the Salmon River and east of the mouth of Spindle Creek which is corner No. 2; thence S. 80°18′ W., 386 feet along the north bank of the Salmon River to a point which is corner No. 3; thence N. 56°22′ E., 309 feet along the toe of slope to the point of beginning which is corner No. 1.

Totaling 0.6 acre.

*Lucky Creek Campground*

T. 24 N., R. 14 E., unsurveyed,

A tract of land within the unsurveyed SW¼, sec. 30, more particularly described as: Beginning at an iron pipe 1⅛″ x 36″ set in the ground as corner No. 1 which is west of Lucky Creek from which a 12-inch diameter Douglas-fir tree bears N. 71° E., 62 feet distant and a 26-inch diameter ponderosa pine tree bears S. 21°30′ E., 16 feet distant; thence S. 32°-10′ E., 187 feet to a point which is corner No. 2 on the north bank of the Salmon River and east of the mouth of Lucky Creek; thence S. 62°32′ W., 141 feet along the north bank of the Salmon River to a point which is corner No. 3; thence N. 72°36′ W., 140 feet along the north bank of the Salmon River to a point which is corner No. 4; thence N. 58°14′ W., 156 feet along the north bank of the Salmon River to a point which is corner No. 5; thence N. 71°30′ E., 309 feet along toe of slope to point of beginning which is corner No. 1.

Totaling 1.1 acres.

*Corey Bar Campground*

T. 25 N., R. 12 E., unsurveyed,

A tract of land within the unsurveyed NE¼, sec. 21, more particularly described as: Beginning at a 2-inch iron pipe with a USDA, Forest Service, brass cap set in the ground and marked corner No. 1 which is east of an unnamed gulch and from which a 24-inch diameter ponderosa pine tree bears N. 85° W., 96 feet distant and a 28-inch diameter ponderosa pine tree bears S. 19° E., 138 feet distant; thence S. 23°35′ E., 800 feet along the toe of slope to a point on the north bank of the Salmon River which is corner No. 2; thence N. 77°57′ W., 489 feet along the north bank of the Salmon River to a point which is corner No. 3; thence N. 65°50′ W., 225 feet along the north bank of the Salmon River to a point which is corner No. 4; thence N. 18°33′ W., 321 feet along the north bank of the Salmon River to a point which is corner No. 5; thence N. 63°11′ E., 521 feet along the toe of slope to point of beginning which is corner No. 1.

Totaling 7.2 acres.

*Big Squaw Creek Campground*

T. 25 N., R. 12 E., unsurveyed,

A tract of land within the unsurveyed SE¼, sec. 27, more particularly described as: Beginning at a ¾″ x 14″ iron pin set in the ground for corner No. 1 on the east side of an unnamed gulch from which a 22-inch diameter ponderosa pine tree bears N. 14° W., 52 feet distant and a rock outcrop bears S. 01° E., 117 feet distant; thence S. 26°51′ W., 182 feet to a 10-inch diameter ponderosa pine tree which is corner No. 2 on the north bank of the Salmon River east of the mouth of the unnamed gulch; thence N. 57°02′ W., 176 feet along the north bank of the Salmon River to a 12-inch diameter ponderosa pine tree which is corner No. 3; thence N. 38°17′ W., 436 feet along the north bank of the Salmon River to a 22-inch diameter ponderosa pine tree which is corner No. 4; thence N. 63°26′ E., 116 feet to a 36-inch diameter ponderosa pine tree which is corner No. 5; thence S. 50°22′ E., 514 feet along the toe of slope to point of beginning which is corner No. 1.

Totaling 2.1 acres.

*Smith Gulch Campground*

T. 25 N., R. 12 E., unsurveyed,

A tract of land within the unsurveyed NW¼, sec. 27, more particularly described as: Beginning at a ¾″ x 14″ iron pin set in the ground for corner No. 1 located west of Smith Gulch from which a 24-inch diameter ponderosa pine tree bears east, 38 feet distant; thence S. 03°15′ E., 246 feet to a 22″ diameter Douglas-fir tree on the north bank of the Salmon River and west of the mouth of Smith Gulch which is corner No. 2; thence N. 75°37′ W., 282 feet along the north bank of the Salmon River to a 26-inch diameter ponderosa pine tree which is corner No. 3; thence N. 42°46′ W., 272 feet along the north bank of the Salmon River to the southeast corner of a large, flat, square stone which is corner No. 4; thence S. 86°54′ E., 445 feet along the toe of slope to the point of beginning which is corner No. 1.

Totaling 1.7 acres.

*Observation Point Campground*

T. 27 N., R. 13 E., unsurveyed,

A tract of land within the unsurveyed NE¼, sec. 23, more particularly described as: Beginning at a flat rock marked FSM 1/X which is corner No. 1 located on the crest of a rocky slope from which a 4-inch diameter lodgepole pine tree marked M/W bears N. 65° W., 12 links distant and a 10-inch diameter lodgepole pine tree marked M/W bears S. 52° W., 73 links distant; thence N. 26° E., 343.2 feet along slope crest to flat rock marked "X" and a mound of stone which is corner No. 2; thence N. 41°00′ W., 108.9 feet to a steel pipe set in the ground which is corner No. 3; thence N. 71°00′ W., 310.2 feet to a steel pipe set in the ground which is corner No. 4; thence S. 34°00′ W., 653.4 feet to a steel pipe set in the ground for corner No. 5; thence, S. 55°00′

E., 594.0 feet to a steel pipe set in the ground for corner No. 6; thence N. 13°24' E., 402.6 feet to the point of beginning which is corner No. 1.
Totaling 7.8 acres.

*Kit Carson Administrative Site*

T. 27 N., R. 15 E., unsurveyed,
A tract of land within the unsurveyed SE¼, sec. 5, sec. 4, more particularly described as: Beginning at blazed post on the north end of a cattle guard on the Nezperce Trail Road which is corner No. 1 from which the northeast corner of the Hells Half Acre bridge bears N. 80° W., 231 feet distant; thence N. 38°50' W., 906.3 feet to a point which is corner No. 2 located north of the Nezperce Trail Road; thence S. 86°32' W., 2,668.6 feet to a blazed post which is corner No. 3 from which the northwest corner of the Cayuse Creek bridge bears S. 20° W., 416 feet distant; thence S. 62°46' W., 636.3 feet to a point which is corner No. 4; thence north 1,320.5 feet to a point which is corner No. 5; thence S. 61°15' W., 1,057.4 feet to a point which is corner No. 6; thence S. 1,319.5 feet to a point which is corner No. 7; thence S. 56°33' W., 1,239.3 feet to a point which is corner No. 8; thence S. 16°21' E., 293.0 feet to a point which is corner No. 9; thence N. 74°59' E., 2,523.0 feet to a point which is corner No. 10; thence N. 77°52' E., 2,458.4 feet to a point which is corner No. 11; thence S. 84°49' E., 792.8 feet to a point which is corner No. 12; thence N. 21°19' E., 127.9 feet to the point of beginning which is corner No. 1.
Totaling 132.3 acres.

*Raven Creek Campground*

T. 28 N., R. 13 E., unsurveyed,
A tract of land within the unsurveyed NE¼, sec. 13, more particularly described as: Beginning at a 1½-inch pipe with a USDA, Forest Service, brass cap marked Raven Creek Recreation Area corner No. 1 set in the ground on the west side of road No. 223 and on the east bank of the Selway River from which a 14-inch diameter Douglas-fir tree marked M/W bears N. 52°00' W., 11 links distant and a 6-inch diameter alpine fir marked M/W bears N. 69° E., 51 links distant; thence N. 68°00' E., 270.6 feet to a steel peg set in the ground which is corner No. 2; thence N. 45°00' E., 105.6 feet to a steel peg set in the ground which is corner No. 3; thence N. 12°00' E., 171.6 feet to an angle iron peg set in the ground which is corner No. 4; thence N. 41°00' W., 178.2 feet to a steel peg set in the ground which is corner No. 5; thence S. 39°00' W., 369.6 feet to an iron peg set in the ground which is corner No. 6; thence S. 4°20' W., 189.1 feet to the place of beginning which is corner No. 1.
Totaling 2.2 acres.

*Indian Creek Campground*

T. 28 N., R. 14 E., unsurveyed,
A tract of land within the unsurveyed SW¼, sec. 5 and SE¼, sec. 6, more particularly described as: Beginning at a 1½-inch pipe with a USDA, Forest Service, brass cap marked "Indian Creek Recreation Area, Corner No. 1" which is corner No. 1 from which a 16-inch diameter Douglas-fir tree marked M/W bears N. 35° W., 15 links distant, a 16-inch diameter Douglas-fir tree marked M/W bears S. 61° E., 27 links distant, 10-inch diameter Douglas-fir tree bears N. 72° E., 46 links distant and the junction of the east bank of the Selway River and the south bank of Indian Creek bears north 198 feet, thence S. 09°00' W., 481.8 feet to a steel peg set in the ground on the east bank of the Selway River which is corner No. 2; thence S. 18°00' E., 231 feet to a steel peg set in the ground on the east bank of the Selway River which is corner No. 3; thence S. 01°00' W., 165 feet to a steel peg set in the ground on the east bank of the Selway River which is corner No. 4; thence S. 47°00' E., 264 feet to a steel peg set in the ground which is corner No. 5; thence N., 87°00' E., 171.6 feet to a steel peg set in the ground which is corner No. 6; thence N. 34°00' E., 356.4 feet to a steel peg set in the ground which is corner No. 7; thence N. 20°00' E., 620.4 feet to a steel peg set in the ground which is corner No. 8; thence N. 64°00' W., 554.4 feet to the N.E. post of the Indian Creek bridge which is corner No. 9; thence S. 71°38' W., 283.8 feet to the point of beginning which is corner No. 1.
Totaling 14.9 acres.

NEZPERCE NATIONAL FOREST

*Table Meadows Camp*

T. 30 N., R. 8 E.,
Unsurveyed, but which probably will be when surveyed: Sec. 18, NW¼NW¼SE¼SW¼, S½NW¼SE¼SW¼, NE¼SW¼SE¼SW¼, and NW¼SE¼SE¼SW¼.
Totaling 12.5 acres.

*Sing Lee Camp*

T. 29 N., R. 7 E.,
Unsurveyed, but which probably will be when surveyed: Sec. 5, SW¼NW¼NE¼NW¼, W½SW¼NE¼NW¼, E½E½NW¼NW¼, and NW¼NW¼SE¼NW¼.
Totaling 20.0 acres.

*Selway Falls Camp*

T. 31 N., R. 9 E.,
Unsurveyed, but which probably will be when surveyed: Sec. 11, E½SE¼NW¼NE¼, E½E½NW¼SE¼, and NE¼NE¼SW¼SE¼.
Totaling 17.5 acres.

*Race Creek Camp*

T. 31 N., R. 9 E.,
Unsurveyed, but which probably will be when surveyed: Sec. 12, N½SW¼NE¼NW¼ and NE¼SE¼NW¼NW¼.
Totaling 7.5 acres.

CLEARWATER NATIONAL FOREST

*Moscow Bar Campground*

T. 40 N., R. 8 E.,
Unsurveyed, but which probably will be when surveyed: Sec. 29, SE¼SE¼NE¼SW¼, E½NE¼SE¼SW¼, SW¼NE¼SE¼SW¼, NE¼SW¼SE¼SW¼, S½SW¼SE¼SW¼, SE¼SE¼SW¼, SW¼NW¼SE¼ and W½SW¼SE¼.
Totaling 57.50 acres.

The areas described aggregate 294.2 acres in Clearwater and Idaho Counties, Idaho.

2. The withdrawal made by this order does not alter the applicability of those public land laws governing the use of the national forest lands under lease, license, or permit, or governing the disposal of their mineral or vegetative resources other than under the mining laws.

HARRY R. ANDERSON,
*Assistant Secretary of the Interior.*

JUNE 6, 1966.

[F.R. Doc. 66-6433; Filed, June 13, 1966; 8:45 a.m.]

# Title 46—SHIPPING

## Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER N—DANGEROUS CARGOES

[CGFR 66-28]

## PART 146—TRANSPORTATION OR STORAGE OF EXPLOSIVES OR OTHER DANGEROUS ARTICLES OR SUBSTANCES, AND COMBUSTIBLE LIQUIDS ON BOARD VESSELS

### Miscellaneous Amendments

Pursuant to the notice of proposed rule making published in the FEDERAL REGISTER of February 10, 1966 (31 F.R. 2602-2614), and the Merchant Marine Council Public Hearing Agenda dated March 21, 1966 (CG-249), the Merchant Marine Council held a Public Hearing on March 21, 1966, for the purpose of receiving comments, views, and data. The proposals considered were identified as Items I to XII, inclusive. Item III contained proposals regarding dangerous cargoes (CG-249, III, pages 16 to 62, inclusive), and these proposals, as revised, are adopted and set forth in this document, with the exception of the vessel inspection regulations in Item IIIo (CG-249, III, pages 48 to 58, inclusive) regarding vessels specially suitable as vehicle carriers, which will be published in a separate document containing vessel inspection amendments. This document is the first of a series regarding proposals considered by the Merchant Marine Council at this public hearing.

The oral and written comments received were considered and changes based thereon were made in the proposals 46 CFR 146.02-11, Import shipments; 146.04-5, for rubber curing compounds; 146.06-15, information required on manifests; 146.07-1, for the applicability of regulations to vehicle carrying ocean-going vessels; and 146.27-30, Automobiles or other self-propelled vehicles offered for transportation with fuel tanks containing gasoline.

The Merchant Marine Council's recommendation to reject the proposal designated 46 CFR 146.29-35(e), to give the Captain of the Port authority to permit the use of power operated tools in holds containing military explosives except as noted otherwise in Item IIIn (CG-249, III, page 46), is adopted. The text of 46 CFR 146.29-35(e) is continued in effect without change in present practices and procedures.

The provisions of R.S. 4472, as amended (46 U.S.C. 170), require that the land and water regulations governing the transportation of dangerous articles or substances shall be as nearly parallel as practical. The provisions in 46 CFR 146.02-18 and 146.02-19 make the Dangerous Cargo Regulations applicable to all shipments of dangerous cargoes by vessels. The Interstate Commerce Commission in Change Order No. 72 has made changes in ICC regulations with

respect to definitions, descriptive names, classifications, specifications of containers, packing, marking, labeling, and certification for certain dangerous cargoes, which are now in effect for land transportation. Various amendments to the Dangerous Cargo Regulations in 46 CFR Part 146 have been included in this document in order that these regulations governing water transportation of certain dangerous cargoes will be as nearly parallel as practicable with the regulations of the Interstate Commerce Commission which govern the land transportation of the same commodities.

The amendments to 46 CFR Part 146, which were not described in the FEDERAL REGISTER of February 10, 1966 (31 F.R. 2603-2306), are considered to be interpretations of law, or revised requirements to agree with existing ICC regulations, or editorial in nature, and it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedure thereon, and effective date requirements thereof) is unnecessary with respect to such changes.

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 of Title 14, U.S. Code, and Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), and 167-14, dated November 26, 1954 (19 F.R. 8026), to promulgate regulations in accordance with the laws cited with the regulations below, the following amendments are prescribed and shall be effective July 1, 1966; however, the regulations in this document may be complied with in lieu of existing requirements prior to that date.

## Subpart 146.01—Preface

1. Section 146.01-1 is amended by changing the text to read as follows:

### § 146.01-1 Purpose of regulations.

The purpose of the regulations in this subchapter is to promote safety in the handling, stowage, storage, and transportation of explosives or other dangerous articles or substances, and combustible liquids, as defined herein, on board vessels on any navigable waters within the limits of the jurisdiction of the United States including its territories and possessions excepting only the Panama Canal Zone and to make more effective the provisions of the International Convention for the Safety of Life at Sea, 1960, relative to the carriage of dangerous goods.

2. Section 146.01-4 is amended by deleting all the present text and inserting in lieu thereof:

### § 146.01-4 Classifications.

(a) Explosives or other dangerous articles or substances and combustible liquids are classified in the regulations in this part according to their principal characteristics and properties. These classifications are set out below comparatively with the International Convention for the Safety of Life at Sea, 1960, classifications:

| *Solas 1960 classifications* | *Coast Guard classifications* |
|---|---|
| Class 1—Explosives | Explosives:<br>Class A—Dangerous explosives.<br>Class B—Less dangerous explosives.<br>Class C—Relatively safe explosives. |
| Class 2—Gases: Compressed, liquified, or dissolved under pressure. | Compressed gases. |
| Class 3—Inflammable liquids | Inflammable liquids and combustible liquids. |
| Class 4—Inflammable solids, substances which are spontaneously combustible or substances emitting inflammable gases when wet. | Inflammable solids. |
| Class 5—Oxidizing substances and organic peroxides. | Oxidizing materials. |
| Class 6—Poisonous (toxic) and infectious substances. | Poisons:<br>Extremely dangerous poison, Class A.<br>Less dangerous poison, Class B.<br>Tear gas or irritating substances, Class C. |
| Class 7—Radioactive materials | Radioactive materials, Class D. |
| Class 8—Corrosives | Corrosive liquids. |
| Class 9—Miscellaneous dangerous substances | Hazardous articles. |

(b) The classifications in column 1 may be used on dangerous cargo manifests, lists or stowage plans and other shipping documents to describe dangerous articles that are being offered to water carriers for transportation in export trade or that are imported for ultimate delivery within the same port area.

## Subpart 146.02—General Regulations

3. Section 146.02-10 is amended by changing paragraph (b) to read as follows:

### § 146.02-10 Export shipments.

* * * * *

(b) Export shipments of explosives or other dangerous articles or combustible liquids (except commercial Class A explosives and radioactive materials, Groups I, II, and III) may be accepted for transportation when packed, marked, labeled and described in accordance with the regulations of the country of destination. The bill of lading or other shipping paper shall identify such shipments by the shipping name shown in the regulations in this part for the particular substance, and also shall certify that the packing, marking and labeling is in accordance with the foreign regulations and identify by title or otherwise such foreign regulations. Markings on export packages may be in the language of the country of destination. Labels shall be affixed or printed or stamped upon such export packages when offered for transportation in lots of one hundred (100) or less packages. Stowage on board a vessel shall be in accordance with the regulations in this part as applicable to the particular character of vessel.

4. Section 146.02-11 is amended by changing paragraphs (b) and (c) to read as follows:

### § 146.02-11 Import shipments.

* * * * *

(b) Import shipments of explosives or other dangerous articles (except commercial Class A explosives and radioactive materials, Groups I, II, and III) destined upon arrival at domestic ports for further transportation outside the port area, in original containers, by common, contract, or private carrier, must comply with the Interstate Commerce Commission regulations for the transportation of explosives or other dangerous articles in effect at the time of shipment. The importer shall furnish with the order to the foreign shipper, and also to the forwarding agent at the port of entry, full and complete information as to packing, marking, labeling and other requirements as prescribed by the Interstate Commerce Commission regulations (see § 146.05-14).

(c) Import shipments of explosives or other dangerous articles or combustible liquids (except commercial Class A explosives and radioactive materials, Groups I, II, and III) accepted for transportation in a foreign port in outside metal or wooden barrels or drums not exceeding 110 gallons capacity, wooden boxes not exceeding 300 pounds weight of box and contents, or fiberboard boxes not exceeding 65 pounds weight of box and contents, which upon arrival at domestic ports are not destined for transportation outside the port area in these original import containers by common, contract, or private carrier, may be carried on board vessels provided the shipper certified upon the bill of lading or other shipping paper that the packing, marking and labeling are in conformity with the regulations of the country of origin. If the country of origin has no regulations governing the transportation by vessel of the explosives and dangerous substances involved, containers of the type described above in this paragraph may be carried on board vessels, provided that the shipper shall certify that the container is so constructed as to maintain its complete integrity under all conditions likely to be encountered in transportation. The master of the vessel, before accepting such import shipments, shall satisfy himself that the containers are sufficiently strong to stand, without rupture or leakage of contents, all risks ordinarily incident to transportation. Stowage of import shipments on board vessels shall be in accordance with the provisions of the regulations in this part.

* * * * *

## Subpart 146.03—Definitions of Words and Terms Contained Within The Regulations in This Subchapter

5. Section 146.03-36 is amended by changing paragraph (a)(1) to read as follows:

**§ 146.03-36 Vessels defined.**

For the purposes of the regulations in subchapter passenger carrying vessels or passenger vessels, barges and cargo vessels are defined as follows:

(a) *Passenger carrying vessels or passenger vessels.* (1) A passenger carrying vessel or a passenger vessel is any vessel which carriers passengers: *Provided,* That no vessel of the following classes shall be considered a passenger carrying vessel or a passenger vessel:

(i) Any vessel subject to any of the provisions of the International Convention for the Safety of Life at Sea, 1960, which neither carries nor is authorized to carry more than 12 passengers.

(ii) Any cargo vessel documented under the laws of the United States and not subject to that Convention which neither carriers nor is authorized to carry more than 16 persons in addition to the crew.

(iii) Any cargo vessel of any foreign nation that extends reciprocal privileges and not subject to that Convention which neither carries nor is authorized to carry more than 16 persons in addition to the crew.

* * * * *

## Subpart 146.04—List of Explosives or Other Dangerous Articles Containing the Shipping Name or Description of Articles Subject to the Regulations in This Subchapter

**§ 146.04-5 [Amended]**

6. Section 146.04-5 is amended by adding, changing, or canceling certain items as follows:

| Article | Classed as— | Label required [1] |
|---|---|---|
| *Items added* | | |
| * * * | * * * | * * * |
| Igniters, rocket motor, class A explosives | Expl. A | |
| Igniters, rocket motor, class B explosives | Expl. B | |
| * * * | * * * | * * * |
| Para-quinone dioxime (see "Rubber curing compounds (solid)"). | | |
| * * * | * * * | * * * |
| Rocket engines (liquid), class B explosives | Expl. B | |
| Rocket motors, class A explosives | Expl. A | |
| Rocket motors, class B explosives | Expl. B | |
| * * * | * * * | * * * |
| *Rubber curing compounds (solid) | Haz | |
| * * * | * * * | * * * |
| *Items changed* | | |
| * * * | * * * | * * * |
| Automobiles, motorcycles, tractors, other self-propelled vehicles, or mechanized equipment, new or used, when offered for transportation without boxing or crating and containing gasoline, or other motor fuel within the fuel tank. | Haz | |
| Automobiles, motorcycles, tractors, other self-propelled vehicles or mechanized equipment, new or used, with or without boxing or crating and containing no gasoline or other motor fuel within the motor or fuel tank. (See: "Automobiles, motorcycles, tractors, other self-propelled vehicles, or mechanized equipment, etc.") | | |
| * * * | * * * | * * * |
| Guided missiles without warheads (see "Rocket motors, class A explosives" or "Rocket motors, class B explosives") | | |
| * * * | * * * | * * * |
| *Items canceled* | | |
| * * * | * * * | * * * |
| *Rocket ammunition without projectiles | Expl. B | |
| * * * | * * * | * * * |

[1] Unless otherwise exempt by the provisions of the detailed regulations.

## Subpart 146.05—Shipper's Requirements re: Packing, Marking, Labeling, and Shipping Papers

7. Section 146.05-11 is amended by changing paragraph (a), adding a new paragraph (d) and redesignating paragraph (d) as (e) as follows:

**§ 146.05-11 Certification.**

(a) The shipper offering for transportation by vessels subject to the regulations in this part any Class A, Class B or Class C explosive, and any inflammable liquid, inflammable solid, oxidizing material, corrosive liquid, compressed gas, or poison shall show the following certificate in the lower lefthand corner of the originating shipping paper over the written or stamped facsimile signature of the shipper or of his duly authorized agent:

This is to certify that the above articles are properly described by name, and are packed and marked and are in proper condition for transportation according to the regulations prescribed by the Interstate Commerce Commission.

* * * * *

(d) For export and import shipments of dangerous cargo not destined to be transported by land under the jurisdiction of the Interstate Commerce Commission as covered in §§ 146.02-10(b) and 146.02-11 (c) and (d), the shipper may certify on the bill of lading or other shipping paper that the dangerous articles are properly packed, marked, labeled and are in proper condition for transportation according to the regulations of the country of origin or destination as the case may be. The regulations must be identified by name.

(e) Detailed regulations in §§ 146.21-100 to 146.27-100 require specific certification for certain substances. When these substances are required to be certificated under paragraph (a), (b), or (c) of this section the certificate required by the detailed regulations shall be in addition thereto.

8. Section 146.05-12 is amended by changing paragraph (f)(5) to read as follows:

**§ 146.05-12 Originating shipping order, transfer shipping paper.**

* * * * *

(f) The minimum information required by this section to be shown upon an originating shipping order is as follows:

* * * * *

(5) Shipping name of each article, as shown in roman type in the commodity list herein. Further description not inconsistent with the shipping name may be shown. Unauthorized abbreviations shall not be used. See § 146.01-4. For other than domestic shipments, when the proper shipping name of a commodity is an "N.O.S." entry in the particular table, this term shall be qualified by the chemical name of the commodity in parentheses, e.g., "Corrosive liquid, N.O.S. (caprylyl chloride)."

* * * * *

9. Section 146.05-15 is amended by changing paragraph (e)(1) to read as follows:

**§ 146.05-15 Marking and labeling applying to domestic shipments only.**

* * * * *

(e) The marking of containers of Other Dangerous Articles of Substances shall be as follows:

(1) Each package containing inflammable liquids, inflammable solids, oxidizing materials, corrosive liquids, compressed gases, or poisons as defined herein shall be marked with the proper shipping name, as shown in the commodity list of the regulations in this part. For tank cars this marking shall appear on either the placards or commodity cards. For other than domestic shipments, when the proper shipping name of a commodity is an "N.O.S." entry in the particular table, this marking shall be qualified by the chemical name of the commodity in parentheses,

e.g., "Corrosive liquid, N.O.S. (caprylyl chloride)."

* * * * *

## Subpart 146.06—Vessel's Requirements, re: Acceptance, Handling, Stowage, etc.

10. Section 146.06–15 is amended by changing paragraph (b) (3) and (5) as follows:

§ 146.06–15 **Information required on manifests, lists, or stowage plans.**

* * * * *

(b) This manifest, list or stowage plan shall show thereon the following information:

* * * * *

(3) True shipping name of the substance as given in the commodity list of the regulations in this part. For other than domestic shipments, when the shipping name of a commodity is an "N.O.S." entry in the particular table, this entry shall be qualified by the chemical name of the commodity in parentheses, e.g., "Corrosive liquid, N.O.S. (caprylyl chloride)."

* * * * *

(5) Classification of the substances in accordance with the regulations in this part (such as explosive, inflammable liquid, compressed gas, hazardous article, etc.). See § 146.01–4.

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## Subpart 146.07—Railroad Vehicles, Highway Vehicles, Vans or Portable Containers Loaded With Explosives or Other Dangerous Articles and Transported on Board Ocean Vessels

11. Section 146.07–1 is revised to read as follows:

§ 146.07–1 **Applicability and definitions.**

(a) The regulations in this subpart apply to railroad vehicles, highway vehicles, vans and portable containers in which are loaded any permitted explosives or other dangerous articles or substances, as defined in this part, when transported, carried, or conveyed on board any ocean-going vessel subject to the regulations in this part.

(b) For purposes of the regulations in this subpart the following definitions apply:

(1) A railroad vehicle is a cargo carrying body or tank permanently attached to an underframe and wheels (box car, tank car, etc.) which is loaded, stowed, and discharged as a unit. Tank car units shall be handled by "roll-on/roll-off" methods on vessels specially equipped for their securing or as provided in subparagraph (5) of this paragraph.

(2) A highway vehicle is a cargo carrying body or tank permanently attached to the chassis and wheels which is loaded, stowed and discharged as a unit. Tank vehicle units shall be handled by "roll-on/roll-off" methods on vessels specially equipped for their securing or as provided in subparagraph (6) of this paragraph.

(3) A van is a cargo carrying body other than a tank container which is designed and constructed to be removed from a chassis and wheels for water transportation. It is loaded and discharged by a "lift-on/lift-off" method.

(4) A portable container is a cargo carrying unit other than a "van" which is designed to be loaded or discharged by a "lift-on/lift-off" method. Portable containers shall be ICC specification portable containers (ICC–51, ICC–60) and/or shall be approved by the Commandant, U.S. Coast Guard.

(5) A trainship is a vessel other than a railroad car ferry or carfloat designed to transport railroad vehicles. If special loading and discharging gear is provided for the tank cars, which will not add additional stresses to the tank structure, they may be handled by this gear without the loading and discharging limitations of subparagraph (1) of this paragraph being applicable to this vessel.

(6) A trailership is a vessel other than a highway vehicle ferry or carfloat designed to transport highway vehicles. If special loading and discharging gear is provided for the tank vehicles, which will not add additional stresses to the tank structure, they may be handled by this gear without the loading and discharging limitations of subparagraph (2) of this paragraph being applicable to this vessel.

(7) A containership is a vessel designed to transport vans or portable containers.

12. Section 146.07–10 is amended by changing paragraph (a) to read as follows:

§ 146.07–10 **Tank containers.**

(a) Railroad or highway vehicles to which is attached a tank containing any explosives or other dangerous articles or substances shall not be offered or accepted for transportation on board any vessel unless such articles or substances are permitted by the regulations in this part to be carried on board a vessel in this manner, and provided there is compliance with the regulations in this subpart.

* * * * *

## Subpart 146.20—Detailed Regulations Governing Explosives

§ 146.20–90 **[Amended]**

13. Section 146.20–90 is amended by changing the stowage and storage chart as follows:

A. Amend entry 6 by deleting the present text and insert in lieu thereof:

Explosive projectiles; bombs; torpedoes; mines; rifle or hand grenades (explosive); jet thrust units (jato), Class A; igniters, jet thrust, Class A; rocket motors, Class A; igniters, rocket motor, Class A.

B. Amend entry 8 by deleting the present text and insert in lieu thereof:

Ammunition for cannon with empty, inert-loaded or solid projectiles, or without projectiles; rocket ammunition with empty, inert-loaded or solid projectiles.

C. Amend entry 9 by deleting the present text and insert in lieu thereof:

Propellant explosives, Class B; jet thrust units (jato), Class B; igniters, jet thrust, Class B; rocket motors, Class B; igniters, rocket motor, Class B; starter cartridges, jet engine.

§ 146.20–100 **[Amended]**

14. Section 146.20–100 *Table A—Classification: Class A; dangerous explosives* is amended as follows:

A. Amend "Jet thrust units (jato), Class A explosives, etc." as follows:

(1) In column 1, after "Jet thrust units (jato), Class A explosives" insert the following:

Rocket motors, Class A explosives.

(2) In column 1, after "Igniters, jet thrust (jato), Class A explosives", add the following:

Igniters, rocket motor, Class A explosives.

(3) In column 2, delete "Jet thrust units are designed, etc." and insert in lieu thereof:

Jet thrust units are designed to be ignited by an electric igniter. They are used to assist airplanes to take off.

Rocket motors are devices containing a propelling charge and consisting of one or more continuous type combustion units closed at one end (closure may be an igniter with a thrust plate) and with one or more nozzles at the other end. (The rocket motor carries its own solid oxidizer-fuel combination.) The propelling charge consists of a mixture of chemicals which when ignited is capable of burning rapidly and producing considerable pressure and which will sustain a detonation.

(4) In column 2, delete "Devices consisting of, etc." and insert in lieu thereof:

Igniters are devices consisting of an electrically operated or remotely controlled ignition element and a charge of fastburning composition meeting the definition for Type I Class A explosives, assembled in a unit, for use in igniting the propelling charge of jet thrust units or rocket motors.

(5) In column 2, after "ICC regulations require that, etc." insert the following:

Jet thrust units or rocket motors may be packed in the same outside shipping container with their separately packaged igniters or igniter components when these containers are approved by the ICC or are of approved military specifications complying with § 146.02–8(a).

(6) In column 2, delete "Each outside package, etc." and insert in lieu thereof:

Each outside package must be plainly marked "JET THRUST UNIT, CLASS A EXPLOSIVES", "ROCKET MOTOR, CLASS A EXPLOSIVES", "IGNITERS, JET THRUST, CLASS A EXPLOSIVES", or "IGNITERS, ROCKET MOTOR, CLASS A EXPLOSIVES", as appropriate.

(7) In column 4, after "Wooden boxes or, etc." insert the following:

Wooden boxes, wooden crates, or other containers of approved military specifications complying with § 146.02–8(a).

(8) In column 4, delete "Jet thrust units (jato), etc." and insert in lieu thereof:

Jet thrust units; rocket motors; igniters, jet thrust, or rocket motor, Class A explosives, packed or prepared for shipment in any other manner must be approved by the Commandant, U.S. Coast Guard.

B. Amend "Rocket ammunition with explosive projectiles, etc." as follows:

(1) In column 2, delete "Rocket ammunition (including guided missiles), etc." and insert in lieu thereof:

Rocket ammunition (including guided missiles) is ammunition designed for launching from a tube, launcher, rails, trough or other launching device, in which the propellant material is a solid propellant explosive. It consists of an igniter, rocket motor, and a projectile (warhead) either fuzed or unfuzed, containing high explosives or chemicals. Rocket ammunition may be shipped completely assembled or may be shipped unassembled in one outside container.

§ 146.20–200 [Amended]

15. Section 146.20–200 *Table B—Classification: Class B; less dangerous explosives* is amended as follows:

A. Amend "Jet thrust units (jato), Class B explosives, etc." as follows;

(1) In column 1, after "Jet thrust units (jato), Class B explosives" insert the following:

Rocket motors, Class B explosives.

(2) In column 1, after "Igniters, jet thrust (jato), Class B explosives", add the following:

Igniters, rocket motor, Class B explosives.

(3) In column 2, delete all present text and insert in lieu thereof:

Jet thrust units (jato) are metal cylinders containing a mixture of chemicals capable of burning rapidly and producing considerable pressure. Jet thrust units are designed to be ignited by an electric igniter. They are used to assist airplanes to take off.

Rocket motors are devices containing a propelling charge and consisting of one or more continuous type combustion units, closed at one end (closure may be an igniter with a thrust plate) and with one or more nozzles at the other end. The propelling charge consists of a mixture of chemicals which when ignited is capable of burning rapidly and producing considerable pressure and which will not sustain a detonation. (The rocket motor carries its own solid oxidizer-fuel combination). Rocket motors are designed to be ignited by an electrically actuated device which may be an igniter, or by other means. They are used to propel or provide thrust for guided missiles, rockets, or spacecraft.

Igniters are devices consisting of an electrically operated or remotely controlled ignition element and a fast burning composition which functions by rapid burning rather than detonation, assembled in a unit, for use in igniting the propelling charge of jet thrust units, rocket motors, or rocket engines.

Jet thrust units or rocket motors may be packed in the same outside shipping container with their separately packaged igniters or igniter components when these containers are approved by the ICC or are of approved military specifications complying with § 146.02–8(a).

Igniters must not be shipped assembled in the units unless shipped by, for, or to the Departments of the Army, Navy, and Air Force of the United States Government.

Each outside package must be plainly marked "JET THRUST UNIT, CLASS B EXPLOSIVES," "ROCKET MOTOR, CLASS B EXPLOSIVES," "IGNITERS, JET THRUST, CLASS B EXPLOSIVES," "IGNITERS, ROCKET MOTOR, CLASS B EXPLOSIVES," as appropriate.

(4) In column 4, under "Outside containers" delete all text and insert in lieu thereof:

Wooden boxes or, wooden boxes fiberboard lined (ICC–14, 15A, 15E, 16A) not over 500 lb. gr. wt.

Wooden boxes, wooden crates, or other containers of approved military specifications complying with § 146.02–8(a).

Authorized only for igniters, Class B explosives: Wooden boxes (ICC–15B) not over 200 lb. gr. wt. Fiberboard boxes (ICC–23F) WIG, not over 75 lb. gr. wt.

Jet thrust units; rocket motors; igniters, jet thrust, or rocket motor, Class B explosives, packed or prepared for shipment in any other manner must be approved by the Commandant of the U.S. Coast Guard.

B. Amend "Rocket ammmunition with empty projectiles, etc." as follows:

(1) In column 1, delete "Rocket ammunition without projectiles".

(2) In column 2, delete all the present text and insert in lieu thereof:

Fixed ammunition which is fired from a tube, launcher, rails, trough, or other device as distinguished from cannon ammunition which is fired from a cannon, gun or mortar. It consists of an igniter, a rocket motor, and an empty projectile, inert-loaded projectile or solid projectile.

Each outside package must be plainly marked "ROCKET AMMUNITION WITH EMPTY PROJECTILES," "ROCKET AMMUNITION WITH INERT-LOADED PROJECTILES," or "ROCKET AMMUNITION WITH SOLID PROJECTILES" as appropriate..

C. Amend "Starter cartridges, jet engines, Class B explosives" as follows:

Starter cartridges, jet engine, consist of plastic or rubber cases, each containing a pressed cylindrical block of propellant explosive and having in the top of the case a small compartment that encloses an electrical squib, small amounts of black powder, and smokeless powder, which constitutes an igniter. It is used to activate a mechanical starter for jet engines.

Igniter wires must be short-circuited when packed for shipment.

Each outside package must be plainly marked "STARTER CARTRIDGES, JET ENGINE, CLASS B EXPLOSIVES."

## Subpart 146.21—Detailed Regulations Governing Inflammable Liquids

16. Section 146.21–25 is amended by changing paragraphs (a) and (b) to read as follows:

§ 146.21–25 "Under deck" stowage.

(a) Stowage of inflammable liquids "Under deck" shall be in ventilated holds.

(b) Inflammable liquids that are permitted by the regulations in this subpart to be stowed in a cargo hold or a compartment on board a passenger vessel shall not be so stowed unless the compartment or hold authorized for such stowage is fitted with either an overhead water sprinkler system or fixed fire smothering system.

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## Subpart 146.22—Detailed Regulations Governing Inflammable Solids and Oxidizing Materials

17. Section 146.22–30 is amended by changing paragraph (c) (1) and (2) as follows:

§ 146.22–30 Authorization to load or discharge ammonium nitrate and ammonium nitrate fertilizers.

* * * * *

(c) (1) Ammonium nitrate and ammonium nitrate products (prills, crystals, grains or flakes) containing 90 percent or more ammonium nitrate by weight with no organic coating, including fertilizer grade, dynamite grade, nitrous oxide grade and technical grade, and ammonium nitrate phosphate (60 percent or more ammonium nitrate by weight) with no organic coating, packaged in multiwall paper bags or other nonrigid combustible containers, or rigid containers with combustible inside packings, shall be loaded or discharged at facilities removed from congested areas and/or those having high value or high hazard industrial facilities. A permit is required for this transaction.

(i) This facility shall conform with port security and local regulations and shall provide an abundance of water for fire fighting.

(ii) This facility shall be so located as to permit unrestricted passage to open water. The vessel shall be moored bow to seaward, and shall be maintained in a mobile status either by presence of tugs or readiness of engines. The vessel shall provide at the bow and stern a wire towing hawser having an eye splice and lowered to the water's edge.

(iii) The detailed requirements of § 146.22–100 pertaining to these products and other applicable sections of this part shall be strictly adhered to.

(2) Ammonium nitrate and ammonium nitrate products (prills, crystals, grains or flakes) containing 90 percent or more ammonium nitrate by weight with no organic coating, including fertilizer grade, dynamite grade, nitrous oxide grade, and technical grade, and ammonium nitrate phosphate (60 percent or more ammonium nitrate by weight) with no organic coating, packaged in ICC or nonspecification metal or fiber drums, barrels or kegs, wooden or fiberboard boxes with noncombustible inside packings, may be loaded or discharged at any waterfront facility which conforms to port security and local regulations. No permit is required for this transaction. These ICC or nonspecification containers may contain the ammonium nitrate products packaged in ICC approved plastic bags or the outside containers may have an inside ICC approved plastic liner.

* * * * *

18. Section 146.22–40 is amended by changing paragraph (b) to read as follows:

§ 146.22–40 Nitro carbo nitrate.

* * * * *

(b) Nitro carbo nitrate packaged in burlap bags, multiwall paper bags or

other nonrigid combustible containers or rigid containers with combustible inside packings shall be loaded or discharged at facilities so remotely situated from populous and congested areas and/or high value or high hazard industrial facilities that in the event of fire or explosion, loss of lives and property may be minimized. A permit authorizing such loading or discharging shall be obtained by the owner, agent, charterer, master or person in charge of the vessel from the Coast Guard District Commander or his authorized representative. Stowage shall be in conformity with § 146.22-30(f).

(1) This facility shall conform with port security and local regulations and shall provide an abundance of water for fire fighting.

(2) This facility shall be located as to permit unrestricted passage of open water. The vessel shall be moored bow to seaward, and shall be maintained in a mobile status either by presence of tugs or readiness of engines. The vessel shall provide at the bow and stern a wire towing hawser having an eye splice and lowered to the water's edge.

§ 146.22-100 [Amended]

19. Section 146.22-100 *Table E—Classification: Inflammable solids and oxidizing materials* is amended as follows:

A. Amend the following items as indicated:

1. Ammonium nitrate (*no organic coating*), etc.
2. Ammonium nitrate phosphate (*no organic coating*), etc.
3. Ammonium nitrate-carbonate mixtures, etc.
4. Ammonium nitrate mixed fertilizer, etc.

(1) In columns 4, 6, and 7, after "Wooden barrels or kegs" add the following:

Wooden or fiberboard boxes, WIC

(2) In column 4, wherever applicable, delete:

(see § 146.22-30(c)(2))

B. Amend the following items as indicated:

1. *Chlorates*, etc.
2. Phosphorus, white or yellow, in water, etc.
3. Sodium, metallic.

(1) In column 4, delete "Tank cars complying with ICC regulations" and insert in lieu thereof:

Tank cars complying with ICC regulations (trainships only).
Motor vehicle tank trucks complying with ICC regulations (trailerships and trainships only).

C. Amend the following items as indicated:

1. *Chlorates, wet*, etc.
2. Potassium nitrate mixed (fused), etc.
3. Rubber scrap, etc.

(1) In column 4, delete "Tank cars, etc." and insert in lieu thereof:

Tank cars complying with ICC regulations (trainships only).

## Subpart 146.23—Detailed Regulations Governing Corrosive Liquids

§ 146.23-100 [Amended]

20. Section 146.23-100 *Table F—Classification: Corrosive liquids* is amended as follows:

A. Amend the following items as indicated:

1. Acetyl chloride.
2. Alkaline corrosive battery fluid, etc.
3. Allyl trichlorosilane.
4. Amyl trichlorosilane.
5. Antimony pentachloride.
6. Benzoyl chloride.
7. Benzyl chloride.
8. Broiler compound liquid.
9. Bromine.
10. Butyl trichlorosilane.
11. Caustic potash, liquid, etc.
12. Chloracetyl chloride.
13. Chromyl chloride.
14. Cupriethylene-diamine solution.
15. Cyclohexenyl trichlorosilane.
16. Cyclohexyl trichlorosilane.
17. Diethyl dichlorosilane.
18. Di iso octyl acid phosphate.
19. Dimethyl sulfate.
20. Diphenyl dichlorosilane.
21. Dodecyl trichlorosilane.
22. Electrolyte (acid) or corrosive battery fluid, etc.
23. Ethyl phenyl dichlorosilane.
24. Hexadecyl trichlorosilane.
25. Hexamethylene diamine solution.
26. Hexyl trichlorosilane.
27. Hydrazine anhydrous, etc.
28. Hydrobromic acid.
29. Hydrofluoric acid, anhydrous.
30. Monochloroacetic acid, liquid.
31. Nitrating (mixed) acid.
32. Nitric acid.
33. Nonyl trichlorosilane.
34. Octadecyl trichlorosilane.
35. Octyl trichlorosilane.
36. Phenyl trichlorosilane.
37. Phosphorus oxychloride.
38. Phosphorus trichloride.
39. Propyl trichlorosilane.
40. Pyro sulfuryl chloride, etc.
41. Sludge acid, etc.
42. Sodium aluminate, liquid.
43. Sodium chlorite solutions, etc.
44. Sulfur chloride (mono and di).
45. Sulfur trioxide, stabilized.
46. Sulfuric acid, etc.
47. Sulfuryl chloride.
48. Thionyl chloride.
49. Thiophosphoryl chloride.
50. Tin tetrachloride, anhydrous.
51. Titanium sulfate solution, etc.
52. Titanium tetrachloride.
53. Water treatment compound, liquid.

(1) In column 4, delete "Tank cars complying with ICC regulations" and insert in lieu thereof:

Tank cars complying with ICC regulations (trainships only).
Motor vehicle tank trucks complying with ICC regulations (trailerships and trainships only).

B. Amend "Antimony pentachloride solution" as follows:

(1) In column 4, delete "Tank cars complying with ICC regulations".

C. Amend the following items as indicated:

1. Chlorine trifluoride.
2. Flame retardant compound, liquid.
3. Fluosulfonic acid.

(1) In column 4, delete "Tank cars complying with ICC regulations" and insert in lieu thereof:

Tank cars complying with ICC regulations (trainships only).

D. Amend "Formic acid, etc." as follows:

(1) In column 4, delete "Tank cars complying with ICC regulations stenciled 'For Formic Acid Only' " and insert in lieu thereof:

Tank cars complying with ICC regulations (trainships only).

E. Amend "Hydrochlorid (muriatic) acid, etc." as follows:

(1) In column 4, delete "Tank cars complying with ICC regulations" and insert in lieu thereof:

Tank cars complying with ICC regulations (trainships only).

(2) In column 4, after "Portable tanks, rubber lined, etc." insert the following:

Motor vehicle tank trucks complying with ICC regulations (Trailerships and trainships only).

F. Amend "Hydrofluoric acid" as follows:

(1) In column 4, delete "Tank cars complying with ICC regulations" and insert in lieu thereof:

Tank cars complying with ICC regulations (trainships and trailerships only).

(2) In column 4, add the following:

Hydrofluoric acid of any strength except anhydrous: Motor vehicle tank trucks complying with ICC regulations (trainships and trailerships only).

G. Amend "Hydrogen peroxide, etc." as follows:

(1) In column 4, delete "Tank cars complying with ICC regulations" and "Highway vehicle cargo tanks" and insert in lieu thereof:

Tank cars complying with ICC regulations (trainships only).
Highway vehicle cargo tanks (trailerships and trainships only).

## Subpart 146.24—Detailed Regulations Governing Compressed Gases

§ 146.24-100 [Amended]

21. Section 146.24-100 *Table G—Classification: Compressed gases* is amended as follows:

A. Amend the following items as indicated:

1. Aqua ammonia, etc.
2. Argon.
3. Chlorine, etc.
4. Crude nitrogen fertilizer solution.
5. Dichlorodifluoromethane.
6. Dichlorodifluoromethane-dichlorotetrafluoroethane mixture, etc.
7. Dichlorodifluoromethane and difluoroethane mixture, etc.
8. Dichlorodifluoromethane-monofluorotrichloromethane mixture.
9. Fertilizer, ammoniating solution, etc.
10. Helium.
11. Hexafluoropropylene.
12. Monobromotrifluoromethane.
13. Monochlorodifluoromethane.
14. Monochlorotetrafluoroethane.

15. Nitrogen.
16. Nitrogen fertilizer solution.
17. Nitrosyl chloride.
18. Oxygen.

(1) In column 4, delete "Tank cars complying with ICC regulations" and insert in lieu thereof:

Tank cars complying with ICC regulations (trainships only).

B. Amend the following items as indicated:

1. Anhydrous ammonia, etc.
2. Carbon dioxide, etc.
3. Sulfur dioxide.

(1) In column 4, delete "Tank cars complying with ICC regulations" and insert in lieu thereof:

Tank cars complying with ICC regulations (trainships only).

(2) In column 4, delete "Tank motor vehicle, etc." and insert in lieu thereof:

Motor vehicle tank trucks complying with ICC regulations (trailerships and trainships only).

C. Amend the following items as indicated:

1. Aqua ammonia, etc.
2. Chlorine, etc.
3. Dichlorodifluoromethane.
4. Dichlorodifluoremethane-dichlorotetrafluoroethane mixture, etc.
5. Dichlorodifluoromethane - monofluorotrichloromethane mixture.
6. Hexafluoropropylene.
7. Monochlorodifluoromethane.

(1) In column 4, add the following:

Motor vehicle tank trucks complying with ICC regulations (trailerships and trainships only).

D. Amend "Nitrous oxide" as follows:

(1) In column 4, delete "Tank motor vehicles complying with ICC motor carrier regulations" and insert in lieu thereof:

Motor vehicle tank trucks complying with ICC regulations (trailerships and trainships only).

## Subpart 146.25—Detailed Regulations Governing Poisonous Articles

### § 146.25–200 [Amended]

22. Section 146.25–200 *Table II—Classification: Class B; less dangerous poisons* is amended as follows:

A. Amend the following items as indicated:

1. Acetone cyanhydrin.
2. Alcohol, allyl, etc.
3. Aldrin mixtures, liquid, etc.
4. Aniline oil, liquid.
5. Arsenic acid, liquid.
6. Arsenic chloride (arsenous), liquid, etc.
7. Arsenical compounds or mixtures, N.O.S., liquid, etc.
8. Carbolic acid (phenol), liquid, etc.
9. Compounds, tree or weed killing, liquid.
10. Cyanide of potassium, liquid, etc.
11. Dinitrobenzol, liquid.
12. Dinitrophenol solutions.
13. Drugs, chemicals, medicines or cosmetics, N.O.S. (liquid), etc.
14. Insecticide, liquid.
15. Mercuric iodide solution.
16. Nicotine hydrochloride, etc.
17. Nitrobenzol, liquid, etc.
18. Nitroxylol.
19. Poisonous liquids, N.O.S.
20. Sodium arsenite (solution), liquid.

(1) In column 4, delete "Tank cars complying with ICC regulations" and insert in lieu thereof:

Tank cars complying with ICC regulations (trainships only).
Motor vehicle tank trucks complying with ICC regulations (trailerships and trainships only).

B. Amend the following terms as indicated:

1. Aldrin, etc.
2. Ammonium arsenate, solid.
3. Arsenic acid, solid, etc.
4. Arsenic bromide, solid, etc.
5. Arsenic sulfide (powder), solid.
6. Beryllium compounds, solid, N.O.S.
7. Bordeaux arsenites, solid, etc.
8. Carbolic acid (phenol), solid, etc.
9. Cocculus, solid (*fishberry*), etc.
10. Dinitrobenzol, solid, etc.
11. Drugs, chemicals, medicines or cosmetics, N.O.S. (solid).
12. Ferric arsenate, solid, etc.
13. Insecticide, dry, etc.
14. Lead arsenate, solid.
15. *Mercury compounds, solid*, etc.
16. Nicotine salicylate, etc.
17. Nitrochlorbenzene, meta or para, solid, etc.
18. Poisonous solids, N.O.S.
19. Potassium arsenate, solid, etc.
20. Thallium salts, solid, etc.
21. Zinc arsenate, etc.

(1) In column 4, delete "Tank cars complying with ICC regulations", and insert in lieu thereof:

Tank cars complying with ICC regulations (trainships only).

C. Amend "Motor fuel anti-knock compound" as follows:

(1) In column 4, delete "Tank cars complying with, etc." and insert in lieu thereof:

Authorized for stowage "Under deck away from heat."
Tank cars complying with ICC regulations (trainships only).
Motor vehicle tank trucks complying with ICC regulations (trailerships and trainships only).

D. Amend "Methyl bromide, liquid, etc." as follows:

(1) In column 4, delete "Tank cars complying with ICC regulations" and insert in lieu thereof:

Tank cars complying with ICC regulations (trainships only).

(2) In column 4, under "Authorized only for mixtures of methyl bromide and ethylene dibromide, etc." add the following:

Motor vehicle tank trucks complying with ICC regulations (trailerships and trainships only).

## Subpart 146.26—Detailed Regulations Governing Combustible Liquids

23. Section 146.26–25 is amended by changing paragraph (a) to read as follows:

### § 146.26–25 "Under deck" stowage.

(a) Stowage of combustible liquids-cargo "Under deck" shall be in ventilated holds. The holds shall be fitted with either an overhead water sprinkler system or a fixed fire smothering system.

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## Subpart 146.27—Detailed Regulations Governing Hazardous Articles

24. Section 146.27–30 is amended by deleting all the present text and inserting in lieu thereof:

### § 146.27–30 Automobiles or other self-propelled vehicles offered for transportation with fuel in tanks.

(a) Automobiles or other self-propelled vehicles containing any fuel in the tanks may be accepted for transportation on board vessels inspected and certificated for ocean or unlimited coastwide voyages subject to the following conditions:

(1) Before and after loading, vehicles, shall be inspected for leaks. Vehicles showing signs of leakage shall not be accepted for transportation.

(2) Equipment used for handling vehicles shall be so designed that the fuel tank and fuel system are protected from stresses that might cause rupture or other damage incident to handling.

(3) Securing means shall be adequate to prevent the vehicles from coming adrift during the voyage.

(4) Vehicles containing fuel other than a flammable liquid or gas in the tanks, when stowed in the same hold or compartment with vehicles with fuel tanks containing flammable liquid or gas, shall also be subject to paragraph (b) of this section.

(5) Spaces exposed to carbon monoxide or other hazardous vapors from the exhausts of self-propelled vehicles shall have adequate ventilation. The concentration of carbon monoxide in the atmosphere shall be kept below 100 parts per million in the holds and intermediate decks where persons are working. When necessary, portable blowers of adequate size and location shall be utilized. Such portable blowers and their intakes shall not be located in any hold or compartment containing the vehicles.

(b) Automobiles or other self-propelled vehicles with fuel tanks containing flammable liquids or gas may be accepted for transportation on board vessels inspected and certificated for ocean or unlimited coastwise voyages, subject to the following additional conditions:

(1) Automobiles or other self-propelled vehicles stowed in a hold or compartment shall have battery cables disconnected and secured away from the battery terminals. Vehicles need not have battery cables disconnected if stowed on deck or if transported below decks in spaces designated as specially suitable for carriage of such vehicles by the Administration of the country in which the vessels are registered.

(2) The fuel tank shall not be over ¼ full.

(3) The stowage shall be on deck or in a ventilated cargo hold or compartment that is fitted with an overhead water sprinkler system or fixed fire smothering system.

(4) The hold or compartment in which the vehicles are stowed shall be equipped with a smoke or fire detecting system.

(5) Any electrical equipment in the hold or compartment except fixed explosion-proof lighting, shall be disconnected from its power supply at a location outside the compartment or hold during the time the vehicles are being handled or are stowed therein. Where the disconnecting means is a switch or circuit breaker, it shall be locked in the open position until the vehicles have been discharged. Vessels need not comply with this subparagraph if vehicles are being transported in spaces designated as specially suitable for carriage of such vehicles by the Administration of the country in which the vessels are registered.

(6) Portable electrical lights and hand flashlights used in the stowage area shall be of an approved explosion-proof type.

(7) Electrical connections for portable lights shall be made from outlets on the weather deck. Vessels need not comply with this subparagraph if vehicles are being transported in spaces designated as specially suitable for carriage of such vehicles by the Administration of the country in which the vessels are registered.

(8) No other cargo of a dangerous or hazardous nature shall be stowed in the same hold or compartment with vehicles with a flammable liquid or gas fuel in the tanks.

(9) Vehicles shall be so stowed as to allow for their inspection during transit.

(10) Two hand portable fire extinguishers of the dry chemical type of at least 15 pounds capacity shall be located in accessible locations in each hold or compartment in which automobiles are stowed.

(11) "No Smoking" signs shall be posted at each access opening to the hold or compartment.

(c) Vessels transporting automobiles or other self-propelled vehicles with empty fuel tanks shall comply with applicable requirements in § 146.27-100.

(d) Ferry vessels transporting automobiles or other self-propelled vehicles shall comply with applicable requirements of Subpart 146.08 of this part.

(e) Vessels in a service similar to ferry service but not over a designated ferry route may at the discretion of the Officer in Charge Marine Inspection, for the purposes of this section, be treated as ferry vessels covered under Subpart 146.08 of this part.

§ 146.27-100 [Amended]

25. Section 146.27-100 *Table K—Classification: Hazardous articles* is amended as follows:

A. Amend "Automobiles, etc." as follows:

(1) In column 1, delete "Automobiles, etc." and "Note 1 and Note 2" and insert in lieu thereof:

Automobiles, motorcycles, tractors, other self-propelled vehicles, or mechanized equipment, new or used, when offered for transportation without boxing or crating and containing gasoline, or other motor fuel within the fuel tank.

NOTE 1: This does not include motor vehicles having on board dangerous articles as lading. For regulations governing transportation of such vehicles, see §§ 146.08-1 to 146.08-55, inclusive.

NOTE 2. Automobiles, motorcycles, tractors, other self-propelled vehicles, or mechanized equipment, new or used, with or without boxing or crating and containing no gasoline or other motor fuel within the motor or fuel tank may be accepted for transportation on any type vessel without restriction, provided no dangerous articles other than those enumeriated below are packed within the crate or vehicle:

(a) Two one-pint metal containers of retouching enamel, either hermetically sealed or closed with a secure friction cap.

(b) One tire repair kit containing a tube of cement of not more than 4 fluid ounces capacity, completely enclosed in an outer metal or fiberboard container.

(c) Charged electric storage batteries necessary for the normal operation of a vehicle or mechanized equipment in position within the battery holder, provided the terminals are disconnected and protected against short circuit, or if shipped outside the holder, then secured to prevent any movement of same. If a battery is packed within a boxed or crated vehicle, "This side up" marking shall be required on the outside of the shipping box or crate.

(d) Such brake fluid as is actually contained within the brake mechanism.

(e) Motor vehicles and mechanized equipment shipped by, for or to the Department of the Army, Navy or Air Force may also contain electrolyte (acid) or corrosive battery fluid in a sufficient quantity to activate the number of electric storage batteries necessary for operation of the military vehicles or equipment. It must be packed in approved inside containers, tightly and securely closed, packed in strong outside containers. Inside glass containers shall be cushioned on all sides with incombustible material in sufficient quantity to completely absorb the fluid contents in event of breakage. The outside container must be so blocked, braced or stayed within the vehicle or crate that it cannot change position during transit.

(f) Self-propelled vehicles or mobile agricultural machinery may be shipped with a container of electrolyte (acid) or corrosive battery fluid secured in a position to prevent damage and packaged as follows: Wooden boxes (ICC-15A, 15B, 15C, 16A, 19A) or Fiberboard boxes (ICC-12B, 12C) WIC, meeting the requirements of ICC regulations.

(2) In column 5, delete, "On deck in open" or "On deck protected, etc." to "may be utilized" and insert in lieu thereof:

"On deck in open" or "On deck protected," or if the vessel is provided with a compartment fitted with an overhead sprinkler system or fixed fire smothering system in any of the following locations such compartments may be utilized.

B. After "Rough ammoniate tankages, etc." add the following:

(1) In column 1, add:

Rubber curing compound, (solid) Paraquinone dioxime.

(2) In column 2, add:

Some of these compounds are easily ignited and burn rapidly.
The ease of ignition is increased when in dust form in the air. Care should be taken in handling to minimize dusting and spilling.

(3) In column 3, add:

No label required.

(4) In columns 4 and 5, add:

Stowage:
"On deck."
"Under deck."
Outside containers:
Tight, sift-proof drums, barrels or boxes.
Sift-proof multiwall paper bags.
Sift-proof lined burlap bags.

(5) In column 6, add:

Ferry stowage (AA)
Outside containers:
Tight, sift-proof drums, barrels or boxes.
Sift-proof multiwall paper bags.
Sift-proof lined burlap bags.
Covered vehicles loaded with the material in bulk may be transported provided the lading shows no sign of sifting.

(6) In column 7, add:

Ferry stowage (BB)
Outside containers:
Tight, sift-proof drums, barrels or boxes.
Sift-proof multiwall paper bags.
Sift-proof lined burlap bags.
Covered vehicles loaded with the material in bulk may be transported provided the lading shows no sign of sifting.

## Subpart 146.29—Detailed Regulations Governing the Transportation of Military Explosives and Hazardous Munitions on Board Vessels

26. Section 146.29-39 is amended by adding paragraph (n) to read as follows:

§ 146.29-39 Handling and slinging of explosives.

* * * * *

(n) Only safety hooks or hooks that have been moused by wire shall be utilized in loading or discharging drafts of military explosives or munitions.

27. Section 146.29-59 is amended by changing paragraph (d)(1) as follows:

§ 146.29-59 Stowage adjacent to other dangerous articles.

* * * * *

(d) *Military vehicles with electrolyte.* * * *

(1) In glass or earthenware containers, not exceeding 160 ounces capacity (1 imperial gallon) in fiberboard cartons of a size to permit cushioning with an incombustible, absorbent material of a sufficient amount to absorb the contents of the container in event of breakage. The outside container shall consist of a wooden box (ICC-15A, 16B or Army Specification) in which 1, 2, 3, or 4 fiberboard cartons may be packed. Battery electrolyte may also be shipped in 1-gallon polyethylene bottles made and packaged in accordance with Military Specification 207B, Type IV, Class I. The outside containers shall carry the white (acid) label. No military ammunition shall be included within this package.

* * * * *

(R.S. 4405, as amended, 4462, as amended, 4472, as amended; 46 U.S.C. 375, 416, 170. Interpret or apply sec. 3, 69 Stat. 675; 50 U.S.C. 198; E.O. 11239, 30 F.R. 9671, 3 CFR 1965 Supp. Treasury Department Orders

120, July 31, 1950, 15 F.R. 6521; 167-14, Nov. 26, 1964, 19 F.R. 8026)

Dated: June 7, 1966.

[SEAL] W. D. SHIELDS,
*Vice Admiral, U.S. Coast Guard, Acting Commandant.*

[F.R. Doc. 66-6462; Filed, June 13, 1966; 8:45 a.m.]

# Title 7—AGRICULTURE

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

[Lemon Reg. 217, Amdt. 1]

## PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

### Limitation of Handling

*Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910), regulating the handling of lemons grown in California and Arizona, 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 and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons, 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 amendment until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restriction on the handling of lemons grown in California and Arizona.

*Order, as amended.* The provisions in paragraph (b)(1)(ii) of § 910.517 (Lemon Regulation 217; 31 F.R. 7962) are hereby amended to read as follows:

**§ 910.517 Lemon Regulation 217.**

* * * * *

(b) *Order.* (1) * * *

(ii) District 2: 395,250 cartons.

* * * * *

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

Dated: June 9, 1966.

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

[F.R. Doc. 66-6493; Filed, June 13, 1966; 8:45 a.m.]

[Plum Reg. 11]

## PART 917—FRESH PEARS, PLUMS, AND PEACHES GROWN IN CALIFORNIA

### Regulation by Sizes

**§ 917.382 Plum Regulation 11 (Nubiana).**

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and this part (Order No. 917, as amended; 30 F.R. 15990), regulating the handling of fresh pears, plums, and peaches grown in California, 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 recommendations of the Plum Commodity Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of plums of the variety hereinafter set forth, and in the manner herein provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable, unnecessary, 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); and good cause exists for making the provisions hereof effective not later than the date hereinafter specified. A reasonable determination as to the supply of, and the demand for, such plums must await the development of the crop thereof, and adequate information thereon was not available to the Plum Commodity Committee until the date hereinafter set forth on which an open meeting was held, after giving due notice thereof, to consider the need for, and the extent of, regulation of shipments of such plums; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; shipments of the current crop of such plums are expected to begin on or about the effective date hereof; the provisions of this section should be made known to producers, handlers, and distributors of such plums as soon as practicable in order to effectuate the declared policy of the act; such provisions are identical with the aforesaid recommendation of the committee; information concerning such provisions and effective time has been disseminated among handlers of such plums; and compliance with the provisions of this section will not require of handlers any preparation therefor which cannot be completed by the effective time hereof. Such committee meeting was held on May 31, 1966.

(b) *Order.* (1) During the period beginning at 12:01 a.m., P.s.t., June 26, 1966, and ending at 12:01 a.m., P.s.t., November 1, 1966, no handler shall ship from any shipping point during any day any package or container of Nubiana plums, except to the extent otherwise permitted under this paragraph, unless such plums are of a size that, when packed in a standard basket, they will pack at least a 3 x 4 x 4 standard pack.

(2) During each day of the aforesaid period, any handler may ship from any shipping point a quantity of such plums, by number of packages or containers, which are of a size smaller than the size prescribed in subparagraph (1) of this paragraph if said quantity does not exceed twenty-five (25) percent of the number of the same type of packages or containers of such plums shipped by such handler which meet the size requirements of said subparagraph (1) of this paragraph: *Provided,* That all such smaller plums are of a size that, when packed in a standard basket, they will pack at least a 4 x 4 standard pack.

(3) If any handler, during any day of the aforesaid period, ships from any shipping point less than the maximum allowable quantity of such plums that may be of a size smaller than the size prescribed in subparagraph (1) of this paragraph, the quantity of such undershipment may be shipped by such handler only from such shipping point.

(4) When used herein, "standard pack" shall have the same meaning as set forth in the U.S. Standards for Grades of Fresh Plums and Prunes (§§ 51.1520-1538 of this title; 31 F.R. 6240, 7169); "standard basket" shall mean the standard basket set forth in paragraph 1 of section 828.1 of the Agricultural Code of California; and, except as otherwise specified, all other terms shall have the same meaning as when used in the amended marketing agreement and order.

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

Dated: June 9, 1966.

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

[F.R. Doc. 66-6495; Filed, June 13, 1966; 8:45 a.m.]

[Plum Reg. 12]

## PART 917—FRESH PEARS, PLUMS, AND PEACHES GROWN IN CALIFORNIA

### Regulation by Grade and Size

**§ 917.383 Plum Regulation 12 (Late Tragedy).**

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and this part (Order No. 917, as amended; 30 F.R. 15990), regulating the handling of fresh pears, plums, and peaches grown in California, 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 recommendations of the Plum Commodity Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found

that the limitation of shipments of plums of the variety hereinafter set forth, and in the manner herein provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable, unnecessary, 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); and good cause exists for making the provisions hereof effective not later than the date hereinafter specified. A reasonable determination as to the supply of, and the demand for, such plums must await the development of the crop thereof, and adequate information thereon was not available to the Plum Commodity Committee until the date hereinafter set forth on which an open meeting was held, after giving due notice thereof, to consider the need for, and the extent of, regulation of shipments of such plums; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; shipments of the current crop of such plums are expected to begin on or about the effective date hereof; the provisions of this section should be made known to producers, handlers, and distributors of such plums as soon as practicable in order to effectuate the declared policy of the act; such provisions are identical with the aforesaid recommendation of the committee; information concerning such provisions and effective time has been disseminated among handlers of such plums; and compliance with the provisions of this section will not require of handlers any preparation therefor which cannot be completed by the effective time hereof. Such committee meeting was held on May 31, 1966.

(b) *Order.* (1) The provisions of § 917.373 (Plum Regulation 2; 31 F.R. 7242) shall not apply to Late Tragedy plums during the period specified in subparagraph (2) of this paragraph.

(2) During the period beginning at 12:01 a.m., P.s.t., July 3, 1966, and ending at 12:01 a.m., P.s.t., November 1, 1966, no handler shall ship any package or container of Late Tragedy plums unless:

(i) Such plums grade at least U.S. No. 1, except that gum spots which do not cause serious damage shall not be considered as a grade defect with respect to such grade; and

(ii) Such plums are of a size that, when packed in a standard basket, they will pack at least a 5 x 6 standard pack.

(3) When used herein, "U.S. No. 1," "standard pack," and "serious damage" shall have the same meaning as set forth in the U.S. Standards for Grades of Fresh Plums and Prunes (§§ 51.1520–1538 of this title; 31 F.R. 6240, 7169); "standard basket" shall mean the standard basket set forth in paragraph 1 of section 828.1 of the Agricultural Code of California; and, except as otherwise specified, all other terms shall have the same meaning as when used in the amended marketing agreement and order.

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

Dated: June 9, 1966.

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

[F.R. Doc. 66–6496; Filed, June 13, 1966; 8:46 a.m.]

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[Plum Reg. 13]

## PART 917—FRESH PEARS, PLUMS, AND PEACHES GROWN IN CALIFORNIA

### Regulation by Grade and Size

**§ 917.384 Plum Regulation 13 (Late Santa Rosa, Improved Late Santa Rosa, and Casselman).**

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and this part (Order No. 917, as amended; 30 F.R. 15990), regulating the handling of fresh pears, plums, and peaches grown in California, 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 recommendations of the Plum Commodity Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of plums of the varieties hereinafter set forth, and in the manner herein provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable, unnecessary, 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); and good cause exists for making the provisions hereof effective not later than the date hereinafter specified. A reasonable determination as to the supply of, and the demand for, such plums must await the development of the crop thereof, and adequate information thereon was not available to the Plum Commodity Committee until the date hereinafter set forth on which an open meeting was held, after giving due notice thereof, to consider the need for, and the extent of, regulation of shipments of such plums; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; shipments of the current crop of such plums are expected to begin on or about the effective date hereof; the provisions of this section should be made known to producers, handlers, and distributors of such plums as soon as practicable in order to effectuate the declared policy of the act; such provisions are identical with the aforesaid recommendation of the committee; information concerning such provisions and effective time has been disseminated among handlers of such plums; and compliance with the provisions of this section will not require of handlers any preparation therefor which cannot be completed by the effective time hereof. Such committee meeting was held on May 31, 1966.

(b) *Order.* (1) The provisions of § 917.373 (Plum Regulation 2; 31 F.R. 7242) shall not apply to Late Santa Rosa, Improved Late Santa Rosa, or Casselman plums during the period specified in subparagraph (2) of this paragraph.

(2) During the period beginning at 12:01 a.m., P.s.t., July 3, 1966, and ending at 12:01 a.m., P.s.t., November 1, 1966, no handler shall ship any package or container of Late Santa Rosa, Improved Late Santa Rosa, or Casselman plums, except to the extent otherwise permitted under this paragraph, unless:

(i) Such plums grade at least U.S. No. 1, except that healed cracks emanating from the stem end which do not cause serious damage shall not be considered as a grade defect with respect to such grade; and

(ii) Such plums are of a size that, when packed in a standard basket they will pack at least a 3 x 4 x 5 standard pack.

(3) During each day of the aforesaid period, any handler may ship from any shipping point a quantity of each such variety of plums, by number of packages or containers, which are of a size smaller than the size prescribed in subparagraph (2) of this paragraph if said quantity does not exceed fifty (50) percent of the number of the same type of packages or containers of such variety of plums shipped by such handler which meet the size requirements of said subparagraph (2) of this paragraph: *Provided,* That all such smaller plums are of a size that, when packed in a standard basket, they will pack at least a 4 x 5 standard pack.

(4) If any handler, during any day of the aforesaid period, ships from any shipping point less than the maximum allowable quantity of such plums that may be smaller than the size prescribed in subparagraph (3) of this paragraph, the quantity of such undershipment may be shipped by such handler only from such shipping point.

(5) When used herein, "U.S. No. 1," "standard pack," and "serious damage" shall have the same meaning as set forth in the U.S. Standards for Grades of Fresh Plums and Prunes (§§ 51.1520–1538 of this title; 31 F.R. 6240, 7169); "standard basket" shall mean the standard basket set forth in paragraph 1 of section 828.1 of the Agricultural Code of California; and, except as otherwise specified, all other terms shall have the same meaning as when used in the amended marketing agreement and order.

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

Dated: June 9, 1966.

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

[F.R. Doc. 66-6497; Filed, June 13, 1966; 8:46 a.m.]

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[Plum Reg. 14]

## PART 917—FRESH PEARS, PLUMS, AND PEACHES GROWN IN CALIFORNIA

### Regulation by Sizes

**§ 917.385 Plum Regulation 14 (Queen Ann).**

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and this part (Order No. 917, as amended; 30 F.R. 15990), regulating the handling of fresh pears, plums, and peaches grown in California, 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 recommendations of the Plum Commodity Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of plums of the variety hereinafter set forth, and in the manner herein provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rulemaking 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); and good cause exists for making the provisions hereof effective not later than the date hereinafter specified. A reasonable determination as to the supply of, and the demand for, such plums must await the development of the crop thereof, and adequate information thereon was not available to the Plum Commodity Committee until the date hereinafter set forth on which an open meeting was held, after giving due notice thereof, to consider the need for, and the extent of, regulation of shipments of such plums; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; shipments of the current crop of such plums are expected to begin on or about the effective date hereof; the provisions of this section should be made known to producers, handlers, and distributors of such plums as soon as practicable in order to effectuate the declared policy of the act; such provisions are identical with the aforesaid recommendation of the committee; information concerning such provisions and effective time has been disseminated among handlers of such plums; and compliance with the provisions of this section will not require of handlers any preparation therefor which cannot be completed by the effective time hereof. Such committee meeting was held on May 31, 1966.

(b) *Order.* (1) During the period beginning at 12:01 a.m., P.s.t., July 3, 1966, and ending at 12:01 a.m., P.s.t., November 1, 1966, no handler shall ship any package or container of Queen Ann plums, except to the extent otherwise permitted under this paragraph, unless such plums are of a size that, when packed in a standard basket, they will pack at least a 3 x 4 x 4 standard pack.

(2) During each day of the aforesaid period, any handler may ship from any shipping point a quantity of such plums, by number of packages or containers, which are of a size smaller than the size prescribed in subparagraph (1) of this paragraph if said quantity does not exceed fifty (50) percent of the number of the same type of packages or containers of such plums shipped by such handler which meet the size requirements of said subparagraph (1) of this paragraph: *Provided,* That all such smaller plums are of a size that, when packed in a standard basket, they will pack at least a 4 x 4 standard pack.

(3) If any handler, during any day of the aforesaid period, ships from any shipping point less than the maximum allowable quantity of such plums that may be of a size smaller than the size prescribed in subparagraph (1) of this paragraph, the quantity of such undershipment may be shipped by such handler only from such shipping point.

(4) When used herein, "standard pack" shall have the same meaning as set forth in the U.S. Standards for Grades of Fresh Plums and Prunes (§§ 51.1520-1538 of this title; 31 F.R. 6240, 7169); "standard basket" shall mean the standard basket set forth in paragraph 1 of section 828.1 of the Agricultural Code of California; and, except as otherwise specified, all other terms shall have the same meaning as when used in the amended marketing agreement and order.

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

Dated: June 9, 1966.

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

[F.R. Doc. 66-6498; Filed, June 13, 1966; 8:46 a.m.]

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[Plum Reg. 15]

## PART 917—FRESH PEARS, PLUMS, AND PEACHES GROWN IN CALIFORNIA

### Regulation by Grade and Size

**§ 917.386 Plum Regulation 15 (Kelsey).**

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and this part (Order No. 917, as amended; 30 F.R. 15990), regulating the handling of fresh pears, plums, and peaches grown in California, 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 recommendations of the Plum Commodity Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of plums of the variety hereinafter set forth, and in the manner herein provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rulemaking 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); and good cause exists for making the provisions hereof effective not later than the date hereinafter specified. A reasonable determination as to the supply of, and the demand for, such plums must await the development of the crop thereof, and adequate information thereon was not available to the Plum Commodity Committee until the date hereinafter set forth on which an open meeting was held, after giving due notice thereof, to consider the need for, and the extent of, regulation of shipments of such plums; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; shipments of the current crop of such plums are expected to begin on or about the effective date hereof; the provisions of this section should be made known to producers, handlers, and distributors of such plums as soon as practicable in order to effectuate the declared policy of the act; such provisions are identical with the aforesaid recommendation of the committee; information concerning such provisions and effective time has been disseminated among handlers of such plums; and compliance with the provisions of this section will not require of handlers any preparation therefor which cannot be completed by the effective time hereof. Such committee meeting was held on May 31, 1966.

(b) *Order.* (1) The provisions of § 917.373 (Plum Regulation 2; 31 F.R. 7242) shall not apply to Kelsey plums during the period specified in subparagraph (2) of this paragraph.

(2) During the period beginning at 12:01 a.m., P.s.t., July 3, 1966, and ending at 12:01 a.m., P.s.t., November 1, 1966, no handler shall ship any package or container of Kelsey plums unless:

(i) Such plums grade at least U.S. No. 1, with a total tolerance of ten (10) percent for defects not considered serious damage in addition to the tolerance permitted by such grade; and

(ii) Such plums are of a size that, when packed in a standard basket, they will pack at least a 4 x 4 standard pack.

(3) When used herein, "U.S. No. 1," "standard pack," and "serious damage" shall have the same meaning as set forth in the U.S. Standards for Grades of Fresh Plums and Prunes (§§ 51.1520–1538 of this title; 31 F.R. 6240, 7169); "standard basket" shall mean the standard basket set forth in paragraph 1 of section 828.1 of the Agricultural Code of California; and except as otherwise specified, all other terms shall have the same meaning as when used in the amended marketing agreement and order.

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

Dated: June 9, 1966.

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

[F.R. Doc. 66–6499; Filed, June 13, 1966; 8:46 a.m.]

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[Plum Reg. 16]

## PART 917—FRESH PEARS, PLUMS, AND PEACHES GROWN IN CALIFORNIA

### Regulation by Size

**§ 917.387 Plum Regulation 16 (Standard).**

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and this part (Order No. 917, as amended; 30 F.R. 15990), regulating the handling of fresh pears, plums, and peaches grown in California, 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 recommendations of the Plum Commodity Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of plums of the variety hereinafter set forth, and in the manner herein provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rulemaking 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); and good cause exists for making the provisions hereof effective not later than the date hereinafter specified. A reasonable determination as to the supply of, and the demand for, such plums must await the development of the crop thereof, and adequate information thereon was not available to the Plum Commodity Committee until the date hereinafter set forth on which an open meeting was held, after giving due notice thereof, to consider the need for, and the extent of, regulation of shipments of such plums; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; shipments of the current crop of such plums are expected to begin on or about the effective date hereof; the provisions of this section should be made known to producers, handlers, and distributors of such plums as soon as practicable in order to effectuate the declared policy of the act; such provisions are identical with the aforesaid recommendation of the committee; information concerning such provisions and effective time has been disseminated among handlers of such plums; and compliance with the provisions of this section will not require of handlers any preparation therefor which cannot be completed by the effective time hereof. Such committee meeting was held on May 31, 1966.

(b) *Order.* (1) During the period beginning at 12:01 a.m., P.s.t., July 10, 1966, and ending at 12:01 a.m., P.s.t., November 1, 1966, no handler shall ship any package or container of Standard plums unless such plums are of a size that, when packed in a standard basket, they will pack at least a 5 x 5 standard pack.

(2) When used herein, "standard pack" shall have the same meaning as set forth in the U.S. Standards for Grades of Fresh Plums and Prunes (§§ 51.1520–1538 of this title; 31 F.R. 6240, 7169); "standard basket" shall mean the standard basket set forth in paragraph 1 of section 828.1 of the Agricultural Code of California; and, except as otherwise specified, all other terms shall have the same meaning as when used in the amended marketing agreement and order.

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

Dated: June 9, 1966.

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

[F.R. Doc. 66–6500; Filed, June 13, 1966; 8:46 a.m.]

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## Chapter XIV—Commodity Credit Corporation, Department of Agriculture

### SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[C.C.C. Grain Price Support Regs., 1966 and Subsequent Crops Grain Sorghum Supp.]

## PART 1421—GRAINS AND SIMILARLY HANDLED COMMODITIES

### Subpart—1966 and Subsequent Crops Grain Sorghum Loan and Purchase Program

*Correction*

In F.R. Doc. 66–6212, appearing at page 8000 of the issue for Tuesday, June 7, 1966, the following correction is made in § 1421.2571, in the matter preceding the first proviso of paragraph (b): The phrase reading "from the point for origin of such grain sorghum" should read "from the point of origin for such grain sorghum".

# Title 29—LABOR

## Subtitle A—Office of the Secretary of Labor

## PART 0—ETHICS AND CONDUCT OF DEPARTMENT OF LABOR EMPLOYEES

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 0 is added to Subtitle A of Title 29 of the Code of Federal Regulations, reading as follows:


Subpart A—General

Sec.
0.735–1 Purpose and scope.
0.735–2 Counseling service.
0.735–3 General.

Subpart B—Conduct

0.735–4 General.
0.735–5 Nondiscrimination.
0.735–6 Indebtedness.
0.735–7 Gambling, betting, and lotteries.
0.735–8 Misuse of official information.
0.735–9 Misuse of Federal property.
0.735–10 Partisan political activities.

Subpart C—Outside Interests, Employment, Business and Professional Activities

0.735–11 General.
0.735–12 Conflict-of-interest laws.
0.735–13 Clearance.

Subpart D—Gifts, Fees, Entertainment, and Favors

0.735–14 Acceptance of gratuities generally.
0.735–15 Payments, expenses, reimbursements, entertainments, etc., from non-Government sources.
0.735–16 Contributions and gifts to superiors.
0.735–17 Permissible gifts.

Subpart E—Statements of Employment and Financial Interests

0.735–18 Regular employees required to submit statements.
0.735–19 Supplementary statements, regular employees.
0.735–20 Special Government employees required to submit statements.
0.735–21 Review procedures.
0.735–22 Statements of top staff and certain other employees.
0.735–23 Confidentiality.
0.735–24 Review of files.
0.735–25 Interests of employees' relatives.
0.735–26 Information not known by employees.
0.735–27 Information not required.
0.735–28 Effect of employees' statements on other requirements.
Appendix A.


AUTHORITY: The provisions of this Part 0 issued under Executive order of May 8, 1965, 30 F.R. 6469, 3 CFR, 1965 Supp.; 5 CFR 735.104.

### Subpart A—General

**§ 0.735–1 Purpose and scope.**

(a) This part is designed to implement provisions of Executive Order 11222 of May 8, 1965, "Prescribing Standards of Ethical Conduct for Government Officers and Employees," and 5 CFR 735.101 et seq. It prescribes standards of conduct for employees of the Department of Labor relating to conflicts of interest arising out of outside employment, private

business and professional activities, and financial interests. It sets forth requirements for the disclosure of such interests by Department employees. In addition, it states basic principles regarding employees' conduct on the job and the ethics of their relationship to the Department as their employer. The head of an administration, bureau, or office may with the approval of the Solicitor, adopt additional standards and procedures, not inconsistent with this part. Any such additional standards and procedures shall be furnished in writing to the employees affected. This part applies to all regular and special Government employees except to the extent otherwise indicated herein. For the purpose of this part:

(1) "Regular employee" means an officer or employee of the Department of Labor, but does not include a special Government employee.

(2) "Special Government employee" means an officer or employee of the Department of Labor who is retained, designated, appointed or employed to perform, with or without compensation, for not to exceed 130 days during any period of 365 consecutive days, temporary duties either on a full-time or intermittent basis.

(3) "Employee" means a regular and a special Government employee.

(b) This part, among other things, reflects prohibitions and requirements imposed by the criminal and civil laws of the United States. However, the paraphrased restatements of criminal and civil statutes in no way constitute an interpretation or construction thereof that is binding upon the Federal Government. Moreover, this part does not purport to paraphrase or enumerate all restrictions or requirements imposed by statutes, Executive orders, regulations or otherwise upon Federal employees. The omission of a reference to any such restriction or requirement in no way alters the legal effect of that restriction or requirement.

§ 0.735-2 Counseling service.

(a) The Solicitor has been designated counselor to the Department in matters within the scope of the regulations in this part. Deputy counselors designated by the Solicitor will be available to consult with employees on questions relating to ethics, conduct, and conflict of interest. Employees are expected to familiarize themselves with the regulations in this part, the laws and regulations on which they are based, and the supplementary instructions issued by the administrations, bureaus, and offices in which they work. Attention of all employees is hereby directed to the statutes set forth in 5 CFR 735.210 (see Appendix A to this part). Attention of employees of the Office of Labor-Management and Welfare-Pension Reports is hereby directed to section 15(b) of the Welfare and Pension Plans Disclosure Act, which prohibits any Department employee from administering or enforcing the Act with respect to any employee organization in which he is a member or employer organization in which he has an interest. Employees who need clarification of the standards of conduct, and related laws, rules, and regulations should consult a deputy counselor.

(b) Each head of an administration, bureau, or office is responsible for assuring that his employees are furnished copies of the regulations in this part not later than 90 days after their approval by the Civil Service Commission. Each new employee shall be furnished such a copy no later than the time of his entrance on duty. The heads of administrations, bureaus, and offices shall assure that employees are advised of the times and places where counseling services are available and the names of the deputy counselors. They shall assure that the regulations in this part are brought to the attention of each employee at least annually and at such other times as circumstances warrant. The Assistant Secretary for Administration shall carry out these functions with regard to employees in the Office of the Secretary.

§ 0.735-3 General.

(a) Failure of an employee to comply with any of the standards of conduct set forth in this part shall be a basis for such disciplinary or other remedial action as may be appropriate to the particular case. Such remedial action may include, but is not limited to:

(1) Changes in assigned duties;

(2) Divestment by the employee of his conflicting interest;

(3) Disciplinary action; or

(4) Disqualification for a particular assignment.

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

(c) The head of an administration may delegate authority under §§ 0.735-8, 0.735-11, 0.735-15, and Subpart E of the regulations in this part. Delegations shall be at the highest practicable level. Delegations of final authority to employing bureaus or offices within such administrations shall be made to no individual lower than the head or acting head of such bureau or office.

## Subpart B—Conduct

§ 0.735-4 General.

(a) The effectiveness of the Department of Labor in serving the public interest depends upon the extent to which the Department and its employees hold the public confidence. Employees are therefore required not only to observe the requirements of Federal laws, policies, orders, and regulations governing official conduct, they must also avoid any apparent conflict with these requirements. Each employee shall avoid situations in which his private interests conflict or raise a reasonable question of conflict with his public duties and responsibility. An employee shall avoid any action, whether or not specifically prohibited, which might result in or create the appearance of using public office for private gain, giving preferential treatment to any person, impeding Government efficiency or economy, losing complete independence or impartiality, making a Government decision outside of official channels, or affecting adversely the confidence of the public in the integrity of the Government.

(b) Employees must conduct themselves in such manner that the work of the Department is effectively accomplished. They must observe the requirements of courtesy, consideration and promptness in dealing with or serving the public and the clientele of the Department. Although it is the policy of the Department of Labor not to restrict or interfere with the private lives of its employees, each employee is expected to conduct himself at all times so that his actions will not bring discredit on the Department or the Federal service. Employees shall not engage in criminal, infamous, dishonest, immoral, or notoriously disgraceful conduct or other conduct prejudicial to the Government.

§ 0.735-5 Nondiscrimination.

No employee in this Department while in the performance of his duty may discriminate against any other employee or applicant for employment because of race, color, religion, national origin, sex, or age.

§ 0.735-6 Indebtedness.

The Department of Labor considers the indebtedness of its employees to be essentially a matter of their own concern. The Department of Labor will not be placed in the position of acting as a collection agency or of determining the validity or amount of contested debts. Nevertheless, failure on the part of an employee without good reason and in a proper and timely manner to honor his just financial obligations, that is, debts acknowledged by him to be valid or reduced to judgment by a court or to make or to adhere to satisfactory arrangements for the settlement thereof may be the cause for disciplinary action. In this connection each employee has a special obligation to meet his responsibilities for payment of Federal, State, and local taxes. For the purpose of this section, "in a proper and timely manner" means in a manner which the Department determines does not, under the circumstances, reflect adversely on the Government as his employer.

§ 0.735-7 Gambling, betting, and lotteries.

An employee shall not participate, while on Government owned or leased property or while on duty for the Government, in any gambling activity, including the operation of a gambling device, in conducting a lottery or pool, in a game for money or property, or in selling or purchasing a numbers slip or ticket. However this section does not preclude activities:

(a) Necessitated by an employee's law enforcement duties; or

(b) Under section 3 of Executive Order 10927 and similar agency-approved activities.

§ 0.735–8 **Misuse of official information.**

Employees may not, except with specific permission or as provided in § 0.735–11 in regard to teaching, lecturing, or writing, directly or indirectly use or allow the use of official information for private purposes or to further a private interest when such information has not been made available to the general public; nor may employees disclose official information in violation of any applicable law, Executive order, or regulation.

§ 0.735–9 **Misuse of Federal property.**

An employee shall not directly or indirectly use or allow the use of Government property, including property leased to the Government, for other than officially approved activities. An employee has a positive duty to protect and conserve such property and shall obey all rules and regulations applicable to its use.

§ 0.735–10 **Partisan political activities.**

Employees are expected to observe the prohibitions on partisan political activities set forth in 18 U.S.C. Chap. 29 and section 9(a) of the Hatch Act. Explanations of the restrictions are set forth in the Employee Handbook, U.S. Civil Service Commission Pamphlet No. 20, and in the Federal Personnel Manual.

## Subpart C—Outside Interests, Employment, Business and Professional Activities

§ 0.735–11 **General.**

(a) In the absence of restrictions made necessary by a Department employee's public responsibilities, he is entitled to the same rights and privileges as all other citizens. There is therefore no general prohibition against Department employees holding jobs, financial interests, or engaging in outside business or professional activities. Indeed, such outside activities as teaching, lecturing, and writing are generally to be encouraged since they frequently serve to enhance an employee's value to the Government as well as to increase the spread of knowledge in our society. The employing administration, bureau, or office, may however, impose reasonable restrictions upon such activities where appropriate and in accordance with § 0.735–1. In addition, an employee may not, whether for or without compensation, engage in teaching, lecturing, or writing that is dependent on information obtained as a result of his Government employment, except when that information has been made available to the general public or will be made available on request or when the head of his employing administration, bureau, or office gives written authorization for the use of nonpublic information on the basis that its use is in the public interest. In addition, an employee who is a Presidential appointee covered by section 401 of Executive Order 11222 of May 8, 1965, shall not receive compensation or anything of monetary value for any consultation, lecture, discussion, writing, or appearance, the subject matter of which is devoted substantially to the responsibilities, programs, or operations of his agency, or which draws substantially on official data or ideas which have not become part of the body of public information.

(b) No employee of the Department of Labor may accept any outside employment, engage in any outside business, professional, or other activity, or have financial interests if such employment, activity, or interests would be in substantial conflict with the interests of the Department or the Government, would interfere with the performance of official duties, would prevent a regular employee from rendering full-time service to the Department or require so much time that his efficiency is impaired, or if such employment, activity, or interests would bring discredit on the Department or the Government. In addition, no employee may engage, directly or indirectly, in a financial transaction as a result of, or relying primarily on, information obtained through his Government employment.

(c) No employee may use or appear to use his Government employment to coerce any person, enterprise, company, association, partnership, society, or other organization or instrumentality to provide financial benefit to himself or another person.

(d) No employee may engage in outside employment under a State or local government except in accordance with Title 5, Part 734, Code of Federal Regulations.

§ 0.735–12 **Conflict-of-interest laws.**

Sections 201 through 209 of Title 18, United States Code, include several restrictions with regard to a Federal employee's outside interests, employment, business and professional activities. These provisions include prohibitions against:

(a) Participation as a Government employee in matters affecting a personal financial interest, including those of a spouse, minor child, partner or organization with which he has a connection or is seeking employment.

(b) Activities in connection with contracts, claims, and other matters in which the Government is a party or has an interest. Receipt of compensation in connection with such matters.

(c) Receipt of compensation for performing Government work from sources other than the Government.

Employees who need guidance concerning the scope and application of these provisions and the exceptions thereto should consult a deputy counselor to the Department.

§ 0.735–13 **Clearance.**

(a) Any employee who is engaged or is planning to engage in outside activities which he believes might be in conflict with this subpart or the conflict-of-interest provision of Title 18, U.S. Code, or might reasonably be so regarded by others shall request clearance from the head of his administration, bureau, or office as to whether such activities are prohibited. The request shall be in writing and shall include, at a minimum the identity of the employee, a statement of the nature of the employment or activity, and the amount of time to be devoted to the employment or activity. The head of the employing administration, bureau, or office may grant clearance only when such clearance would be consistent with applicable laws, orders, and regulations. He shall consult fully with the Solicitor where appropriate. If clearance is not granted, the employee shall not commence or continue the outside employment or activity.

(b) The Secretary or his designee will handle requests for clearance by the heads of administrations, bureaus, offices, Presidential appointees, members of boards or commissions appointed by the Secretary, employees in the immediate Office of the Secretary. Clearance matters involving other employees in the Office of the Secretary will be handled by the head of the employing subdivision within such office which is not a part of a larger subdivision.

## Subpart D—Gifts, Fees, Entertainment, and Favors

§ 0.735–14 **Acceptance of gratuities generally.**

No employee shall solicit, accept, or agree to accept any direct or indirect favor, gift, loan, free service, gratuity, entertainment or other item of economic value which could affect his impartiality or give that appearance, if he has reason to believe that the donor has or is seeking to obtain contractual or other business or financial relations with the Department, conducts operations or activities that are regulated by the Department, has interests that may be substantially affected by the performance or nonperformance of his official duties, or is attempting to reward or influence the employee's official actions. An employee shall not accept a gift, present, decoration, or other thing from a foreign Government unless authorized by Congress as provided by the Constitution and in 5 U.S.C. 114–115a. No regular Government employee may receive any salary or supplementation of salary from a private source as compensation for services to the Government.

§ 0.735–15 **Payments, expenses, reimbursements, entertainment, etc., from non-Government sources.**

(a) An employee may not without the written permission of the head of his employing administration, bureau, or office, or other person responsible for clearance of outside activities under § 0.735–13, accept from non-Government sources any payments, expenses, reimbursements, entertainment, or other item of economic value incident to training, attendance at meetings of any kind, or other activities if such training, meetings, or activities are attended or performed wholly or partially within periods when he is on duty or at such times as the Department pays any expenses incident thereto in whole or in part. Such authorization may not be granted where

prohibited by law or this part and shall be limited to receipt of bona fide reimbursement for actual expenses of travel and other necessary subsistence for which no Government payment or reimbursement is made. However, an employee may not be reimbursed and payment may not be made on his behalf for excessive personal living expenses, gifts, entertainment or other personal benefits.

(b) Permission is not required for receipt of food and refreshments of nominal value on infrequent occasions in the ordinary course of a meeting or training situation in which the employee is properly in attendance.

§ 0.735–16 **Contributions and gifts to superiors.**

No employee may solicit contributions from another employee for a gift to an employee in a superior official position. An employee in a superior official position shall not accept a gift presented as a contribution from employees receiving less salary than himself. An employee shall not make a donation as a gift to an employee in a superior official position. This section does not prohibit voluntary gifts suitable to the occasion for employees retiring, leaving employment with the Department, or on occasions such as marriage, illness, etc.

§ 0.735–17 **Permissible gifts.**

(a) The prohibitions relating to gifts, fees, entertainment and favors do not preclude:

(1) Acceptance of unsolicited advertising or promotional material of nominal intrinsic value;

(2) Acceptance of an award for meritorious public contribution given by a charitable, religious, professional, social, fraternal, nonprofit educational, recreational, public service, or civic organization;

(3) Acceptance of gifts resulting from obvious family or personal relationships when the circumstances make clear that it is those relationships rather than the business of the persons concerned which are the motivating factor;

(4) Acceptance of loans from banks, or other financial institutions on customary terms to finance proper and usual activities;

(5) Acceptance of scholarships, fellowships, and similar forms of assistance which are incident to education or training pursued by an employee on his own time and his own initiative. However, such scholarships are subject to the general prohibitions set forth in § 0.735–14.

(b) Notwithstanding any of the exceptions provided in this subpart, employees are expected to avoid any conflict or apparent conflict between their private interests and those of the Department and to observe the other standards of conduct set forth in Subpart B of this part.

## Subpart E—Statements of Employment and Financial Interests

§ 0.735–18 **Regular employees required to submit statements.**

The following regular employees are required to submit to the head of the employing administration, bureau, or office statements of employment and financial interests on forms furnished by the Department completed in accordance with instructions applicable thereto. Forms shall be submitted not later than 90 days after the effective date of the regulations in this part, if employed on or before that effective date or 30 days after his entrance on duty, but not earlier than 90 days after the effective date if appointed after the effective date:

(a) Employees paid at a level of the Federal Executive Salary Schedule established by the Federal Executive Salary Act of 1964, as amended; except the Secretary of Labor who is subject to separate reporting requirements under section 401 of Executive Order 11222;

(b) Employees in Grade GS–16 or above of the General Schedule established by the Classification Act of 1949 as amended, or in comparable or higher positions not subject to that act;

(c) Employees in hearing examiner position as defined by § 930.202(c) of Civil Service Commission regulations (5 CFR 930.202(c));

(d) All executive or special assistants to the Secretary, Under Secretary, Assistant Secretaries or the Solicitor, Grades GS–13 and above; and

(e) Employees occupying the following positions, regardless of grade, unless otherwise indicated:

OFFICE OF THE SECRETARY

OFFICE OF ADMINISTRATIVE SERVICES

Director.
Chief, Division of Procurement and Contracting.

ASSISTANT ADMINISTRATIVE ASSISTANT SECRETARY

Director, Office of Employee Utilization and Development.
Executive Development Officer.
Supervisory Services Officer.
Chief, Division of Training.

OFFICE OF ORGANIZATION AND MANAGEMENT

Director.

OFFICE OF FINANCIAL MANAGEMENT AND DATA SYSTEMS

Director.
Chief, Data Systems Policy and Planning Staff.

OFFICE OF INFORMATION, PUBLICATIONS AND REPORTS

Deputy Director.
Chief, Visual Services.
Chief, Photographic Services.

OFFICE OF THE SOLICITOR

Deputy Solicitor.
All Associate Solicitors.
All Deputy Associate Solicitors.
All Regional Attorneys.

DIVISION OF LITIGATION

Counsel for Regional Litigation.
Chief Trial Attorney.

DIVISION OF INTERPRETATIONS AND OPINIONS

Counsel for Construction Wage Standards.

DIVISION OF WAGE DETERMINATIONS

Associate Administrator.
Deputy Associate Administrator.

BUREAU OF LABOR STATISTICS

Deputy Associate Commissioner for Administrative Management.
Chief, Division of Fiscal Management and Services.
Chief, Branch of Services and Records.
Chief, Division of Data Processing.

BUREAU OF LABOR STANDARDS

Regional Directors, Office of Occupational Safety.

BUREAU OF INTERNATIONAL LABOR AFFAIRS

DIVISION OF ADMINISTRATION AND MANAGEMENT

Director.
Administrative Officer.

DIVISION OF TRADE UNION EXCHANGE PROGRAMS

Chief.
Deputy Chief.
Labor Adviser.

DIVISION OF INTERNATIONAL EXHIBITIONS

Chief.
Deputy Chief.

DIVISION OF FOREIGN ECONOMIC POLICY

Chief.
International Economist grade GS–12 and above.

OFFICE OF PROGRAM DEVELOPMENT AND COORDINATION DIRECTOR

Director.

OFFICE OF COUNTRY PROGRAMS

American Republics Area Specialist.

WAGE AND HOUR AND PUBLIC CONTRACTS DIVISIONS

Assistant Administrator for Planning and Management.
Assistant to the Administrator.
All Regional Directors.
All Deputy Regional Directors.
All Assistant Regional Directors.
All Assistants to the Regional Director.
All Directors of District Offices.
All Field Office Supervisors.
Director of the Puerto Rico Area Office.

LABOR MANAGEMENT SERVICES ADMINISTRATION

OFFICE OF THE ADMINISTRATOR

The Administrator.
Deputy Administrator.
Director, Office of Administration and Management.

OFFICE OF LABOR-MANAGEMENT POLICY DEVELOPMENT

Director.
Chief, Division of Policy Development.
Chief, Division of Research and Analysis.

OFFICE OF EMPLOYEE MANAGEMENT RELATIONS SERVICE

Director.
Chief, Division of Industrial Relations Services.
Chief, Division of Federal Employee Management Relations.

OFFICE OF LABOR-MANAGEMENT AND WELFARE-PENSION REPORTS

Office of the Director: All professionals.
Division of Compliance Operations: All professionals.
Division of Reports and Analysis:
Director.
Deputy Director.
All Branch Chiefs.
All professionals, Branch of Financial Audit.
Supervisor and Assistant Supervisors, Disclosure Section.
Division of Technical Assistance: Director.

Division of Regulations and Administrative Rulings:
Director.
All branch Chiefs.
Chief, Section of Bonding.
Chief, Section of Rulings (Welfare and Pension Plans).
Field: All professionals.

BUREAU OF EMPLOYEES' COMPENSATION

Assistant Director for Administrative Management.
Assistant Director for Longshoremen's and Harbor Workers' Compensation.
Deputy Commissioners, District Offices.

MANPOWER ADMINISTRATION

OFFICE OF THE MANPOWER ADMINISTRATOR

All positions grade GS-14 and above.

OFFICE OF FINANCIAL AND MANAGEMENT SERVICES

Deputy Director.
Division of Contracting Services: All positions grade GS-13 and above.
Division of Finance:
Division Chief.
All auditor positions.
Division of Management Analysis: Division Chief.
Division of Administrative Services: Division Chief.

OFFICE OF MANPOWER POLICY, EVALUATION AND RESEARCH

Office of Manpower Research:
All Division Chiefs.
Labor Economists and Manpower Research Analysts, grades GS-14 and above.
Office of Special Programs:
Deputy Director.
All professional employees grades GS-13 and above.
Office of Evaluation: Division Chief.

NEIGHBORHOOD YOUTH CORPS

Office of Program Development: All program evaluators, grades GS-12 and above.
Office of Field Operations:
Assistant Director for Field Operations.
Deputy Assistant Director for Field Operations.
Regional Offices:
Regional Directors.
Deputy Regional Directors.
Field Representatives.
Contract Specialists.

BUREAU OF APPRENTICESHIP AND TRAINING

Chief, Division of Administrative Management.
Chief, Division of On-the-Job Training.
Assistant Administrator, Office of Industry Promotion.
All Regional Directors.

BUREAU OF EMPLOYMENT SECURITY

Executive Assistant.
Special Assistant for Program Policy and Planning.
Special Assistant for Federal-State Relationships.
Assistant Administrator for Manpower Operations.
Chief, Office of Field Administration.
Administration and Management Service Office of Management Appraisal: Director.
Division of State Agency Audit and Management Appraisal:
Chief.
Branch of Financial Audit:
Chief.
Supervisory Auditors.
Auditors.
Division of Automatic Data Processing:
Chief.
Digital Computer Analysts.
Division of Federal Management and Administration:
Chief.
Office of Fiscal Policy and Management:
Director.
Financial Manager.
Chief, Division of State Budgets and Fiscal Standards.
Chief, Division of Appropriations and Federal Fiscal Activities.
Unemployment Insurance Service:
Assistant Director.
Chief, Systems Development Staff.
Systems Analysts.
Director, Office of Program Development and Legislation.
Director, Office of Federal Unemployment Insurance Programs and Training Allowances.
Director, Office of State Operations.
Chief, Division of Organization and Management.
U.S. Employment Service:
Office of the Director, Division of State Employment Service Administration:
Assistant Director.
Chief, Branch of Program Budget Requirements.
Office of Employment Service Activities:
Chief, Division of Youth Employment and Guidance Services.
Office of Manpower Analysis and Utilization:
Director.
Director, Division of Research and Publication.
Office of Manpower Training Operations:
Chief, Division of Training Program Development and Approval.
U.S. Employment Service for the District of Columbia:
Director.
Deputy Director.
Assistant Directors.
Managers, local service offices.
Assistant Managers, local service offices.
Chief, Administrative Services.
Assistant Chief, Administrative Services.
Veterans Employment Service:
Assistant Chief.
Office of Farm Labor Service:
Associate Director.
Law Enforcement Specialists.
Division of Domestic Activities:
Chief.
Chief, Branch of Domestic Compliance.
Division of Program Development and Evaluation:
Chief.
Chief, Branch of Budget and Management.
Chief, Division of Research and Wage Activities.
Chief, Division of Labor Contractor's Activities.
Regional Administrators.
Assistant Regional Administrators.

OFFICE OF FEDERAL CONTRACT COMPLIANCE

Office Director.
Assistant Director for Compliance Operations.
Assistant Director for Program Policy.

(f) Additions to, deletions from, and other amendments of the list of positions in paragraph (e) of this section may be made from time to time as necessary to carry out the purpose of the law, Executive Order 11222, and Part 735 of the Civil Service Commission regulations (5 CFR Part 735). Such amendments are effective upon actual notification to the incumbents. The amended list shall be submitted annually for publication in the FEDERAL REGISTER.

### § 0.735-19 Supplementary statements, regular employees.

Changes in, or additions to the information contained in the regular employee's statement of employment and financial interests shall be reported in a supplementary statement at the end of the quarter in which the changes occur. Quarters end March 31, June 30, September 30, and December 31. If there are no changes or additions in a quarter, a negative report is not required. However, a supplementary statement, negative or otherwise, is required as of September 30 each year.

### § 0.735-20 Special Government employees required to submit statements.

(a) Before an individual enters on duty as a special Government employee expert or consultant he is required to submit a statement of employment and financial interest to the head of the employing administration, bureau, or office, on a form furnished by the Department in accordance with the instructions applicable thereto. This requirement applies to all other special Government employee positions unless the head of the employing administration, bureau, or office determines prior to appointment that the duties of the position are of such a nature and at such a level of responsibility that the submission of the statement is not necessary to protect the integrity of the Government. For the purpose of this section, "consultant" and "expert" shall be given the meanings given those terms by Chapter 304 of the Federal Personnel Manual.

(b) Each special Government employee shall keep his statement of employment and financial interests current throughout his employment with the Department by the submission of supplementary statements.

### § 0.735-21 Review procedures.

(a) Except as provided in § 0.735-22, the head of each administration, bureau, or office, or designee, shall promptly review each initial and supplementary statement of employment and financial interests required by this part. No individual may enter on duty as a special Government employee if the head of the employment administration, bureau, or office determines that employment would be in conflict with the standards set forth in this part, or other applicable regulations, laws or orders.

(b) Before the head of an administration, bureau, or office disapproves a statement of employment and financial interest submitted by a regular or special Government employee, because it reveals a conflict or apparent conflict of interest such employee must be given an opportunity to explain the conflict or apparent conflict of interest. If, after adequate investigation, the head of the employing administration, bureau or office disapproves an employee's statement of employment and financial interests, he shall promptly notify the employee of the disapproval and recommend appropriate remedial action pursuant to § 0.735-3. If the employee is unwilling

or unable to take such action, the head of the employing administration, bureau or office shall forthwith transmit the employee's statement of employment and financial interest and other pertinent information to the Solicitor. The Solicitor shall review all such forms and recommend appropriate action on such statements of employment and financial interest to the Under Secretary. If the Under Secretary disapproves, the head of the employing administration, bureau or office shall initiate appropriate remedial action under § 0.735-3 and other applicable laws, order, and regulations. Pending any final determination with regard to an employee's statement of employment and financial interests, the head of the employing administration, bureau or office shall relieve the employee of any duties which appear to conflict with a private interest or activity and assign him other duties.

§ 0.735-22 Statements of top staff and certain other employees.

Statements of employment and financial interests submitted by the heads of administrations, bureaus, officers, Presidential appointees, members of boards or commissions appointed by the Secretary, the heads of subdivisions within the Office of the Secretary which are not a part of larger administrative subdivisions within such office, and employees in the immediate Office of the Secretary will be reviewed by the Secretary or the individual designated by him. Statements of employment and financial interests submitted by employees in the Office of the Secretary other than those specified above, will be reviewed by the head of the employing subdivision within such office which is not a part of a larger subdivision in accordance with § 0.735-21.

§ 0.735-23 Confidentiality.

The Department shall hold each statement of employment and financial interests and supplementary statements in confidence. Statements shall be kept in a special file maintained by the head of the administration, bureau, office, or other official responsible for review in such administrative subdivision of the Department where the individual is employed. No statement or copy thereof may be placed in an employee's personnel file. No individual may examine any statement or copy thereof without the approval of the Solicitor for good cause shown, except in fulfillment of responsibilities of his responsibilities under the regulations in this part. No information from a statement of employment and financial interests may be disclosed outside of the Department of Labor except as the Secretary, or the Civil Service Commission may determine for good cause shown.

§ 0.735-24 Review of files.

The Solicitor or his designee may from time to time examine the files containing statements of employment and financial interests and supplementary statements, including those approved by the heads of administrations, bureaus, or offices. He shall report any conflict discovered thereby to the appropriate Department official.

§ 0.735-25 Interests of employees' relatives.

For the purpose of the statements of employment and financial interests required by this subpart, the interest of a spouse, minor child, or other member of the employee's immediate household is considered to be an interest of the employee. For the purpose of this section, "member of an employee's immediate household" means those blood relations who are residents of the employee's household.

§ 0.735-26 Information not known by employees.

If any information required to be included on a statement of employment and financial interests or supplementary statement, including holdings placed in trust, is not known to the employee but is known to another person, the employee shall request that other person to submit information in his behalf.

§ 0.735-27 Information not required.

This subpart does not require an employee to submit on a statement of employment and financial interests or supplementary statement any information relating to the employee's connection with, or interest in, a professional society or charitable, religious, social, fraternal, recreational, public service, civic, or political organization or a similar organization not conducted as a business enterprise. For the purpose of this section, educational and other institutions doing research and development or related work involving grants of money from or contracts with the Government are deemed "business enterprises" and are required to be included in an employee's statement of employment and financial interests.

§ 0.735-28 Effect of employees' statements on other requirements.

The statements of employment and financial interests and supplementary statements required of employees are in addition to, and not in substitution for, or in derogation of, any similar requirements imposed by law, order, or regulation. The submission of a statement or supplementary statement by an employee does not permit him or any other person to participate in a matter in which his or the other person's participation is prohibited by law, order, or regulation.

This Part 0 was approved by the Civil Service Commission on April 1, 1966.

*Effective date.* This Part 0 shall become effective upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., this 7th day of June 1966.

W. WILLARD WIRTZ,
*Secretary of Labor.*

APPENDIX A

Attention of the employees of the Department of Labor is hereby directed to the following statutory provisions:

(a) House Concurrent Resolution 175, 85th Congress, 2d Session, 72 Stat. 312, the "Code of Ethics for Government Service".

(b) Chapter 11 of title 18, United States Code, relating to bribery, graft, and conflicts of interest, as appropriate to the employees concerned.

(c) The prohibition against lobbying with appropriated funds (18 U.S.C. 1913).

(d) The prohibitions against disloyalty and striking (5 U.S.C. 118p, 118r).

(e) The prohibition against the employment of a member of a Communist organization (50 U.S.C. 784).

(f) The prohibitions against (1) the disclosure of classified information (18 U.S.C. 798, 50 U.S.C. 783); and (2) the disclosure of confidential information (18 U.S.C. 1905).

(g) The provision relating to the habitual use of intoxicants to excess (5 U.S.C. 640).

(h) The prohibition against the misuse of a Government vehicle (5 U.S.C. 78c).

(i) The prohibition against the misuse of the franking privilege (18 U.S.C. 1719).

(j) The prohibition against the use of deceit in an examination or personnel action in connection with Government employment (5 U.S.C. 637).

(k) The prohibition against fraud or false statements in a Government matter (18 U.S.C. 1001).

(l) The prohibition against mutilating or destroying a public record (18 U.S.C. 2071).

(m) The prohibition against counterfeiting and forging transportation requests (18 U.S.C. 508).

(n) The prohibitions against (1) embezzlement of Government money or property (18 U.S.C. 641); (2) failing to account for public money (18 U.S.C. 643); and (3) embezzlement of the money or property of another person in the possession of an employee by reason of his employment (18 U.S.C. 654).

(o) The prohibition against unauthorized use of documents relating to claims from or by the Government (18 U.S.C. 285).

(p) The prohibition against proscribed political activities—The Hatch Act (5 U.S.C. 1181), and 18 U.S.C. 602, 603, 607, and 608.

[F.R. Doc. 66-6489; Filed, June 13, 1966; 8:45 a.m.]

# Title 32—NATIONAL DEFENSE

## Chapter VII—Department of the Air Force

### SUBCHAPTER W—AIR FORCE PROCUREMENT INSTRUCTION

## PART 1003—PROCUREMENT BY NEGOTIATION

### Letter Contract

*Correction*

In F.R. Doc. 66-5879, appearing at page 7684 of the issue for Saturday, May 28, 1966, the following item should be inserted imediately above the item reading "Proposal cutoff ¹", in the Title and Date table of § 1003.408(c)(3)(x)(*i*):

Issuance of RFP______________________

# Title 33—NAVIGATION AND NAVIGABLE WATERS

## Chapter II—Corps of Engineers, Department of the Army

## PART 203—BRIDGE REGULATIONS

### Miscellaneous Amendments

1. Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U.S.C. 499), paragraph (f)(11) of § 203.245 governing the operation of the highway bridge across South River at Riva, Md., and § 203.250 governing the operation of the highway bridge across an Inlet from Little Annemessex River at Crisfield, Md., are revoked effective on publication in the FEDERAL REGISTER since drawbridges are no longer in existence at these locations, as follows:

**§ 203.245 Navigable waters discharging into the Atlantic Ocean south of and including Chesapeake Bay and into the Gulf of Mexico, except the Mississippi River and its tributaries and outlets; bridges where constant attendance of draw tenders is not required.**

* * * * *

(f) *Waterways discharging into Chesapeake Bay.* * * *

(11) South River, Md.; Anne Arundel County highway bridge at Riva. [Revoked]

* * * * *

**§ 203.250 Inlet from Little Annemessex River, Md.; bridge (highway) at Crisfield, Md. [Revoked]**

[Regs., May 26, 1966, 1507-32 (South River and Inlet From Little Annemessex River, Md.)-ENGCW-ON] (sec. 5, 28 Stat. 362; 33 U.S.C. 499)

2. Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U.S.C. 499), § 203.560 is hereby amended with respect to paragraph (g), revising subparagraph (17) in its entirety effective 30 days after publication in the FEDERAL REGISTER, as follows:

**§ 203.560 Mississippi River and its tributaries and outlets; bridges where constant attendance of draw tenders is not required.**

* * * * *

(g) Ohio River and Upper Mississippi River:

(17) St. Croix River, Wisconsin and Minnesota; The Soo line Railroad Co. bridge near Otisville, Minn. The draw need not be opened for the passage of vessels, and paragraphs (b) to (e), inclusive, of this section shall not apply to this bridge.

* * * * *

[Regs., May 24, 1966; 1507-32 (St. Croix River, Wisconsin and Minnesota)-ENGCW-ON] (sec. 5, 28 Stat. 362; 33 U.S.C. 499)

3. Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U.S.C. 499), § 203.640 governing the operation of bridges across Red River of the North, Minnesota and North Dakota is hereby amended to permit these bridges to remain in a closed position, effective 30 days after publication in the FEDERAL REGISTER, as follows:

**§ 203.640 Red River of the North, Minnesota and North Dakota; bridges.**

The draws of the drawbridges across the river need not be opened for the passage of vessels.

[Regs., May 24, 1966, 1507-32 (Red River of the North, Minnesota and North Dakota)-ENGCW-ON] (sec. 5, 28 Stat. 362; 33 U.S.C. 499)

J. C. LAMBERT,
*Major General, U.S. Army,*
*The Adjutant General.*

[F.R. Doc. 66-6482; Filed, June 13, 1966; 8:45 a.m.]

# Title 49—TRANSPORTATION

## Chapter I—Interstate Commerce Commission

### SUBCHAPTER B—CARRIERS BY MOTOR VEHICLE

[No. MC-C-329]

## PART 170—COMMERCIAL ZONES

### Davenport, Iowa; Rock Island and Moline, Ill.

At a session of the Interstate Commerce Commission, division 1, held at its office in Washington, D.C., on the 1st day of June A.D. 1966.

It appearing, that on September 8, 1960, the Commission, division 1, made and filed its report, 83 M.C.C. 441, and order in the above-entitled proceeding, establishing the limits of the zone adjacent to and commercially a part of Davenport, Iowa-Rock Island and Moline, Ill., within the meaning of section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)), within which zone transportation by motor vehicle, in interstate or foreign commerce, is partially and conditionally exempt from regulation;

It further appearing, that by petition filed March 14, 1966, Caterpillar Tractor Co. seeks redefinition of the limits of the Davenport-Rock Island-Moline commercial zone so as to include therein a tract of land in Iowa immediately north of the present northern boundary formed by the Davenport Township-Sheridan Township line and adjacent to the eastern boundary of Mount Joy Airport:

It further appearing, that pursuant to section 4(a) of the Administrative Procedure Act (5 U.S.C. 1003(a)) notice of the filing of the petition was published in the FEDERAL REGISTER March 23, 1966 (31 F.R. 4849), stating that no oral hearing was contemplated and inviting parties to file representations supporting or opposing the proposed extension of the zone limits;

It further appearing, that no representations in opposition to the proposal have been filed, and that the economic and geographic data submitted by petitioner clearly establish that the involved tract is as an economic fact commercially a part of Davenport-Rock Island-Moline and should be included within the defined limits of those cities' commercial zone;

and good cause appearing therefor:

*It is ordered,* That said proceeding be, and it is hereby, reopened for further consideration.

*It is further ordered,* That the order entered in this proceeding September 8, 1960 (49 CFR 170.10) be, and it is hereby, vacated and set aside, and § 170.10 is hereby revised as follows:

**§ 170.10 Davenport, Iowa; Rock Island and Moline, Ill.**

For the purpose of administration and enforcement of Part II of the Interstate Commerce Act, the zones adjacent to and commercially a part of Davenport, Iowa, Rock Island and Moline, Ill., in which transportation by motor vehicle, in interstate or foreign commerce, not under a common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such municipalities or zones, will be partially exempt from regulation under section 203(b)(8) of the act (49 U.S.C. 303(b)(8)) are hereby determined to be coextensive and to include and to be comprised of the following:

(a) All points within the corporate limits of the city of Davenport and the city of Bettendorf, and in Davenport Township, Iowa.

(b) All points north of Davenport Township within that portion of Sheridan Township, Iowa, bounded by a line as follows: Beginning at the points where U.S. Highway 61 crosses the Davenport-Sheridan Township line and extending northward along U.S. Highway 61 to the right-of-way of the Chicago, Milwaukee, St. Paul & Pacific Railroad Co., thence northwesterly along said right-of-way to its junction with the first east-west unnumbered highway, thence westerly approximately 0.25 mile to its junction with a north-south unnumbered highway, thence southerly along such unnumbered highway to the northeast corner of Mount Joy Airport, thence along the northern and western boundaries of said airport to the southwestern corner thereof, and thence south in a straight line to the northern boundary of Davenport Township.

(c)(1) That part of Iowa lying west of the municipal limits of Davenport south of Iowa Highway 22, north of the Mississippi River and east of the present western boundary of the Dewey Portland Cement Co., at Linwood, including points on such boundaries, and (2) that part of Iowa east of the municipal limits of Bettendorf, south of U.S. Highway 67, west of a private road running between U.S. Highway 67 and Riverside Power Plant of the Iowa-Illinois Gas & Electric Co., and north of the Mississippi River, including points on such boundaries.

(d) The municipalities of Carbon Cliff, Silvis, East Moline, Moline, Rock Island, and Milan, Ill., and that part of Illinois lying south or east of such municipalities, within a line as follows: Beginning at a point where Illinois Highway 84

crosses the southern municipal limits of Carbon Cliff and extending southerly along such highway to its junction with Colona Road, thence westerly along Colona Road to Bowlesburg Road, thence southerly on Bowlesburg Road to the southern boundary of Hampton Township, thence along the southern boundaries of Hampton and South Moline Townships to U.S. Highway 150, thence southerly along U.S. Highway 150 to the southern boundary of the Moline Airport, thence along the southern and western boundaries of the Moline Airport to Illinois Highway 92, and thence along Illinois Highway 92 to the corporate limits of Milan.

(e) All points in Illinois within one-half mile on each side of Rock Island County State Aid Route No. 9 extending southwesterly from the corporate limits of Milan for a distance of 1 mile, including points on such highway.

(49 Stat. 546, as amended; 49 U.S.C. 304. Interprets or applies 49 Stat. 543, as amended, 544, as amended; 49 U.S.C. 302, 303)

*It is further ordered*, That this order shall become effective July 18, 1966, and shall continue in effect until the further order of the Commission.

*And it is further ordered*, That notice of this order shall be given to the general public by depositing a copy thereof in the Office of the Secretary of the Commission at Washington, D.C., and by filing a copy with the Director, Office of the Federal Register.

By the Commission, Division 1.

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

[F.R. Doc. 66-6506; Filed, June 13, 1966; 8:47 a.m.]

# Notices

## DEPARTMENT OF THE TREASURY

### Office of the Secretary

[Dept. Circ. 570, 1965 Rev. Supp. No. 21]

### PROVIDENT INSURANCE CO. OF NEW YORK

#### Termination of Authority To Qualify as Surety on Federal Bonds

JUNE 8, 1966.

Notice is hereby given that the Certificate of Authority issued by the Secretary of the Treasury to the Provident Insurance Co. of New York, New York, N.Y., under the provisions of the Act of Congress, approved July 30, 1947 (6 U.S.C. 6–13), to qualify as sole surety on recognizances, stipulations, bonds and undertakings permitted or required by the laws of the United States, is hereby terminated, upon the request of the company, effective December 31, 1965.

Bond-approving officers of the Government should, in instances where such action is necessary, secure new bonds with acceptable sureties in lieu of bonds executed by Provident Insurance Co. of New York.

[SEAL] JOHN K. CARLOCK,
*Fiscal Assistant Secretary.*

[F.R. Doc. 66-6503; Filed, June 13, 1966; 8:46 a.m.]

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[Dept. Circ. 570, 1965 Rev. Supp. No. 20]

### ROYAL EXCHANGE ASSURANCE

#### Termination of Authority To Qualify as Reinsurer of Federal Bonds

JUNE 8, 1966.

Notice is hereby given that the Certificate of Authority issued by the Secretary of the Treasury to The Royal Exchange Assurance, London, England (U.S. Office, New York, N.Y.), under the provisions of Treasury Department Circular No. 297, dated July 5, 1922, as amended, 31 CFR Part 223, to qualify as an acceptable reinsuring company only, on recognizances, stipulations, bonds, and undertakings permitted or required by the laws of the United States is hereby terminated, upon the request of the Company, effective December 31, 1965.

Bond-approving officers of the Government should, in instances where such action is necessary, secure new reinsurance with acceptable sureties in lieu of the reinsurance on Federal bonds assumed by The Royal Exchange Assurance, pursuant to the Certificate of Authority issued the Company by the Secretary of the Treasury.

[SEAL] JOHN K. CARLOCK,
*Fiscal Assistant Secretary.*

[F.R. Doc. 66-6504; Filed, June 13, 1966; 8:46 a.m.]

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

### ALASKA

#### Notice of Proposed Withdrawal and Reservation of Lands

JUNE 6, 1966.

The General Services Administration has filed an application, Serial Number Fairbanks 035266, for withdrawal of the lands described below, from all forms of appropriation under the public lands laws, including the mining laws, mineral leasing laws, grazing laws, and disposal of material under the Materials Act of 1947, as amended. The applicant desires the land to construct a Border Station.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the District and Land Office Manager, Bureau of Land Management, Department of the Interior, Post Office Box 1150, Fairbanks, Alaska, 99701.

The authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's and to reach agreement on the concurrent management of the lands and their resources.

He will also prepare a report for consideration by the Secretary of the Interior, who will determine whether or not the lands will be withdrawn as requested.

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

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

The land involved in the application is:

Unapproved U.S. Survey 4404, located on the Alaska Highway at the Alaska-Canadian border containing approximately 38.2 acres.

LYLE F. JONES,
*Acting State Director.*

[F.R. Doc. 66-6511; Filed, June 13, 1966; 8:47 a.m.]

## DEPARTMENT OF AGRICULTURE

### Commodity Credit Corporation

### JUTE BAGGING AND BALE TIES USED IN WRAPPING COTTON

#### Notice of Specifications

Notice is hereby given that, beginning with the 1967 crop of cotton, when cotton tendered to Commodity Credit Corporation for price support is wrapped in jute bagging, the total weight of bale ties and buckles shall be 9 pounds per bale plus or minus one-half pound, and the bagging (1) must be new material which has been manufactured specifically for cotton bale covering and which meets the Physical Requirements for New Jute Bagging below or must be used bagging which meets the Physical Requirements for Jute Bagging Manufactured from Used Jute Bags (and Commonly Referred to as "Sugar Cloth Bagging") below, and (2) must meet the Other Requirements for All Bagging below:

PHYSICAL REQUIREMENTS FOR NEW JUTE BAGGING [1]

Length: 108 inches minimum for flat bales; 96 inches minimum for standard density bales; 112 inches maximum for flat or standard density bales.

Weight: 32 ounces per running yard of bagging (plus or minus 2 ounces) at 13.75 percent moisture content (not moisture regain). Bagging which is not more than 4 ounces per running yard heavier than this prescribed weight may be used for standard density bales if the bagging is 96 inches but not to exceed 100 inches in length.

Width: 47½ inches minimum, 50 inches maximum. Weft (Filling) Yarns: Minimum size of 40 pounds per spyndle (14,400 yards).

Warp Yarns: Equal to or larger than weft yarns but not less than 75 pounds per spyndle.

Number of Warp Yarns: Minimum of 41 per 12 inches.

Number of Weft (Filling) Yarns: Minimum of 25 per 12 inches.

PHYSICAL REQUIREMENTS FOR JUTE BAGGING MANUFACTURED FROM USED JUTE BAGS (AND COMMONLY REFERRED TO AS "SUGAR CLOTH BAGGING") [1]

Length: 108 inches minimum for flat bales; 96 inches minimum for standard density bales; 112 inches maximum for flat or standard density bales.

Weight: 32 ounces per running yard of bagging (plus or minus two ounces) at 13.75 percent moisture content (not moisture regain). Bagging which is not more than 4 ounces per running yard heavier than this prescribed weight may be used for standard density bales if the bagging is 96 inches but not to exceed 100 inches in length.

Width: 48 inches minimum, 52 inches maximum.

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[1] The bagging must not contain any hard fibers, such as sisal.

The bagging must have been manufactured from good quality heavy jute bags previously used for products such as sugar, coffee, cocoa, etc., and must be clean, in sound condition, and of sufficient strength to adequately protect the cotton. The bags used in the manufacture of the bagging must not have been previously used as a container for any material which would leave a residue that would contaminate or adversely affect the cotton or contain any fibers which would adversely affect the cotton.

OTHER REQUIREMENTS FOR ALL BAGGING

Cotton wrapped in bagging to which any kind of salt or other corrosive or hygroscopic material has been added will not be eligible for tender to CCC.

TEST METHODS

The following testing methods will be used by Commodity Credit Corporation in determining whether jute bagging used to wrap cotton tendered for CCC loan beginning with the 1967-crop of cotton meets the above specifications. Each sample of bagging selected for testing will consist of one panel or sample strip (one-half pattern).

*Length.* The length of the sample will be measured directly using a measuring stick, steel tape, or other suitably graduated device.

The sample will be laid out flat on a smooth horizontal surface without stretch and the length of both selvages measured. The length of the sample will be the average of the two selvage measurements rounded to the nearest inch.

Measurement will be made on the sample in equilibrium with standard atmospheric conditions as specified in A.S.T.M. D 1776–62T.

*Width.* The width of the sample will be measured directly using a measuring stick, steel tape, or other suitably graduated device, and will include the selvages.

The sample will be laid out flat on a smooth horizontal surface without stretch and the measurements made perpendicular to the selvages. Three width measurements will be taken on each sample. One measurement will be made at the center of the sample and two other measurements will be made approximately 12 inches in from each end of the sample. The average of the three measurements, rounded to the nearest one-half inch, will be the width.

Measurements will be made on the sample in equilibrium with standard atmospheric conditions as specified in A.S.T.M. D 1776–62T.

*Warp yarn count.*[2] The number of warp ends in the width of the sample, including the selvages, will be counted at each end of the sample. The average of the two counts divided by the width, as determined above, and multiplied by 12 will be the warp yarn count per 12 inches.

*Weft yarn count.*[2] The number of weft (filling) yarns over a measured length of 36 inches on each sample will be counted. The number counted divided by 3 will be the weft yarn count per 12 inches.

*Weight.* The ounces per linear yard of the sample will be calculated by multiplying the weight of the sample in ounces by 36 and dividing the result by the length of the sample in inches.

$$\text{Ounces per linear yard} = \frac{\text{weight of the simple in ounces} \times 36}{\text{length of the sample in inches}}$$

The weight will be calculated on the basis of 13.75 percent moisture content. Overlap in excess of 2½ inches at seams, ends, sides, and patches will be eliminated by trimming before the sample is weighed.

*Warp rove size.*[2] Ten warp ends spaced equally across the width of the sample will be removed, measured and cut to 1½ yards each for a total of 15 yards. The 15 yards of warp rove will be weighed in ounces and converted to pounds per spyndle by multiplying the weight in ounces by 60.[3]

$$\text{Pounds per spyndle} = \text{weight in ounces} \times 60$$

Warp rove size will be calculated on the basis of 13.75 percent moisture content.

*Weft rove size.*[2] Slightly more than 15 yards of unbroken weft rove will be removed from the sample. Fifteen yards of weft rove will be obtained by winding on a measuring reel with the strands distributed so that there is no overlapping. The 15 yards of weft rove will be weighed in ounces and converted to pounds per spyndle by multiplying the weight in ounces by 60.[3]

$$\text{Pounds per spyndle} = \text{weight in ounces} \times 60$$

Weft rove size will be calculated on the basis of 13.75 percent moisture content.

Signed at Washington, D.C., on June 9, 1966.

H. D. GODFREY,
*Executive Vice President,*
*Commodity Credit Corporation.*

[F.R. Doc. 66-6518; Filed, June 13, 1966; 8:48 a.m.]

[2] Not applicable to jute bagging manufactured from used jute bags commonly referred to as "sugar cloth bagging".

[3] Additional tests will be made as may be necessary to obtain a value for the rove size that is representative of the sample.

# DEPARTMENT OF COMMERCE

## Maritime Administration

[Docket S-194]

## MOORE-McCORMACK LINES, INC.

### Notice of Application

Notice is hereby given that Moore-McCormack Lines, Inc., has filed application dated June 9, 1966, for written permission under section 805(a) of the Merchant Marine Act, 1936, as amended, to permit its owned vessel the SS *Robin Mowbray*, which is under extended time charter to States Marine Lines, Inc., for a period of about 9 to 12 months from September 4, 1965, to load a full cargo of pineapples from Hawaiian ports commencing on or about June 25, 1966, for discharge at U.S. Atlantic ports north of Hatteras.

Interested parties may inspect this application in the Office of Government Aid, Maritime Administration, Room 4077, GAO Building, 441 G Street NW., Washington, D.C.

Any person, firm or corporation having any interest (within the meaning of section 805(a)) in such application and desiring to be heard on issues pertinent to section 805(a) or submit a written statement with reference to the application must, before the close of business on June 20, 1966, make such submission or notify the Assistant Secretary, Maritime Subsidy Board/Maritime Administration in writing, in triplicate, and file petition for leave to intervene which shall state clearly and concisely the grounds of interest, and the alleged facts relied on for relief. Notwithstanding anything in § 201.78 of the rules of practice and procedure, Maritime Subsidy Board/Maritime Administration (46 CFR 201.78) petitions for leave to intervene received after the close of business June 20, 1966, will not be granted in this proceeding.

If no petitions for leave to intervene are received within the specified time, or if it is determined that petitions filed do not demonstrate sufficient interest to warrant a hearing, the Maritime Subsidy Board/Maritime Administration will take such action as may be deemed appropriate.

In the event petitions are received from parties with standing to be heard on the application, a hearing will be held June 23, 1966, at 10 a.m., e.d.t., in Room 4519, General Accounting Office Building, 441 G Street NW., Washington, D.C. The purpose of the hearing will be to receive evidence under section 805(a) relative to whether the proposed operation (a) could result in unfair competition to any person, firm, or corporation operating exclusively in the coastwise or intercoastal service or (b) would be prejudicial to the objects and policy of the Act.

Dated: June 10, 1966.

By order of the Maritime Subsidy Board/Maritime Administration.

JOHN M. O'CONNELL,
*Assistant Secretary.*

[F.R. Doc. 66-6542; Filed, June 13, 1966; 8:49 a.m.]

# CIVIL AERONAUTICS BOARD

[Docket No. 16080; Order No. E-23798]

## AIR TRANSPORT ASSOCIATION OF AMERICA

### Agreements Filed by Several Air Carriers Relative to Incentive Discounts for Containerized Shipments and Related Provisions

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 9th day of June 1966.

Pursuant to the provisions of section 412 of the Federal Aviation Act of 1958, the Air Transport Association of America (ATA) has filed two container agreements on behalf of certain air carriers for Board approval.

Following the Board's order suspending and setting for investigation the carriers' Unit-load tariffs,[1] American Airlines, Inc. (American), and The Flying Tiger Line, Inc. (Flying Tiger), requested authority from the Board to permit the carriers to hold discussions on containerization, for the reason that, inter alia, "it would be desirable for the

[1] Unit-load tariffs proposed by American Airlines, Inc., Trans World Airlines, Inc., United Air Lines, Inc., Docket 15910, Order E-21873, dated Mar. 5, 1965. These tariffs have since been withdrawn, and the investigation has been dismissed.

industry to reach agreement on a generally acceptable container program that could be put into effect at an early date." The Board approved the carriers' request and such discussions were ultimately authorized through January 31, 1966.[2]

As the result of several meetings, beginning on June 8, 1965, and concluding on January 11, 1966, the carriers have filed with the Board two container agreements.

Both agreements are applicable within the continental United States (the 48 contiguous States and the District of Columbia), and between the continental United States and Puerto Rico. Hawaii and Alaska are not included. The Type A agreement is further limited to sectors of over 1,000 miles operated with all-cargo aircraft, subject to the proviso that specific commodity rates conditioned on shipper loading and consignee unloading may be filed on shorter segments.

Agreement CAB No. 18600, covering Type A Containers, was filed on October 28, 1965, on behalf of Airlift International Airlines, Inc. (Airlift), American, Eastern Air Lines, Inc. (Eastern), Flying Tiger and United Air Lines, Inc. (United). These carriers propose to offer an incentive discount, representing ground handling and terminal savings to the carrier of $1.00 per 100 pounds to shippers of full pallet-loads,[3] subject to a minimum cubic capacity of 370 cubic feet and a minimum weight computed at 10 pounds per cubic foot (a minimum weight of 3,700 pounds), irrespective of whether the pallet is owned by the shipper or the carrier. A rental charge, computed at 2 cents per cubic foot, would also be assessed when the device is leased to the shipper by the carrier. Shipments under 1,000 miles are precluded in this agreement, as are some commodities.[4]

Agreement CAB No. 18600–A1, covering Type B, C, and D containers, was filed on February 10, 1966, on behalf of Airlift,[5] American, Delta Air Lines, Inc. (Delta), Flying Tiger, Trans World Airlines, Inc. (TWA), and United. This agreement covers three types of shipper-owned box-like containers, each specified as a maximum size with varying incentive discounts, as set forth in Table 1.[5a] When shipments are equal to or above a minimum density of 10 pounds per cubic foot, discounts would be offered for each 100 pounds, representative of ground handling and terminal savings, namely, $0.75 for the Type B container, $0.55 for Type C, and $0.35 for Type D. In addition, any poundage over the specified minimum of 10 pounds per cubic foot (LB/CFT) again with some commodity exclusions,[4] would be granted a further discount of 33⅓ percent on general commodity rate traffic, or 15 percent on specific commodity rate traffic.

Complaints and protests have been received from the Air Freight Forwarder Association, the Society of American Florists, and the California Grape and Tree Fruit League. In summary, the complaints variously allege that (1) the size of the Type A container is too large to be generally used by the air freight forwarder industry; (2) the proposed (Type A) incentive discount of $1.00 per 100 pounds will not cover the added costs to the forwarder who is expected to lease or purchase, load, pickup and deliver the container; (3) certain categories of cargo, principally perishables, including cut flowers and fruits, have been excluded for no apparent reason, with the resulting elimination of one of the most likely markets for any containerization program; (4) there is no showing that savings in ground handling and terminal costs would not accrue equally to perishables, or to shipments under 1,000 miles in length; and (5) containerized rates which exclude floral products and fresh fruits are unduly discriminatory in violation of section 404(b) of the Federal Aviation Act. It is the view of the California Grape and Tree Fruit League that the air carriers should encourage the participation of their industry in the experimental containerization program, particularly because of the enormous potential cost savings and revenue increases which the fresh fruit air movement holds for the air carriers. The carriers. The carriers in replying state that present rates on such products are at the lowest return possible, reflect technological developments and aircraft capacity, and that the schedule patterns and market segments covering the shippers' primary and secondary requirements presently allow shippers to take advantage of the best market price at the lowest possible transportation cost.

The Air Freight Forwarders Association also asks that approval of the Type A Container Agreement be withheld pending presentation to the Board by the air carriers of a more comprehensive proposal.

Upon consideration of the complaints and other relevant matters, the Board does not find Agreements CAB Nos. 18600 and 18600–A1 to be adverse to the public interest or in violation of the Act and has determined to approve them for an experimental period, subject to certain conditions. Accordingly, the complaints and protests of the Air Freight Forwarders Association, the Society of American Florists, and the California Grape and Tree Fruit League, to the extent not granted will be dismissed. To the extent that these complaints oppose the omission of smaller containers from the Type A agreement, the filing of the Type B/C/D Containers Agreement has answered this objection.

*Exclusion of certain traffic.* It appears to the Board that containerization incentives should be afforded all products, and that the exclusion of any product should be accompanied by forceful reasons therefor. In the absence of a contrary showing, it would appear that the carriers should realize cost savings from containerization of these items equivalent to the savings on other commodities. In these circumstances, the exclusion appears to be unreasonable and unwarranted. Since the carriers have not adequately justified the exclusion of the cut flowers, fresh fruits and other selected specific commodities, the Board will disapprove this provision.

*Limitation of Type A agreement to all-cargo aircraft sectors of over 1,008 miles.* The California Grape and Tree Fruit League protests this limitation. No reason for this limitation is given in the minutes of the carriers' meetings, and we note that no such limitation applies to the Type B/C/D containers. It would appear that the savings of ground handling expenses and terminal costs related to the use of containers would be realized irrespective of the length of haul of the shipment. On the basis of the matters before us, there is no valid reason to exclude the many markets of under 1,000 miles in length from the same container provisions as longer haul markets would enjoy. Therefore, we find such exclusion adverse to the public interest and will disapprove it.

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[2] Order E–22190, dated May 20, 1965, Docket 16080. See also Order E–22276, dated June 7, 1965, and Order E–22398, dated July 1, 1965, regarding the participation of Alaska Airlines, Inc., Pan American World Airways, Inc., Seaboard World Airlines, Inc., and the air freight forwarders in the container discussions. Extensions of the container discussion terminal date were granted by the Board on Aug. 18, 1965 (Order E–22556); on Nov. 10, 1965 (Order E–22872); and on Jan. 10, 1966 (Order E–23104).

[3] American and United presently offer an "igloo" and a "hula hut," respectively. These devices are essentially a pallet with a metal or plastic hood matching the curved configuration of the main cabin of their jet freighter aircraft (see Table 1 and attachments thereto). Other carriers employ a base pallet, and confine the shape of the stacked cargo to the aircraft's interior dimensions. All of these devices represent Type A containers.

[4] Live animals, human remains, person effects moving on U.S. Government bill of lading (Type B/C/D only), and perishables are excluded from the proposed containerization discounts; perishables are defined as:
Fruits, fresh.
Vegetables, fresh.
Meat, fresh.
(Type A) Fish and Seafood fresh, frozen, not further processed.
(Type B/C/D) Fish and Seafood, fresh.
Hatching eggs.
Cut flowers.
Florist/Nursery stock, including decorative greens and rooted cuttings.

[5] Airlift joined the Agreement on Feb. 11, 1966.

[5a] Filed as part of the original document.

*Density incentive discounts on Type B/C/D containers.* On traffic moving at specific commodity rates, a density incentive discount of 15 percent has been proposed. This would apply where the density exceeds 10 pounds per cubic foot. A similar density incentive of 33⅓ percent has been proposed for traffic moving at general commodity rates. No data upon which to compare packaging or density of specific commodity traffic vs. general commodity traffic have been presented.

The record is clear that many specific commodity rates, such as those on magazines and phonograph records, are heavily weighted in favor of the density of such products and any additional discount on such rates might easily put such rates well below economic levels. In these circumstances, we are not prepared to approve an across-the-board 15 percent reduction of existing commodity rates provided only that an approved container is used and a minimal density requirement is met. This is not to say that the Board would not approve specific commodity rates and density incentive discounts applied thereto on containerized shipments, providing such proposals were adequately supported with the required economic justification and traffic data.

*Rental charge and container detention.* Type A carrier-owned containers will be assessed a pershipment rental charge of 2 cents per cubic foot, with a minimum charge of $7.40. No provisions as to the lease or trip period covered by the rental fee, free time for loading or unloading, or detention beyond such free time are included, as is done in connection with most present container offerings in the carriers' tariffs. It would appear that this is an area which clearly warrants additional consideration as well as initial tariff coverage.

*Carrier-owned containers not covered by the Type B/C/D agreement.* The omission of carrier-owned containers from the Type B/C/D agreement, coupled with a minimum density requirement of 10 LB/CFT on shipper-owned containers, warrants concern as to the carriers' proposed shipper-owned container program, particularly in the product-density range of today's traffic of less than 10 LB/CFT. A shipper of such products (assuming separately packed as if for shipment without the use of an additional outside carrier-owned container, and otherwise complying with all tests established by the "Bunyan" case),[6] would obviously have a substantial reason not to furnish his own container, and to avoid the 10 LB/CFT density minimum as well as the capital investment in a container and/or the expense of its return following the outbound movement.

The major carriers are each now engaged, in varying degrees, in the purchase, inventory, and sometimes gratuitous leasing to shippers of their carrier-owned containers, and were unable to agree during the course of their many meetings whether such practices should be included in the agreement,[7] or even if such practices constitute proper tariff material. It would appear that the carriers should give further consideration to including carrier-owned containers in the agreement. In addition, the Board believes that carriers' tariffs should include the terms, conditions, rules, etc. under which containerized shipments will be carried. Our conclusion to the contrary in the "Bunyan" case was based on the relatively narrow circumstances there present—and applied only where all the specific conditions were met.

*Six month review by carriers.* Only the Type B/C/D agreement contains a provision that the parties will review the container program within 6 months. Upon request, the Board will consider an extension of the carriers' discussion authority to permit the proposed review, subject to conditions as before. However, it seems obvious that any such review should encompass the Type A agreement as well.

*Expiration date.* We note that the proposals are, by their own terms, to expire in 1 year from the effective date of the first tariff filed under each agreement. The Board will condition its approval of the agreements to require that tariff filings under the agreements contain an expiration date consistent with the term of the agreement.

The agreements under consideration represent a beginning of an industry-wide container program, and, as far as they go, can be credited as a good start. However, any such program is far more complex than the agreements indicate, and many facets of a complete and coherent container program remain to be considered. For example, such areas or items as the following appear to warrant further study and, if possible, industry agreement consistent with the best interests of the carriers and the shipping public:

(a) Inclusion of Alaska and Hawaii within the scope of the agreements;
(b) Inclusion of all traffic under 10 LB/CFT density within unitization incentive discounts.
(c) Container specifications and industry registration of containers;
(d) Separate rating of containerized parts of shipments;
(e) Multilateral agreement for the interchange of pallets and containers;
(f) Third-party lessor or container pool; and
(g) Additional containers of less than 60 CFT.

As noted, there appear to be many facets of a container program in which the public interest may be well served by an industrywide approach thereto. These areas would include container specifications, interchangeability among carriers, and administrative matters. However, the Board is not prepared to conclude that the rate aspects need be dealt with on a concerted basis or that the carriers should indefinitely be authorized to discuss these matters.

The Board recognizes that the application of the containerization discounts herein approved may result in rates below certain minimum rates prescribed in outstanding Board orders. In the event that carriers desire to file tariffs to implement these agreements which will have such result, an appropriate petition to so modify the pertinent minimum rate order should be filed.

We shall expect the carriers to maintain factual data as to traffic and revenue under their container program, including carrier-owned containers not embraced by these agreements, and will direct our staff to work with the carriers in the development of appropriate reporting standards and requirements. Such information will be doubly valuable in support of any proposal to amend the agreements during the coming year or to extend them beyond the expiry date.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a), 412, and 414 thereof,

*It is ordered,* That:

1. Except as noted in paragraph 2 below, Agreements CAB No. 18600 and 18600-A1 are approved, provided that the parties thereto file the provisions thereof in tariffs marked to expire with expiry of the agreements;[8]

2. The exclusions applicable to (1) rates on live animals, human remains, and perishables in Agreements CAB No. 18600 and No. 18600-A1, (2) rates on personal effects moving on U.S.G.B.L. in Agreement CAB No. 18600-A1, (3) rates between points 1,000 miles or under in Agreement CAB No. 18600, and (4) rates indicated in section III C(4) of Agreement CAB No. 18600-A1, are disapproved; and

3. The complaints and protests in Docket 16080 of the Air Freight Forwarders Association, the Society of American Florists, and the California Grape and Tree Fruit League are dismissed, except to the extent granted herein.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
*Secretary.*

[F.R. Doc. 66-6512; Filed, June 13, 1966; 8:47 a.m.]

[6] American Airlines, Inc. Enforcement Proceeding, 30 CAB 439 (1959) commonly referred to as the "Bunyan" case because of American's use of this term for its container.

[7] The Minutes of the carriers' Eighth Meeting on Dec. 2-3, 1965 (page 9 of Exhibit B attached thereto), reflect a proposed Exception dealing with the offering of carrier-owned containers. The final version of the agreement omits this and all other references to carrier-owned units.

[8] The tariffs shall include provisions for rental charges and container detention as cited on page 4.

# FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 16678; FCC 66-501]

## BAY BROADCASTING CO.

### Order Designating Application for Hearing on Stated Issues

In re application of Bay Broadcasting Co., San Francisco, Calif., Docket No. 16678, File No. BPCT-3621; for construction permit for new television broadcast station.

At a session of the Federal Communications Commission, held at its offices in Washington, D.C., on the 2d day of June, 1966;

1. The Commission has before it for consideration the above-captioned application of Bay Broadcasting Co. requesting a construction permit for a new television broadcast station to operate on Channel 38, San Francisco, Calif. There is also pending before the Commission the timely-filed application (BPCT-3562) of Reporter Broadcasting Co. requesting a construction permit for a new television broadcast station to operate on the same channel in San Francisco, Calif. The two applications are mutually exclusive in that operation by the applicants as proposed would result in mutually destructive interference. The application of Reporter Broadcasting Co., however, is not sufficiently complete to enable a determination to be made as to whether the applicant is qualified to construct, own, and operate the proposed new station and the Commission has determined to afford the applicant an opportunity to amend its application prior to designation for hearing. The Commission has directed a letter to the applicant advising of the various deficiencies and affording the applicant thirty (30) days within which to submit amendments eliminating the deficiencies. If appropriate amendments are submitted within the specified time, the application will be designated for hearing and consolidated into this proceeding, but if appropriate amendments are not submitted within the time specified, the application will be dismissed.

2. The following matters are to be considered in connection with the issues specified below with respect to the application of Bay Broadcasting Co.:

Based on information contained in the application, cash of approxmately $1,148,000 will be required for the construction and operation of the proposed station for the first year, consisting of down payment on equipment ($171,750), first year payments for equipment, including interest ($133,000), equipment from Westel Co. ($96,000), other items ($107,550), installation charges ($14,185), interest on 60-day note ($500),[1] and operating expenses ($625,000). To meet these costs, the applicant relies upon the availability of $10,000 in existing capital, $167,000 in stock subscriptions, $170,340 in promissory notes subscribed, $347,340 loan from Pacific National Bank of San Francisco, and revenues of $732,000 totalling $1,426,680. The funds upon which the applicant relies, however, do not appear to be available to it for the following reasons:

(1) No showing has been made as to the source of the alleged $10,000 in existing capital. The applicant has stated that 1,000 shares of stock were issued to cancel indebtedness incurred in meeting certain expenses in connection with this application and these 1,000 shares are the only shares of stock shown to be issued. It cannot be determined, therefore, that the alleged "existing capital" exists.

(2) None of the subscribers have shown current and liquid assets (as defined in section III, Paragraph 4(d), FCC Form 301) in excess of current liabilities in sufficient amount to meet their commitments to the applicant. In each case, the subscribers have failed to indicate the exchanges, if any, upon which their securities are listed. Moreover, there is no showing that Westel Co., subscriber to 7.4 percent of the applicant's stock and $50,490 in promissory notes, has the legal authority to purchase such stock or subscribe to such notes nor that the General Manager thereof has the authority to commit the company to such purchases. There is no showing that, in any event, Westel Co. is financially qualified to meet its commitments to the applicant.[2] Consequently, it cannot be determined that the funds upon which the applicant relies from stock subscriptions and subscriptions to promissory notes will be available to it.

(3) The letter from Pacific National Bank of San Francisco upon which the applicant relies as a commitment to lend funds is not an unconditional undertaking to lend funds, but is subject to several conditions which may or may not be met. For example, the loan is subject to the condition that the bank have first lien on all assets of the applicant, but equipment manufacturers traditionally require first liens on equipment supplied subject to deferred credit. Also, the loan is conditioned upon the applicant's securing money from the sale of stock or loans (subordinated to those of the bank) in amount equal to that which the bank will be called upon to lend. Consequently, it cannot be determined that the bank loan will be available to the applicant.

(4) The applicant estimates that it will receive $732,000 in revenues during its first year of operation and its operating costs for that period will be $625,000. In view of the fact that the applicant must rely upon revenues to meet its operating costs in the first year, the validity of its estimate is a critical factor in determining its ability to operate. The applicant, however, has not established the validity of its estimate of revenues as required by the Commission in Ultravision Broadcasting Company, FCC 65-581, 5 RR 2d 343. An issue will be specified, therefore, to determine the basis for the applicant's estimate of revenues and whether such estimate is reasonable.

3. The transmitter proposed by the applicant has not been type-accepted by the Commission. In the event of a grant of the application, therefore, such grant should be made subject to the condition that, prior to licensing, acceptable data shall be submitted for type-acceptance in accordance with the requirements of § 73.640 of the Commission's rules.

4. Except as indicated by the issues specified below, the applicant appears to be qualified to construct, own and operate the proposed television broadcast station. The application is, however, mutually exclusive with that of Reporter Broadcasting Co. in that operation by the applicants as proposed would result in mutually destructive interference. The Commission is therefore unable to make the statutory finding that a grant of the application of Bay Broadcasting Co. would serve the public interest, convenience, and necessity, and is of the opinion that it must be designated for hearing on the issues set forth below:

*Accordingly, it is ordered*, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned application of Bay Broadcasting Co. is designated for hearing at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine:

a. The source of $10,000 in "existing capital" upon which the applicant relies in part to meet its cost of construction and operation and the amount of "existing capital" which may be available to the applicant.

b. Whether the persons who have subscribed to stock and promissory notes have current and liquid assets (as defined in section III, Paragraph 4(d), FCC Form 301) in excess of current liabilities in sufficient amount to meet their commitments to the applicant.

c. Whether Westel Co., subscriber to 7.42 percent of the applicant's stock, has legal authority to subscribe to and purchase stock or subscribe to promissory notes in the applicant corporation and if so, whether the General Manager of Westel Co. has the authority to commit the company to such subscriptions and purchases.

d. If (c), above, is resolved in the affirmative, whether Westel Co. is financially qualified to meet its commitments to the applicant.

e. The terms and conditions upon which a loan will be available to the applicant from Pacific National Bank of San Francisco, and whether such terms and conditions can be met by the applicant.

f. The basis for the applicant's estimate of revenues in its first year of operation and whether such estimate is reasonable.

g. In the light of the evidence adduced pursuant to the foregoing, whether the applicant is financially qualified.

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[1] The applicant also relies upon the availability of loans totalling $50,000 from Mr. Edward D. Keil ($30,000), Mrs. Helen Bashford Higbie ($10,000) and Mrs. Kathleen K. Rawlings ($10,000). The loan is to be repaid within 60 days after a construction permit is issued. Since the entire loan is to be repaid within the first year, neither the funds represented by the loan nor the obligation to repay the loan have been considered in computing funds required and funds available, except for the interest which must be paid. For the same reason, we need not decide whether these persons are financially qualified to make the loans.

[2] Westel Co., a joint venture owned 60 percent by Westel Associates (a corporation) and Westel, Inc. (40 percent), submitted a letter from the Bank of America stating that the bank has established a $400,000 line of credit for Westel Co. There is no showing as to how much of this may be available for the proposed use nor are terms of repayment and security required, if any, set forth.

2. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether a grant of the application would serve the public interest, convenience and necessity.

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

*It is further ordered*, That, in the event of a grant of the application, operation of the new station shall be in accordance with offset designators to be specified in a subsequent order.

*It is further ordered*, That, to avail itself of the opportunity to be heard, the applicant herein, pursuant to § 1.221(c) of the Commission's rules, in person or by attorney, shall, within twenty (20) days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

*It is further ordered*, That the provisions of section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594(a) of the Commission's rules with respect to the notice of hearing shall be suspended until such time as the Commission, by subsequent order, shall direct.

Released: June 8, 1966.

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

[F.R. Doc. 66-6501; Filed, June 13, 1966; 8:46 a.m.]

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[Docket No. 16678; FCC 66M-813]

## BAY BROADCASTING CO.

### Order Scheduling Hearing

In re application of Bay Broadcasting Co., San Francisco, Calif., Docket No. 16678, File No. BPCT-3621; for construction permit for new television broadcast station (Channel 38).

*It is ordered*, This 6th day of June 1966, that Charles J. Frederick shall serve as Presiding Officer in the above-entitled proceeding; that the hearings therein shall be convened on September 13, 1966, at 10 a.m.; and that a prehearing conference shall be held on July 12, 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: June 8, 1966.

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

[F.R. Doc. 66-6513; Filed, June 13, 1966; 8:47 a.m.]

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[Canadian Change List 212]

## CANADIAN BROADCAST STATIONS

### List of Changes, Proposed Changes and Corrections in Assignments

MAY 25, 1966.

Notification under the provisions of Part III, Section 2 of the North American Regional Broadcasting Agreement.

List of changes, proposed changes and corrections in assignments of Canadian Broadcast Stations modifying appendix containing assignments of Canadian Broadcast Stations (Mimeograph No. 47214-3) attached to the recommendations of the North American Regional Broadcasting Agreement Engineering Meeting.

| Call letters | Location | Power kw | Antenna | Schedule | Class | Expected date of commencement of operation |
|---|---|---|---|---|---|---|
| CHFI (now in operation with facilities notified on List No. 194). | Toronto, Ontario | *680 kilocycles* 1 kwD/10 kwN | DA-2 | U | II | |
| *GHSH* (assignment of call letters—change in pattern from that notified in List No. 205). | St. Catharines, Ontario. | *1220 kilocycles* 1 kwD/05 kwN | *DA-1* | U | II | EIO 5-15-67. |
| New | Levis, Province of Quebec. | *1240 kilocycles* 0.25 kw | ND | U | IV | EIO 5-15-67. |
| *CHIN* (change of call letters from CHFI). | Toronto, Ontario | *1540 kilocycles* 50 kw | DA-D | D | II | |
| CKLM (PO: shown in List No. 208 should read 1570 kc/s 10 kw *DA-N*). | Montreal, Province of Quebec. | *1570 kilocycles* 50 kw | DA-2 | U | III | EIO 2-15-67. |

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

[F.R. Doc. 66-6514; Filed, June 13, 1966; 8:47 a.m.]

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[Docket Nos. 15303, 15304; FCC 66M-817]

## CASCADE BROADCASTING CO. AND SUNSET BROADCASTING CO. (KNDX-FM)

### Order Continuing Hearing

In re applications of Cascade Broadcasting Co., Yakima, Wash., Docket No. 15303, File No. BPH-4072; David Zander Pugsley, trading as Sunset Broadcasting Co. (KNDX-FM), Yakima, Wash., Docket No. 15304, File No. BPH-4180; for construction permits.

The Hearing Examiner having under consideration the desirability of a further hearing conference in order to bring this proceeding to an early conclusion;

It appearing, that Sunset Broadcasting Co. has filed a petition requesting the dismissal of its application pursuant to § 1.568 of the rules; and

It further appearing, that the Broadcast Bureau filed comments which, while offering no objection to the relief requested, suggested the desirability of placing upon the record certain statements of both applicants regarding their joint petition for rule making; and

It further appearing, that the date of July 5 has been designated for further hearing and that this should be canceled and an earlier date set for a further conference;

*It is ordered*, This 8th day of June 1966, that the date of July 5, 1966, for hearing is canceled and a further conference will be held on June 16, 1966, at 2 p.m.

Released: June 8, 1966.

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

[F.R. Doc. 66-6515; Filed, June 13, 1966; 8:47 a.m.]

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[Docket Nos. 16674, 16675; FCC 66-496]

## SANTA ROSA BROADCASTING CO., INC., AND STATION WSRA

### Order, Revocation Proceeding and Application Designated for Consolidated Hearing

In the matter of revocation of license of Santa Rosa Broadcasting Co., Inc., for standard broadcasting Station WSRA, Milton, Fla., Docket No. 16674; in re application of Santa Rosa Broadcasting Co., Inc., for construction permit to build a new FM broadcast station at Pensacola, Fla., Docket No. 16675, File No. BPH-4640; requests: 101.5 mc/s, No. 268, 50 kw, 428 ft.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 2d day of June 1966;

1. The Commission has before it for consideration (1) the outstanding license issued to Santa Rosa Broadcasting Co.,

Inc., to operate standard broadcast Station WSRA on the frequency of 1490 kc/s at Milton, Fla.; (2) the application of Santa Rosa Broadcasting Co., Inc., for construction permit to build a new FM broadcast station at Pensacola, Fla.; and (3) the Commission's field inquiry with respect to Santa Rosa Broadcasting Co., Inc., and the operations of Station WSRA.

2. Station WSRA is licensed for operation on 1490 kc/s with a power of 1 kw daytime (local sunrise to local sunset) and 250 watts at night. Average sunrise and sunset times as specified in the license for WSRA (in central standard time) are as follows:

January—6:45 a.m. to 5:15 p.m.
February—6:30 a.m. to 5:30 p.m.
March—6 a.m. to 6 p.m.
April—5:15 a.m. to 6:15 p.m.
May—5 a.m. to 6:30 p.m.
June—4:45 a.m. to 6:45 p.m.
July—5 a.m. to 7 p.m.
August—5:15 a.m. to 6:30 p.m.
September—5:30 a.m. to 6 p.m.
October—5:45 a.m. to 5:15 p.m.
November—6:15 a.m. to 4:45 p.m.
December—6:45 a.m. to 4:45 p.m.

3. Official notices of violation were issued following Commission inspections of Station WSRA on December 28, 1960 (10 violations of the Commission's rules cited), September 22, 1961 (12 violations cited), December 8, 1962 (4 violations cited), and September 1, 1965 (14 violations cited). Because of the violations revealed by the various inspections and information available to the Commission with respect to licensee's operation of Station WSRA as hereinafter specified, questions are raised as to whether from June 1960 until at least September 1, 1965, Station WSRA has been operated in compliance with the Communications Act of 1934, as amended, and the Commission's rules and regulations. Violations discovered during the above-mentioned inspections are set forth in Exhibit A of this order, which is attached hereto and made a part hereof.[1]

4. Following the inspection of September 1, 1965, an official notice of violation was issued for, among other things, "Repeatedly failing to reduce the station's output from 1,000 watts to 250 watts for nighttime operation as required by the station license." The dates of licensee's failure to comply with the terms of its license were identified in the notice of violation as "June 18, 19, 23, 30, July 7, 19, August 22 and others."

5. Analysis of the WSRA operating logs for the months of January 1965 through October 1965, inclusive, reveals that WSRA operated with daytime power after the times specified in the WSRA license for local sunset (only periods of over 5 minutes are noted) 1 day in January, 5 days in February, 3 days in March, 2 days in April, 6 days in May, 8 days in June, 8 days in July, 9 days in August, 6 days in September and 1 day in October, a total of 49 days, 7 of which occurred after the inspection of September 1, 1965, which resulted in the issuance of an official notice of violation on September 16. The specific days of failure to comply with the terms of license are set forth in Exhibit B attached hereto.[1]

6. Analysis of the WSRA operating logs for the months of January 1965 through October 1965 reveals also that WSRA operated with daytime power before the times specified in the WSRA license for local sunrise (only periods of over 5 minutes are noted) on 1 day in January, 2 days in March, 2 days in April, 22 days in August and 1 day in October. The specific dates of failure to comply with the terms of license are set forth in Exhibit B attached hereto.

7. Further analysis of the operating logs for the months May through August 1965, revealed numerous other technical discrepancies or violations in the operation of WSRA, including failure to make entries in the operating logs for considerable periods of time, between May and August 1965. The specific violations and the dates are identified in Exhibit C, which is attached hereto.[1]

8. Allegations have been made and denied during the course of the Commission's investigation that Frederick Davis, the president and majority stockholder of the licensee corporation:

(a) Failed to supervise adequately or to concern himself with the technical operation of WSRA or failed to take the necessary corrective action to operate WSRA in compliance with the requirements of the Communications Act and the rules promulgated thereunder;

(b) Director WSRA employees to maintain daytime power after local sunset in violation of the terms of the station's authorization whenever a special event such as a sports contest was broadcast after local sunset;

(c) Requested an employee (or employees) to provide false information or to make misrepresentations to the Commission's investigators regarding the unauthorized nighttime operation with daytime power;

(d) Directed employees to falsify entries in the WSRA operating logs for May through August 1965, inclusive, which were submitted upon request of the Commission's Engineer in Charge (Miami, Fla.), in that the employees were requested by Davis to fill in certain information or entries required by the rules which were not filled in at the recorded times of meter readings.

9. It has also been alleged and denied that although Mr. Davis was aware that the frequency monitor was inoperative or malfunctioning from approximately January 7, 1965, he failed to take the necessary action to correct the technical problem until after the Commission's inspection of September 1, 1965; and that, although for a period of time in June 1965, the needle of the frequency monitor became stuck at a deviation of minus nine cycles, frequency deviation readings were entered in the WSRA logs as though the meter were functioning.

10. For approximately 9 days prior to Thanksgiving Day, 1965, WSRA broadcast a "Turkey Shoot" contest in which turkeys were awarded as prizes to those listeners who correctly guessed the number of shots required to "kill" the turkey. It has been alleged and denied that the contest was conducted in such a manner that its outcome was predetermined in whole or in part through the control of the contest by the licensee. Questions have been raised as a result of the allegations and information available to the Commission with respect to the licensee's possible violation of section 509(a) (3) of the Communications Act.[2]

11. For a period of time immediately prior to Christmas, 1965, WSRA broadcast announcements regarding a contest in which it was stated that WSRA was to award three prizes to winning listeners who included WSRA's call letters in their home or yard Christmas decorations. The announcements identified the first prize as a cash award, second prize as an electric blanket, and third prize as a radio. It has been alleged that only two listeners entered the contest and that WSRA awarded the second and third prize but failed to award the first prize. It has also been alleged that when a request was made by a listener during the broadcast of a WSRA "Open Mike" program to furnish the name of the first prize winner of the Christmas contest, the WSRA announcer broadcast the name of a person who had not, in fact, been awarded the prize; that the name may have been fictitious and that the name was furnished to the announcer on duty by Mr. Davis who was present during the course of this broadcast.

12. In view of the allegations and information available to the Commission with respect to the repeated operation of WSRA in violation of the terms of its license, questions are raised as to whether the licensee's written response of September 24, 1965, to the Commission's official notice of violation, and in particular his response with respect to item 13 pertaining to the individual allegedly responsible for violations, contains misrepresentations or is lacking in candor.

13. It appears to the Commission that:

(a) The above-described violations of the Communications Act, and the rules thereunder, and the failure to operate substantially as set forth in the license for WSRA were, if they in fact occurred, willful and repeated.

(b) The above-described conditions which have come to the attention of the Commission since the last renewal of license for WSRA would, if they in

[1] Filed as part of the original document.

[2] Section 509(a) (3) of the Communications Act states, in pertinent part, as follows: "It shall be unlawful for any person, with intent to deceive the listening or viewing public * * * (3) [t]o engage in any artifice or scheme for the purpose of prearranging or predetermining in whole or in part the outcome of a purportedly bona fide contest of intellectual knowledge, intellectual skill, or chance."

fact existed, warrant a refusal to grant a license on the original application.

(c) While many of the above matters have been denied, the allegations and denials and the information available to the Commission with respect to the nature and extent of the control or supervision exercised by the licensee over the operation of WSRA; the willful and repeated violations of the various sections of the Communications Act and rules thereunder; the alleged request by the licensee's president to an employee or employees to conceal or misrepresent certain facts to the Commission; the long-continued poor technical condition of the station; the alleged broadcast of a contest in which the outcome was in part prearranged or predetermined; the broadcast of a contest in which all of the prizes were not awarded and in which a fictitious name may have been announced as a winner of a prize which allegedly was not awarded; the allegations that the licensee's president directed certain employees to perform acts which may have been in violation of the Communications Act and the rules, raise serious questions, best resolved in a hearing, as to whether Santa Rosa Broadcasting Co., Inc., has the qualifications to be a broadcast licensee.

14. In addition to the above matters, on October 7, 1964, Santa Rosa Broadcasting Co., Inc., filed an application for construction permit to build a new FM broadcast station in Pensacola, Fla., which application is now pending before the Commission. The evidence to be submitted in the hearing on the revocation of license for WSRA would, to a substantial degree, be pertinent to a determination of whether Santa Rosa possesses the necessary qualifications to construct and operate the proposed FM broadcast station. Because of the serious questions raised as the result of the Commission's investigation into the operation of WSRA we are unable to make the statutory finding that a grant of the application in question would serve the public interest, convenience, and necessity. We find therefore that a hearing is required and that no questions exist except as to the matters set forth in the issues below.

15. Accordingly, in view of the matters above relating to Station WSRA, *It is ordered*, That, pursuant to the provisions of sections 312(a)(2), 312(a)(3), 312(a)(4), and 312(c) of the Communications Act of 1934, as amended, Santa Rosa Broadcasting Co., Inc., is directed to show cause why an order revoking the license of Station WSRA, Milton, Fla., should not be issued and to appear and give evidence with respect thereto at a hearing[3] to be held at Milton, Fla., at a time and place to be specified in a subsequent order; said time in no event to be less than thirty (30) days from the receipt of the order.

16. *It is further ordered*, That if the Hearing Examiner shall determine that the entire hearing record does not warrant an order for revocation of license, he shall make findings of fact as to whether any willful or repeated violations of the Communications Act, the rules thereunder or the terms of the license of Station WSRA, as above specified, have taken place within 1 year of the issuance of this order, and, if so, shall recommend to the Commission whether or not a forfeiture shall be issued in the amount of $10,000 or less, pursuant to section 503 of the Communications Act.

17. *It is further ordered*, That for the purpose above stated, this order is to be considered as a notice of apparent liability pursuant to section 503(b)(2) of the Communications Act.

18. *It is further ordered*, That pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned application for a construction permit to build a new FM station at Pensacola, Fla., is designated for a hearing, at Milton, Fla., at a time and place to be specified in a subsequent order upon the following issues:

1. To determine whether, in the light of the evidence adduced in the hearing for revocation of license of WSRA, the applicant is qualified to be a licensee or permittee of the Commission.

2. To determine, in the light of the evidence adduced pursuant to the foregoing issue, whether a grant of the application would serve the public interest, convenience and necessity.

19. *It is further ordered*, That to avail itself of the opportunity to be heard, the applicant herein, pursuant to § 1.221(c) of the Commission's rules, in person or by attorney, shall within 20 days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

20. *It is further ordered*, That the applicant herein shall, pursuant to section 311(a) of the Communications Act and § 1.594 of the Commission's rules, give notice of the hearing, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

21. *It is further ordered*, That the proceeding for revocation of license of Station WSRA and the hearing regarding the above-captioned application for construction permit to build a new FM broadcast station in Pensacola, Fla., be consolidated in a joint proceeding.

22. *It is further ordered*, That the burden of proceeding with the introduction of evidence and the burden of proof shall be upon the Commission with respect to that portion of the proceeding relating to the revocation of license of WSRA. With respect to that portion of the proceeding relating to the application, the burden of proof will reside as provided by section 309(e) of the Act.

23. *It is further ordered*, That the Secretary of the Commission send copies of this order by certified mail—return receipt requested to Santa Rosa Broadcasting Co., Inc.

Released: June 8, 1966.

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

[F.R. Doc. 66-6516; Filed, June 13, 1966; 8:48 a.m.]

[3] Section 1.91(c) of the Commission's rules provides that a licensee in order to avail itself of the opportunity to be heard shall, in person or by its attorney, file with the Commission within 30 days of the receipt of the order to show cause a written appearance stating that he will appear at the hearing and present evidence on the matters specified in the order. If the licensee fails to file an appearance within the time specified, the right to a hearing shall be deemed to have been waived. See § 1.92(a) of the Commission's rules. Where a hearing is waived, a written statement in mitigation or justification may be submitted within 30 days of the receipt of the order to show cause. See § 1.92(b) of the Commission's rules. In the event the right to a hearing is waived, the presiding officer (or the Chief Hearing Examiner if no presiding officer has been designated) will terminate the hearing proceeding and certify the case to the Commission. Thereupon the matter will be determined by the Commission in the regular course of business and an appropriate order will be entered. (See § 1.92(e) of the Commission's rules.)

[Docket Nos. 15841-15843; FCC 66M-821]

## 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.

Pursuant to a hearing conference as of this date: *It is ordered*, This 8th day of June 1966, that the hearing now scheduled for June 20, 1966, be and the same is hereby scheduled for October 10, 1966, 10 a.m., in the Commission's offices, Washington, D.C.

Released: June 9, 1966.

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

[F.R. Doc. 66-6517; Filed, June 13, 1966; 8:48 a.m.]

# FEDERAL POWER COMMISSION

[Docket No. E-7296]

## NORTHERN INDIANA PUBLIC SERVICE CO.

### Notice of Application

JUNE 7, 1966.

Take notice that on May 31, 1966, Northern Indiana Public Service Co. (Applicant), filed an application with the Federal Power Commission seeking an order pursuant to section 203 of the Federal Power Act authorizing the acquisition of the electric facilities of the city of Nappanee, Elkhart County, Ind. (City).

Applicant is incorporated under the laws of the State of Indiana and domesticated only in that State with its principal place of business office at Hammond, Ind., and is engaged in the generation, transmission and distribution of electric energy to the public in 21 counties in northern Indiana.

The City is an incorporated municipality under the laws of the State of Indiana and, through the Nappanee Utilities Co., an Indiana corporation owned by the City, operates electric generating and distribution facilities within the City and in certain rural territory in Elkhart, Kosciusko, and Marshall Counties.

According to the application the Applicant proposes to purchase all of the electric facilities owned and operated by the City for a consideration of $1,401,496 pursuant to a sales agreement dated January 17, 1966. This sales agreement was approved by the voters of the City in an election held on May 3, 1966. Applicant represents that it proposes to continue to render electric distribution service in the areas now served by the City and that it will enlarge and improve such system after consolidation into the Applicant's own system.

According to the application, Applicant has the capacity and the ability to render more efficient service and upgrade and expand the system now owned by the City and that the customers in the areas now served by the City will get better service at the same or lower rates. The application also indicates that it is presently impracticable to continue service to the present and future customers of the City from the City's small existing steam plant.

Any person desiring to be heard or to make any protest with reference to said application should on or before June 30, 1966, file with the Federal Power Commission, Washington, D.C., 20426, petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file and available for public inspection.

JOSEPH H. GUTRIDE,
*Secretary.*

[F.R. Doc. 66-6485; Filed, June 13, 1966; 8:45 a.m.]

# SECURITIES AND EXCHANGE COMMISSION

[File No. 37-65]

## NORTHEAST UTILITIES SERVICE CO. ET AL.

### Notice of Proposed Organization and Conduct of Business of Subsidiary Service Company and Related Transactions

JUNE, 8, 1966.

In the matter of Northeast Utilities Service Co., Northeast Utilities, The Connecticut Light & Power Co., The Hartford Electric Light Co., Western Massachusetts Electric Co., 1 Constitution Plaza, Hartford, Conn., 06103; File No. 37-65.

Notice is hereby given that Northeast Utilities ("Northeast") (formerly known as Western Massachusetts Cos.) and three of its public-utility subsidiary companies, The Connecticut Light & Power Co. ("CL&P"), The Hartford Electric Light Co. ("Hartford") and Western Massachusetts Electric Co. ("WMECO"), and Northeast Utilities Service Co. ("Service Company"), a corporation recently organized under the laws of Connecticut, have filed a joint application-declaration and amendments thereto, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), regarding the proposed organization and conduct of business of Service Company as a subsidiary service company of Northeast. The applicants-declarants have designated sections 6(a), 7, 9(a), 10, 12, and 13(b) of the Act and Rules 40(b), 42, 43(a), 44(a), 50, and 88 promulgated under the Act as applicable to the proposed transactions. All interested persons are referred to the said amended joint application-declaration, on file in the office of the Commission, for a statement of the transactions therein proposed which are summarized below.

Northeast acquired more than 80 percent of the outstanding common stocks of CL&P and Hartford and proposes to register as a holding company pursuant to section 5 of the Act on or about June 30, 1966. CL&P and Hartford each furnish electric and gas utility service in the State of Connecticut and WMECO provides electric service in Western Massachusetts. CL&P, Hartford and WMECO together own 31.5 percent of the outstanding common stock of Yankee Atomic Electric Company, a nuclear electric generating company operating in Massachusetts, and 44.0 percent of the outstanding common stock of Connecticut Yankee Atomic Power Co., which is constructing a nuclear electric generating plant in Connecticut.

It is proposed that Service Company perform system management, system coordination, engineering and other professional services for associate companies and perform dispatching and related services for associate companies and two nonassociate electric utility companies, The United Illuminating Co. ("UI") and Holyoke Water Power Co. ("Holyoke"), whose facilities are interconnected with the Northeast system. In order to enable Service Company to carry on its first year of operations, it is proposed that CL&P, Hartford and WMECO transfer to Service Company 350 officers and employees with aggregate annual salaries and fringe benefit costs of approximately $4,753,000 and lease to Service Company certain buildings space and dispatching equipment at the aggregate annual cost thereof to the lessor companies of approximately $450,000. A portion of the office furniture and other equipment required by Service Company for its first year of operations will be purchased by such company from CL&P, Hartford and WMECO at the depreciated cost thereof for $250,000 cash. It is estimated that the total operating expenses of Service Company in its first year of operation will amount to approximately $6,096,000, and that such expenses will increase in succeeding years as additional functions are centralized in Service Company.

Service Company has authorized capital stock of 5,000 shares of common stock of $1 par value per share, and, in order to finance its requirements, it proposes to issue and sell to Northeast during the 5-year period commencing with the effective date of the Commission's order herein, and Northeast proposes to acquire, up to 1,001 shares of Service Company's common stock for cash at $1,000 per share and various amounts of its long-term unsecured notes for cash at the principal amount thereof. The notes, which will not exceed $3,000,000 aggregate principal amount at any one time outstanding, will mature 40 years from the date the first of such notes are issued, and will bear interest at a rate not more than one-quarter of one percent above the commercial bank prime rate on short-term loans in effect in Hartford, Conn. (Now 5½ percent per annum), such interest rate to be adjusted to conform with any change in the prime rate as of the date of announcement of any such change. The notes may be prepaid by Service Company at any time at the principal amount thereof. Applicants-declarants represent that Service Company will at all times maintain its aggregate capital at an amount approximately equal to the sum of 2 months' operating expenses plus the cost of its property less applicable reserves, prepayments and petty cash working funds. For the purpose of maintaining its total capital in accordance with the aforesaid formula, Service Company may acquire out of its capital outstanding shares of its common stock at the price per share at which such stock was issued, or prepay certain of its outstanding notes, or issue and sell to Northeast, and Northeast may acquire, additional amounts of such securities as aforesaid.

It is further proposed that officers and employees of Service Company may serve as officers and directors of associate companies and that the directors and officers of Service Company may be selected without regard to whether interlocking positions between Service Com-

pany and associate companies result; provided, however, that none of such officers or employees of Service Company will receive compensation from any company other than Service Company.

All services performed by Service Company for associate companies and UI and Holyoke will be rendered at the cost of such services to Service Company, including reasonable compensation for necessary capital as permitted by the terms of Rule 91 under the Act. Such service costs will be allocated among the aforesaid companies on the basis of benefits conferred and in accordance with the cost-allocation procedures set forth in the application-declaration.

The applicants-declarants represent that the transfer of the said 350 employees from CL&P, Hartford and WMECO to Service Company will not require the hiring by such associate companies of any new personnel as replacements, that no expenses will be transferred by Northeast to Service Company, and that Northeast will continue to bear all of its corporate, operating and fiscal expenses which initially will amount to approximately $805,700 per annum, including charges for services rendered by Service Company. The applicants-declarants anticipate that the centralization of functions in Service Company will result, by the end of the fifth year of its operation, in a significant reduction in the aggregate number of general and administrative personnel required by the Northeast system as a whole, as compared to the number which would otherwise be required by the system companies if they continued separate operation.

The applicants-declarants further represent that the proposed organization and conduct of business of Service Company will not of themselves be the cause of any application to any Federal or State regulatory body for an increase in the rates charged to consumers by any associate company. However, Service Company's charges to associate operating companies for services rendered will be included in the cost of service or plant accounts of such companies, as appropriate, in any future rate proceeding.

The Public Utilities Commission of Connecticut has approved the proposed lease of dispatching facilities to Service Company by CL&P and Hartford. The applicants-declarants state that no consent or approval of any other State commission or of any Federal commission, other than this Commission, is required in respect to the proposed transactions.

The applicants-declarants request that the said joint application-declaration, as amended, be granted and permitted to become effective forthwith, subject to the terms and conditions prescribed in Rule 24 promulgated under the Act, and subject further to the following terms and conditions to which the applicants-declarants have expressly consented:

1. No change in the organization of the Service Company, the type and character of the companies to be serviced, the method of allocating costs to associate companies, or in the scope or character of services to be rendered, shall be made unless and until Service Company shall first have given the Commission written notice of such proposed change not less than 60 days prior to the proposed effectiveness of any such change. If, upon the receipt of any such notice, the Commission within the 60-day period shall notify Service Company that a question exists as to whether the aforesaid proposed change is consistent with the provisions of section 13 of the Act, or of any rule, regulation or order thereunder, the proposed change shall not become effective unless and until Service Company shall have filed with the Commission an appropriate declaration with respect to such proposed change, and the Commission shall have permitted such declaration to become effective.

2. In the event that the operation of Service Company's cost-allocation method does not result in a fair and equitable allocation of its costs among the serviced associate companies, the Commission reserves the right to require, after notice and opportunity for hearing, prospective adjustments, and, to the extent that it appears feasible and equitable, retroactive adjustments of such cost allocations.

3. Jurisdiction is reserved by the Commission to take such further action as may be necessary or appropriate to carry out the provisions of section 13 of the Act and the rules, regulations and orders thereunder.

Notice is further given that any interested person may, not later than June 28, 1966, request in writing that a hearing be held on such matter, 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; or he may request that he be notified if the Commission should order a hearing thereon. 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-declarants at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed contemporaneously with the request. At any time after said date, the said joint application-declaration, as amended or as it may be further amended, may be granted and permitted to become effective in the manner provided by Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rule as provided in Rules 20(a) and 100 thereof, or take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS, *Secretary*.

[F.R. Doc. 66-6401; Filed, June 13, 1966; 8:45 a.m.]

[812-1944]

## TOWNE MINES CORP. AND COMPANIA METALURGICA MEXICANA

### Notice of Filing of Application

JUNE 8, 1966.

Notice is hereby given that an application has been filed by Towne Mines Corp. ("Towne") and Compania Metalurgica Mexicana ("CMM"), 452 Fifth Avenue, New York, N.Y., for an order under section 3(b)(2) of the Investment Company Act of 1940 ("Act") declaring that Towne and CMM are primarily engaged in a business or businesses other than that of investing, reinvesting, owning, holding, or trading in securities, through controlled companies conducting similar types of businesses.

Section 3(b)(2) of the Act excepts from the definition of an investment company contained in section 3(a)(3) any issuer which the Commission finds and by order declares to be primarily engaged in a business or businesses other than that of investing, reinvesting, owning, holding, or trading in securities, either directly or through majority-owned subsidiaries or through controlled companies conducting similar types of businesses. All interested persons are referred to the application filed with the Commission for a full statement of the representations of Towne and CMM which are summarized below.

CMM was incorporated under the laws of New Jersey in 1890 and has been engaged in the mining business since its organization. Under a plan of reorganization entered into in 1923 pursuant to which American Smelting & Refining Co. ("ASARCO") agreed to put up new capital for a substantial equity interest in the reorganized enterprise, two Delaware corporations were set up, one of which ("New Company") took over the CMM properties and subsidiaries. ASARCO held a 30-percent interest in New Company and the other new Delaware corporation, which represented the former security holders of CMM and is the present Towne, had a 70-percent interest. In 1936, the New Company merged into CMM which thereupon succeeded to all of New Company's rights and obligations. ASARCO and Towne continued to hold, respectively, 30 percent and 70 percent interest in CMM. In 1965, CMM was recapitalized so that its authorized capital stock was changed to 800 shares of common stock, of which Towne owns 70 percent and ASARCO owns 30 percent.

In 1961, a new Mexican mining law and certain amendments to Mexican mining tax law became effective. These new laws imposed severe disadvantages upon corporations engaged in mining or metallurgical operations in Mexico which were not incorporated under the laws of Mexico and where 51 percent of the outstanding stock was not held by Mexican nationals. In 1964, CMM transferred substantially all of its assets to its Mexican wholly owned subsidiary, Compania Minera La Loteria, S.A. ("Loteria"). The capital stock of Loteria, which had consisted of 44,194 shares of one class, was changed to 22,539 shares of Series "A"

(51 percent of capital) and 21,655 shares of Series "B" (49 percent of capital), the rights of both classes being virtually identical except that Series "A" is entitled to elect four of Loteria's seven directors and may be held only by Mexican nationals or Mexican controlled corporations while Series "B" is entitled to elect the remaining three directors and may be held by foreigners or Mexicans alike. In December 1965 all of Loteria's Series "A" stock was transferred to Asarco Mexicana, S.A. ("Asarco-Mex"), a corporation in which ASARCO holds a 49-percent interest and which meets the aforementioned requirements of Mexican mining and mining tax law. The agreed purchase price was $5,550,000, payable $550,000 at the closing and $500,000 on December 1, 1966 and on each December 1 thereafter until paid in full, with unpaid installments bearing interest at the rate of 6 percent per annum.

The arrangements regarding control of Loteria are embodied in the charter of that company and in an Operating Agreement among CMM, Asarco-Mex and Loteria, pursuant to which Asarco-Mex manages the Loteria properties subject to certain controls. Three of the seven directors of Loteria presently in office were designated by CMM. Under the charter of Loteria the approval of six directors is necessary to carry out virtually every significant activity in which Loteria might engage, including the appointment or removal of the general manager and establishment of his remuneration and the approving, modifying, terminating, extending or renewing ore or smelter contracts. Since CMM does not have its own smelter, all of its concentrates must be sold pursuant to smelter contracts with the result that, since such contracts set the price and other terms of sale of the entire output of Loteria, they determine the basis of Loteria's revenue. Ore contracts are of equal significance since they govern the source of Loteria's raw materials. In addition, CMM has the right to appoint a representative who observes the operations of the mines and consults with Asarco-Mex. Currently this representative is the president and a director of both Towne and CMM.

As of December 31, 1965, CMM had total assets of $6,729,817. Of this amount cash and U.S. Treasury bills aggregated $964,107, notes receivable aggregated $5,000,000 representing the balance due on the purchase price of the 50 percent of the Loteria shares. The 49 percent interest in Loteria is carried at $99,948 for book purposes but has a fair value of over $5,000,000. As of December 31, 1965, Towne had total assets having a book value of $5,725,044 consisting of $34,154 in cash, time deposits of $887,500, interest in CMM of $4,800,000 and miscellaneous other assets of $3,390.

During the period 1961 to 1965, the dividends received from CMM have always exceeded 90 percent of the total gross income of Towne. For the same 5-year period, the income of CMM and its subsidiaries from mining operations has consistently approximated 90 percent or more of their total consolidated gross income.

Notice is further given that any interested person may not later than June 27, 1966, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
*Secretary.*

[F.R. Doc. 66-6492; Filed, June 13, 1966; 8:45 a.m.]

# FEDERAL RESERVE SYSTEM

## CENTRAL WISCONSIN BANKSHARES, INC.

### Order Denying Petition for Reconsideration and for Hearing

In the matter of the application of Central Wisconsin Bankshares, Inc., Wausau, Wis., for prior approval of acquisition of voting shares of Central National Bank of Stettin, Stettin, Wis., a proposed new bank.

This matter has come before the Board of Governors upon petition of Central Wisconsin Bankshares, Inc., Wausau, Wis., filed on March 31, 1966, for (1) reconsideration by the Board of its order of January 4, 1966, denying petitioner's application, pursuant to section 3(a)(2) of the Bank Holding Company Act of 1956, for prior approval of acquisition of the voting shares of Central National Bank of Stettin, Stettin, Wis., a proposed new bank, and (2) for a hearing on said application. In connection with said petition, the Board has made the following findings:

(1) The Board's rules of procedure (12 CFR 262.2(f)(6)) provide with respect to bank holding company applications:

(6) After action by the Board on an application, the Board will not grant any request for reconsideration of its action, unless the request presents relevant facts that, for good cause shown, were not previously presented to the Board, or unless it otherwise appears to the Board that reconsideration would be appropriate.

(2) Applicant's petition for reconsideration does not present relevant facts or arguments that, for good cause shown, were not previously presented to or considered by the Board.

(3) The applicable statute does not require the Board to grant a hearing on petitioner's application as a matter of right. Further, such a hearing is not considered by the Board to be required in the public interest or otherwise warranted by the circumstances herein, Applicant having had ample opportunity to present all relevant facts and arguments. Accordingly,

*It is ordered*, That the petition for reconsideration and for a hearing on the application be and hereby is denied.

Dated at Washington, D.C., this 6th day of June 1966.

By order of the Board of Governors.

[SEAL] MERRITT SHERMAN,
*Secretary.*

[F.R. Doc. 66-6488; Filed, June 13, 1966; 8:45 a.m.]

# INTERSTATE COMMERCE COMMISSION

## FOURTH SECTION APPLICATION FOR RELIEF

JUNE 9, 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. 40532—*Chlorine to Catawba, S.C.* Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2845), for interested rail carriers. Rates on chlorine, in tank carloads, from Wyandotte, Mich., to Catawba, S.C.

Grounds for relief—Market competition.

Tariff—Supplement 202 to Traffic Executive Association-Eastern Railroads, agent, tariff ICC C-102.

By the Commission.

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

[F.R. Doc. 66-6507; Filed, June 13, 1966; 8:47 a.m.]

[Notice 194]

## MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JUNE 9, 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 protestant 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 531 (Sub-No. 214 TA), filed June 6, 1966. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, Post Office Box 14287, Houston, Tex., 77021. Applicant's representative: Wray E. Hughes (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Jet fuel*, in bulk, in tank vehicles, from Baton Rouge, La., to Dallas, Tex., for 90 days. Supporting shipper: Samuel Talvick, traffic manager, petroleum products, Domestic Transportation Department, Gulf Oil Corp., Post Office Drawer 2100, Houston, Tex., 77001. 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 531 (Sub-No. 215 TA), filed June 7, 1966. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, Post Office Box 14287, Houston, Tex., 77021. Applicant's representative: Wray E. Hughes (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mexican tequila*, in bulk, in tank vehicles, from port of entry, Tijuana, Mexico (San Ysidro, Calif.), to Hartford, Conn., for 150 days. Supporting shipper: Heublein, Inc., Mr. Henry J. Rogers, director of traffic, 330 New Park Avenue, Hartford, Conn., 06101. 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 7156 (Sub-No. 2 TA), filed June 3, 1966. Applicant: WILLIAMS TRANSFER CO., Post Office Box 706, Eugene, Oreg. Applicant's representative: A. M. Bartzat (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and plywood*, from points in Lane County, Oreg., to docks at Coos Bay and Portland, Oreg., and to docks and treating plants in Clark and Cowlitz Counties, Wash., for 180 days. Supporting shippers: Cecil E. Wingard Lumber Co., Post Office Box 1172, Eugene, Oreg.; Johnson Forest Products Co., Star Route S, Junction City, Oreg.; Barker Willamette Lumber Co., Inc., Post Office Box 806, Eugene, Oreg.; Lane Plywood, Inc., Route 5, Box 66, Eugene, Oreg.; Jacobsen-Ruble Lumber Co., Post Office Box 100, Eugene, Oreg. Send protests to: A. E. Odoms, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 450 Multnomah Building, Portland, Oreg., 97204.

No. MC 30837 (Sub-No. 330 TA), filed June 6, 1966. Applicant: KENOSHA AUTO TRANSPORT CORPORATION, 4519 76th Street, Kenosha, Wis., 53141. Applicant's representative: Albert P. Barber (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Seat cabs*, set up, for use on agricultural implements and machines, and construction and industrial machines, from Menomonee Falls, Wis., to points in Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Pennsylvania, South Dakota, and Wisconsin, for 180 days. Supporting shipper: Stolper Industries, Inc., Menomonee Falls, Wis., 53051, A. A. Ludwig, vice president, manufacturing. Send protests to: W. F. Sibbald, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 108 West Wells Street, Room 511, Milwaukee, Wis., 53203.

No. MC 39973 (Sub-No. 2 TA), filed June 6, 1966. Applicant: STANDARD TRUCKING COMPANY, 336 East 16th Street, Post Office Box 1107, Charlotte, N.C., 28208. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crude methanol* in shipper owned cargo tanks or containers, loaded on flat bed trailers, from Earl (at or near Shelby), N.C., to Forster (at or near Spartanburg), S.C., for 180 days. Supporting shipper: Celanese Corp., 522 Fifth Avenue, New York, N.Y., 10036. Send protests to: Jack K. Huff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 206, 327 North Tryon Street, Charlotte, N.C., 28202.

No. MC 83539 (Sub-No. 187 TA), filed June 3, 1966. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Post Office Box 5976, Dallas, Tex., 75222. Applicant's representative: J. P. Welsh (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel bomb body forgings*, from Fort Worth, Tex., to McKeesport, Pa., and from McKeesport, Pa., to Fort Worth, Tex., for 180 days. Supporting shipper: American Manufacturing Co. of Texas, Post Office Box 7037, Fort Worth 11, Tex., J. E. Lott, executive vice president. Send protests to: E. K. Willis, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 513 Thomas Building, 1314 Wood Street, Dallas, Tex., 75202.

No. MC 10173 (Sub-No. 8 TA), filed June 6, 1966. Applicant: MARVIN HAYES LINES, INC., Hayes Circle, Clarksville, Tenn., 37041. Applicant's representative: Charles H. Hudson, Jr., 417 Stahlman Building, Nashville, Tenn., 37201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages and empty containers*, between Clarksville, Tenn., St. Louis and St. Joseph, Mo.; Peoria, Ill., and Milwaukee, Wis., for 180 days. Supporting shippers: Glenn Distributing Co., Post Office Box 312, Clarksville, Tenn., 37041; Ideal Distributing Co., East College Street, Clarksville, Tenn., 37041; Case Distributing Co., Post Office Box 1003, Clarksville, Tenn., 37040. 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 103926 (Sub-No. 18 TA), filed June 3, 1966. Applicant: W. T. MAYFIELD SONS TRUCKING CO., a corporation, 3881 Bankhead Highway, Post Office Box 2463, Station D, Atlanta, Ga., 30318. Applicant's representative: William H. Driskell (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal storage tanks and parts and accessories* when moving incidental thereto as part of the same shipment from Newnan, Ga., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, South Carolina, Tennessee, and Virginia, for 180 days. Supporting shipper: R. D. Cole Manufacturing Co., Newnan, Ga., 30263. 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 107496 (Sub-No. 487 TA), filed June 7, 1966. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third Street, Post Office Box 855, Des Moines, Iowa, 50309. Applicant's representative: H. L. Fabritz (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand with additives*, in containers, and in bulk, in pneumatic trucks, from Troy Grove, Ill., to points in Michigan, Indiana, Ohio, and Wisconsin, for 180 days. Supporting shipper: The Arrowhead Co., Post Office Box 67, Chesterton, Ind. Send protests to: Ellis L. Annett, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 227 Federal Office Building, Des Moines, Iowa, 50309.

No. MC 110093 (Sub-No. 1 TA), filed June 6, 1966. Applicant: MARCHESI TRANSPORTATION COMPANY, INC., 118 Pearl Street, Woburn, Mass. Applicant's representative: John F. Curley, 33 Broad Street, Boston, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hide fleshings, limed pieces, and chrome splits*, from Lebanon, N.H., to Woburn, Mass., for 150 days. Supporting shipper: E. Cummings Leather Co., Inc., Lebanon, N.H. Send protests to: James F. Martin, Jr., District Supervisor, Bureau of Opera-

tions and Compliance, Interstate Commerce Commission, 30 Federal Street, Boston, Mass., 02110.

No. MC 112184 (Sub-No. 23 TA), filed June 6, 1966. Applicant: THE MANFREDI MOTOR TRANSIT COMPANY, Route 87, Newbury, Ohio. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Liquid concrete admixtures*, in bulk in tank vehicles, from Cleveland, Ohio, to points in Michigan, Indiana, Kentucky, West Virginia, Pennsylvania, New York, New Jersey, and Indiana, for 180 days. Supporting shipper: Master Builders, 2490 Lee Boulevard, Cleveland, Ohio, 44118. Send protests to: G. J. Baccei, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 435 Federal Building, Cleveland, Ohio, 44114.

No. MC 114533 (Sub-No. 140 TA), filed June 3, 1966. Applicant: B. D. C. CORPORATION, 4970 South Archer Avenue, Chicago, Ill., 60632. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Business reports, records, and microfilm;* between St. Louis, Mo., on the one hand, and, on the other, Hutchinson, Kans., for 180 days. Supporting shipper: Mercantile Trust Co., St. Louis, Mo., 63166. Send protests to: Charles Kudelka, 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 115162 (Sub-No. 132 TA), filed June 6, 1966. Applicant: WALTER POOLE, doing business as POOLE TRUCK LINE, Post Office Box 310, Evergreen, Ala., 36401. Applicant's representative: Robert E. Tate, Suite 2025, City Federal Building, Birmingham, Ala., 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pipe, of concrete or plastic construction and pipe fittings* (except commodities requiring the use of special equipment of special handling, and oilfield and pipeline pipe as defined in T. E. Mercer 46 MCC 845), from Springfield, Ill., to points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Oklahoma, Tennessee, Texas, and Iowa, for 180 days. Supporting shipper: Kyova Pipe Co., division of Ashland Oil & Refining Co., Springfield, Ill. 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 115826 (Sub-No. 145 TA), filed June 6, 1966. Applicant: W. J. DIGBY, INC., 1960 31st Street, Post Office Box 5088, Terminal Annex, Denver, Colo., 80217. Applicant's representative: John F. DeCock (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Carpets, carpeting, rugs, floor covering, textiles and textile products*, from points in Georgia and Tennessee to points in Colorado, Idaho, Utah, and Wyoming, for 180 days. Supporting shippers: The application is supported by statements from 50 shippers, which may be examined here at the Interstate Commerce Commission in Washington, D.C. Send protests to: Herbert C. Ruoff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 2022 Federal Building, Denver, Colo., 80202.

No. MC 116063 (Sub-No. 93 TA), filed June 7, 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 sugar and blends of corn syrup and liquid sugar*, in bulk, in tank vehicles, from New Orleans, La., to Dothan, Luverne, Mobile, Birmingham, Tuscaloosa, Montgomery, and Bessemer, Ala.; Panama City, Marianna, Pensacola, and Pace, Fla.; Columbus, Ellisville, Gulfport, Jackson, Kosciusko, Lourel, Meridian, Hattiesburg, Tupelo, Crystal Springs, Starkville, and Picayune, Miss.; Memphis, Tenn.; Houston, Lufkin, and Dallas, Tex.; and Alma, Fort Smith, Little Rock, and Pine Bluff, Ark., for 180 days. Supporting shipper: R. E. Covey, general traffic manager, American Sugar Co., 120 Wall Street, New York, N.Y., 10005. 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. 80 TA), filed June 6, 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: (1) *Canned goods;* (2) *frozen foods in mixed loads with canned goods;* and (3) *frozen foods and/or canned goods in mixed loads with agricultural commodities* as defined in section 203(b)(6) of the Interstate Commerce Act, from points in Copiah, Hinds, Union, Covington, Rankin, and Madison Counties, Miss., to points in Alabama, Arkansas, Florida, Georgia, Illinois, Iowa, Kansas, Louisiana, Minnesota, Missouri, Nebraska, Oklahoma, Texas, and Wisconsin, for 180 days. Supporting shipper: Mississippi Federated Cooperatives (AAL), Box 449, Jackson, Miss., 39205. 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 119934 (Sub-No. 119 TA), filed June 3, 1966. Applicant: ECOFF TRUCKING, INC., 625 East Broadway, Fortville, Ind., 46040. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Printing ink*, in bulk, in tank vehicles, from Orlando, Fla., to Sylacauga, Ala., for 180 days. Supporting shipper: Sun Chemical Corp., General Printing Ink Division, 750 Third Avenue, New York, N.Y., 10017. Send protests to: R. M. Hagarty, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 802 Century Building, 36 South Pennsylvania Street, Indianapolis, Ind., 46204.

No. MC 123067 (Sub-No. 46 TA), filed June 3, 1966. Applicant: M & M TANK LINES, INC., Post Office Box 4174, North Station, Winston-Salem, N.C., 27102. Applicant's representative: Frank C. Philips, Post Office Box 612, Winston-Salem, N.C., 27102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, from Cheraw and Columbia, S.C., to points in North Carolina, for 150 days. Supporting shippers: Wanda Petroleum Co., Post Office Box 5312; Merritt-Holland Gas Co., 201 Red Cross Street, Wilmington, N.C., 28401; Modern Gas Co., Inc., 3514 Raeford Road, Fayetteville, N.C., 28304; Sandtane Gas Co., Inc., 327 South Aspen Street, Lincolnton, N.C., 28092; Carolina Propane Gas Service Co., Inc., Drawer 561, Lexington, N.C., 27292; Steele Rulane Service, Inc., Hickory, N.C., 28601; Piedmont Gas Service Co., Inc., Lexington, N.C., 27292. Send protests to: Jack K. Huff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 206, 327 North Tryon Street, Charlotte, N.C., 28202.

No. MC 123393 (Sub-No. 133 TA), filed June 6, 1966. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 2105 East Dale, Post Office Box 965 (Commercial Station), Springfield, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from Fort Wayne, Ind., to points in Arkansas, Colorado, Florida, Iowa, Kansas, Kentucky, Minnesota, Missouri, Nebraska, Oklahoma, Tennessee, and Wisconsin, for 180 days. Supporting shipper: Kingsford Packing Co., Inc., Post Office Box 2083, Station A, Fort Wayne, Ind. 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 123393 (Sub-No. 134 TA), filed June 6, 1966. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 2105 East Dale, Post Office Box 965, Commercial Station, Springfield, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food products, in straight or mixed loads with exempt agricultural commodities*, from the storage facilities utilized by the Ralston Purina Co. at Sedalia, Mo., and from the plantsite of the Ralston Purina Co. at California, Mo., to points in Alabama, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Minnesota, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennes-

see (except Memphis), Vermont, Virginia, West Virginia, and Wisconsin, for 150 days. Supporting shipper: Ralston Purina Co., Checkerboard Square, St. Louis, Mo., 63199. 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 124504 (Sub-No. 4 TA), filed June 3, 1966. Applicant: EDWARD JOHNSON, 371 Hancock Street, Brooklyn, N.Y. Applicant's representative: A. David Millner, 1060 Broad Street, Newark, N.J., 07102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Waste or scrap materials and metals and metal articles*, from New York, N.Y., and Stamford, Conn., to points in Bergen, Passaic, Hudson, Essex, Middlesex, Somerset, Hunterdon, Mercer, Morris, Union, and Warren Counties, N.J., from New York, N.Y., Jersey City and Newark, N.J., to Bridgeport, Danbury, and New Haven, Conn., for 180 days. Supporting shipper: Schiavone-Bonomo Corp., Foot of Jersey Avenue, Jersey City, N.J., 07302. Send protests to: Robert E. Johnston, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 346 Broadway, New York, N.Y., 10013.

No. MC 124692 (Sub-No. 18 TA), filed June 7, 1966. Applicant: MYRON SAMMONS, Post Office Box 933, Missoula, Mont., 59801. Applicant's representative: Charles E. Nieman, 1160 Northwestern Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Montana west of the Continental Divide to points in Iowa, Illinois, and Wisconsin, for 180 days. Supporting shippers: White Pine Sash Co., Post Office Box 1247, Missoula, Mont., 59801; Plum Creek Lumber Co., Columbia Falls, Mont., 59912; Prentice Lumber Co., Inc., Post Office Box 59, Missoula, Mont., 59801; St. Regis Paper Co., Libby, Mont., 59923. Send protests to: Paul J. Lobane, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, U.S. Post Office Building, Billings, Mont., 59101.

No. MC 125657 (Sub-No. 3 TA), filed June 7, 1966. Applicant: FLOYD DELBERT BAZE, doing business as BAZE TRUCKING, 4879 Martin Street, Mira Loma, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Travel trailers, campers and horse trailers*, by truckaway method, from points in Los Angeles, Orange, and Riverside Counties, Calif., to points in Oregon, Washington, Idaho, Nevada, Utah, Arizona, New Mexico, Colorado, Oklahoma, and Texas, and return of *refused or rejected shipments; horse trailers*, from Chickasha, Okla., to points in California, for 180 days. Supporting shippers: Santa Fe Trailers, 8130 San Fernando Road, Sun Valley, Calif.; Adams Trailer Manufacturing Co., 11310 Stewart Street, El Monte, Calif.; Denver Trailer Sales, 1746 South Broadway, Denver, Colo., 80210; Prewitt Trailers, 4298 Campbell Street, Glen Avon, Calif.; Johnson's Trailer Sales, 21104 Pacific Highway, Seattle, Wash., 98188; Gateway Trailer Center, Inc., Blake at Addison Avenue West, Twin Falls, Idaho, 83301; Vacation Industries, Inc., 136 West 168th Street, Gardena, Calif.; Grassfield Mobilhomes Co., 7207 Northwest 39th Expressway, Bethany, Okla., 73008; Robertson's Trailer Sales, Route 3, Caldwell, Idaho; Birch Bay Trailer Sales, Route 1, Box 106, Blaine, Wash.; York Trailer Sales, 722 North State Street, Orem, Utah; Bunn's Trailer Sales, Highways 99W and 18, McMinnville, Oreg.; Hastings Trailer Sales, Ltd., 2747 East Hastings Street, Vancouver, 6, B.C., Canada; Oasis Vacation Trailers, 10123 East Washington Street, Bellflower, Calif.; Wheel-Wright In Trailer Sales, 2992 South State Street, Salt Lake City, Utah; Richards Oldsmobile, Inc., 1150 North Third, Laramie, Wyo. Send protests to: W. J. Huetig, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 7708, Federal Building, 300 North Los Angeles Street, Los Angeles, Calif., 90012.

No. MC 126327 (Sub-No. 3 TA), filed June 3, 1966. Applicant: GERALD SMITH AND JACK COLLIE, a partnership, doing business as C & S TRUCKING, 2501 South Alameda Street, Los Angeles, Calif., 90011. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Potato chips, corn chips, and puff chips*, from points in Los Angeles and Orange Counties, Calif., to Phoenix, Tempe, and Tucson, Ariz., *nut meats, peanut butter, and salad dressing*, from points in Los Angeles County, Calif., to Phoenix, Ariz., for 180 days. Supporting shippers: Tom McBirnie Sales, 2201 East Palm Lane, Phoenix, Ariz.; Bell Brand Foods, Ltd., Post Office Box 2420, Terminal Annex, Los Angeles, Calif., 90054; Khyber Food Products Co., Post Office Box 3824, 1220 Burt Place, Fullerton, Calif.; Paine & Co., 8107 Paramount Boulevard, Pico Rivera, Calif. Send protests to: John E. Nance, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Federal Building, Room 7708, 300 North Los Angeles Street, Los Angeles, Calif., 90012.

No. MC 127158 (Sub-No. 2 TA), filed June 6, 1966. Applicant: LIQUID FOOD CARRIER, INC., Post Office Box 10172, New Orleans, La., 70121. Applicant's representative: Harold R. Ainsworth, 2307 American Bank Building, New Orleans, La., 70130. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid sugar*, from points in St. Bernard Parish, La., to Dothan, Luverne, Mobile, Birmingham, Tuscaloosa, Montgomery, and Bessemer, Ala., Panama City, Marianna, Pensacola, and Pace, Fla., Coloumbus, Ellisville, Gulfport, Jackson, Koscuisko, Laurel, Meridian, Hattiesburg, Tupelo, Crystal Springs, Starkville, and Picayune, Miss., Memphis, Tenn., Lufkin, Tex., and Alma, Fort Smith, Little Rock and Pine Bluff, Ark., for 180 days. Supporting shipper: American Sugar Co., 120 Wall Street, New York, N.Y., 10005. Send protests to: W. R. Atkins, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, T-4009 Federal Building, 701 Loyola Avenue, New Orleans, La., 70113.

No. MC 128192 (Sub-No. 1 TA), filed June 6, 1966. Applicant: DAVID W. MASSENBURG and C. L. DAVIS, a partnership, doing business as CHARLESTON REFRIGERATED DELIVERY CO., Meggett, S.C., 29460. Applicant's representative: Frank A. Graham, Jr., 707 Security Federal Building, Columbia, S.C., 29201. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, as defined in appendix 1 to the report of *Descriptions in Motor Carrier Certificates* 61 MCC 209 and 766, from Charleston, S.C., to points in Beaufort, Berkeley, Charleston, Colleton, Dorchester, Hampton, and Jasper Counties, S.C., for 150 days. Supporting shippers: The Rath Packing Co., Post Office Box 330, Waterloo, Iowa, 50704; John Morrell & Co., Sioux Falls, S. Dak. Send protests to: Arthur B. Abercrombie, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 509 Federal Building, 901 Sumter Street, Columbia, S.C., 29201.

No. MC 128232 (Sub-No. 1 TA), filed June 6, 1966. Applicant: DORRIS CLOUSE, Licking, Mo. Applicant's representative: B. W. LaTourette, Jr., Suite 1230, Boatmen's Bank Building, St. Louis, Mo., 63102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, lumber products and pallets*, from points in Howell, Shannon, Texas, and Oregon Counties, Mo., to points in Illinois on and north of U.S. Highway 24 and points in Indiana on and north of U.S. Highway 24, for 180 days. Supporting shipper: William C. McVicker, Lumber and Pallets, Star Route, Mountain View, Mo. 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 128277 TA, filed June 6, 1966. Applicant: WALDORF ICE CREAM CO., doing business as WALDORF DELIVERY, 1505 Industrial Parkway, Akron, Ohio. Applicant's representative: R. L. Sandberg (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Ice cream and related frozen desserts consisting principally of frozen novelties*, from Akron, Ohio, to points in Wayne, Washtenau, Oakland, and Macomb Counties, Mich., for 180 days. Supporting shipper: B. C. P. Distributors, 650 Mansfield Avenue, Pittsburgh, Pa. Send protests to: G. J. Baccei, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 435 Federal Building, Cleveland, Ohio, 44114.

No. MC 128278 TA, filed June 6, 1966. Applicant: LIBERTY TRANSFER COMPANY, INC., 1601 Cuba Street, Baltimore, Md., 21230. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Condiments, vegetable oils, butter and lard substitutes, related printed and advertising matter, packing supplies, and empty cartons*, from Bayonne, N.J., to Washington, D.C., serving the intermediate point of Baltimore, Md.: From Bayonne, N.J., over city streets to Newark, N.J., thence over U.S. Highway 1 to junction U.S. Highway 130, thence over U.S. Highway 130 to junction U.S. Highway 40 via the Delaware Memorial Bridge to Baltimore, Md. (formerly shown as via ferry between Pennville, N.J., and New Castle, Del.), and thence over U.S. Highway 1 to Washington, D.C.; and *damaged, rejected, or unsalable shipments of the above specified commodities, and empty drums*, from Washington, D.C., to Bayonne, N.J., serving the intermediate point of Baltimore, Md., (2) *canned goods*, from Bayonne, N.J., to Baltimore, Md., and Washington, D.C., with no transportation for compensation on return except as otherwise authorized, (3) *such merchandise* as is dealt in by wholesale and retail grocery and food business houses, between points in Bergen, Hudson, Essex, Passaic, Union, Middlesex, Morris, and Somerset Counties, N.J., on the one hand, and, on the other, New York, N.Y., and points in Westchester, Nassau, and Suffolk Counties, N.Y., (4) *canned and bottled foods*, from Bayonne, N.J., to points in Delaware, Maryland, Pennsylvania, and the District of Columbia within 125 miles of Bridgeton or Winslow, N.J., with no transportation for compensation on return except as otherwise authorized; from Bridgeton and Winslow, N.J., to points in Delaware, Maryland, New Jersey, New York, Pennsylvania, and the District of Columbia, within 125 miles of Bridgeton and Winslow; and *rejected shipments of canned and bottled foods*, from points in the immediately above specified destination territory to Bridgeton and Winslow, N.J., *commodities used or useful in canning and bottling of foods*, from New York, N.Y., Jersey City, N.J., Philadelphia, Pa., and Baltimore, Md., to Winslow and Bridgeton, N.J., with no transportation for compensation on return except as otherwise authorized, *spices, salt, sugar, and glass containers*, from Philadelphia, Pa., to Bridgeton, N.J., with no transportation for compensation on return except as otherwise authorized, *empty tin cans*, from Baltimore, Md., to Bridgeton, N.J., with no transportation for compensation on return except as otherwise authorized, *canned goods*, from Bridgeton, N.J., to Camden, N.J., New York, N.Y., Philadelphia, Allentown, Lancaster, Easton, Norristown, Pottstown, Pittston, and Chester, Pa., Wilmington, Del., and Baltimore, Md., with no transportation for compensation on return except as otherwise authorized, (5) *matches*, in mixed loads with canned and bottled foods, from Bayonne, N.J., to points in Delaware, Maryland, Pennsylvania, and the District of Columbia within 125 miles of Bridgeton or Winslow, N.J., for 180 days. Supporting shipper: Hunt Foods and Industries, Inc., 1645 West Valencia Drive, Fullerton, Calif. Send protests to: William L. Hughes, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 312 Appraisers' Stores Building, Baltimore, Md., 21202.

MOTOR CARRIERS OF PASSENGERS

No. MC 62296 (Sub-No. 5 TA), filed June 3, 1966. Applicant: WERNER BUS LINES, INC., Paradise Street and Chester Avenue, Phoenixville, Pa., 19460. Applicant's representative: Leonard Sugerman, 400 South Main Street, Phoenixville, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle, in charter operations, restricted to professional theatrical casts, between Valley Forge Music Fair, New Centerville, Pa.; Camden County Music Fair, Haddonfield, N.J.; Westbury Music Fair, Long Island, N.Y.; Painters Mill Music Fair, Owings Mills, Md.; Shady Grove Music Fair, Gaithersburg, Md; and Storrowton Music Fair, West Springfield, Mass., excluding the right of privilege of serving intermediate points, for 150 days. Supported by: Music Fair Enterprises, Inc., Bourse Building, Philadelphia, Pa., 19106. Send protests to: Peter R. Guman, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 900 U.S. Customhouse, Philadelphia, Pa., 19106.

No. MC 66810 (Sub-No. 18 TA), filed June 3, 1966. Applicant: PEORIA-ROCKFORD BUS COMPANY, 1034 South Seminary Street, Rockford, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Air express and air freight*, as well as *passengers and their baggage*, between Rockford, Ill., and O'Hare International Airport, Chicago, Ill., east bound: Starting at the Faust Hotel, corner of North Fourth Street and East State Street in the city of Rockford, Ill., thence in an easterly direction over and along East State Street and U.S. Highway 20 to its intersection with the Illinois Northwest Tollway (U.S. Interstate Route 90) at a point 7 miles east of Rockford, Ill., thence over and along Illinois Northwest Tollway (U.S. Interstate Route 90) in a southeasterly direction to the entrance of O'Hare International Airport, thence over and along O'Hare International Airport road in a westerly direction to the Airport Terminal Building; west bound: Starting at the O'Hare International Airport Terminal Building, over and along the Airport road in an easterly direction to the Tri-State Tollway (U.S. Interstate Route 294) thence over and along the Tri-State Tollway (U.S. Interstate Route 294) in a northerly direction to the Northwest Tollway (U.S. Interstate Route 90), thence over and along the Northwest Tollway (U.S. Interstate Route 90) in a northwesterly direction to its intersection with U.S. Highway 20 at a point 7 miles east of Rockford, Ill., thence over and along U.S. Highway 20 and East State Street in Rockford, Ill., in a westerly direction to East Jefferson Street, thence over and along East Jefferson Street in a northwesterly direction to North Fourth Street: thence over and along North Fourth Street in a southwesterly direction to the Faust Hotel at the corner of North Fourth Street and East State Street in Rockford, Ill., for 180 days. Supporting shippers: Sundstrand Aviation, 2421 11th Street, Rockford, Ill., 61101; Cotta Transmission Co., 2300 11th Street, Rockford, Ill., 61101; Behr Machinery & Equipment Corp., 1100 Seminary Street, Rockford, Ill., 61105. Send protests to: Andrew J. Montgomery, 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 128274 TA, filed June 3, 1966. Applicant: PEORIA-ROCKFORD BUS COMPANY, 1034 South Seminary Street, Rockford, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over regular routes, transporting: *Passengers* (only employees, agents, servants, officers, invitees and licensees of the Admiral Corporation at Harvard, Ill.), between Beloit, Wis., and Harvard, Ill., commencing at Beloit, thence northeast on Wisconsin Highway 15 to its intersection with U.S. Highway 14 at Darien; thence southeast on U.S. Highway 14 to Harvard, and returning in the reverse direction, serving all intermediate points, for 180 days. Supported by: Admiral Corp., Harvard Division, 308 South Division, Harvard, Ill., 60033. Send protests to: "Andrew J. Montgomery, 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.

By the Commission.

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

[F.R. Doc. 66-6508; Filed, June 13, 1966; 8:47 a.m.]

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[Notice 1363]

## MOTOR CARRIER TRANSFER PROCEEDINGS

JUNE 9, 1966.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will

postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-68720. By order of June 7, 1966, the Transfer Board approved the transfer to Carriers, Inc., Sioux Falls, S. Dak., of certificates Nos. MC-111812 (Sub-No. 184) and MC-111812 (Sub-No. 189), issued November 5, 1962, and July 22, 1963, respectively, to Midwest Coast Transport, Inc., authorizing the transportation of general commodities, between Chicago, Ill., and Detroit, Mich., over regular routes and serving numerous intermediate and off-route points, as well as alternate routes for operating convenience only; and mining machinery and air compressors requiring special equipment, over irregular routes, between Michigan City, Ind., on the one hand, and, on the other, points in Illinois, Indiana, and Michigan. Donald L. Stern, 630 City National Bank Building, Omaha, Nebr., 68102, attorney for applicants.

No. MC-FC-68734. By order of June 7, 1966, the Transfer Board approved the transfer to Reddick Auto Express, Inc., Liverpool, N.Y., of the operating rights of Harold J. Reddick, doing business as Reddick Auto Express, Liverpool, N.Y., in certificate No. MC-2091 and certificate of registration No. MC-2091 (Sub-No. 2), issued March 22, 1961, and June 16, 1964, respectively, authorizing the transportation, over regular routes, of general commodities, excluding household goods, commodities in bulk, and other specified commodities, between Syracuse and Oswego, N.Y., serving all intermediate points, and the off-route point of Three Rivers, N.Y., and evidencing a right to engage in transportation in interstate or foreign commerce corresponding in scope to the certificate of public convenience and necessity No. 1840 issued March 20, 1940, and transferred to applicant April 6, 1948, by the New York Public Service Commission. Herbert M. Canter, Esq., 345 South Warrent Street, Syracuse, N.Y., 13202, attorney for applicants.

No. MC-FC-68814. By order of June 8, 1966, the Transfer Board approved the transfer to Joseph Dupont Trucking, Inc., Bristol, R.I., of the operating rights of Joseph DuPont, doing business as DuPont's Express, Bristol, R.I., in certificate No. MC-59353 and certificate of registration No. MC-59353 (Sub-No. 2), issued October 26, 1940, and March 24, 1965, respectively, authorizing under said certificate No. MC-59353 the transportation, over regular routes, the transportation of general commodities, excluding household goods, commodities in bulk, and other specified commodities, between Bristol, R.I., and Providence, R.I., and under said certificate of registration No. MC-59353 (Sub-No. 2), the transportation, over irregular routes, of general commodities, excluding valuables and dangerous articles, also explosives, between points in Rhode Island. Russell B. Curnett, 36 Circuit Drive, Edgewood Station, Providence, R.I., 02905, representative for applicants.

No. MC-FC-68852. By order of June 8, 1966, the Transfer Board approved the transfer to William J. Bowman, doing business as California Delivery Service, Chatsworth, Calif., of the operating rights in certificate of registration in No. MC-99578 (Sub-No. 1), issued February 4, 1964, to Paul R. Kemp and Jack B. Kemp, a partnership, doing business as California Delivery Service, Los Angeles, Calif., corresponding to the grant of intrastate authority to transferor in certificate of public convenience and necessity granted in decision No. 51718, dated July 18, 1955, as amended, by the Public Utilities Commission of the State of California. Walter L. Williams, Jr., 458 South Spring Street, Los Angeles, Calif., 90013, attorney for applicants.

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

[F.R. Doc. 66-6509; Filed, June 13, 1966; 8:47 a.m.]

[Notice 1363-A]

## MOTOR CARRIER TRANSFER PROCEEDINGS

JUNE 9, 1966.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's general rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 30 days from the date of service of the order. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-68489. By order of June 8, 1966, division 3, acting as an appellate division approved the transfer to Nelson's Express, Inc., Millersburg, Pa., of the operating rights in certificate No. MC-67393, issued November 13, 1961, to Kulp Service, Inc., Souderton, Pa., authorizing the transportation of: General commodities, with the usual exceptions, between points in Pennsylvania within 10 miles of Shamokin, Pa., including Shamokin. John W. Frame, Post Office Box 626, Camp Hill, Pa., 17011, Representative for applicants.

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

[F.R. Doc. 66-6510; Filed, June 13, 1966; 8:47 a.m.]

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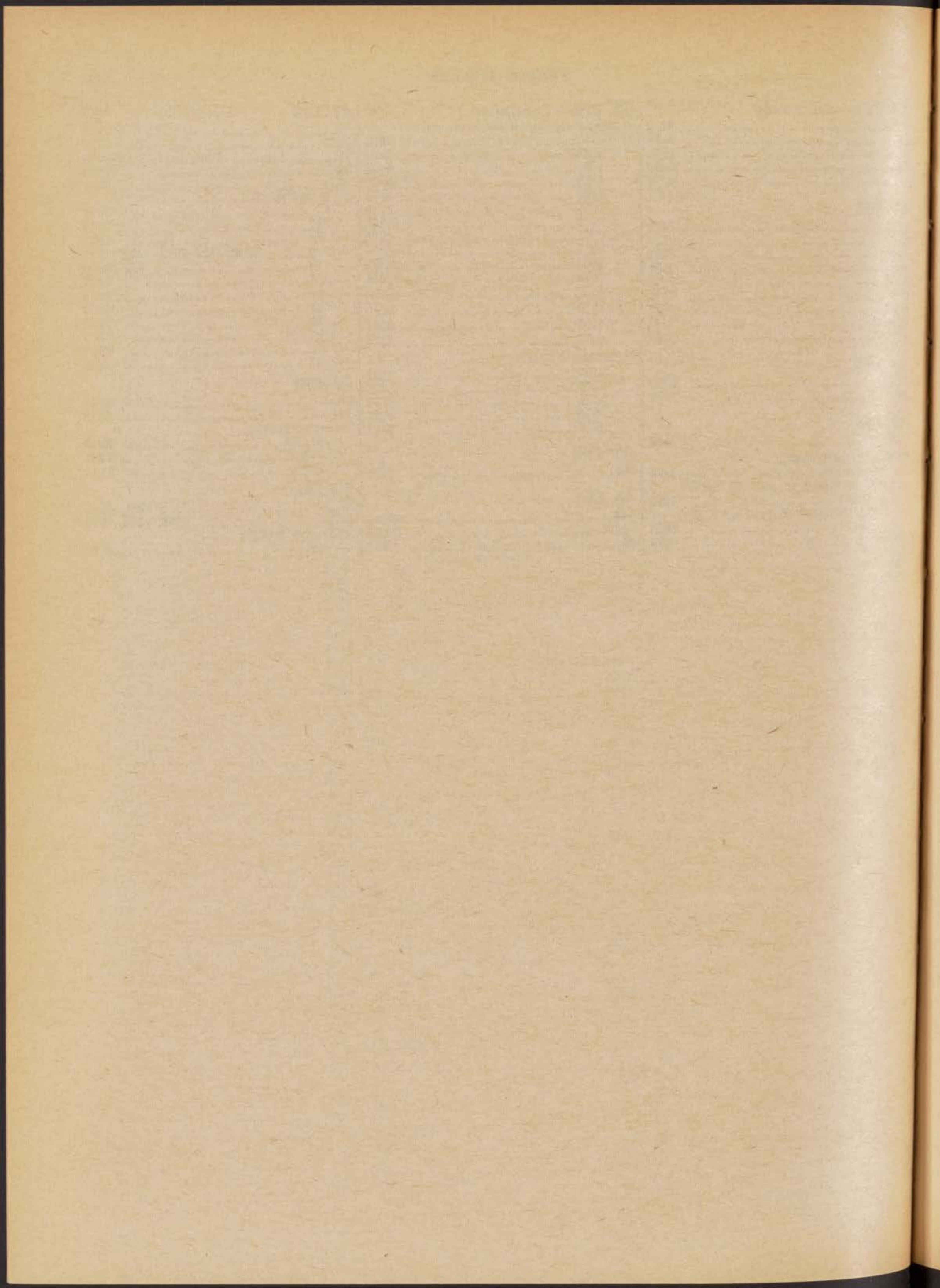

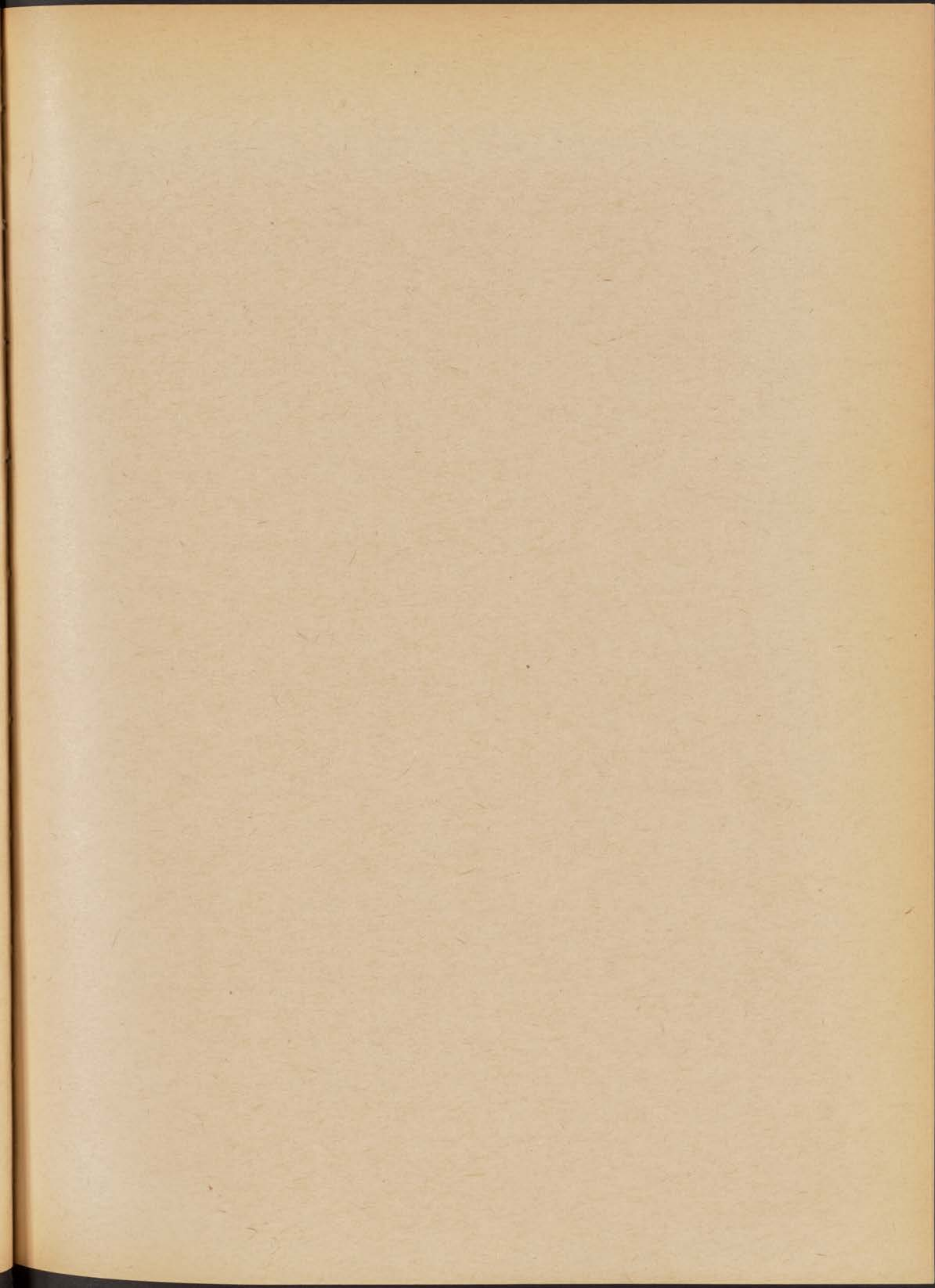

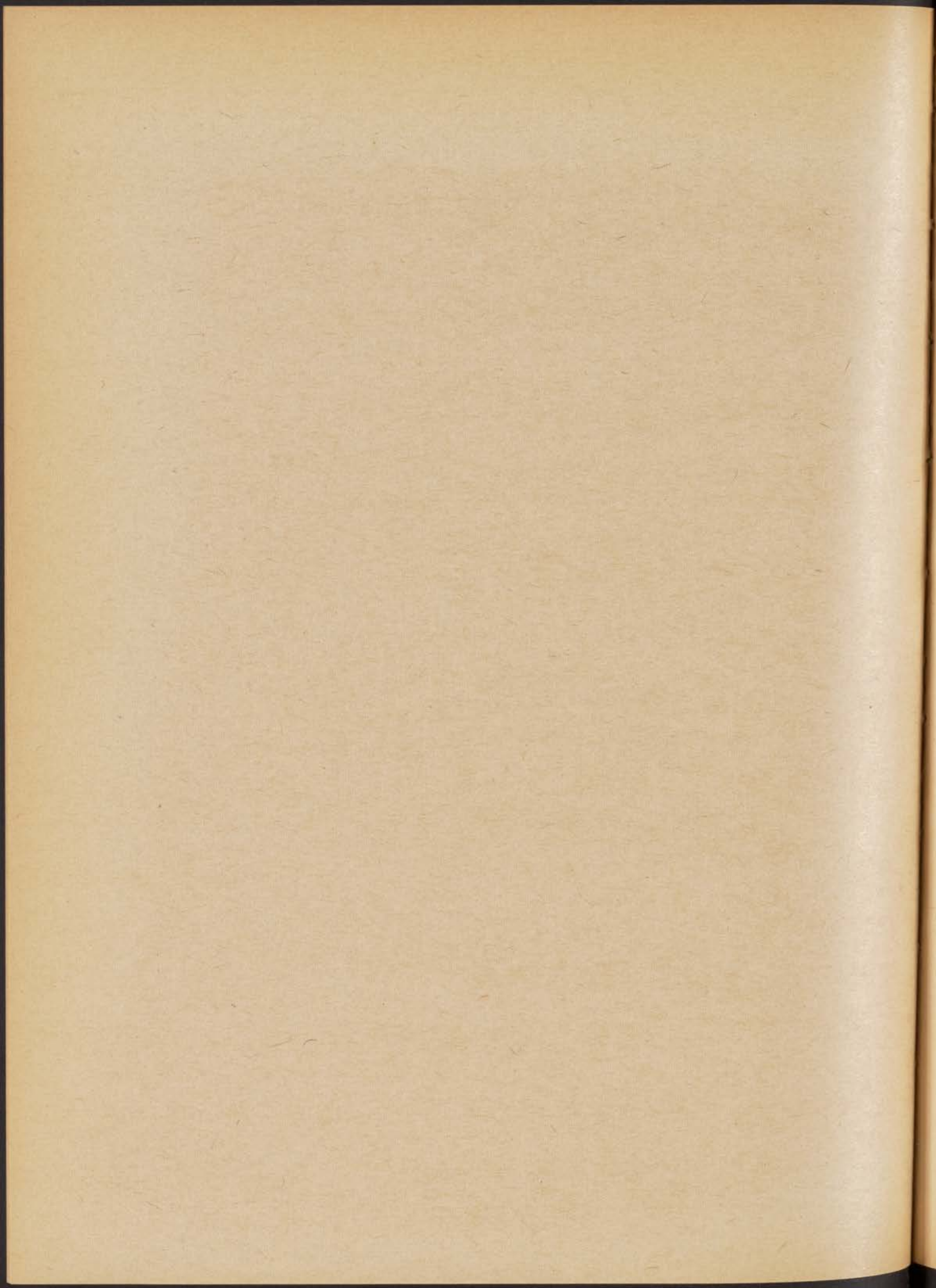

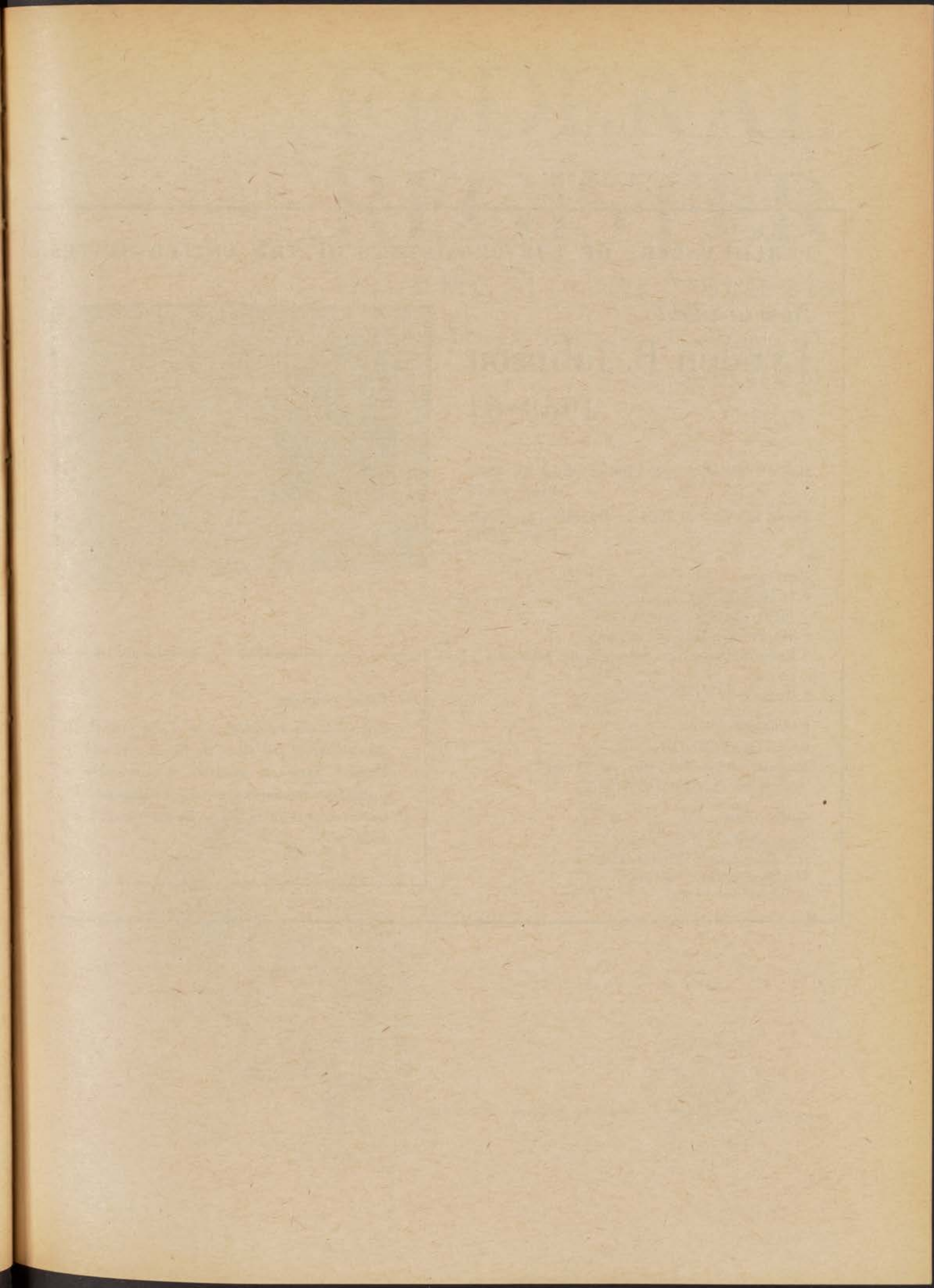

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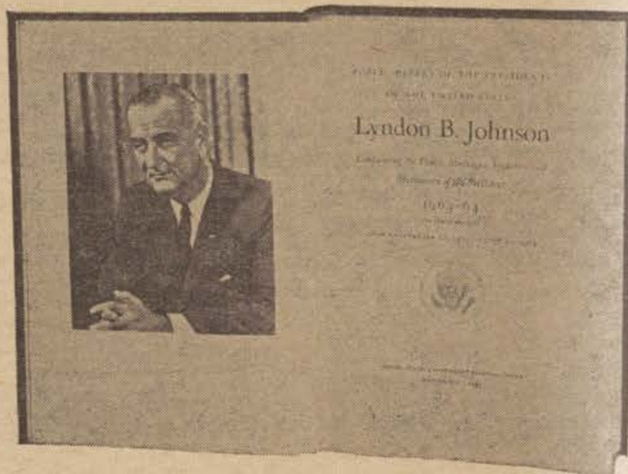


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