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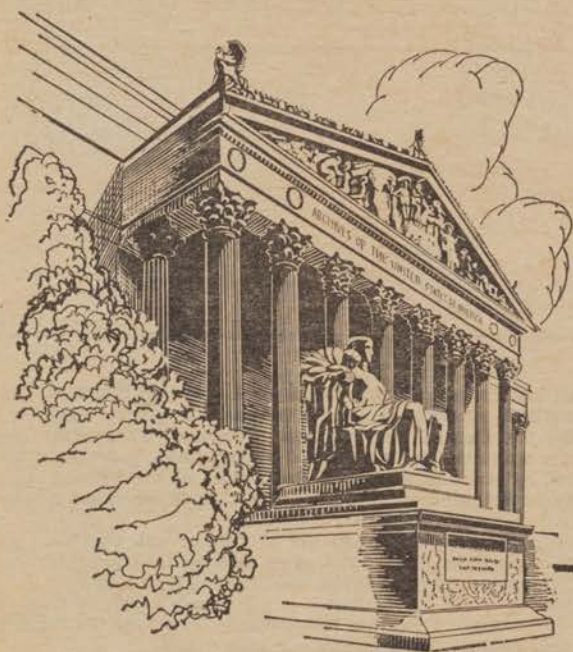
• Washington, D.C.

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Agencies in this issue—

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Business and Defense Services
Administration
Civil Service Commission
Coast Guard
Consumer and Marketing Service
Defense Department
Federal Aviation Administration
Federal Communications Commission
Federal Insurance Administration
Federal Power Commission
Food and Drug Administration
General Services Administration
Hazardous Materials Regulations
Board
Interstate Commerce Commission
Land Management Bureau
Mines Bureau
National Bureau of Standards
Packers and Stockyards
Administration
Public Health Service
Securities and Exchange Commission
State Department

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LIST OF CFR SECTIONS AFFECTED

1949-1963

This volume contains a compilation of the "List of Sections Affected" for all titles of the Code of Federal Regulations for the years 1949 through 1963. All sections of the CFR which have been expressly affected by documents published in the daily Federal Register are enumerated.

Reference to this list will enable the user to find the precise text of CFR provisions which were in force and effect on any given date during the period covered.

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A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1970, and specifies how they are affected.

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Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

National Commission on the Causes and Prevention of Violence

Section 213.3199(b) is revoked, having expired by its own terms.

(5 U.S.C. 3301, 3302, E.O. 10577, 3 CFR 1954-58 Comp., p. 218)

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

[F.R. Doc. 70-1207; Filed, Jan. 29, 1970; 8:48 a.m.]

PART 213—EXCEPTED SERVICE

Treasury Department

Section 213.3305 is amended to show that two Schedule C positions of Liaison Officer, formerly listed under the Bureau of Customs, are now located in the Office of the Secretary. Effective on publication in the FEDERAL REGISTER, subparagraph (24) is added to paragraph (a) of section 213.3305 and subparagraph (2) of paragraph (c) is revoked.

§ 213.3305 Treasury Department.

(a) *Office of the Secretary.* * * *
(24) Two Liaison Officers

(c) *Bureau of Customs.* * * *
(2) [Revoked]

(5 U.S.C. 3301, 3302, E.O. 10577, 3 CFR 1954-58 Comp., p. 218)

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

[F.R. Doc. 70-1208; Filed, Jan. 29, 1970; 8:48 a.m.]

PART 213—EXCEPTED SERVICE

Federal Trade Commission

Section 213.3334 is added to show that one position of Secretary to the Chairman is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, § 213.3334 is added as set out below.

§ 213.3334 Federal Trade Commission.

(a) Secretary to the Chairman.

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

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

[F.R. Doc. 70-1206; Filed, Jan. 29, 1970; 8:48 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 69-SO-135]

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

Alteration of Control Zone and Transition Area

On December 10, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 19510), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Tri-City, Tenn., control zone and transition area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., April 2, 1970, as hereinafter set forth.

In § 71.171 (35 F.R. 2054), the Tri-City control zone is amended to read:

TRI-CITY, TENN.

Within a 5-mile radius of Tri-City Municipal Airport (lat. 36°28'30" N., long. 82°24'20" W.); within 2 miles each side of Tri-City ILS localizer Northeast course, extending from the 5-mile radius zone to the OM; within 3 miles each side of the 042° and 222° bearings from Boone RBN, extending from the 5-mile radius zone to 11 miles southwest of the RBN.

In § 71.181 (35 F.R. 2134), the Tri-City transition area is amended to read:

TRI-CITY, TENN.

That airspace extending upward from 700 feet above the surface beginning at the intersection of the arc of a 21.5-mile radius circle centered on Tri-City Airport (lat. 36°28'30" N., long. 82°24'20" W.) and a line 5 miles northwest of and parallel to Blackford VOR 216° radial (northeast of Tri-City Airport); thence northeast along this line to and clockwise along the arc of a 30-mile radius circle centered on Tri-City Airport to the northwest boundary of V-16S; thence northeast along the northwest boundary of V-16S

to and clockwise along the arc of a 21.5-mile radius circle to point of beginning; including the airspace within 2 miles each side of Virginia Highlands Airport Runway 6 extended centerline, extending from the arc of a 30-mile radius circle centered on Tri-City Airport to 7.5 miles northeast of Virginia Highlands Airport.

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

Issued in East Point, Ga., on January 21, 1970.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 70-1176; Filed, Jan. 29, 1970; 8:46 a.m.]

[Airspace Docket No. 69-SO-142]

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

Designation of Transition Area

On December 11, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 19551), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Belzoni, Miss., transition area.

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

Subsequent to publication of the notice, the refined geographic coordinate (lat. 33°08'40" N., long. 90°30'55" W.) for Belzoni Municipal Airport was obtained from Coast and Geodetic Survey. It is necessary to alter the description by inserting the geographic coordinate for the airport. Since this amendment is editorial in nature, notice and public procedure hereon are unnecessary and action is taken herein to alter the description accordingly.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., April 2, 1970, as hereinafter set forth.

In § 71.181 (35 F.R. 2134), the following transition area is added:

BELZONI, MISS.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Belzoni Municipal Airport (lat. 33°08'40" N., long. 90°30'55" W.).

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

Issued in East Point, Ga., on January 20, 1970.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 70-1177; Filed, Jan. 29, 1970; 8:46 a.m.]

[Airspace Docket No. 69-SO-147]

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

Alteration of Transition Area

On December 11, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 19551), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Yazoo City, Miss., transition area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., April 2, 1970, as hereinafter set forth.

In § 71.181 (35 F.R. 2134), the Yazoo City, Miss. transition area is amended to read:

YAZOO CITY, MISS.

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Barrier Field (lat. 32°52'30" N., long. 90°24'25" W.); within 3 miles each side of the Jackson, Miss. VORTAC 332° radial, extending from the 6.5-mile radius area to 17.5 miles northwest of the VORTAC.

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

Issued in East Point, Ga., on January 20, 1970.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 70-1178; Filed, Jan. 29, 1970; 8:46 a.m.]

[Airspace Docket No. 69-SO-93]

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

Designation of Control Zone and Transition Area

On September 20, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 14657), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Miami, Fla. (Transition and Training Airport), control zone and transition area.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. Comments received from representatives of the U.S. Department of the Interior and National Audubon Society, Inc., were in opposition to the proposed rule. The comments in opposition are not considered to be germane to the assignment of airspace, but are being given appropriate consideration by responsible authority relative to ultimate use of the airport site. All other comments received were favorable.

Subsequent to publication of the notice, it was determined that the Air Traffic Control Tower would be opera-

tional from sunrise to sunset only. Consequently, a full-time control zone is not justified. Additionally, the Dade County Port Authority changed the name of the airport to "Dade-Collier Training and Transition Airport." It is necessary to alter the control zone description to designate it as part-time control zone to be activated by a Notice to Airmen and as continuously published in the Airman's Information Manual. It is also necessary to alter the control zone and transition area descriptions to reflect the name change of the airport. Since these amendments are editorial and less restrictive in nature, notice and public procedure hereon are unnecessary and action is taken herein to alter the control zone and transition area descriptions accordingly.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., January 20, 1970, as hereinafter set forth.

In § 71.171 (35 F.R. 2054), the following part-time control zone is added:

MIAMI, FLA. (DADE-COLLIER TRAINING AND TRANSITION AIRPORT)

Within a 5-mile radius of Dade-Collier Training and Transition Airport (lat. 25°51'46" N., long. 80°53'50" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

In § 71.181 (35 F.R. 2134), the following transition area is added:

MIAMI, FLA. (DADE-COLLIER TRAINING AND TRANSITION AIRPORT)

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Dade-Collier Training and Transition Airport (lat. 25°51'46" N., long. 80°53'50" W.).

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

Issued in East Point, Ga., on January 19, 1970.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 70-1179; Filed, Jan. 29, 1970; 8:46 a.m.]

[Airspace Docket No. 69-SO-134]

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

Alteration of Control Zone and Transition Area

On January 8, 1970, F.R. Doc. No. 70-274 was published in the FEDERAL REGISTER (35 F.R. 308), amending Part 71 of the Federal Aviation Regulations by altering the Sarasota, Fla., control zone and transition area.

Subsequent to publication of the rule, it was determined that the reference "VOR" was inadvertently omitted from the control zone description. It is necessary to alter the rule by inserting this reference. Since this amendment is editorial in nature, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, effective immediately, F.R. Doc. No. 70-274 is amended as follows:

In lines 3 and 4 of the Sarasota, Fla., control zone description " * * * Sarasota 050° * * *" is deleted and " * * * Sarasota VOR 050° * * *" is substituted therefor.

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

Issued in East Point, Ga., on January 21, 1970.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 70-1180; Filed, Jan. 29, 1970; 8:46 a.m.]

[Airspace Docket No. 70-SO-6]

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

Alteration of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Concord, N.C., transition area.

The Concord transition area is described in § 71.181 (35 F.R. 2134) and has a designated basic radius circle of 6 miles.

U.S. Standards for Terminal Instrument Procedures (TERPs), issued after extensive consideration and discussion with Government agencies concerned and affected industry groups, are now being applied to update the criteria for instrument approach procedures. The criteria for the designation of controlled airspace protection for these procedures was revised to conform to TERPs and achieve increased and efficient utilization of airspace.

Because of this revised criteria, it is necessary to alter the description by taking the following actions:

1. Reduce the basic radius circle from 6 to 5 miles.
2. Designate an extension predicated on Charlotte VORTAC 060° radial 5 miles in width and extending to 18 miles northeast of Charlotte VORTAC (approximately 6 miles southeast of Propst Airport).

The above actions result in a substantial decrease in controlled airspace.

In consideration of the foregoing, notice and public procedure hereon are unnecessary and Part 71 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth.

In § 71.181 (35 F.R. 2134), the Concord, N.C., transition area is amended to read:

CONCORD, N.C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Propst Airport (lat. 35°23'30" N., long. 80°34'30" W.); within 2.5 miles each side of Charlotte VORTAC 060° radial, extending from the 5-mile radius area to 18 miles northeast of the VORTAC.

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

Issued in East Point, Ga., on January 21, 1970.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 70-1181; Filed, Jan. 29, 1970;
8:46 a.m.]

[Airspace Docket No. 69-SW-72]

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

Alteration of Control Zone and Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Alexandria, La. (Esler Field), control zone and the Alexandria, La., transition area.

On December 5, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 19297) stating the Federal Aviation Administration proposed to alter controlled airspace in the Alexandria, La., terminal area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., April 2, 1970, as hereinafter set forth.

(1) In § 71.171 (35 F.R. 2054), the Alexandria, La. (Esler Field), control zone is amended to read:

ALEXANDRIA, LA. (ESLER FIELD)

Within a 5-mile radius of Esler Field (lat. 31°23'45" N., long. 92°17'40" W.), and within 3 miles each side of the Esler VOR 338° radial extending from the 5-mile radius zone to 8.5 miles north of the VOR.

(2) In § 71.181 (35 F.R. 2134), the Alexandria, La., transition area 700-foot portion is amended to read:

ALEXANDRIA, LA.

That airspace extending upward from 700 feet above the surface within a 16-mile radius of England AFB (lat. 31°19'40" N., long. 92°33'05" W.), within a 7-mile radius of Esler Field (lat. 31°23'45" N., long. 92°17'40" W.), and within 4 miles each side of the Esler VOR 155° radial extending from the Esler Field 7-mile radius area to 17 miles southeast of the VOR.

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

Issued in Fort Worth, Tex., on January 19, 1970.

HENRY L. NEWMAN,
Director, Southwest Region.

[F.R. Doc. 70-1182; Filed, Jan. 29, 1970;
8:46 a.m.]

[Airspace Docket No. 69-EA-30]

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

Alteration, Designation, and Revocation of Federal Airway Segments

On December 31, 1969, F.R. Doc. 69-15424 was published in the FEDERAL REGISTER (34 F.R. 20419) effective April 2, 1970.

This document amended Part 71 of the Federal Aviation Regulations in part by realigning VOR Federal airway No. 34 between Carmel, N.Y., and the Saybrook Intersection through use of the Riverhead, N.Y., 048° radial.

Subsequent to the publication of this amendment, it has been determined that use of the Riverhead 046° radial in lieu of the 048° radial will permit the terminus of this airway to coincide with the centerline of VOR Federal airway No. 16. Accordingly, action is taken herein to reflect this 2° radial change.

Since this amendment is minor in nature and no substantive change in the regulation is effected, notice and public procedure thereon are unnecessary.

In consideration of the foregoing, effective immediately, F.R. Doc. 69-15424 (34 F.R. 20419) is amended as hereinafter set forth.

In Item f. "Riverhead, N.Y., 048° radials." is deleted and "Riverhead, N.Y., 046° radials." is substituted therefor.

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

Issued in Washington, D.C., on January 21, 1970.

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

[F.R. Doc. 70-1183; Filed, Jan. 29, 1970;
8:46 a.m.]

[Airspace Docket No. 69-SO-71]

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

PART 75—ESTABLISHMENT OF JET ROUTES

Alteration of Jet Routes and Associated Control Area

On October 2, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 15364) stating that the Federal Aviation Administration was considering amendments to Parts 71 and 75 of the Federal Aviation Regulations that would realign VOR Federal airway No. 3 east alternate and Jet Route Nos. 77 and 79. On November 13, 1969, a supplemental notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 18178) stating that V-3E should not be realigned as proposed in the original notice. Also, Jet Route No. 77 should be realigned in a manner different than that proposed in the original notice.

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

In consideration of the foregoing, Parts 71 and 75 of the Federal Aviation Regulations are amended, effective 0901 G.m.t., April 2, 1970, as hereinafter set forth.

1. In § 71.161 (35 F.R. 2044) Jet Route No. 77 is amended to read:

Jet Route No. 77 from Biscayne Bay, Fla., to Vero Beach, Fla.; from Jacksonville, Fla., to Charleston, S.C.

2. Section 75.100 (35 F.R. 2359) is amended as follows:

a. In Jet Route No. 77, all preceding "Daytona Beach, Fla." is deleted and "From Biscayne Bay, Fla., via the INT of Biscayne Bay 021° and Vero Beach, Fla., 143° radials; Vero Beach;" is substituted therefor.

b. In Jet Route No. 79, all preceding "Daytona Beach, Fla." is deleted and "From Biscayne Bay, Fla., via the INT of Biscayne Bay 348° and Vero Beach, Fla., 178° radials; Vero Beach;" is substituted therefor.

(Secs. 307(a) 1110, Federal Aviation Act of 1958, 49 U.S.C. 1348 and 1510; Executive Order 10854, 24 F.R. 9565; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on January 23, 1970.

H. B. HELSTROM,
Chief, Airspace and Air
Traffic Rules Division.

[F.R. Doc. 70-1189; Filed, Jan. 29, 1970;
8:47 a.m.]

[Airspace Docket No. 69-WE-57]

PART 73—SPECIAL USE AIRSPACE

Alteration of Restricted Areas

On October 22, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 17115) stating that the Federal Aviation Administration was considering amendments to Part 73 of the Federal Aviation Regulations that would alter Restricted Areas R-2303A and R-2303B at Fort Huachuca, Ariz.

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

Subsequent to the publication of the notice, it was determined that nonparticipating aircraft operating between the Tucson/Phoenix, Ariz., terminal areas and the Nogales, Sonora, Mexico, radio beacon normally use a small portion of the western end of the proposed R-2303B. The using agency of R-2303B has agreed to modify the proposed restricted area sufficiently to permit this operation. Therefore, action is taken herein to reduce the size of the proposed R-2303B.

Since this action reduces the burden on the public, notice and public procedure thereon are unnecessary.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., April 2, 1970, as hereinafter set forth.

In § 73.23 (35 F.R. 2314) the Fort Huachuca, Ariz., restricted areas are amended to read as follows:

1. R-2303A Fort Huachuca, Ariz.

Boundaries: Beginning at lat. 31°40'40" N., long. 110°11'00" W.; to lat. 31°34'00" N., long. 110°08'30" W.; to lat. 31°34'00" N., long. 110°22'00" W.; to lat. 31°33'00" N., long. 110°23'00" W.; to lat. 31°29'00" N., long. 110°23'00" W.; to lat. 31°29'00" N., long. 110°41'30" W.; to lat. 31°34'00" N., long. 110°43'30" W.; to lat. 31°38'30" N., long. 110°42'00" W.; to lat. 31°38'30" N., long. 110°39'30" W.; to lat. 31°41'00" N., long. 110°33'30" W.; to lat. 31°41'00" N., long. 110°12'00" W.; to point of beginning. Designated altitudes: Surface to 15,000 feet MSL.

Time of designation: Continuous.
 Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.
 Using agency: Commanding General, U.S. Army Electronic Proving Ground, Fort Huachuca, Ariz.

2. R-2303B Fort Huachuca, Ariz.

Boundaries: Beginning at lat. 31°35'00" N., long. 110°00'00" W.; to lat. 31°24'00" N., long. 110°00'00" W.; to lat. 31°24'00" N., long. 110°45'00" W.; to lat. 31°48'00" N., long. 110°46'00" W.; to lat. 31°48'00" N., long. 110°25'45" W.; to point of beginning.
 Designated altitudes: 15,000 feet MSL to FL 450.

Time of designation: Continuous.
 Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.
 Using agency: Commanding General, U.S. Army Electronic Proving Ground, Fort Huachuca, Ariz.

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

Issued in Washington, D.C., on January 23, 1970.

H. B. HELSTROM,
 Chief, Airspace and Air
 Traffic Rules Division.

[F.R. Doc. 70-1184; Filed, Jan. 29, 1970; 8:46 a.m.]

[Airspace Docket No. 69-SW-76]

**PART 73—SPECIAL USE AIRSPACE
 Revocation of Restricted Area**

The purpose of this amendment to Part 73 of the Federal Aviation Regula-

tions is to revoke the Rabbit Island, La., Restricted Area R-3802.

The Federal Aviation Administration has been advised by the Department of the Navy that the Rabbit Island Restricted Area R-3802 is no longer required for its designated purpose. Accordingly, action is taken herein to revoke this restricted area.

Since this amendment restores airspace to the public use and relieves a restriction, notice and public procedure thereon are unnecessary, and good cause exists for making this amendment effective on less than 30 days notice.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended effective upon publication in the FEDERAL REGISTER as hereinafter set forth.

In § 73.38 (35 F.R. 2332) "R-3802 Rabbit Island, La." is revoked.

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

Issued in Washington, D.C., on January 21, 1970.

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

[F.R. Doc. 70-1185; Filed, Jan. 29, 1970; 8:46 a.m.]

[Airspace Docket No. 69-SW-77]

**PART 73—SPECIAL USE AIRSPACE
 Revocation of Restricted Area**

The purpose of this amendment to Part 73 of the Federal Aviation Regula-

tions is to revoke R-6310 Houston, Tex. (Ellington AFB), Restricted Area/Military Climb Corridor.

The Federal Aviation Administration has been advised by the Department of the Air Force that R-6310 is no longer required for its designated purpose. Accordingly, action is taken herein to revoke this restricted area.

Since this amendment restores airspace to the public use and relieves a restriction, notice and public procedure thereon are unnecessary, and good cause exists for making this amendment effective on less than 30 days notice.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective upon publication in the FEDERAL REGISTER, as hereinafter set forth.

In § 73.63 (35 F.R. 2349) "R-6310 Houston, Tex. (Ellington AFB), Restricted Area/Military Climb Corridor." is revoked.

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

Issued in Washington, D.C., on January 21, 1970.

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

[F.R. Doc. 70-1186; Filed, Jan. 29, 1970; 8:46 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 10060; Amdt. 685]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

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

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

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

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

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

Transition		Course and distance	Minimum altitude (feet)	Condition	* Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
PWL VOR.....	IGN VOR.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1½
				C-dn.....	600-1	600-1	600-1½
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 037° Outbnd, 217° Inbnd, 2800' within 10 miles.
 Minimum altitude over facility on final approach crs, 1600'.
 Crs and distance, facility to airport, 242°—3.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing IGN VOR, climb on crs 242° to 1500', make right-climbing turn, return to IGN VOR climbing to 2800'. Hold NE, 1-minute right turns, 217° Inbnd.
 MSA within 25 miles of facility: 090°-090°—3400'; 090°-180°—2000'; 180°-270°—2800'; 270°-360°—4200'.
 City, Poughkeepsie; State, N.Y.; Airport name, Dutchess County; Elev., 165'; Fac. Class., L-BVOR; Ident., IGN; Procedure No. VOR Runway 24, Amdt. 5; Eff. date, 12 Feb. 70; Sup. Amdt. No. 5; Dated, 16 Sept. 67

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

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

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAPS: 6.4 miles after passing Becker Int.
TUP VOR.....	Becker Int.....	R 128°, TUP VOR.....	2000	Left turn, climb to 2000' to Becker Int. via R 359° UBS VORTAC and hold. Supplementary charting information: Hold N, 1 minute, right turns, 179° Inbnd. Runway 19, TDZ elevation, 225'.
HAB VOR.....	Becker Int.....	R 238°, HAB VOR.....	2000	
UBS VORTAC.....	Becker Int.....	R 359°, UBS VORTAC.....	2000	

Procedure turn W side of crs, 359° Outbnd, 179° Inbnd, 2000' within 10 miles of Becker Int.
FAF, Becker Int. Final approach crs, 179°. Distance FAF to MAP, 6.4 miles.
Minimum altitude over Becker Int/30-mile DME, 2000'; over 26-mile DME Fix, 800'.
MSA: 000°-180°-1800'; 180°-360°-1900'.
NOTE: Use Columbus approach altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-19.....	800	1	575	800	1¼	575				NA
	MDA	VIS	HAA	MDA	VIS	HAA				
C.....	860	1	635	860	1¼	635				NA
VOR/DME MINIMUMS:										
	MDA	VIS	HAT	MDA	VIS	HAT				
S-19.....	600	1	375	600	1¼	375				NA
	MDA	VIS	HAA	MDA	VIS	HAA				
C.....	660	1	435	680	1¼	455				NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Not authorized.			

City, Aberdeen-Armory; State, Miss.; Airport name, Monroe County; Elev., 225'; Facility, UBS; Procedure No. VOR Runway 19, Amdt. 1; Eff. date, 12 Feb. 70; Sup. Amdt. No. Orig.; Dated, 10 July 69

Terminal routes			Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: GRD VORTAC.
R 114°, GRD VORTAC CW.....	R 260°, GRD VORTAC.....	7-mile DME Arc.....	2200	Climb to 2200' on GRD VORTAC R 100° within 15 miles. Supplementary charting information: Final approach crs intercepts runway centerline 4300' from threshold. LRCO—122.1R, 123.6R. Runway 9, TDZ elevation, 631'.
R 366°, GRD VORTAC CCW.....	R 260°, GRD VORTAC.....	7-mile DME Arc.....	2200	
7-mile DME Arc.....	GRD VORTAC (NOPT).....	GRD, R 260°.....	1020	

Procedure turn S side of crs, 260° Outbnd, 080° Inbnd, 2200' within 10 miles of GRD VORTAC.
Final approach crs, 080°.
Minimum altitude over GRD VORTAC, 1020'.
MSA: 000°-360°-2100'.

NOTES: (1) When control zone not effective, use Anderson, S.C., altimeter setting and MDA increased 140'. (2) Sliding scale not authorized.
*Alternate minimums not authorized when control zone not effective.
#Night minimums not authorized Runways 4-22, 18-36.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-9.....	1020	1	389	1020	1	389	1020	1	389	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C#.....	1020	1	389	1100	1	469	1100	1½	469	NA
A.....	Standard.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Greenwood; State, S.C.; Airport name, Greenwood County; Elev., 631'; Facility, GRD; Procedure No. VOR Runway 9, Amdt. 7; Eff. date, 12 Feb. 70; Sup. Amdt. No. 6; Dated, 13 Mar. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: GRD VORTAC	
R 356°, GRD VORTAC CW.....	R 100°, GRD VORTAC.....	7-mile DME Arc.....	2200	Climb to 2200' on GRD VORTAC R260°, within 15 miles. Supplementary charting information: Final approach crs intercepts runway centerline 2700' from threshold. LRCO—122.1R, 123.6R. Runway 27, TDZ elevation, 630'.	
R 241°, GRD VORTAC CCW.....	R 100°, GRD VORTAC.....	7-mile DME Arc.....	2200		
7-mile DME Arc.....	4-mile DME Fix (NOPT).....	GRD, R 100°.....	1240		

Procedure turn N side of crs, 100° Outbnd, 280° Inbnd, 2200' within 10 miles of GRD VORTAC.

Final approach crs, 280°.

Minimum altitude over 4-mile DME Fix, 1240'.

MSA: 000°-360°—2100'.

NOTES: (1) When control zone not effective, use Anderson, S.C. altimeter setting and MDA increased 140'. (2) Sliding scale not authorized.

*Alternate minimums not authorized when control zone not effective.

#Night minimums not authorized Runways 4-22, 18-36.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-27.....	1240	1	610	1240	1	610	1240	1	610	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C#.....	1240	1	609	1240	1	609	1240	1½	609	NA
VOR/DME Minimums:										
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-27.....	980	1	350	980	1	350	980	1	350	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C#.....	1020	1	389	1100	1	469	1100	1½	469	NA
A.....	Standard.*		T 2-eng. or less—Standard.				T over 2-eng.—Standard.			

City, Greenwood; State, S.C.; Airport name, Greenwood County; Elev., 631'; Facility, GRD; Procedure No. VOR Runway 27, Amdt. 6; Eff. date, 12 Feb. 70; Sup. Amdt. No. 5; Dated, 13 Mar. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6.7 miles after passing GUC VOR TAC.	
Cottonwood DME Fix.....	Almont DME Fix.....	Direct.....	16,400	Climbing right turn to 12,000' direct GUC VORTAC and hold.* Supplementary charting information: *Hold SW, 1 minute, left turns 031° Inbnd. LRCO, 122.1, 123.6.	
Almont DME Fix.....	Parlin DME Fix.....	Direct.....	15,300		
Parlin DME Fix.....	GUC VORTAC.....	Direct.....	12,000		
Powderhorn DME Fix.....	GUC VORTAC.....	Direct.....	14,500		

Procedure turn W side of crs, 211° Outbnd, 031° Inbnd, 11,000' within 10 miles of GUC VORTAC.

FAF, GUC VORTAC. Final approach crs, 031°. Distance FAF to MAP, 6.7 miles.

Minimum altitude over GUC VORTAC, 9900'.

MSA: 000°-360°—14,600'.

NOTES: (1) Procedure not authorized if Gunnison altimeter not available. (2) Final approach from holding pattern not authorized. Procedure turn required.

*Alternate minimums not authorized, except operators with approved weather reporting service.

%Climb clear of clouds, over airport, to 9000' continue climb direct to GUC VORTAC.

\$Night minimums not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C\$.....	9060	2¼	1393	9060	2½	1393	9060	2¼	1393	9100	3	1433
A.....	3000-3.#		T 2-eng. or less—1400-2.%				T over 2-eng.—1400-2.%					

City, Gunnison; State, Colo.; Airport name, Gunnison County; Elev., 7667'; Facility, GUC; Procedure No. VOR-1, Amdt. 1; Eff. date, 12 Feb. 70; Sup. Amdt. No. Orig.; Dated, 18 Dec. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 8.8 miles after passing HUO VORTAC.
				Make right-climbing turn to 3500' direct to HUO VORTAC and hold. Supplementary charting information: Hold W, R 273°, 1 minute, right turns, 093° Inbnd. Runway 7, TDZ elevation, 510'.

Procedure turn S side of crs, 273° Outbnd, 093° Inbnd, 3500' within 10 miles of HUO VORTAC.
FAF, HUO VORTAC. Final approach crs, 093°. Distance FAF to MAP, 8.8 miles.
Minimum altitude over HUO VORTAC, 3000'.
MSA: 090°-090°-3700'; 090°-180°-2900'; 180°-270°-3400'; 270°-360°-3500'.
NOTES: (1) Use Poughkeepsie FSS altimeter setting. (2) Night minimums not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAA	VIS	VIS
S-7.....	1620	1½	1110	NA	NA	NA	NA	NA
	MDA	VIS	HAA	VIS	VIS	VIS	VIS	VIS
C.....	1620	1½	1096	NA	NA	NA	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—not authorized.	

City, Middletown; State, N.Y.; Airport name, Randall; Elev., 524'; Facility, HUO VORTAC; Procedure No. VOR Runway 7, Amdt. 3; Eff. date, 12 Feb. 70; Sup. Amdt. No. 2; Dated, 6 June 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 4.6 miles after passing IGN VOR.
Pawling VORTAC.....	Kingston VOR.....	Direct.....	3000	Climbing left turn to 2300' direct to IGN VOR and hold. Supplementary charting information: Hold SW, 1 minute, left turns, 069° Inbnd. Unicom available, 122.8.

Procedure turn not authorized. One-minute holding pattern, SW of IGN VOR, 069° Inbnd, left turns, 2300'.
FAF, IGN VOR. Final approach crs, 069°. Distance FAF to MAP, 4.6 miles.
Minimum altitude over IGN VOR, 2300'.
MSA: 060°-090°-3400'; 090°-180°-2600'; 180°-270°-2800'; 270°-360°-4200'.
NOTE: Use Poughkeepsie FSS altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C.....	1380	1	680	1380	1	680	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.	

City, Millbrook; State, N.Y.; Airport name, Sky Acres; Elev., 700'; Facility, IGN; Procedure No. VOR-1, Amdt. 3; Eff. date, 12 Feb. 70; Sup. Amdt. No. 2; Dated, 20 Mar. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6.7 miles after passing Orange Int (9-mile DME)	
Huguenot VOR.....	Orange Int (9-mile DME) (NOPT)....	Direct.....	2500	Climb to 2000' on HVO VOR R 079°, left-climbing turn to 3200' direct to HVO VORTAC and hold. Supplementary Charting Information: Hold W, 1 minute, right turns, 079° Inbd. Runway 8, TDZ elevation, 361'.	

Procedure turn N side of crs, 250° Outbd, 079° Inbd, 3200' within 10 miles of Orange Int (9-mile DME). FAF, Orange Int (9-mile DME). Final approach crs, 079°. Distance FAF to MAP, 6.7 miles. Minimum altitude over Orange Int (9-mile DME), 2500'. MSA: 000°-090°-3700'; 090°-180°-2900'; 180°-270°-3400'; 270°-360°-3500'. Note: Use Poughkeepsie FSS altimeter setting. *Night minimums not authorized Runways 8/26 and 11/29—no runway lights.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-8*	1240	1¼	879	1240	1½	879	1240	1¼	879	NA
C*	1240	1¼	879	1240	1½	879	1240	1¼	879	NA
A	Not authorized.			T 2-eng. or less—400-1 all runways.			T over 2-eng.—400-1 all runways.			

City, Montgomery; State, N. Y.; Airport name, Orange County; Elev., 361'; Facility, HVO; Procedure No. VOR Runway 8, Amdt. 2; Eff. date, 12 Feb. 70; Sup. Amdt. No. 1; Dated, 14 Aug. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: EWN VOR.	
				Climb to 2000', left turn, to EWN VOR via R 046° and hold. Supplementary charting information: Hold SW, 1 minute, left turns, 056° Inbd.	

Procedure turn N side of crs, 226° Outbd, 046° Inbd, 1600' within 10 miles of EWN VOR. Final approach crs, 046°. MSA: 000°-090°-1800'; 090°-180°-1400'; 180°-270°-1400'; 270°-360°-2500'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C	440	1	421	480	1	461	480	1½	461	NA
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, New Bern; State, N.C.; Airport name, Simmons Nott; Elev., 19'; Facility, EWN; Procedure No. VOR-1, Amdt. 4; Eff. date, 12 Feb. 70; Sup. Amdt. No. 3; Dated, 9 Jan. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5 miles after passing School Int.	
Kingston VOR.....	School Int. (NOPT).....	Direct.....	1500	Climbing left turn to 3000' direct to IGN VOR and hold. Supplementary charting information: Hold S, 1 minute, right turns, 010° Inbd. 1570' tower 1.7 miles SW PWL VOR. 1403' terrain 6 miles E IGN VOR. 920' tower 41°51'28" N, 73°46'26" W.	
Pawling VOR.....	Kingston VOR.....	Direct.....	3000		
Pawling VOR.....	School Int.....	Direct.....	3000		

Procedure turn W side of crs, 190° Outbd, 010° Inbd, 3000' within 10 miles of School Int. FAF, School Int. Final approach crs, 010°. Distance FAF to MAP, 5 miles. Minimum altitude over School Int, 1500'. MSA: 000°-090°-3400'; 090°-180°-2600'; 180°-270°-2800'; 270°-360°-4200'. Note: Use Poughkeepsie FSS altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-1	1200	1¼	880		NA			NA		NA
C	1200	1¼	880		NA			NA		NA
A	Not authorized.			T 2-eng. or less—Runways 1/19, 500-1.			T over 2-eng.—Not authorized.			

City, Red Hook; State, N. Y.; Airport name, Stark-Tator Skypark; Elev., 320'; Facility, IGN; Procedure No. VOR Runway 1, Amdt. 2; Eff. date, 12 Feb. 70; Sup. Amdt. No. 1; Dated, 4 Dec. 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.6 miles after passing Pontoon Int.
SAC VOR.....	Hood Int.....	Direct.....	2000	Climbing left turn to 2000' to SAC. VORTAC via R 175°. Supplementary charting information: Final approach crs intercepts midpoint of Runways 7/25. Two (2) transmission towers between Ida Island and Long Island, W of Isleton. Rio Vista Bridge tower 212'. A 250' and 200' MSL tower 1.6 miles NE of Rio Vista Airport.
Hood Int.....	Pontoon Int (NOPT).....	Direct.....	1800	

Procedure turn not authorized. Approach crs (profile) starts at Hood Int. FAF, Pontoon Int. Final approach crs, 185°. Distance FAF to MAP, 5.6 miles. Minimum altitude over Hood Int, 5-mile DME, 2000'; over Pontoon Int, 12-mile DME, 1800'. MSA: 090°-180°-3000'; 180°-270°-3900'; 270°-360°-4000'.

NOTES: (1) Radar vectoring. (2) Use Sacramento altimeter setting. %One-mile visibility required Runway 14.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	620	1	576	620	1	576	700	1½	656	800	2	756
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.%					

City, Rio Vista; State, Calif.; Airport name, Rio Vista Municipal; Elev., 44'; Facility, SAC; Procedure No. VOR-1, Amdt. 1; Eff. date, 12 Feb. 70; Sup. Amdt. No. Orig.; Dated, 2 Jan. 69

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 6.7 miles after passing IGN VOR.
				Right-climbing turn to 2800' direct to IGN VOR and hold. Supplementary charting information: Hold NW, 1 minute, right turns, 155° Inbnd. 1430' tower 2.2 miles E of airport. 1329' terrain 1.8 miles ESE of airport. 1340' terrain 2.1 miles E of airport.

Procedure turn W side of crs, 335° Outbnd, 155° Inbnd, 2800' within 10 miles of IGN VOR. FAF, IGN VOR. Final approach crs, 155°. Distance FAF to MAP, 6.7 miles. Minimum altitude over IGN VOR, 1800'. MSA: 090°-090°-3400'; 090°-180°-2600'; 180°-270°-2500'; 270°-360°-4200'. NOTE: Use Poughkeepsie FSS altimeter setting. CAUTION: Terrain rises rapidly 1 mile E and SE of airport.

DAY AND NIGHT MINIMUMS

Cond.	A			B	C	D
	MDA	VIS	HAA	VIS	VIS	VIS
C.....	1440	1½	1082	NA	NA	NA
A.....	Not authorized.			T 2-eng. or less—700-1.		
	T over 2-eng.—not authorized.					

City, Stormville; State, N.Y.; Airport name, Stormville; Elev., 358'; Facility, IGN; Procedure No. VOR-1, Amdt. 1; Eff. date, 12 Feb. 70; Sup. Amdt. No. Orig.; Dated, 3 July 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 2.4 mile DME Fix, R 331°.	
R 095°, IAH VORTAC CCW	R 331°, IAH VORTAC	15-mile DME Arc	2000	Climb to 1800' direct to IAH VORTAC;	
R 243°, IAH VORTAC CW	R 331°, IAH VORTAC	15-mile DME Arc	2000	proceed on R 151° within 10 miles.	
15-mile Arc	8-mile DME Fix	R 331°, IAH VORTAC	2000	Supplementary charting information: 257' control tower midfield. Runway 14, TDZ elevation, 95'.	

Procedure turn not authorized.
Final approach crs, 151°.
Minimum altitude over 8-mile DME Fix, 1800'.
MSA within 25 miles of IAH VORTAC: 270°-180°-1600'; 180°-270°-2500'.
NOTE: ASR.
%RVR 18' authorized Runway 8; RVR 24' authorized Runway 26.
*Inoperative table does not apply to HIRL Runway 14. HIRL inoperative visibility 1 mile.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14*	460	1	365	460	1	365	460	1	365	460	1	365
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	560	1	462	560	1	462	560	1½	462	660	2	562
A	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Houston; State, Tex.; Airport name, Intercontinental; Elev., 98'; Facility, IAH; Procedure No. VOR/DME Runway 14, Amdt. 1; Eff. date, 12 Feb. 70; Sup. Amdt. No. Orig.; Dated, 29 May 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC (BC)

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.5 miles after passing Maxton Int.	
R 095°, IAH VORTAC CCW	IAH LOC crs, R 081°, lead radial (NOPT).	13-miles DME Arc	1800	Climb to 1800' direct to Houston (IA) LOM and hold.	
R 328°, IAH VORTAC CW	IAH LOC crs, R 065°, lead radial (NOPT).	13-miles DME Arc	1800	Supplementary charting information: Hold W, 1 minute, right turns, 032° Inbnd.	
13-mile Arc	Maxton Int.	LOC crs	1800	257' control tower midfield. 240' water tower 3 miles E. Runway 26, TDZ elevation, 97'.	

Procedure turn N side of crs, 082° Outbnd, 262° Inbnd, 1800' within 10 miles of Maxton Int. FAF, Maxton Int. Final approach crs, 262°. Distance FAF to MAP, 5.5 miles.
Minimum altitude over Maxton Int, 1800'; over 3-mile Radar Fix, 560'.
NOTE: ASR.
%RVR 18' authorized Runway 8; RVR 24' authorized Runway 26.
*Inoperative table does not apply to HIRL Runway 26. HIRL inoperative visibility 1 mile.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-26*	560	RVR 50	463	560	RVR 50	463	560	RVR 50	463	560	RVR 50	463
	LOC/RADAR Minimums											
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-26*	460	RVR 50	363	460	RVR 50	363	460	RVR 50	363	460	RVR 50	363
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	560	1	462	560	1	462	560	1½	462	660	2	562
A	Standard.			T 2-eng. or less—Standard.%			T over 2-eng.—Standard.%					

City, Houston; State, Tex.; Airport name, Intercontinental; Elev., 98'; Facility, I-IAH; Procedure No. LOC (BC) Runway 26, Amdt. 2; Eff. date, 12 Feb. 70; Sup. Amdt. No. 1; Dated, 31 July 69

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LOC

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing Jenny Int.	
BNA VORTAC	Jenny VHF/Radar Int.	Direct	2200	Climb to 3000' direct to BN NDB/LOM and hold. Supplementary charting information: Hold S, 1 minute, right turns, 016° Inbnd. Runway 20R, TDZ elevation, 576'.	
BN NDB/LOM	Jenny VHF/Radar Int.	Direct	2200		
Ridgetop Int.	LOC crs.	120° Heading (DR)	2500		
LOC crs (DR)	Jenny VHF/Radar Int. (NOPT)	LOC crs.	1400		

Procedure turn E side of crs, 016° Outbnd, 196° Inbnd, 2200' within 10 miles of Jenny VHF/Radar Int.
 FAF, Jenny VHF/Radar Int. Final approach crs, 196°. Distance FAF to MAP, 4 miles.
 Minimum altitude over Jenny Int, 1400'; over Knob Int., 1120'.
 NOTE: ASR.
 *Inoperative table does not apply to HIRL Runway 20R.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-20R*	1120	1	544	1120	1	544	1120	1	544	1120	1½	544
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1120	1	523	1120	1	523	1120	1½	523	1160	2	563
LOC/VOR MINIMUMS:												
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-20R*	980	1	404	980	1	404	980	1	404	980	1	404
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1040	1	443	1060	1	463	1060	1½	463	1160	2	563
A	Standard.			T 2-eng. or less—RVR 24', Runway 2L; Standard all other runways.			T over 2-eng.—RVR 24', Runway 2L; Standard all other runways.					

City, Nashville; State, Tenn.; Airport name, Nashville Metropolitan; Elev., 597'; Facility, I-BNA; Procedure No. LOC (BC) Runway 20R, Amdt. 6; Eff date, 12 Feb. 70; Sup. Amdt. No. 5; Dated, 11 Sept. 69

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: MLJ NDB.	
Smart Int.	MLJ NDB.	Direct	2200	Climb to 2200' right turn direct to MLJ NDB and hold. Supplementary charting information: Hold E, 1 minute, right turns 269° Inbnd Final approach crs intercepts runway centerline extended 3000' from threshold.	
Clinton Int.	MLJ NDB.	Direct	2200		
Forsyth Int.	MLJ NDB.	Direct	2200		
Wayside Int.	MLJ NDB.	Direct	2200		
Godfrey Int.	MLJ NDB.	Direct	2200		
Sharon Int.	MLJ NDB.	Direct	2200		
Mitchell Int.	MLJ NDB.	Direct	2200		

Procedure turn N side of crs, 089° Outbnd, 269° Inbnd, 2200' within 10 miles of MLJ NDB.
 Final approach crs, 269°. MSA: 000°-090°—2100'; 090°-180°—1900'; 180°-270°—2300'; 270°-360°—2000'.
 NOTES: (1) Use Macon, Ga., approach altimeter setting. (2) No weather reporting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-27	1060	1	675	1060	1	675	1060	1½	675	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	1060	1	675	1060	1	675	1060	1½	675	NA
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Milledgeville; State, Ga.; Airport name, Baldwin County; Elev., 385'; Facility, MLJ; Procedure No. NDB (ADF) Runway 27, Amdt. Orig.; Eff. date, 12 Feb. 70

RULES AND REGULATIONS

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

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

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

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.3 miles after passing TY LOM.	
Sweetwater Int.	Brenda Int.	CSV, R 099°	3000	Climb to 3000', left turn to TY LOM at 3500' and hold.	
Brenda Int.	TY LOM (NOPT)	Direct	2500		
Howard Int.	TY LOM	Direct	4200	Supplementary charting information:	
Tallassee Int.	TY LOM	Direct	3000	Hold SW, 1 minute, right turns, 045° Inbnd.	
TYS VORTAC	TY LOM	Direct	3000	HIRL Runways 4L/22R.	
Greenback Int.	TY LOM (NOPT)	Direct	2500	Runway 4L, TDZ elevation, 955'.	
Swanson Int.	TY LOM	Direct	3000		

Procedure turn N side of crs 225° Outbnd, 045° Inbnd, 2500' within 10 miles of TY LOM.
 FAF, TY LOM. Final approach crs, 045°. Distance FAF to MAP, 5.3 miles.
 Minimum altitude over TY LOM, 2500'.
 MSA: 000°-090°-6100'; 090°-180°-7600'; 180°-270°-7500'; 270°-360°-5600'.
 NOTE: ASR.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4L	1580	RVR 40	625	1580	RVR 40	625	1580	RVR 40	625	1580	RVR 50	625
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1580	1	591	1580	1	591	1580	1½	591	1580	2	591
A	Standard.			T 2-eng. or less—RVR 24'; Runway 4L; Standard all other runways.			T over 2-eng.—RVR 24', Runway 4L; Standard all other runways.					

City, Knoxville; State, Tenn.; Airport name, McGhee Tyson; Elev., 989'; Facility, TY; Procedure No. NDB (ADF) Runway 4L, Amdt. 24; Eff. date, 12 Feb. 70; Sup. Amdt. No. 23; Dated, 28 Aug. 69

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: MSV NDB.	
Rowlands Int.	MSV NDB	Direct	3300	Climb on crs 321° to 2800' within 5 miles, climbing left turn to 3300' direct to MSV NDB and hold.	
Monticello Int.	MSV NDB	Direct	3300		
Loomis Int.	MSV NDB	Direct	3700	Supplementary charting information: Hold SE, 1 minute, left turns, 330° Inbnd. Runway 33, TDZ elevation, 1392'.	

Procedure turn W side of crs, 141° Outbnd, 321° Inbnd, 3300' within 10 miles of MSV NDB.
 Final approach crs, 321°.
 MSA: 000°-090°-5300'; 090°-180°-3300'; 180°-270°-3400'; 270°-360°-4000'.
 NOTE: Use Poughkeepsie FSS altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-33	2280	1¼	888	2280	1½	888	2280	1¼	888	2280	2	888
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	2280	1¼	877	2280	1½	877	2280	1¼	877	2280	2	877
A	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Monticello; State, N.Y.; Airport name, Sullivan County International; Elev., 1403'; Facility, MSV; Procedure No. NDB (ADF) Runway 33, Amdt. 1; Eff. date, 12 Feb. 70; Sup. Amdt. No. Orig.; Dated, 28 Aug. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)—Continued

Terminal routes			Via	Minimum altitudes (feet)	Missed approach MAP: 5 miles after passing BN NDB/LOM.
From—	To—				
BNA VORTAC	BN NDB/LOM	Direct		2500	Climb to 3000' to intercept R 336° BNA VORTAC, thence to Ridgtop Int and hold. Supplementary charting information: Hold NW, 1 minute, right turns, 156° Inbnd. HIRL Runways 2L/20R. VASI Runway 20R. Runway 2L, TDZ elevation, 597'.
Jenny Int	BN NDB/LOM	Direct		2500	
Franklin Int	BN NDB/LOM	Direct		2500	
Belleview Int	BN NDB/LOM	Direct		3000	
Milton Int	BN NDB/LOM	Direct		2500	
Statesville Int	BN NDB/LOM	Direct		3000	
Ridgtop Int	BN NDB/LOM	Direct		3000	
Kingston Int	BN NDB/LOM	Direct		3000	

Procedure turn E side of crs, 196° Outbnd, 016° Inbnd, 2500' within 10 miles of BN NDB/LOM.
FAF, BN NDB/LOM. Final approach crs, 016°. Distance FAF to MAP, 5 miles.
Minimum altitude over BN NDB/LOM, 2100'.
MSA: 000°-090°-3100'; 090°-180°-2500'; 180°-360°-3100'.
NOTE: ASR. Approved waiver on file.
CAUTION: Brightly lighted building W of ALS Runway 2L.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-2L	1000	RVR 40	403	1000	RVR 40	403	1000	RVR 40	403	1000	RVR 50	403
C	1040	1	443	1060	1	463	1060	1½	463	1160	2	563
A	Standard.			T 2-eng or less—RVR 24', Runway 2L; Standard all other runways.			T over 2-eng.—RVR 24', Runway 2L; Standard all other runways.					

City, Nashville; State, Tenn.; Airport name, Nashville Metropolitan; Elev., 597'; Facility, BN; Procedure No. NDB (ADF) Runway 2L, Amdt. 17; Eff. date, 12 Feb. 70; Sup. Amdt. No. 16; Dated, 24 Oct. 68

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

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

Terminal routes			Via	Minimum altitudes (feet)	Missed approach Map: ILS DH, 1155'; LOC 5.3 miles after passing TY LOM.
From—	To—				
Sweetwater Int	Brenda Int	CS, V R 099°		3000	Climb to 4000' direct to TYS VORTAC and hold. Supplementary charting information: Hold NE, 1 minute, right turns, 231° Inbnd. HIRL Runway 4L/22R. Runway 4L, TDZ elevation, 955'.
Brenda Int	TY LOM (NOPT)	TYS LOC		2500	
Howard Int	TY LOM	Direct		4200	
Tallahassee Int	TY LOM	Direct		3000	
TYS VORTAC	TY LOM	Direct		3000	
Greenback Int	TY LOM (NOPT)	Direct		2500	
Swanson Int	TY LOM	Direct		3000	

Procedure turn N side of crs, 225° Outbnd, 045° Inbnd, 2500' within 10 miles of TY LOM.
FAF, TY LOM. Final approach crs, 045°. Distance FAF to MAP, 5.3 miles.
Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM, 2485'; at MM, 1150'.
Distance to runway threshold at OM, 5.3 miles; at MM, 0.5 mile.
MSA: 000°-090°-6100'; 090°-180°-7600'; 180°-270°-7500'; 270°-360°-5600'.
NOTES: (1) ASR. (2) Localizer back crs unusable.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-4L	1155	RVR 24	200	1155	RVR 24	200	1155	RVR 24	200	1155	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-4L	1540	RVR 24	585	1540	RVR 24	585	1540	RVR 24	585	1540	RVR 50	585
C	1540	1	551	1540	1	551	1540	1½	551	140	2	551
A	Standard.			T 2-eng. or less—RVR 24', Runway 4L; Standard all other runways.			T over 2-eng.—RVR 24', Runway 4L; Standard all other runways.					

City, Knoxville; State, Tenn.; Airport name, McGhee Tyson; Elev., 989'; Facility, I-TYS; Procedure No. ILS Runway 4L, Amdt 27; Eff. date, 12 Feb. 70; Sup. Amdt. No. 26; Dated, 28 Aug. 69

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Terminal routes			Via	Minimum altitudes (feet)	Missed approach MAP: ILS DH, 797'; LOC 5 miles after passing BN NDB/LOM.
From—	To—				
BNA VORTAC.....	BN NDB/LOM.....	Direct.....		2500	Climb to 3000' to intercept R 336° BNA
Jenny Int.....	BN NDB/LOM.....	Direct.....		2500	VORTAC, thence to Ridgetop Int and
Franklin Int.....	BN NDB/LOM.....	Direct.....		2500	hold.
Belleview Int.....	BN NDB/LOM.....	Direct.....		3000	Supplementary charting information:
Milton Int.....	BN NDB/LOM.....	Direct.....		2500	Hold NW, 1 minute, right turns, 156° Inbnd.
Statesville Int.....	BN NDB/LOM.....	Direct.....		3000	HIRL Runways 2L/20R.
Ridgetop Int.....	BN NDB/LOM.....	Direct.....		3000	VASI Runway 20R.
Kingston Int.....	BN NDB/LOM.....	Direct.....		3000	Runway 2L, TDZ elevation, 597'.

Procedure turn E side of crs, 196° Outbnd, 016° Inbnd, 2500' within 10 miles of BN NDB/LOM.
 FAF, BN NDB/LOM. Final approach crs, 016°. Distance FAF to MAP, 5 miles.
 Minimum glide slope interception altitude, 2100'. Glide slope altitude at OM, 2100'; at MM, 817'.
 Distance to runway threshold at OM, 5 miles; at MM, 0.6 mile.
 MSA: 000°-090°-3100'; 090°-180°-2500'; 180°-360°-3100'.
 NOTE: ASR. Approved waiver on file.
 CAUTION: Brightly lighted building W of ALS Runway 2L; Localizer unusable below 797'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-2L.....	797	RVR 24	200	797	RVR 24	200	797	RVR 24	200	797	RVR 24	200
LOC:	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-2L.....	960	RVR 24	363	960	RVR 24	363	960	RVR 24	363	960	RVR 40	363
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1040	1	443	1060	1	463	1060	1½	463	1160	2	563
A.....	Standard.		T 2-eng. or less—RVR 24', Runway 2L; Standard all other runways.				T over 2-eng.—RVR 24', Runway 2L; Standard all other runways.					

City, Nashville; State, Tenn.; Airport name, Nashville Metropolitan; Elev., 597'; Facility, I-BNA; Procedure No. ILS Runway 2L, Amdt. 18; Eff. date, 12 Feb. 70; Sup. Amdt. No. 17; Dated, 24 Oct. 68.

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

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

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

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)										Notes
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
As established by Denver ASR minimum altitude vectoring charts.										1. Aircraft on radar vector to Arapahoe County Airport, in a sector from 240° (CW) to 130° from Arapahoe County Airport, may descend to MDA after passing 4-mile Radar Fix (FAF) to Arapahoe County Airport. 2. Runway 34, FAF 4 miles from threshold. Minimum altitudes: 8-mile Radar Fix, 8000'; 6-mile Radar Fix, 7500'; 4-mile Radar Fix (FAF), 7100'; 2-mile Radar Fix, 6600'; descend aircraft to MDA after 2-mile Radar Fix FAC 344°. 3. Lost communications: Climb to 9000' direct to IOC VOR and hold monitor VOR voice. Supplementary charting information: \$ Hold SE, 1 minute, right turns, 342° Inbnd. * Hold S, 1 minute, right turns, 341° Inbnd. Runway 34, TDZ elevation, 5860'.
Missed approach: Circling sector 240° (CW) to 130°; over Arapahoe County Airport, climb to 9000' heading 100° to intercept the Denver VOR R 161°, direct to Franktown Int and hold.* Runway 34—Climbing right turn to 9000' heading 100° to intercept the Denver VOR R 161°, direct to Franktown Int and hold.*										
NOTE: Use Denver altimeter setting when control zone not effective. # Circling and straight-in MDA increased 40' and alternate minimums not authorized when control zone not effective except operators with approved weather reporting service.										

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-34#.....	6300	1	440	6300	1	440	6300	1	440	6300	1	440
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C#.....	6300	1	440	6320	1	460	6320	1½	460	6460	2	600
A.....	Standard.#		T 2-eng. or less—Standard.				T over 2-eng.—Standard.					

City, Greenwood Village; State, Colo.; Airport name, Arapahoe County; Elev., 5860'; Facility, Denver Approach Control; Procedure No. Radar-1, Amdt. 1; Eff. date, 12 Feb. 70; Sup. Amdt. No. Orig.; Dated, 8 Jan. 70

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR—Continued

Radar terminal area maneuvering sectors and altitudes (sectors and distances measured from radar antenna)										Notes		
From—	To—	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	Distance	Altitude	
As established by Knoxville, Tenn., ASR minimum altitude vectoring charts. All bearings and distances are from radar site on McGhee Tyson Airport with sectors azimuths progressing clockwise.												Descend aircraft after passing FAF. 1. Runway 4L, FAF—5 miles from threshold. Minimum altitude over 3-mile fix, 1800'. TDZ elevation 955'. 2. Runway 22R, FAF—4 miles from threshold. TDZ elevation, 981'. HIRL Runways 4L/22R: Inoperative component table does not apply to HIRL Runway 22R.

Missed approach:
Runway 4L—Climb to 4000' direct to TYS VORTAC and hold. Hold NE, 1 minute, right turns, 231° Inbnd.
Runway 22R—Climb to 3000' direct to TY LOM and hold. Hold SW, 1 minute, right turns, 045° Inbnd.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D			
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-4L.....	1360	RVR 24	405	1360	RVR 24	405	1360	RVR 24	405	1360	RVR 50	405	
S-22R.....	1460	1	479	1460	1	479	1460	1	479	1460	1	479	
		MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1520	1	531	1520	1	531	1520	1½	531	1540	2	551	
A.....	Standard.			T 2-eng. or less—RVR 24', Runway 4L; Standard all other runways.				T over 2-eng.—RVR 24, Runway 4L; Standard all other runways.					

City, Knoxville; State, Tenn.; Airport name, McGhee Tyson; Elev., 989'; Facility, Knoxville Radar; Procedure No. Radar-1, Amdt. 13; Eff. date, 12 Feb. 70; Sup. Amdt. No. 12; Dated, 28 Aug. 69

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 January 8, 1970.

R. S. SLIFF,
Acting Director, Flight Standards Service.

[F.R. Doc. 70-633; Filed, Jan. 29, 1970; 8:45 a.m.]

Title 17—COMMODITY AND SECURITIES EXCHANGES

Chapter II—Securities and Exchange Commission

[Release 33-5036]

PART 231—INTERPRETATIVE RELEASES RELATING TO SECURITIES ACT OF 1933 AND GENERAL RULES AND REGULATIONS THEREUNDER

Definitive Guide for Preparation of Prospectuses Relating to Interests in Oil and Gas Programs

On August 27, 1969, the Securities and Exchange Commission published, in Securities Act Release No. 5001 (34 F.R. 14125), a proposed guide concerning the preparation of prospectuses relating to public offerings of interests in oil and gas programs and invited interested persons to comment thereon. The letters received have been carefully considered in the preparation of the definitive guide.

The guide represents the views of the staff of the Commission's Division of Corporation Finance and the Commission has authorized its publication in order to bring these views to the attention of prospective registrants. The guide is designed to accomplish, to the extent feasible, uniformity in both the sequence of the disclosures and their general content. Thus it should serve to assist issuers in preparing registration statements on Form S-1 (17 CFR 239.11), as well as offering circulars under Regulation A, involving oil and gas drilling programs and facilitate the understanding and analysis of such programs by investors and enable them more readily to compare one offering with another.

The guide is published as Guide No. 55 in the series of registration guides published December 9, 1968, in Securities Act Release No. 4936 (33 F.R. 18617); and supersedes the aforementioned Securities Act Release No. 5001 (34 F.R. 14125). The text of the guide follows.

55. *Prospectuses Relating to Interests in Oil and Gas Programs.* Disclosures in prospectuses relating to oil and gas drilling programs

should appear in the sequence indicated below, except that the table of contents, required by § 230.461 of this chapter to be included in the forepart of the prospectus may be inserted at any appropriate place in the sequence of disclosures.

The following disclosures should be included under appropriate captions:

1. *Summary of program.* There should be set forth briefly on the cover page of the prospectus a summary which should include the following: (1) Terms of Offering: State the title and general nature of the securities (interests in the proposed program) being offered; the maximum aggregate amount of the offering; the minimum aggregate amount necessary to initiate the program; the disposition of the funds raised if they are not sufficient for that purpose; the minimum subscription price; the period of the offering; any provisions for additional assessments; and a brief description of the proposed method of distribution, including the amount of any commission to be paid. If funds received from investors are not to be held in trust or in special account pending expenditure in the program, appropriate disclosures should be set forth including when appropriate reference to exposure to claims of creditors of the custodian of the funds. The tabular presentation specified in Item 1 of Form S-1 may be omitted; (2) Compensation: Describe generally all cash or

property interests that will be paid as compensation in connection with the program, including underwriting commission; (3) Participation in Costs and Revenues: Show the percentages of expenditures to be borne, respectively, by the investors and by other parties, who should be briefly identified, and the percentages of revenues to be payable, respectively, to investors and to other parties, who should be briefly identified; and (4) Application of Proceeds: Indicate the minimum dollar amount of net proceeds (excluding additional assessments) that will be available to finance the program and the proposed estimated percentages thereof to be used for financing the principal activities of the program, such as acreage acquisition, drilling of exploratory wells, drilling of development wells and purchase of producing properties.

2. *The risk factors.* The investor should be advised in a carefully organized series of short, concise paragraphs, under subcaptions where appropriate, of the risks he should consider before making an investment in the program and should include cross-reference to where in the prospectus further information may be found.

3. *Definitions.* Include an appropriate glossary of terms used in the prospectus which should not be inconsistent with their customary usage in the oil and gas industry.

4. *Terms of the offering.* Describe the interests and the amount and terms of offering.

5. *Additional assessments.* Describe those assessments which may be later required from investors either for completion of wells or for the drilling of additional wells and where available, historical information relating to past programs, of the registrant or its associates, should be shown, in tabular form, indicating for each program, the aggregate amount (excluding assessments) paid by investors, the aggregate amount of additional assessments separately required for (a) the completion of wells and (b) the drilling of additional wells.

6. *Plan of distribution.* Describe how the interests being offered are to be sold, as well as arrangements for compensation.

7. *Proposed activities.* Describe the proposed activities of the program in which the interests are being offered.

8. *Application of proceeds.* Include an appropriate percentage estimate of the proceeds to be applied to the different purposes within each of the principal activities of the program, such as acreage acquisition, drilling of exploratory wells, drilling of development wells, and the purchase of producing properties. Where possible, the information should be set forth in tabular form.

9. *Participation in costs and revenues.* Describe the arrangements and understandings with respect to the provision of funds for expenditures in connection with the program and with respect to participation in revenues from any production of minerals which may be realized. Where possible, the information should be set forth in tabular form.

10. *Compensation.* Describe, whether in the form of cash or property interests, the compensation for underwriting, managerial, and operational services to be rendered in connection with the program, as well as the sources from which such compensation will be paid. Where possible, the information should be set forth in tabular form.

11. *Management.* Include the disclosures required by Items 16 through 20 of Form S-1 as to, respectively, the management and operating companies.

12. *Conflict of interests.* Describe all conflicts of interest which may arise in the operations of the program involving parties engaged in the management and operation of the program.

13. *Prior activities.* Describe in tabular form the results of programs during at least the past 10 years of the registrant or its associates, indicating in appropriate detail for each of the programs (1) the drilling results thereof, and (2) for, respectively, (a) the public investors and (b) others, the total investment in each of such programs and the recovery on investment to date and for the last 3 months of the period covered, together with any other information as may be appropriate.

14. *Tax aspects.* Discuss the tax consequences of oil and gas exploration, drilling and production, as well as Federal tax legislation which has been proposed. This may include, in tabular form, only historical information relating to past programs of the registrant or its associates, showing expenses deductible and income taxable.

15. Other captions should then follow, such as Competition, Limited Partnership Agreement, Agent Agreement, Exploration Agreement, and Operating Agreement, under which other required information is set forth.

By the Commission, January 19, 1970.

[SEAL] ORVAL L. DuBois,
Secretary.

[F.R. Doc. 70-1195; Filed, Jan. 29, 1970;
8:47 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER C—DRUGS

PART 141c—CHLORTETRACYCLINE (OR TETRACYCLINE) AND CHLORTETRACYCLINE- (OR TETRACYCLINE-) CONTAINING DRUGS; TESTS AND METHODS OF ASSAY

PART 146c—CERTIFICATION OF CHLORTETRACYCLINE (OR TETRACYCLINE) AND CHLORTETRACYCLINE- (OR TETRACYCLINE-) CONTAINING DRUGS

Tetracycline With Oleandomycin or Triacetyloleandomycin; Order Repealing Provision for Certification

In the FEDERAL REGISTER of April 2, 1969 (34 F.R. 6008), the Commissioner of Food and Drugs announced the conclusions of the Food and Drug Administration following evaluation of reports received from the National Academy of Sciences—National Research Council, Drug Efficacy Study Group, on the following preparations marketed by Chas. Pfizer & Co. (International) or by J. B. Roerig & Co., Division of Chas. Pfizer & Co., Inc., 235 East 42d Street, New York, N.Y. 10017:

1. Signemycin Syrup containing tetracycline and triacetyloleandomycin.

2. Sigmamycin Syrup containing tetracycline and triacetyloleandomycin.

3. Signemycin Pediatric Drops containing tetracycline and triacetyloleandomycin.

4. Sigmamycin Pediatric Drops containing tetracycline and triacetyloleandomycin.

5. Signemycin Capsules containing tetracycline hydrochloride and triacetyloleandomycin.

6. Sigmamycin Capsules containing tetracycline and oleandomycin phosphate.

The Academy evaluated these drugs as ineffective as fixed-combinations for all specific indications appearing in their labeling. The Food and Drug Administration concurred and concluded that substantial evidence is lacking that the clinical efficacy of the combination is greater than that of either ingredient used alone.

On the basis of the lack of substantial evidence that each ingredient in the combination drugs listed above contributes to the total effects which the drugs are purported or represented to have under the conditions of use prescribed, recommended, or suggested in their labeling, the Commissioner of Food and Drugs announced his intention to initiate proceedings to amend the antibiotic drug regulations (21 CFR Part 141c et al.) to discontinue certification of those products that contain the above-listed antibiotic combinations.

All interested persons who might be adversely affected by removal of such drugs from the market were invited to submit within 30 days after publication of the notice in the FEDERAL REGISTER any pertinent data bearing on the proposal to amend the antibiotic regulations to delete such combination drugs from the list of drugs acceptable for certification. Chas. Pfizer & Co. submitted a response to the announcement which has been reviewed and found to contain no new clinical data. The material submitted does not provide substantial evidence of the effectiveness of such combination drugs.

The conditions for certification of the above-listed products are described in §§ 141c.231, 141c.240, 146c.231, and 146c.240. In addition, §§ 141c.216, 141c.233, 141c.235, 141c.243, 141c.245, 146c.216, 146c.233, 146c.235, 146c.243, and 146c.245 provide for certification of other drugs containing tetracycline in combination with oleandomycin or triacetyloleandomycin (Chas. Pfizer & Co.). These drugs were not evaluated by the Academy; however, the Food and Drug Administration, having reviewed available information, concludes that substantial evidence is lacking that each ingredient of the fixed-combinations contributes to the total effects which such drugs purport or are represented to have.

Accordingly, the Commissioner concludes (1) that the regulations for the certification of antibiotic drugs should be amended as follows to delete such antibiotic combinations from the list of drugs acceptable for certification and (2) that all outstanding certificates heretofore issued for such combination drugs should be revoked.

Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 507, 52 Stat. 1050-51, as amended, 59 Stat. 463, as amended; 21 U.S.C. 352, 357) and under authority delegated to the Commissioner (21 CFR

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
West Virginia	Mingo	Matewan	H54 059 1700 01.	Division of Water Resources, Department of Natural Resources, State Office Building 3, Charleston, W. Va. 25305.	Town of Matewan, Town Hall, Tug St., Matewan, W. Va. 25078.	Feb. 3, 1970.
				Insurance Commission, State of West Virginia, 1800 Washington St., East, Charleston, W. Va. 25305.	Do.	

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968, 42 U.S.C. 4001-4127), effective Jan. 28, 1969 (33 F.R. 17804, Nov. 28, 1968); Secretary's delegation of authority to Federal Insurance Administrator, 34 F.R. 2680, Feb. 27, 1969)

Issued: January 30, 1970.

GEORGE K. BERNSTEIN,
Federal Insurance Administrator.

[F.R. Doc. 70-1174; Filed, Jan. 29, 1970; 8:45 a.m.]

Title 32—NATIONAL DEFENSE

Chapter 1—Office of the Secretary of Defense

SUBCHAPTER B—PERSONNEL, MILITARY AND CIVILIAN

PART 53—WEARING OF THE UNIFORM

The Deputy Secretary of Defense approved the following revision to Part 53 on August 11, 1969:

Sec.

53.1 Purpose.

53.2 Policy.

AUTHORITY: The provisions of this Part 53 issued under 5 U.S.C. 301, 10 U.S.C. 772.

§ 53.1 Purpose.

This part prescribes limitations on wearing of the uniform by members of the Armed Forces, and establishes policy with respect to wearing of the uniform by former members of the Armed Forces.

§ 53.2 Policy.

(a) *Members of the Armed Forces* (including retired members and members of reserve components). The wearing of the uniform is prohibited under any of the following circumstances:

(1) At any meeting or demonstration which is a function of, or sponsored by an organization, association, movement, group, or combination of persons which the Attorney General of the United States has designated, pursuant to E.O. 10450 as amended, as totalitarian, fascist, communist, or subversive, or as having adopted a policy of advocating or approving the commission of acts of force or violence to deny others their rights under The Constitution of the United States, or as seeking to alter the form of Government of the United States by unconstitutional means.

(2) During or in connection with the furtherance of political activities, private employment or commercial interests, when an inference of official spon-

sorship for the activity or interest could be drawn.

(3) Except when authorized by competent Service authority, when participating in activities such as public speeches, interviews, picket lines, marches, rallies or any public demonstrations (including those pertaining to civil rights), which may imply Service sanction of the cause for which the demonstration or activity is conducted.

(4) When wearing of the uniform would tend to bring discredit upon the Armed Forces.

(5) When specifically prohibited by regulations of the department concerned.

(b) *Former members of the Armed Forces.* (1) Unless qualified under another provision of this Part or under the provisions of 10 U.S.C. 772, former members who served honorably during a declared or undeclared war and whose most recent service was terminated under honorable conditions may wear the uniform in the highest grade held during such war service only upon the following occasions and in the course of travel incidents thereto:

(i) Military funerals, memorial services, weddings, and inaugurations.

(ii) Parades on national or state holidays; or other parades or ceremonies of a patriotic character in which any active or reserve U.S. military unit is taking part.

(2) Wearing of the uniform or any part thereof at any other time or for any other purpose is prohibited.

(c) *Medal of Honor holders.* Persons who have been awarded the Medal of Honor may wear the uniform at their pleasure except under the circumstances set forth in paragraph (a) of this section.

MAURICE W. ROCHE,
Director, Correspondence and
Directives Division, OASD
(Administration).

JANUARY 22, 1970.

[F.R. Doc. 70-1165; Filed, Jan. 29, 1970; 8:45 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 1—Federal Procurement Regulations

PART 1-2—PROCUREMENT BY FORMAL ADVERTISING

Subpart 1-2.4—Opening of Bids and Award of Contract

PROTESTS OR OBJECTIONS REGARDING AWARD OF CONTRACT

This amendment establishes new procedures to facilitate and expedite decisions relative to protests against awards of Government procurement contracts.

Section 1-2.407-8 is revised as follows:

§ 1-2.407-8 Protests against award.

(a) *General.* Contracting officers shall consider all protests or objections regarding the award of a contract, whether submitted before or after award. If the protest is oral and the matter cannot otherwise be resolved, written confirmation of the protest shall be requested. The protester shall be notified in writing of the final decision on the written protest (see § 1-1.703-2 for protests regarding small business status). An interested party wishing to protest to the Comptroller General of the United States against an award of a contract should do so in accordance with General Accounting Office Regulations (4 CFR Part 20).

(2) Where a protest, before or after award, has been lodged with the General Accounting Office (GAO) and the contracting agency is requested to submit a report, such report should include:

- (i) A copy of the protest;
- (ii) A copy of the bid submitted by the protesting bidder and a copy of the bid of the bidder who is being considered for award, or whose bid is being protested;
- (iii) A copy of the invitation for bids, including the specifications or portions thereof, relevant to the protest;
- (iv) A copy of the abstract of bids or relevant portions thereof;
- (v) Any other documents which are relevant to the protest; and
- (vi) A statement setting forth findings, actions, and recommendations in the matter together with any additional evidence or information deemed necessary in determining the validity of the protest. The statement shall be fully responsive to the allegations of the protest. If the award was made after receipt of the protest, the report will include the determination required in § 1-2.407-8 (b) (4).

(3) In appropriate cases, other persons, including bidders, involved in or affected by the protest shall be given notice of the protest and the basis therefor. They shall also be advised that, if they wish, they may submit their views and relevant information on the protest to the contracting officer within a specified period of time, normally within 1 week. In addition, if the protest has been lodged with GAO, they should be further

advised that copies of such submissions should be furnished directly to GAO.

(4) Timely action on protests is essential to avoid undue delay in procurements and to insure fair treatment to protesting firms and individuals. Accordingly, protests should be handled on a priority basis. Upon receipt of informal advice that a protest has been lodged with GAO, the contracting agency shall immediately begin compiling the information necessary for a report to GAO. This will insure that a report in response to a formal request therefor will be forwarded to GAO as expeditiously as possible. To further expedite processing, the official who furnishes the agency's report to GAO should, upon request of the protester or GAO, simultaneously furnish a complete copy (except for classified or privileged information) to the protester and advise GAO that this has been done. In such instances, the protester shall be requested to furnish a copy of any comments on the administrative report directly to GAO as well as to the contracting agency.

(5) To facilitate the submission of reports to GAO, agencies shall furnish GAO with the name, title, and telephone number of one or more officials (in both field and headquarters offices, if desired) which GAO may contact regarding protests. Each agency shall be responsible for promptly advising GAO of any change in such designated officials. As a further means of expediting these submissions, agencies may provide for reports to be forwarded directly to GAO by the office handling the contract without reference to the headquarters office of the agency.

(b) *Protests before award.* (1) If award has not been made, the contracting officer may require that written confirmation of an oral protest be submitted by a specified time and inform the protester that award will be withheld until the specified time. If the written protest is not received by the time specified, the oral protest may be disregarded and award may be made in the normal manner unless the contracting officer, upon investigation, finds that remedial action is required, in which event such action shall be taken.

(2) Pursuant to § 1-2.407-8(a)(3), notice of a protest and the basis therefor may be given to bidders involved in or affected thereby. In addition, when a protest against the making of an award is received and the contracting officer determines to withhold the award pending disposition of the protest, the bidders whose bids might become eligible for award should be requested, before expiration of the time for acceptance of their bids, to extend the time for acceptance (with consent of sureties, if any) to avoid the need for readvertisement. In the event of failure to obtain such extension of bids, consideration should be given to proceeding with award under § 1-2.407-8(b)(4).

(3) Where a protest has been lodged with the procuring agency, the views of GAO regarding the protest should be obtained before award whenever such ac-

tion is considered to be desirable. Where it is known that a protest against the making of an award has been lodged directly with GAO, a determination to make award under § 1-2.407-8(b)(4) must be approved at an appropriate level above that of the contracting officer, in accordance with agency procedures. While award need not be withheld pending final disposition by GAO of a protest, a notice of intent to make award in such circumstances shall be furnished GAO, and formal or informal advice should be obtained concerning the current status of the case prior to making the award.

(4) Where a written protest against the making of an award is received, award shall not be made until the matter is resolved, unless the contracting officer determines that:

(i) The items to be procured are urgently required; or

(ii) Delivery or performance will be unduly delayed by failure to make award promptly; or

(iii) A prompt award will otherwise be advantageous to the Government.

If award is made under subdivision (i), (ii), or (iii), of this subparagraph, the contracting officer shall document the file to explain the need for an immediate award, and shall give written notice of the decision to proceed with the award to the protester and, as appropriate, to others concerned.

(c) *Protests after award.* A protest received after award shall be handled in accordance with agency procedures. However, although persons involved in or affected by the filing of a protest may be limited in instances where an award has been made, the contractor shall in any event be furnished with the notice of protest and the basis therefor in accordance with § 1-2.407-8(a)(3). Also, when it appears likely that an award may be invalidated and a delay in receiving the supplies or services is not prejudicial to the Government's interest, the contracting officer should consider a mutual agreement with the contractor to suspend performance on a no-cost basis. (Sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c))

Effective date. This regulation is effective March 2, 1970, but may be observed earlier.

Dated: January 23, 1970.

ROBERT L. KUNZIG,
Administrator of General Services.
[F.R. Doc. 70-1190; Filed, Jan. 29, 1970;
8:47 a.m.]

Chapter 6—Department of State
[Dept. Reg. 108.614]

MISCELLANEOUS AMENDMENTS TO CHAPTER

Chapter 6 is amended as follows:

PART 6-2—PROCUREMENT BY FORMAL ADVERTISING

1. In § 6-2.406 paragraph (a) is amended to read as follows:

§ 6-2.406 Mistakes in bids.

(a) The Assistant Secretary for Administration is authorized to make the determinations under FPR 1-2.406-3 and 1-2.406-4 which shall be approved by the Legal Advisor's Office.

PART 6-3—PROCUREMENT BY NEGOTIATION

2. In § 6-3.302 paragraph (a) is amended by adding new subparagraph (4) to read as follows:

§ 6-3.302 Determinations and findings required.

(a) * * *

(4) Omission of the Examination of Records Clause from negotiated contracts with foreign contractors and foreign subcontractors under Subpart 1-6.10 of this title.

PART 6-6—FOREIGN PURCHASES

3. Part 6-6, of Chapter 6 is amended by adding a new subpart, 6-6.10 Omission of the Examination of Records Clause from Contracts with Foreign Contractors, reading as follows:

Subpart 6-6.10—Omission of the Examination of Records Clause From Contracts With Foreign Contractors

Sec.	Scope.
6-6.1000	Scope.
6-6.1003	Requests for determinations and findings.
6-6.1004	Determinations and findings.
6-6.1050	Comptroller General concurrence.
6-6.1051	Reports to Congress.
6-6.1053	Notice to posts.

Authority: The provisions of this Subpart 6-6.10 are issued under sec. 205(c), 63 Stat. 390, as amended, 40 U.S.C. 486(c), sec. 4, 63 Stat. 111, 22 U.S.C. 2658.

§ 6-6.1000 Scope.

The Examination of Records clause, referred to in § 6-7.101-10 and set forth in § 1-7.101-10, shall be omitted from contracts only in accordance with the provisions set forth in this subpart and Subpart 1-6.10 of this title.

§ 6-6.1003 Requests for determinations and findings.

(a) A request by a post for a determinations and findings to omit the Examination of Records clause may be communicated to the Department by any method the post considers necessary in view of the urgency of the procurement. It should be addressed to the Supply and Transportation Division.

(b) The facts to be reported with a request shall include the information set forth in § 1-6.1004 (a) through (d) and a recommendation for a determination as provided for in § 1-6.1004(e).

§ 6-6.1004 Determinations and findings.

The Supply and Transportation Division shall prepare and submit determina-

tions and findings for signature in accordance with the provisions of § 6-3.302.

§ 6-6.1050 Comptroller General concurrence.

The Supply and Transportation Division shall prepare documents for the signature of the Deputy Under Secretary for Administration to solicit the concurrence of the Comptroller General for determinations and findings prepared and executed on a "best interest" basis, in accordance with § 1-6.1001(a) (1).

§ 6-6.1051 Reports to Congress.

Determinations and findings prepared and executed on a "public interest" basis,

as provided for in § 1-6.1001(a) (2), shall be forwarded by the Supply and Transportation Division to the Office of Congressional Relations for submission to Congress.

§ 6-6.1053 Notice to posts.

The Supply and Transportation Division upon receipt of any necessary concurrence of the Comptroller General, shall inform the requesting post by appropriate means of the approval or disapproval of clause omission and forward determinations and findings to the post for inclusion in the contract file.

PART 6-60—CONTRACT APPEAL REGULATIONS

4. In Part 6-60 generally, references to the Deputy Under Secretary of State for Administration are deleted, substituting therefor the title of Assistant Secretary for Administration.

(Sec. 205(c), 63 Stat. 390, as amended, 40 U.S.C. 486(c); sec. 4, 63 Stat. 111, 22 U.S.C. 2658)

Dated: January 20, 1970.

FRANK G. MEYER,
Assistant Secretary
for Administration.

[F.R. Doc. 70-1200; Filed, Jan. 29, 1970;
8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Bureau of Mines

[30 CFR Part 58]

HEALTH AND SAFETY REGULATIONS

Notification of Accidents, Injuries, and Other Events

On page 539 of the January 15, 1970, issue of the FEDERAL REGISTER there was published proposed new Part 58 to be added to Title 30 of the Code of Federal Regulations. It is proposed to promulgate Part 58 under authority of the Federal Metal and Nonmetallic Mine Safety Act so as to require that the operator of any mine subject to the Act wherein certain specified types of accidents, injuries, and other events have occurred shall promptly notify the Bureau of Mines of such occurrence.

A period of 14 days from publication in the FEDERAL REGISTER was afforded interested persons to submit written comments, suggestions, or objections with respect to proposed Part 58. Requests have been received for an extension of the time within which to comment on proposed new Part 58. Accordingly, the time within which to submit comments is extended for an additional 30 days from the time of publication of this notice in the FEDERAL REGISTER. Communications in that regard should be addressed to:

Director, Bureau of Mines, U.S. Department of the Interior, Washington, D.C. 20240.

WALTER J. HICKEL,
Secretary of the Interior.

JANUARY 28, 1970.

[F.R. Doc. 70-1263; Filed, Jan. 29, 1970; 8:45 a.m.]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 924]

HANDLING OF FRESH PRUNES GROWN IN DESIGNATED COUNTIES IN WASHINGTON AND IN UMATILLA COUNTY, OREG.

Notice of Proposed Rule Making

Notice is hereby given that the Department is considering issuance of rules and regulations (Subpart—Rules and Regulations), as hereinafter set forth, pursuant to § 924.31 and other applicable provisions of the marketing agreement and Order No. 924 (7 CFR Part 924), regulating the handling of fresh prunes grown in designated counties in Wash-

ington and in Umatilla County, Oreg., effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). The issuance of such rules and regulations was proposed by the Washington-Oregon Fresh Prune Marketing Committee, established under said marketing agreement and order as the agency to administer the terms and provisions thereof.

The proposal relates to apportionment of the members and alternate members of the committee on the basis, in so far as practicable, of the relative production of fresh prunes within both districts of the production area. Increased prune production within District 2 compared to that for District 1 warrants the reapportionment, which would increase District 2's producer representation by one member, while decreasing such representation for District 1 by one member. The apportionment of handler members on the committee would remain unchanged.

The proposed rules and regulations are as follows:

Subpart—Rules and Regulations

§ 924.101 Changes in district representation.

The representation or membership on the Washington-Oregon Fresh Prune Marketing Committee is reapportioned as follows:

(a) Three (3) grower members and their respective alternates shall be producers of prunes in District 1;

(b) Three (3) grower members and their respective alternates shall be producers of prunes in District 2;

(c) Two (2) handler members and their respective alternates shall be producers of prunes in District 1; and

(d) One (1) handler member and his alternate shall be handlers of prunes in District 2.

All persons who desire to submit written data, views, or arguments for consideration in connection with the proposal may file the same, in quadruplicate, with the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C. 20250, not later than the 10th day after publication of the notice in the FEDERAL REGISTER. All written submissions made pursuant to the notice will be available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27 (b)).

Dated: January 26, 1970.

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

[F.R. Doc. 70-1191; Filed, Jan. 29, 1970; 8:47 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Public Health Service

[42 CFR Part 78]

DEMONSTRATION-TYPE COLD-CATHODE GAS DISCHARGE TUBES

Proposed Performance Standard

Pursuant to the authority contained in section 358 of the Radiation Control for Health and Safety Act of 1968 (42 U.S.C. 263f) and under authority delegated to the Commissioner of the Environmental Control Administration, it is proposed to amend Subpart C of Part 78 of Title 42, Code of Federal Regulations by prescribing a performance standard applicable to the emission of x-radiation from demonstration-type cold-cathode gas discharge tubes.

The development of the standard began after studies by the Bureau of Radiological Health revealed that these tubes could emit excessive radiation. Research by the Bureau of Radiological Health, in cooperation with State health agencies, confirmed that these tubes are often used in high schools where students under the age of 18 years could be exposed. The National Council of Radiation Protection and Measurements (NCRP) recommended in July of 1966 that students under 18 years of age, while participating in educational activities, should not receive a radiation dose equivalent which exceeds 100 millirem per year (mrem/yr), nor should they receive a radiation dose equivalent which exceeds 10 millirem during any one experiment. The Bureau of Radiological Health bases the promulgation of the exposure rate limit of 10 milliroentgens per hour (mR/hr) below upon these recommendations by the NCRP. In consulting with appropriate professional organizations, interested persons, and the Technical Electronic Product Radiation Safety Standards Committee as required by section 358 of the Act, it was determined that this exposure rate limit is reasonable, technically feasible, and will protect the public health and safety.

Discussions with representatives of the public, other governmental agencies and the industry affected, have resulted in a finding that the standard should be applicable to cold-cathode gas discharge tubes at the earliest possible time. The need for the protection of the public health and safety and the special use of this electronic product constitute good cause for a finding that an early effective date for the standard is in the public interest. Accordingly, this amendment shall become effective on the date of its republication in the FEDERAL REGISTER.

Inquiries may be addressed to, and data, views, and arguments may be submitted in writing to, the Director, Bureau of Radiological Health, 12720 Twinbrook Parkway, Rockville, Md. 20852. All relevant material received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered.

The amendment to Subpart C of Part 78 would read as follows:

§ 78.211 Performance standard for cold-cathode gas discharge tubes.

(a) *Applicability.* The provisions of this section are applicable to cold-cathode gas discharge tubes designed to demonstrate the effects of a flow of electrons or the production of x-radiation.

(b) *Definitions.* "Beam blocking device" means a movable or removable portion of any enclosure around a cold-cathode gas discharge tube, which may be opened or closed to permit or prevent the emergence of an exit beam.

"Cold-cathode gas discharge tube" means an electronic device in which electron flow is produced and sustained by ionization of contained gas atoms and ion bombardment of the cathode.

"Exit beam" means that portion of the radiation which passes through the aperture resulting from the opening of the beam blocking device.

"Exposure" means the sum of the electrical charges on all of the ions of one sign produced in air when all electrons liberated by photons in a volume element of air are completely stopped in air divided by the mass of the air in the volume element. The special unit of exposure is the roentgen. One (1) roentgen equals 2.58×10^{-4} coulombs/kilogram.

(c) *Requirements.* (1) *Exposure rate limit.* (i) Radiation exposure rates produced by cold-cathode gas discharge tubes shall not exceed 10 mR/hr at a distance of thirty (30) centimeters from any point on the external surface of the tube, as measured in accordance with this section.

(ii) The divergence of the exit beam from tubes designed primarily to demonstrate the effects of x-radiation, with the beam blocking device in the open position, shall not exceed π (Pi) steradians.

(2) *Measurements.* (i) Compliance with the exposure rate limit defined in (c) (1) (i) shall be determined by measurements averaged over an area not greater than one hundred (100) square centimeters with no linear dimension greater than twenty (20) centimeters.

(ii) Measurements of exposure rates from tubes in enclosures from which the tubes cannot be removed without destroying the function of the tube may be made at a distance of thirty (30) centimeters from any point on the external surface of the enclosure, provided:

(a) In the case of enclosures containing tubes designed primarily to demonstrate the production of x-radiation, measurements shall be made with any beam blocking device in the beam blocking position, or

(b) In the case of enclosures containing tubes designed primarily to demonstrate the effects of a flow of electrons,

measurements shall be made with all movable or removable parts of such enclosure in the position which would maximize external exposure levels.

(3) *Test conditions.* (i) Measurements shall be made under the conditions of use specified in instructions provided by the manufacturer.

(ii) Measurements shall be made with the tube operated under forward and reverse polarity.

(4) *Instructions, labels, and warnings.* (i) Manufacturers shall provide, or cause to be provided, with each tube to which this section is applicable, appropriate safety instructions, together with instructions for the use of such tube, including the specification of a power source for use with the tube.

(ii) Each enclosure or tube shall have inscribed on or permanently affixed to it, tags or labels, which: (a) Identify the intended polarity of the terminals; (b) in the case of tubes designed primarily to demonstrate the effects of a flow of electrons, a warning that application of power in excess of that specified may result in the production of X-rays in excess of allowable limits; and (c) in the case of tubes designed primarily to demonstrate the production of x-radiation, a warning that this device produces X-rays when energized.

(iii) The tag or label required by this paragraph shall be located on the tube or enclosure so as to be readily visible and legible when the product is fully assembled for use.

This action is proposed under the authority of Sec. 358, 82 Stat. 1177; 42 U.S.C. 263f.

Dated: December 19, 1969.

CHRIS A. HANSEN,
Commissioner, ECA.

[F.R. Doc. 70-1198; Filed, Jan. 29, 1970;
8:47 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 69-SW-79]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations to alter the Jasper, Tex., transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Administration, Post Office Box 1689, Fort Worth, Tex. 76101. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is con-

templated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Division. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

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

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

In § 71.181 (35 F.R. 2134), the Jasper, Tex., transition area is amended to read:

JASPER, TEX.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jasper County Airport (lat. 30°53'32" N., long. 94°02'03" W.), and within 3 miles each side of the 360° bearing from the Jasper RBN (lat. 30°57'16" N., long. 94°02'00" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN.

Alteration of the transition area as proposed is for conformance with current criteria.

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

Issued in Fort Worth, Tex., on January 19, 1970.

HENRY L. NEWMAN,
Director, Southwest Region.

[F.R. Doc. 70-1187; Filed, Jan. 29, 1970;
8:47 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-CE-126]

FEDERAL AIRWAYS

Proposed Designation and
Modification

The Federal Aviation Administration is considering amendments to Part 71 of the Federal Aviation Regulations that would designate VOR Federal airway No. 250 from O'Neill, Nebr., to Mankato, Minn., and extend V-175 from Sioux City, Iowa, to Redwood Falls, Minn.

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

considered before action is taken on the proposed amendments. The proposals contained in this notice may be changed in the light of comments received.

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

Due to air traffic congestion over the Sioux Falls, S. Dak., VORTAC the Federal Aviation Administration is proposing two bypass airways in this area which would alleviate the congestion problem and improve the air traffic control capabilities southwest of Minneapolis, Minn.

In consideration of the foregoing, the following airspace actions are proposed:

1. Designate V-250 From O'Neill, Nebr., 1,200 feet AGL to Yankton, S. Dak.; Worthington, Minn.; to Mankato, Minn.

2. Extend V-175 From Sioux City, Iowa, 1,200 feet AGL to Worthington, Minn.; to Redwood Falls, Minn.

These amendments are proposed under the authority of sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348) and sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on January 23, 1970.

H. B. HELSTROM,
Chief, Airspace and Air
Traffic Rules Division.

[F.R. Doc. 70-1188; Filed, Jan. 29, 1970;
8:47 a.m.]

**Hazardous Materials Regulations
Board**

[49 CFR Parts 173, 178]

[Docket No. HM-40; Notice No. 70-1]

**TRANSPORTATION OF HAZARDOUS
MATERIALS**

**MC 330 and MC 331 Cargo Tanks in
Chlorine Service**

The Hazardous Materials Regulations Board is considering amending the Department's Hazardous Materials Regulations relating to (1) the frequency of testing angle valves on chlorine cargo tanks, (2) The Chlorine Institute's drawings pertinent to excess flow valves and safety relief valves, and (3) insulation material on chlorine cargo tanks.

Interested persons are invited to give their views on this proposal. Communications should identify the docket number and be submitted in duplicate to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, 400 Sixth Street SW., Washington, D.C. 20590. Communications received on or before April 7, 1970, will be considered before final action is taken on the proposal. All comments received will be available for examination by interested persons at the Office of the Secretary, Hazardous Materials Regulations Board,

both before and after the closing date for comments.

These proposals are based upon a petition for rule making and upon satisfactory experience gained under the terms of several special permits. Section 173.33(g)(10) requires angle valves on chlorine cargo tanks to be tested at not less than 225 p.s.i.g. using dry air or inert gas, before installation of such valves on the cargo tank, and such tests must be made before each loading. Under the provisions of special permits the test frequency has been extended to once every five loadings or once a week, whichever comes first. No adverse reports have been received on shipments made under these provisions and therefore it is proposed to extend the test frequency accordingly.

Authorizing the use of self-extinguishing polyurethane foam on cargo tanks would provide an additional type of insulation material that has shown to be as efficient as corkboard. This material has been authorized for use under the terms of several special permits with no adverse experience being reported.

Editorial changes have been made to drawings applicable to chlorine tank angle valves currently cited in the regulations. Reference to the latest revision of the drawings reflects those changes. Minor revisions concerning materials of construction in certain safety relief valve parts are reflected in the Chlorine Institute's new drawing H51970. The new drawing is proposed to replace Drawing D13105E.

In consideration of the foregoing it is proposed to amend 49 CFR Parts 173 and 178 as follows:

I. Part 173 would be amended as follows:

(A) In § 173.33 subparagraphs (g) (10), (i) (4), and paragraph (j) would be amended to read as follows:

§ 173.33 Cargo tank use authorization.

(g) * * *

(10) Chlorine cargo tank angle valves must be tested to be leak free at not less than 225 p.s.i.g. using dry air or inert gas before installation. The angle valves must also be tested as above once every five loadings or once a week whichever occurs first. At each loading, tanks must be inspected and the angle valves and gasketed joints must be examined and tested at a pressure of not less than 50 p.s.i.g. to determine that they are not leaking and are in proper condition for transportation.

(i) * * *

(4) Angle valves and excess flow valves on chlorine tank motor vehicles must conform to the standards of The Chlorine Institute, Inc. Angle valves must conform with Dwg. 104-4 dated May 5, 1958. Excess flow valves conforming with Dwg. 101-4 dated May 16, 1969, must be installed under each liquid angle valve; and the excess-flow valves conforming with Dwg. 106-3 dated May 16, 1969, must be installed under each gas angle valve.

(j) Each tank for chlorine, carbon dioxide, and nitrous oxide must be insulated with a suitable insulation material of such thickness that the overall thermal conductance is not more than 0.08 B.t.u. per square foot per degree F. differential in temperature per hour. The conductance must be determined at 60° F. Insulation material used on tanks for nitrous oxide must be noncombustible. Insulation material used on tanks for chlorine must be corkboard or self-extinguishing polyurethane foam with minimum thickness of 4 inches.

(B) In § 173.315 subparagraph (i) (11) would be amended to read as follows:

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

(i) * * *

(11) Safety relief valve on chlorine tank motor vehicles must conform with the standard of The Chlorine Institute, Inc., Type 1½ JQ225 Dwg. H51970 dated October 7, 1968.

II. Part 178 would be amended as follows:

(A) In § 178.337-1 paragraph (e) would be amended; in § 178.337-8 entire paragraph (b) would be amended; in § 178.337-9 subparagraph (a) (1) would be amended; in § 178.337-11 subparagraph (a) (4) would be amended to read as follows:

§ 178.337 Specification MC 331; cargo tanks constructed of steel, primarily for transportation of compressed gases as defined in the Compressed Gas Section.

§ 178.337-1 General requirements.

(e) *Insulation for carbon dioxide, chlorine, and nitrous oxide tanks.* Each tank for chlorine, carbon dioxide, and nitrous oxide must be insulated with a suitable insulation material of such thickness that the overall thermal conductance at 60° F. is not more than 0.08 B.t.u. per square foot per degree F. differential in temperature per hour. Insulation material on tanks for nitrous oxide must be noncombustible.

Insulation material on tanks for chlorine must be corkboard or self-extinguishing polyurethane foam with minimum thickness of 4 inches.

§ 178.337-8 Outlets.

(b) *Chlorine tank valves.* Chlorine tank angle valves must conform with Chlorine Institute Dwg. 104-4, dated May 5, 1958. The angle valves must be tested to be leak free at not less than 225 p.s.i.g. using dry air or inert gas before installation. Regarding chlorine tank outlets, see also § 178.337-1(c) (2).

§ 178.337-9 Safety relief devices, valves and connections.

(a) * * *

(1) Each tank must be provided with one or more safety relief devices which, unless otherwise specified, must be safety

relief valves of the spring-loaded type and they must be arranged to discharge upward and unobstructed to the outside of the protective housing in such a manner as to prevent any impingement of escaping gas upon the tank. For chlorine tanks the protective housing must be as required in § 178.337-10(c) and the safety relief valve must conform with the standard of the Chlorine Institute, Inc., Type 1½ JQ225 Dwg. H51970, dated October 7, 1968.

* * * * *

§ 178.337-11 Emergency discharge control.

(a) * * * *

(4) For chlorine tanks, an excess-flow valve conforming with Chlorine Institute Dwg. 101-4 dated May 16, 1969, must be installed under each liquid angle valve; and an excess-flow valve conforming with Dwg. 106-3, dated May 16, 1969, must be installed under each gas angle valve.

* * * * *

This proposal is made under the authority of sections 831-835 of title 18, United States Code, and section 9 of the Department of Transportation Act (49 U.S.C. 1657).

Issued in Washington, D.C., on January 23, 1970.

J. B. McCARTY, Jr.,
Captain, U.S. Coast Guard, by
direction of Commandant,
U.S. Coast Guard.

F. C. TURNER,
Administrator,
Federal Highway Administration.

[F.R. Doc. 70-1196; Filed, Jan. 29, 1970;
8:47 a.m.]

[49 CFR Part 178]

[Docket No. HM-41; Notice No. 70-2]

**TRANSPORTATION OF HAZARDOUS
MATERIALS**

**Specifications for Fiberboard Boxes;
Stitching Staples**

The Hazardous Materials Regulations Board is considering amending several sections of Part 178 of the Hazardous Materials Regulations dealing with the specifications for staples used in the construction of fiberboard boxes. The proposed amendments would provide industry with more flexibility in the making of boxes while maintaining a minimum requirement for the strength and efficiency of material used.

A petition for rule making received by the Board requested that changes be made to the existing requirements for staples. At the present time the regulations specify in great detail just exactly how the stitching staples must be manufactured, including dimensional limitations. However, the Board in its Docket No. HM-7; Notice No. 68-5 stated its intention to convert the regulations from

detailed specifications to more general performance standards. Since the primary concern is a level of safety performance, the Board feels it more appropriate to specify a level of performance in terms of an equivalency rather than to prescribe the construction of staples.

Interested persons are invited to give their views on this proposal. Communications should identify the docket number and be submitted in duplicate to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, 400 Sixth Street SW., Washington, D.C. 20590. Communications received on or before April 7, 1970 will be considered before final action is taken on the proposal. All comments received will be available for examination by interested persons at the Office of the Secretary, Hazardous Materials Regulations Board, both before and after the closing date for comments.

In consideration of the foregoing, the Hazardous Materials Regulations Board is considering amending the hazardous materials regulations as follows:

(A) Section 178.205-6 would be amended to read as follows:

§ 178.205 Specification 12B; fiberboard boxes.

§ 178.205-6 Stitching staples.

Stitching staples must be made in such a configuration that their holding capability as installed will not be less than that of flat steel staples $\frac{3}{32}$ x 0.019 inch in cross section and not less than $\frac{7}{16}$ inch wide.

(B) Section 178.206-6 would be amended to read as follows:

§ 178.206 Specification 12C; fiberboard boxes.

§ 178.206-6 Stitching staples.

Stitching staples must be made in such a configuration that their holding capability as installed will not be less than that of flat steel staples $\frac{3}{32}$ x 0.019 inch in cross section and not less than $\frac{7}{16}$ inch wide.

(C) Section 178.207-5 would be amended to read as follows:

§ 178.207 Specification 12D; fiberboard boxes.

§ 178.207-5 Stitching staples.

Stitching staples must be made in such a configuration that their holding capability as installed will not be less than that of flat steel staples $\frac{3}{32}$ x 0.019 inch in cross section and not less than $\frac{7}{16}$ inch wide.

(D) Section 178.209-5 would be amended to read as follows:

§ 178.209 Specification 12H; fiberboard boxes.

§ 178.209-5 Stitching staples.

Stitching staples must be made in such a configuration that their holding capability as installed will not be less than

that of flat steel staples $\frac{3}{32}$ x 0.019 inch in cross section and not less than $\frac{7}{16}$ inch wide. Material used must be at least equivalent to copper coated steel in non-sparking quality.

(E) Section 178.214-5 would be amended to read as follows:

§ 178.214 Specification 23F; fiberboard boxes.

§ 178.214-5 Stitching staples.

Stitching staples must be made in such a configuration that their holding capability as installed will not be less than that of flat steel staples $\frac{3}{32}$ x 0.019 inch in cross section and not less than $\frac{7}{16}$ inch wide. Material used must be at least equivalent to copper coated steel in non-sparking quality.

(F) Section 178.218-4 would be amended to read as follows:

§ 178.218 Specification 23G; special cylindrical fiberboard box for high explosives.

§ 178.218-4 Stitching staples.

Stitching staples must be made in such a configuration that their holding capability as installed will not be less than that of flat steel staples $\frac{3}{32}$ x 0.019 inch in cross section and not less than $\frac{7}{16}$ inch wide. Material used must be at least equivalent to copper coated steel in non-sparking quality.

(G) Section 178.219-4 would be amended to read as follows:

§ 178.219 Specification 23H; fiberboard boxes.

§ 178.219-4 Stitching staples.

Stitching staples must be made in such a configuration that their holding capability as installed will not be less than that of flat steel staples $\frac{3}{32}$ x 0.019 inch in cross section and not less than $\frac{7}{16}$ inch wide. Material used must be at least equivalent to copper coated steel in non-sparking quality.

These proposals are made under the authority of sections 831-835 of title 18, United States Code, section 9 of the Department of Transportation Act (49 U.S.C. 1657), and Title VI and section 902(h) of the Federal Aviation Act of 1958 (49 U.S.C. 1421-1430 and 1472(h)).

Issued in Washington, D.C., on January 23, 1970.

J. B. McCARTY, Jr.,
Captain, U.S. Coast Guard, by
direction of Commandant,
U.S. Coast Guard.

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

F. C. TURNER,
Administrator,
Federal Highway Administration.

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

[F.R. Doc. 70-1197; Filed, Jan. 29, 1970;
8:47 a.m.]

**FEDERAL COMMUNICATIONS
COMMISSION**

[47 CFR Parts 1, 61]

[Docket No. 18703]

TARIFFS AND EVIDENCE**Order Extending Time for Filing
Reply Comments**

1. On January 22, 1970, the American Telephone and Telegraph Co. (A.T. & T.), filed a motion for extension of time in which to file reply comments in the above-referenced rulemaking proceeding.

2. Good cause has been shown for affording A.T. & T. and other interested parties additional time in which to file reply comments. Accordingly, the time for filing reply comments is extended from January 23, 1970, until February 9, 1970.

By the Chief, Common Carrier Bureau.

Adopted January 23, 1970.

Released January 26, 1970.

[SEAL] **KELLEY E. GRIFFITH,**
*Chief, Domestic Rates Division
for Chief, Common Carrier
Bureau.*

[F.R. Doc. 70-1203; Filed, Jan. 29, 1970;
8:48 a.m.]

Notices

CIVIL SERVICE COMMISSION

JOURNEYMAN GRADE ELECTRICIANS AT THE PUGET SOUND NAVY SHIP- YARD

Manpower Shortage; Notice of Listing

Under the provisions of 5 U.S.C. 5723, the Civil Service Commission found a manpower shortage on January 6, 1970, for positions of Electrician, Journeyman grade at the Puget Sound Naval Shipyard, Department of the Navy, Bremerton, Wash.

Assuming other legal requirements are met, appointees to these positions may be paid for the expense of travel and transportation to first post of duty.

UNITED STATES CIVIL SERVICE
COMMISSION,

[SEAL] JAMES C. SPRY,

*Executive Assistant to
the Commissioners.*

[F.R. Doc. 70-1209; Filed, Jan. 29, 1970;
8:48 a.m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary
GEORGIA

Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the State of Georgia, natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

GEORGIA

Baldwin.	Laurens.
Bleckley.	Lee.
Burke.	Macon.
Dodge.	Marion.
Emanuel.	Morgan.
Hancock.	Taylor.
Houston.	Warren.
Jefferson.	Washington.
Jenkins.	Wilkinson.
Johnson.	

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1970, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 24th day of January 1970.

CLIFFORD M. HARDIN,
Secretary of Agriculture.

[F.R. Doc. 70-1193; Filed, Jan. 29, 1970;
8:47 a.m.]

Packers and Stockyards Administration SCOTT COUNTY, INDIANA, LIVESTOCK EXCHANGE ET AL.

Notice of Changes in Names of Posted Stockyards

It has been ascertained, and notice is hereby given, that the names of the livestock markets referred to herein, which were posted on the respective dates specified below as being subject to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), have been changed as indicated below.

<i>Original name of stockyard, location, and date of posting</i>	<i>Current name of stockyard and date of change in name</i>
INDIANA	
Southern Indiana Livestock Exchange, Inc., Scottsburg, Nov. 19, 1965.	Scott County Livestock Exchange, Nov. 1, 1969.
KANSAS	
Kiowa Sales Company, Kiowa, Apr. 11, 1950.	Kiowa Sales Company, Inc., July 1, 1969.
OKLAHOMA	
Farmers & Ranchers Livestock Commission Co., Antlers, Nov. 29, 1949.	Antlers Livestock Auction, Sept. 1, 1969.
Creek Nation Stockyards, Okmulgee, May 2, 1959.	Okmulgee Livestock Auction and Stockyards, Jan. 1, 1970.
TEXAS	
Corsicana Livestock Commission Company, Cor- sicana, Jan. 11, 1957.	Corsicana Livestock Co., Dec. 1, 1969.
Lexington Livestock Commission, Lexington, Apr. 3, 1957.	The Lexington Livestock Commission, Jan. 1, 1970.
Pittsburg Livestock Commission Co., Pittsburg, Jan. 23, 1959.	Pittsburg Livestock Commission, Oct. 30, 1969.
WYOMING	
Riverton Livestock Auction, Riverton, June 27, 1950.	Riverton Auction & Livestock Co., Dec. 19, 1969.

Done at Washington, D.C., this 15th day of January 1970.

EDWARD L. THOMPSON,
*Acting Chief, Registrations, Bonds, and
Reports Branch, Livestock Marketing Division.*

[F.R. Doc. 70-1192; Filed, Jan. 29, 1970; 8:47 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management
CALIFORNIA

Notice of Proposed Withdrawal

JANUARY 23, 1970.

The Bureau of Land Management, U.S. Department of the Interior, has filed an application, Serial No. R 2572, for withdrawal of lands described below from prospecting, location, entry, and patenting under the U.S. mining laws (30 U.S.C., ch. 2), only, pursuant to the authority of Executive Order No. 10355 of May 26, 1952.

The applicant desires withdrawal of the land to protect the surface from disturbance from prospecting and mining extraction of locatable minerals which would conflict with public recreation purposes, experimental forestation, range-land improvements, fire protection testing, and protection of the Tecate Cypress.

The lands were patented pursuant to the Act of December 29, 1916 (36 Stat. 862), with minerals reserved to the United States. They are part of a 2,261-acre tract bequeathed to the State of Cali-

fornia, placed under control of the Department of Natural Resources and are to remain in State ownership in perpetuity.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 1414 University Avenue, Post Office Box 723, Riverside, Calif. 92502.

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

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

The lands involved in the application are:

SAN BERNARDINO MERIDIAN

T. 18 S., R. 2 E.,
Sec. 24, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 25, lots 3 to 9 inclusive, 11, 12, and 13;
Sec. 26, E $\frac{1}{2}$ NE $\frac{1}{4}$.
T. 18 S., R. 3 E.,
Sec. 29, lot 7;
Sec. 30, lot 2.

The acres described aggregate 585.21 acres in San Diego County.

RICHARD F. CHUMLEY,
Acting Assistant
Land Office Manager.

[F.R. Doc. 70-1175; Filed, Jan. 29, 1970;
8:46 a.m.]

DEPARTMENT OF COMMERCE

Business and Defense Services
Administration

PURDUE UNIVERSITY

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

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No. 69-00689-98-40500. Applicant: Purdue University, West Lafayette, Ind. 47907. Article: Interferometer, Fabry-Perot, Standard Model. Manufacturer: SOPRA, France. Intended use of article: The article will be used for the instruction of students in the following courses: Physics, 351, 352, and 524. Students will learn the basic properties of a Fabry-Perot interferometer, as well as how to adjust the surfaces for exact parallelism and how to measure reflectivity, finesse, free spectral range, and transmission coefficient. They will make both visual and photographic determinations of small wavenumber separations. Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used is being manufactured in the United States. Reasons: The foreign article provides spacing between reflecting surfaces that is continuously adjustable from 0.075 to 5 millimeters (mm), both fine and coarse adjustments for parallelism and can be used in either a horizontal or vertical position. We are advised by the National Bureau of Standards (NBS) in a memorandum dated October 10, 1969, that continuously adjustable spacing between reflecting surfaces with both fine and coarse adjustments for parallelism, and the ability to operate in either a horizontal or a vertical position are pertinent characteristics of the foreign article. NBS further advises that it knows of no scientifically equivalent Fabry-Perot interferometer produced in the United States.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, which is being manufactured in the United States.

CHARLEY M. DENTON,
Assistant Administrator for In-
dustry Operations, Business
and Defense Services Admin-
istration.

[F.R. Doc. 70-1162; Filed, Jan. 29, 1970;
8:45 a.m.]

TULANE UNIVERSITY SCHOOL OF MEDICINE

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

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No. 69-00637-33-46040. Applicant: Tulane University School of Medicine, 1430 Tulane Avenue, New Orleans, La. 70112. Article: Electron microscope, Model JEM 100B with spare parts and accessories. Manufacturer: Japan Electron Optics Laboratory Co., Ltd., Japan. Intended use of article: The article will be used by certain investigators in the field of fine structure of the nervous system, and for high-resolution work to be carried out by the faculty. Investigations currently in progress include those described below:

1. Fine structure of the nervous system.
2. Fine structure of interneurons and synapses.
3. Electronmicroscopic and E.M. radio autographic studies of synthesis and release of certain hormones produced in the hypothalamus.
4. Electroncytochemistry and E.M. radio-autography.
5. Heart innervation.

Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States. Reasons: The foreign article has a guaranteed resolving power of 3.5 angstroms. The most closely comparable domestic instrument available at the time the foreign article was ordered was the EMU-4B electron microscope which was then being manufactured by the Radio Corp. of America (RCA) and which is currently being produced by Forgflo Corp. (Forgflo). The Model EMU-

4B electron microscope has a guaranteed resolving power of 5 angstroms. (The lower the numerical rating in terms of angstroms, the better the resolving power.) We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum of December 18, 1969, that for the applicant's research studies the highest available resolution is required. HEW further advises that the additional resolving power of the foreign article is pertinent to the purposes for which the article is intended to be used. We, therefore, find that the RCA Model EMU-4B is not of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, which is being manufactured in the United States.

CHARLEY M. DENTON,
Assistant Administrator for In-
dustry Operations, Business
and Defense Services Admin-
istration.

[F.R. Doc. 70-1164; Filed, Jan. 29, 1970;
8:45 a.m.]

UNIVERSITY OF MISSOURI

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

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No. 69-00649-33-46040. Applicant: University of Missouri—Columbia, Purchasing Department, General Services Building, Columbia, Mo. 65201. Article: Electron microscope, Model HS-8. Manufacturer: Hitachi, Ltd., Japan. Intended use of article: The article will be used for teaching, research, and service. For teaching, it will be used to (1) train students in medical technology, (2) train postsophomore medical students interested in undertaking a research project involving electron microscopy, (3) teach basic electron microscopic techniques to interns and residents in pathology, and (4) complement a Ph. D. program in pathology which has been in effect for years. Research consists of exploring the ultrastructure of endometrium and highly proliferative tissues. Service encompasses all liver and renal biopsies routinely processed for electron microscopic studies by the institution. Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States. Reasons: The foreign article is an intermediate electron microscope which, in terms of sophistication and capabilities, lies between the simple, portable electron microscope and the highly complex research types. The applicant intends to use the foreign article for teaching beginning students in the fundamentals of electron microscope techniques and, for this purpose, requires a transitional instrument for bridging the gap between the use of the light microscope and the research type of electron microscope. The most closely comparable domestic instrument available at the time the applicant ordered the foreign article was the EMU-4B electron microscope which was then being manufactured by the Radio Corp. of America (RCA) and which is currently being produced by Forgflo Corp. (Forgflo). The Model EMU-4B electron microscope is a high sophisticated and relatively complex research electron microscope intended for the use of an expert. We are advised by the Department of Health, Education, and Welfare (HEW) in its memorandum of November 3, 1969, that the greater ease of operation of the foreign article when compared with the EMU-4B is pertinent to the applicant's educational purposes. We, therefore, find that the RCA Model EMU-4B electron microscope is not of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, which is being manufactured in the United States.

CHARLEY M. DENTON,
Assistant Administrator for Industry Operations, Business and Defense Services Administration.

[F.R. Doc. 70-1163; Filed, Jan. 29, 1970; 8:45 a.m.]

**National Bureau of Standards
NOTICE OF PROPOSED FEDERAL INFORMATION PROCESSING STANDARDS**

Under the provisions of Public Law 89-306, the Secretary of Commerce is authorized to make appropriate recommendations to the President relating to the establishment of uniform Federal automatic data processing standards.

Three proposed standards for data communications are being recommended by the National Bureau of Standards. These standards, at such time as they may be approved by the President, will be published as Federal Information Processing Standards.

Prior to the submission of the final endorsement of these proposals to the President, it is essential to assure that

proper consideration is given the needs and views of manufacturers, the public, and State and local governments. The purpose of this notice is to solicit such views.

Proposed Federal Information Processing Standards contain two basic sections: (1) An announcement section which provides information concerning the applicability, implementation, and maintenance of the standard; and (2) a specification section which details the technical requirements of the standards.

Interested parties may submit comments to the Director, Center for Computer Sciences and Technology, National Bureau of Standards, Washington, D.C. 20234, within 30 days after publication of this notice in the FEDERAL REGISTER.

The specifications of these three proposed standards were developed and adopted by the American National Standards Institute, Inc. (formerly the United States of America Standards Institute, Inc.) by joint cooperation among manufacturers, users, and general interest groups. These copyrighted documents are reproduced in the FEDERAL REGISTER by permission of the Institute. They may be purchased from the Institute, 1430 Broadway, New York, N.Y. 10018. Refer to American National Standard X3.15-1966, Bit Sequencing of the USA Standard Code for Information Interchange in Serial-by-Bit Data Transmission; X3.16-166, Character Structure and Character Parity Sense for Serial-by-Bit Data Communication in the USA Standard Code for Information Interchange; and X3.25-1968, Character Structure and Character Parity Sense for Parallel-by-Bit Data Communication in the USA Standard Code for Information Interchange.

LEWIS M. BRANSCOMB,
Director.

JANUARY 23, 1970.

NOTE: Federal Information Processing Standards Publications are issued by the National Bureau of Standards under the direction of the Bureau of the Budget in accordance with the provisions of Public Law 89-306 and Bureau of the Budget Circular No. A-86.

PROPOSED STANDARD FOR BIT SEQUENCING OF THE CODE FOR INFORMATION INTERCHANGE IN SERIAL-BY-BIT DATA TRANSMISSION

Name of standard. Bit Sequencing of the Code for Information Interchange in Serial-by-Bit Data Transmission.

Category of standard. Hardware Standard, Transmission.

Explanation. This standard specifies the method of transmitting the standard code for Information Interchange (FIPS 1) in serial-by-bit, serial-by-character data transmission. Included in the standard is the position of the character parity bit, if transmitted with the information bits.

Approving authority. Bureau of the Budget.

Maintenance agency. Department of Commerce, National Bureau of Stand-

ards (Center for Computer Sciences and Technology).

Cross index.

a. USA Standard X3.15-1966 Bit Sequencing of the USA Standard Code for Information Interchange in Serial-by-Bit Data Transmission.

b. FIPS Publication 1, Code for Information Interchange.

c. FIPS Publication 7, Implementation of the Code for Information Interchange and Related Media Standards.

Applicability. Applicable to the transmission of the Standard Code in a serial bit stream form at the interface between Data Terminal Equipment and Data Communications Equipment. Data terminal equipments transmitting an approved Federal subset or superset of FIPS 1 are not precluded. Information concerning the use of the standard in Federal telecommunications systems may be obtained from the Manager, NCS, Attention: NCS-O, Washington, D.C. 20305.

Implementation schedule. All data processing terminal equipment and data communications equipment which utilize the FIPS 1 code and which is brought into the Federal inventory 6 months after the publication date of this FIPS Publication must be in conformance with this standard, unless there is reason to initiate the waiver procedure as described in FIPS Publication 7.

Specifications. This standard adopts in whole the USA Standard for Bit Sequencing of the USA Standard Code for Information Interchange in Serial-by-Bit Data Transmission, USA Standard X3.15-1966, which was developed and approved by the USA Standards Institute.

Qualifications. This standard does not specify the character structure, bits per character, the sense (odd or even) of parity bit(s) and other parameters essential to the exchange of information between data terminal equipment and data communications equipment. The transmission bit sequence prescribed in the standard does not apply to parallel-by-bit, serial-by-character data transmission. Other standards will prescribe the additional technical parameters to assist in the integration of data processing and data communications systems.

Where to obtain copies of the specifications of the standard.

a. Federal Government activities should obtain copies from established sources within each agency. When there is no established source, purchase orders should be submitted to the General Services Administration, Specifications Activity, Printed Materials Supply Division, Building 197, Naval Weapons Plant, Washington, D.C. 20407. Refer to Federal Information Processing Standard Number _____ (FIPS _____), (Price -- cents a copy).

b. Others may obtain copies from the American National Standards Institute, Inc. (formerly United States of America Standards Institute), 1430 Broadway, New York, N.Y. 10018. Refer to USA Standard X3.15-1966 "Bit Sequencing of the USA Standard Code for Information Interchange in Serial-by-Bit Data

Transmission". (Price \$2.25 a copy. Discounts available on quantity orders. See USASI catalog.)

USA STANDARD FOR BIT SEQUENCING OF THE USA STANDARD CODE FOR INFORMATION INTERCHANGE IN SERIAL-BY-BIT DATA TRANSMISSION

NOTE: This material is reproduced from USA Standard X3.15-1966, Bit Sequencing of the USA Standard Code for Information Interchange in Serial-by-Bit Data Transmission, copyrighted 1966 by the United States of America Standards Institute, copies of which may be purchased from the American Standards Institute, 1430 Broadway, New York, N.Y. 10018.

1. Scope

1.1 This standard specifies the bit sequencing of the USA Standard Code for Information Interchange (USASCII) for serial-by-bit, serial-by-character data transmission.

1.2 This standard applies to general information interchange in the USASCII, at the interface between Data Processing Terminal Equipment (such as Data Processors, Data Media Input/Output Devices, Office Machines, etc.) and Data Communications Equipment.

2. Standard Bit Sequence

The bit sequence for a USASCII Character shall be least significant bit first to most significant bit—in terms of the USASCII nomenclature (USA Standard Code for Information Interchange, X3.4-1965) b₁ through b₇ in ascending (consecutive) order.

3. Character Parity

A character parity bit, if transmitted, is to follow the most significant bit, b₇, of the character to which it applies.

4. Qualifications

4.1 This standard does not specify that a character parity bit shall or shall not be transmitted, nor does it specify the total number of bits per character, the bit rate, the character rate, or the transmission technique.

4.2 This standard does not apply to parallel-by-bit, serial-by-character data transmission.

APPENDIX

Criteria, Considerations, and Conclusions

NOTE: This appendix is not a part of the USA Standard for Bit Sequencing of the USA Standard Code for Information Interchange in Serial-by-Bit Data Transmission, X3.15-1966, but is included to facilitate its use.

A1. Introduction

This appendix contains criteria pertinent to the selection of the bit sequencing in serial-by-bit data transmission. Not all of the listed criteria have been entirely satisfied. Some are conflicting, and the selected bit sequence was based upon a detailed analysis and weighing of these divergent criteria. The final choice of transmission bit sequence represents an acceptable compromise.

A2. Specific Criteria

(Not mutually consistent and not listed in order of importance.)

A2.1 The transmission bit sequence should be in consecutive numerical order (ascending or descending), in terms of USASCII nomenclature.

A2.2 The transmission bit sequence should minimize the amount and complexity of existing and future hardware.

A2.3 The transmission bit sequence should be selected to minimize adverse consequences of equipment or system malfunction.

A2.4 The transmission of a binary bit stream should not be precluded.

A2.5 The transmission of encrypted material should not be precluded.

A2.6 There should be a correspondence between media track (channel or row) designation, USASCII bit number, and transmission bit sequence, in order to minimize training and reduce confusion of operating, maintenance, and engineering personnel.

A2.7 The transmission bit sequence should allow a logical extension to supersets of USASCII.

A2.8 The transmission bit sequence of any subset or superset of USASCII should provide that any designated bit be immutable in its position in the transmission sequence as well as in its logical order and media representation.

A2.9 The character parity bit should be positioned to allow it to be generated "on the fly," following the data bits.

A2.10 The transmission bit sequence should allow maximum design flexibility in future systems utilizing USASCII.

A3. Considerations

A3.1 Considerations of the various possible bit sequences for serial-by-bit, serial-by-character data transmission produced the following two choices for further study:

- (1) Low order bit first to high order bit.
- (2) High order bit first to low order bit.

The basic structure of USASCII, i.e., the separation of graphics and controls, and the location of the symbols, digits, and alphabet within the graphic portion, favored a consecutive bit sequence.

A3.2 There is unanimity of opinion that the character parity bit, where included on a per character basis, should appear last in the bit sequence so that this bit can be generated "on the fly."

A3.3 These 2-bit-sequencing choices, A3.1 (1) and A3.1 (2), were then subjected to an exhaustive investigation to determine their influence on data interchange from the following points of view:

- (1) Flexibility of hardware design.
- (2) Hardware efficiency.
- (3) Ease of maintenance.
- (4) Contraction of USASCII to subsets.
- (5) Expansion of USASCII to supersets.
- (6) Error consequences.

A3.4 With low order bit transmitted first, the first data pulse can correspond to USASCII bit₁, the second to bit b₂, etc. Thus "third" will mean the third data pulse as well as bit b₃. It can also mean the third track (or channel or row) in media. This simple relationship between media track number, pulse number, and bit designation number is desirable in the maintenance of communication equipment, especially in discussion between remote technicians and between technicians and engineers. The orderliness of this arrangement is shown in the following table:

Media track	USASCII Bit	Data pulse No.
1	b ₁	1
2	b ₂	2
3	b ₃	3
4	b ₄	4
5	b ₅	5
6	b ₆	6
7	b ₇	7
8	P	8

(P is the character parity bit.)

A3.5 The 7 bits of USASCII are designated b₁ through b₇ in increasing order of significance. Thus, additional high order bits may be added and designated b₈, b₉, etc., in an orderly manner. It is desirable, from the transmission standpoint, to have a code "open ended" at the end of a character bit sequence rather than at the start. Compatibility between equipments using different size sets is less difficult, since each numbered bit always appears in a given position with respect to the start of the character sequence.

A3.5.1 Terminals using a subset of USASCII need only operate with the appropriate numbers of bits at the beginning of the character.

A3.5.2 Terminals transmitting supersets of USASCII need only append the additional (b₈, b₉, etc.) bits to the USASCII.

A3.5.3 In all cases, the character parity bit then maintains its defined position as the last bit of the character to be transmitted.

A3.6 Low order bit first is in agreement with recently established standards, such as bit sequencing of USASCII in U.S. Military Standards, Military Communication System, 188B.

A3.7 High order bit first allows future systems and hardware to be designed to take advantage of the unique organization of the USASCII into control character columns and graphic columns; this could, for example, reduce the bit storage requirement in simple I/O printers and control mechanisms.

A3.8 If the transmission sequence is high order bit first, the implementation of USASCII into present-day, 6-bit character based processors and into upper-lower I/O typewriters can be simplified, resulting in hardware reduction.

A3.9 The only criterion pertinent to character parity is that it can be capable of generation "on the fly." This implies that it be transmitted later than all data bits. This does not contradict any of the criteria for the sequence of data bits.

A3.10 The error rate of a system is not dependent on the choice of bit sequencing. The consequence of an error is influenced by the choice of bit sequence; however no definite conclusions could be drawn as to which bit sequence resulted in the least harmful error condition.

A4. Conclusions

A4.1 The question of bit sequence resolves itself into a choice between the following two specific interests:

(1) Low order bit first offers the advantage of convenient expansion to 8-bit supersets, allows direct correspondence between the USASCII bit designators in media and the transmitted bit sequence, eases maintenance and training, and is consistent with international and military standards.

(2) High order bit first offers the possibility of more economical implementation of the USASCII code by present-day 6-bit processors and by simple I/O printers and typewriters.

A4.2 The conclusion reached is that the known advantages of low order bit first outweigh the possible advantage of high order bit first.

NOTE: Federal Information Processing Standards Publications are issued by the National Bureau of Standards under the direction of the Bureau of the Budget in accordance with the provisions of Public Law 89-306 and Bureau of the Budget Circular No. A-86.

PROPOSED STANDARD FOR CHARACTER STRUCTURE AND CHARACTER PARITY SENSE FOR SERIAL-BY-BIT DATA COMMUNICATION IN THE CODE FOR INFORMATION INTERCHANGE

Name of standard. Character Structure and Character Parity Sense for Serial-by-Bit Data Communication in the Code for Information Interchange

Category of standard. Hardware Standard, Transmission

Explanation. This Standard specifies the method of transmitting the Standard Code for Information Interchange (FIPS 1) in the serial-by-bit, serial-by-character data transmission. Included in the standard is the position of the character parity bit.

Approving authority. Bureau of the Budget.

Maintenance agency. Department of Commerce, National Bureau of Standards (Center for Computer Sciences and Technology).

Cross index.

a. USA Standard X3.16-1966, Character Structure and Character Parity Sense for Serial-by-Bit Data Communication in the USA Standard Code for Information Interchange

b. FIPS Publication 1, Federal Information Processing Standards Publication, Code for Information Interchange

c. FIPS Publication 7, Federal Information Processing Standards Publication, Implementation of the Code for Information Interchange and Related Media Standards

Applicability. Applicable to the transmission of the Standard Code in a serial bit stream form at the interface between Data Terminal Equipment and Data Communications Equipment. Data terminal equipments transmitting an approved Federal subset or superset of FIPS 1 are not precluded. Information concerning the use of the standard in Federal telecommunications systems may be obtained from the Manager, NCS, Attention: NCS-O, Washington, D.C. 20305.

Implementation schedule. All data processing terminal equipment and data communication equipment which utilize the FIPS 1 code and which is brought into the Federal inventory 6 months after the publication date of this FIPS Publication must be in conformance with this standard, unless there is reason to initiate the waiver procedure described in FIPS Publication 7.

Specifications. This standard adopts in whole the USA Standard for Character Structure and Character Parity Sense for Serial-by-Bit Data Communication in the USA Standard Code for Infor-

mation Interchange, USA Standard X3.16-1966, which was developed and approved by the USA Standards Institute.

Qualifications. This standard does not specify the bit sequence, the bit rate or character rate, nor does it apply to parallel-by-bit, serial by character data communication. Other standards will prescribe the additional technical parameters to assist in the integration of data processing and data communications systems.

Where to obtain copies of the specifications of the standard.

a. Federal Government activities should obtain copies from established sources within each agency. When there is no established source, purchase orders should be submitted to the General Services Administration, Specifications Activity, Printed Materials Supply Division, Building 197, Naval Weapons Plant, Washington, D.C. 20407. Refer to Federal Information Processing Standard Number _____ (FIPS _____), (Price _____ cents a copy).

b. Others may obtain copies from the American National Standards Institute, Inc. (formerly United States of America Standards Institute), 1430 Broadway, New York, N.Y. 10018. Refer to USA Standard X3.16-1966, "Character Structure and Character Parity Sense for Serial-by-Bit Data Communication in the USA Standard Code for Information Interchange." (Price \$2.25 a copy. Discounts available on quantity orders. See USASI catalog.)

USA STANDARD CHARACTER STRUCTURE AND CHARACTER PARITY SENSE FOR SERIAL-BY-BIT DATA COMMUNICATION IN THE USA STANDARD CODE FOR INFORMATION INTERCHANGE

NOTE: This material is reproduced from USA Standard X3.16-1966, Character Structure and Character Parity Sense for Serial-by-Bit Data Communication in the USA Standard Code for Information Interchange, copyrighted 1966 by the United States of America Standards Institute, copies of which may be purchased from the American National Standards Institute, 1430 Broadway, New York, N.Y. 10018.

1. Scope

1.1 This standard specifies the character structure and sense of character parity for serial-by-bit serial-by-character synchronous and asynchronous data communication in the USA Standard Code for Information Interchange X3.4-1965 (USASCII).

1.2 This standard applies to general information interchange at the interface between data processing terminal equipment (such as data processors, data media input-output devices, office machines) and data communication equipment (such as data sets, modems).

2. Synchronous Data Communication

2.1 Standard Character Structure. The character structure for synchronous data communication shall consist of 8 bits (7 USASCII bits plus 1 character

parity bit) having equal time intervals. See figure 1.

2.2 Standard Sense of Character Parity. The sense of character parity for synchronous data communication shall be odd over the 8 bits, i.e., an odd number of "1" (marking) bits per character.

3. Asynchronous Data Communication

3.1 Standard Character Structure. The character structure for asynchronous data communication shall consist of 10 signal elements having equal time intervals; one "0" (spacing) start element, 7 USASCII bits, 1 character parity bit, and one "1" (marking) stop element. The intercharacter interval (the time interval between the end of a stop element and the beginning of the next start element) may be of any length, and is of the same sense as the stop element, i.e., "1" (marking). See figure 2.

3.2 Standard Sense of Character Parity. The sense of character parity for asynchronous data communication shall be even over the 8 bits (7 USASCII bits and character parity bit), i.e., an even number of "1" (marking) bits per character.

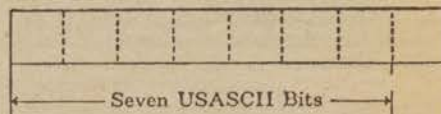
4. Qualifications

4.1 Some configurations of communication facilities cannot operate satisfactorily with the stop element specified in the asynchronous character structure (3.1). Where this is the case, it is recognized that a stop element of two time intervals is necessary. This exception to character structure is intended to provide relief where character regenerators are employed (as on long-haul, multi-station networks), and its use requires prior agreement.

4.2 Receiving equipments must be capable of operation with no intercharacter interval.

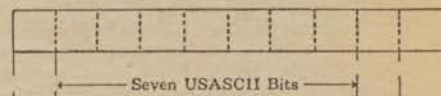
4.3 This standard does not specify the bit sequence, the bit rate or character rate, nor does it apply to parallel-by-bit, serial-by-character data communication.

FIGURE 1.



NOTE: The order of transmission is from left to right.

FIGURE 2.



NOTE: The order of transmission is from left to right.

APPENDICES

NOTE: These appendices are not a part of USA Standard Character Structure and Character Parity Sense for Serial-by-Bit Data Communication in the USA Standard Code for Information Interchange, X3.16-1966, but are included to facilitate its use.

APPENDIX A—CRITERIA

A1. Introduction

A1.1 This appendix contains the criteria upon which the character structure and the character parity sense were based. Not all criteria have been entirely satisfied. Some of these criteria conflict with others, and the character structure and the character parity sense specified represent accepted compromises of these divergent criteria.

A1.2 The criteria were drawn primarily from communication aspects of information interchange; however, processing and media recording aspects of information interchange were considered.

A2. Specific Criteria: Character Structure

NOTE: Not mutually consistent and not listed in order of importance.

A2.1 One hundred and twenty-eight characters should be uniquely specified.

A2.2 A single character structure should be specified regardless of the transmission facility, speed, or modulation technique.

A2.3 No USASCII character should require special treatment.

A2.4 The highest possible character rate should be provided.

A2.5 Each character should contain a single character parity bit.

A2.6 Character structure should cause minimum confusion to maintenance and operating personnel.

A2.7 Simple and economic means of error checking should be possible.

A2.8 In asynchronous communication, the start and stop signal elements should always be of the same duration as the data bits.

A2.9 In asynchronous communication, the character structure should contain one start and one stop signal element.

A2.10 In asynchronous communication, the character structure should contain more than one stop signal element.

A3. Specific Criteria: Sense of Character Parity

NOTE: Not mutually consistent and not listed in order of importance.

A3.1 No USASCII character should require special treatment.

A3.2 There should be no restrictions on sequences of characters (e.g., Successive Nulls, Syncs, Spaces, Zeroes, Deletes).

A3.3 All characters in the USASCII should have the same parity sense (odd or even).

A3.4 The sense (odd or even) of the character parity bit should minimize hardware complexity.

A3.5 Maximum compatibility should be provided with the parity sense requirements of the various media.

A3.6 The sense of the character parity should be the same regardless of the data transmission technique (e.g., synchronous or asynchronous), the transmission facility (e.g., bandwidth, distortion), speed, or modulation technique.

A3.7 Equipment completely should be minimized when alternately handling other 8-bit codes or a binary bit stream.

A3.8 Character parity sense should cause minimum confusion to maintenance and operating personnel.

APPENDIX B—DESIGN CONSIDERATIONS

B1. Introduction

B1.1 System factors considered in this standard are transmission efficiency, reliability, error control, media requirements, equipment complexity, maintenance confusion, and transition to and from alternate non-USASCII codes or binary bit stream data.

B1.2 A single character structure could not be specified for both asynchronous (start-stop) and synchronous data com-

munication. Therefore two character structures, one for synchronous and one for asynchronous communication, are specified.

B2. Character Structure for Synchronous Data Communication

B2.1 Synchronous data communication can be achieved by transmitting only the 7 information bits for each USASCII character. However, the Null and Delete characters of USASCII would provide no signal element transitions, and successive Null or Delete characters would cause self-clocking synchronous systems to lose synchronization. To overcome this difficulty, either the Null and Delete characters require special handling, or an eighth signal element must be added to each character to assure at least one signal transition within every USASCII character. The latter method was determined to require less equipment complexity and was therefore selected.

B2.2 Two choices were available for the use of the eighth signal element that assures at least one transition per character:

(a) A bit always opposite in value to a specified information bit;

(b) An odd character parity bit.

The odd character parity bit was selected because it also provides a basic method of error checking.

B2.3 All 7 USASCII bits and the odd character parity bit were specified to be of unit time interval in order to simplify timing equipment in transmitters, receivers, and regenerators.

B3. Character Structure for Asynchronous Data Communication

B3.1 Asynchronous binary data communication requires that synchronization be derived from the signal elements of each character.

B3.2 A straightforward technique for enabling character synchronization is to append a start signal element and a stop signal element to each USASCII character. Although there is no synchronization requirement for signal elements in addition to the start and stop signal elements, a single character parity bit is included to permit a simple error check.

B3.3 The start signal element, the 7 USASCII bits, the character parity bit, and the stop signal element are of the same duration to simplify the requirements for timing equipment in transmitters and receivers.

B3.4 Two choices of character parity sense in asynchronous data communication were possible:

(a) Even character parity sense: Permits consistent character parity sense when using perforated tape or edge-punched documents; facilitates the use of the Delete character as a "timing" character in electromechanical control devices; facilitates the use of an arbitrary spacing interval to turn on motors in asynchronous electromechanical devices; facilitates disconnection of electromechanical lineswitched asynchronous terminals upon receipt of a timed spacing interval.

(b) Odd character parity sense: Permits consistent character parity sense for all data transmission; avoids parity sense inversion when interchanging data between synchronous and asynchronous systems; simplifies maintenance techniques and documentation; facilitates the handling of parity sense in mixed (synchronous and asynchronous) systems.

B3.5 The question of asynchronous character parity sense resolves itself into a choice between two specific alternatives: Even parity sense results in more economical punched media electromechanical terminals; odd parity sense is consistent with synchronous data transmission, and results in

hardware savings in mixed (synchronous and asynchronous) systems.

The conclusion reached is that the economic advantage of even parity sense in electromechanical asynchronous equipment outweighs the advantage which consistent parity sense provides in mixed data communication systems.

NOTE: Federal Information Processing Standards Publications are issued by the National Bureau of Standards under the direction of the Bureau of the Budget in accordance with the provisions of Public Law 89-306 and Bureau of the Budget Circular No. A-86.

PROPOSED STANDARD FOR CHARACTER STRUCTURE AND CHARACTER PARITY SENSE FOR PARALLEL-BY-BIT DATA COMMUNICATION IN THE CODE FOR INFORMATION INTERCHANGE.

Name of standard. Character Structure and Character Parity Sense for Parallel-By-Bit Data Communication in the Code for Information Interchange.

Category of standard. Hardware Standard, Transmission.

Explanation. This standard specifies the channel assignment for transmitting the Standard Code for Information Interchange (FIPS 1) in parallel-by-bit, serial-by-character data transmission. Included in the standard is the position of the character parity bit.

Approving authority. Bureau of the Budget.

Maintenance agency. Department of Commerce, National Bureau of Standards (Center for Computer Sciences and Technology).

Cross index.

a. USA Standard X3.25-1968, Character Structure and Character Parity Sense for Parallel-by-Bit Data Communication in the USA Standard Code for Information Interchange.

b. FIPS Publication 1, Code for Information Interchange.

c. FIPS Publication 7, Implementation of the Code for Information Interchange and Related Media Standards.

Applicability. Applicable to the transmission of the Standard Code in a parallel bit form at the interface between Data Terminal Equipment and Data Communications Equipment. Data terminal equipments transmitting an approved Federal subset of FIPS 1 are not precluded. Information concerning the use of the standard in Federal telecommunications systems may be obtained from the Manager, NCS, Attention: NCS-O, Washington, D.C. 20305.

Implementation schedule. All data processing terminal equipment and data communication equipment which utilize the FIPS 1 code and which is brought into the Federal inventory 6 months after the publication of this FIPS Publication must be in conformance with this standard unless there is reason to initiate the waiver procedure as described in FIPS Publication 7.

Specifications. This standard adopts in whole the USA Standard for Character Structure and Character Parity Sense for Parallel-by-Bit Data Communication

in the USA Standard Code for Information Interchange, USA Standard X3.25-1968, which was developed and approved by the USA Standards Institute.

Qualifications. This standard does not specify character synchronizing technique, the character rate, nor does it apply to serial-by-bit, serial-by-character data communication. Other standards will prescribe the additional technical parameters to assist in the integration of data processing and data communication systems.

Where to obtain copies of the specifications of the standard.

a. Federal Government activities should obtain copies from established sources within each agency. When there is no established source, purchase orders should be submitted to the General Services Administration, Specifications Activity, Printed Materials Supply Division, Building 197, Naval Weapons Plant, Washington, D.C. 20407. Refer to Federal Information Processing Standard Number ----- (FIPS -----), (Price ----- cents a copy).

b. Others may obtain copies from the American National Standards Institute, Inc. (formerly United States of America Standards Institute), 1430 Broadway, New York, N.Y. 10018. Refer to USA Standard X3.25-1968, "Character Structure and Character Parity Sense for Parallel-By-Bit Data Communication in the USA Standard Code for Information Interchange." (Price \$2.25 a copy. Discounts available on quantity orders. See USASI catalog.)

USA STANDARD FOR CHARACTER STRUCTURE AND CHARACTER PARITY SENSE FOR PARALLEL-BY-BIT DATA COMMUNICATION IN THE USA STANDARD CODE FOR INFORMATION INTERCHANGE

NOTE: This material is reproduced from USA Standard X3.25-1968, Character Structure and Character Parity Sense for Parallel-By-Bit Data Communication in the USA Standard Code for Information Interchange, copyrighted 1969 by the United States of America Standards Institute, copies of which may be purchased from the American National Standards Institute, 1430 Broadway, New York, N.Y. 10018.

1. Scope

1.1 This standard specifies the character structure and sense of character parity for parallel-by-bit, serial-by-character, data communication in the USA Standard Code for Information Interchange, X3.4-1968 (USASCII).

1.2 This standard applies to general information interchange at the interface between data processing terminal equipment (such as data processors, data media input-output devices, office machines) and data communication equipment (such as data sets, modems).

2. Standard Character Structure

The character structure shall consist of 8 bits, i.e., 7 USASCII bits plus 1 character parity bit.

3. Standard Bit-to-Channel Relationship

The 7 USASCII bits (b_1 through b_7) plus the character parity bit (P) shall be assigned to an ordered series of channel designators as follows: b_1 to the lowest designator, and in ascending order, with P to the highest designator.

USASCII Bit: b_1 b_2 b_3 b_4 b_5 b_6 b_7 P.
Channel: 1 2 3 4 5 6 7 8.

4. Standard Sense of Character Parity

4.1 Where the transmission system is of the type where character timing is not separately signaled, the sense of the character parity shall be ODD; that is, the parity bit for each character shall be such that there are an odd number of "1" (marking) bits in the character.

4.2 Where the transmission system is of the type providing character timing information by means of a separate timing channel, the sense of the character parity shall be EVEN; that is, the parity bit for each character shall be such that there are an even number of "1" (marking) bits in the character.

APPENDIXES

NOTE: These appendixes are not part of USA Standard Character Structure and Character Parity Sense for Parallel-By-Bit Data Communication in the USA Standard Code for Information Interchange, X3.25-1968, but is included to facilitate its use.

APPENDIX A—CRITERIA

A1. Introduction

A1.1 This appendix contains the criteria upon which the character structure, bit-to-channel relationship, and the character parity sense were based. Not all criteria have been entirely satisfied. Some of these criteria conflict with others, and the character structure and the character parity sense specified represent compromises among these divergent criteria.

A1.2 Criteria were drawn from communication aspects of information interchange as well as processing and media recording aspects of information interchange.

A2. Specific Criteria—Character Structure and Bit-to-Channel Relationship (Neither Mutually Consistent Nor Listed in Order of Importance)

A2.1 One hundred and twenty-eight characters should be uniquely specified.

A2.2 A single character structure should be specified regardless of the transmission facility, speed, or modulation technique.

A2.3 No USASCII character should require special treatment.

A2.4 The highest possible character rate should be provided.

A2.5 The character structure for parallel-by-bit communication should be consistent with that for serial-by-bit communication.

A2.6 Each character should contain a single character parity bit.

A2.7 The character structure should cause minimum confusion to maintenance and operating personnel.

A2.8 Simple and economic means of error checking should be possible.

A2.9 The character structure should be independent of the transmission technique, e.g., fixed or random character rates.

A2.10 The character structure should be independent of the existence of a timing channel.

A3. Specific Criteria—Sense of Character Parity (Neither Mutually Consistent Nor Listed in Order of Importance)

A3.1 No USASCII character should require special treatment.

A3.2 There should be no restrictions on sequences of characters, e.g., successive Null, Sync, Space, Zero, or Delete characters.

A3.3 All characters in the USASCII should have the same parity sense (odd or even).

A3.4 The sense (odd or even) of the character parity bit should minimize hardware complexity.

A3.5 Maximum compatibility should be provided with the parity sense requirements of the various media.

A3.6 The sense of the character parity should be the same regardless of the data transmission technique, the transmission facility, speed, or modulation technique.

A3.7 Equipment complexity should be minimized when alternately handling other codes or random binary data.

A3.8 The character parity sense should cause minimum confusion to maintenance and operating personnel.

A3.9 The character parity sense should not preclude any transmission techniques.

APPENDIX B—DESIGN CONSIDERATIONS

B1. Introduction

System factors considered in this standard are transmission efficiency, reliability error control, media requirements, equipment complexity, maintenance confusion, and transition to and from alternate non-USASCII codes or random binary data.

B2. Character Structure and Bit-to-Channel Relationship

B2.1 The overriding consideration affecting the choice of character structure is compatibility with serial-by-bit data communication in order to minimize confusion. An eight bit character structure (7 USASCII bits and parity) satisfies this requirement as well as all other criteria.

B2.2 The overriding consideration affecting the assignment of the bits to the channels is the need for a simple and orderly relationship. This requirement and all other criteria are satisfied by a b_1 to channel 1, b_2 to channel 2, etc., relationship.

B3. Sense of Character Parity

The choice of character parity sense, odd or even, involves a choice between clearly conflicting sets of criteria. Consistency with the standard for serial-by-bit data communication, USAS X3.16-1966, cannot resolve this choice since that standard specifies even parity sense for asynchronous transmission and odd parity sense for synchronous transmission.

Essentially, the remaining criteria present a choice between:

(1) Media consistency with punched paper tape in such a way as to facilitate the use of the same equipment for handling binary data and other codes (argument for even parity).

(2) Providing the basis for recovery of character timing (i.e., detecting character presence) from the data alone (argument for odd parity).

Since it is envisioned that one of these two considerations will become controlling in a distinct system, the standard sense of parity was chosen as different for the two types of systems based on presence or absence of a separate timing channel.

[F.R. Doc. 70-1109; Filed, Jan. 29, 1970; 8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

ENRICHED CORN GRITS DEVIATING FROM IDENTITY STANDARD

Temporary Permit for Market Testing

Pursuant to § 10.5 (21 CFR 10.5) concerning temporary permits for market testing foods deviating from the requirements of standards of identity promulgated pursuant to section 401 (21 U.S.C. 341) of the Federal Food, Drug, and Cosmetic Act, notice is given that a temporary permit has been issued to The Agricultural Research Service, U.S. Department of Agriculture, Washington, D.C. 20250. This permit covers interstate marketing tests of enriched corn grits deviating from the standard of identity for enriched corn grits (21 CFR 15.514).

The U.S. Department of Agriculture will assume possession of the food at the point of manufacture and will be responsible for its introduction into interstate commerce. The marketing is to take place pursuant to a study being conducted by the sponsor through the Food Donation Program and the Supplementary Feeding Program.

The enriched corn grits will contain 100 (± 20) milligrams of reduced iron (Fe) per pound of food. Nutrients, with the exception of iron, will be added as specified in § 15.514(a).

This permit expires January 23, 1971.

Dated: January 23, 1970.

SAM D. FINE,
Acting Associate Commissioner
for Compliance.

[F.R. Doc. 70-1166; Filed, Jan. 29, 1970;
8:45 a.m.]

3-[2-(3,5-DIMETHYL-2-OXOCYCLOHEXYL)-2-HYDROXYETHYL] GLUTARIMIDE

Notice of Establishment of Temporary Tolerance

At the request of the Upjohn Co., Kalamazoo, Mich. 49001, a temporary tolerance is established for residues of the plant abscission agent 3-[2-(3,5-dimethyl-2-oxocyclohexyl)-2-hydroxyethyl] glutarimide in or on the raw agricultural commodity oranges at 0.05 part per million. The Commissioner of Food and Drugs has determined that this temporary tolerance is safe and will protect the public health.

A condition under which this temporary tolerance is established is that the plant abscission agent will be used in accordance with the temporary permit issued by the U.S. Department of Agriculture. Distribution will be under the Upjohn Co. name.

This temporary tolerance expires January 23, 1971.

This action is taken pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(j), 68 Stat. 516; 21 U.S.C. 346a(j)) and under authority

delegated to the Commissioner (21 CFR 2.120).

Dated: January 23, 1970.

SAM D. FINE,
Acting Associate Commissioner
for Compliance.

[F.R. Doc. 70-1169; Filed, Jan. 29, 1970;
8:45 a.m.]

GIBBERELIC ACID

Notice of Establishment of Temporary Tolerance for Pesticide Chemical

Notice is given that at the request of Elanco Products Co., Div. of Eli Lilly & Co., Indianapolis, Ind. 46206, a temporary tolerance of 0.15 part per million is established for negligible residues of the plant regulator gibberellic acid in or on the raw agricultural commodity sugarcane. The Commissioner of Food and Drugs has determined that this temporary tolerance will protect the public health.

A condition under which this temporary tolerance is established is that the plant regulator will be used in accordance with the temporary permit issued by the U.S. Department of Agriculture. Distribution will be under the Elanco Products Co. name.

This temporary tolerance expires January 23, 1971.

This action is taken pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(j), 68 Stat. 512; 21 U.S.C. 346a(j)) and under authority delegated to the Commissioner (21 CFR 2.120).

Dated: January 23, 1970.

SAM D. FINE,
Acting Associate Commissioner
for Compliance.

[F.R. Doc. 70-1172; Filed, Jan. 29, 1970;
8:45 a.m.]

DR. MAYFIELD LABORATORIES

Notice of Withdrawal of Petition for Food Additives

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b), 72 Stat. 1786; 21 U.S.C. 348(b)), the following notice is issued:

In accordance with § 121.52 *Withdrawal of petitions without prejudice* of the procedural food additive regulations (21 CFR 121.52), Dr. Mayfield Laboratories, 1209 South Main Street, Charles City, Iowa 50616, has withdrawn its petition (6-844V), notice of which was published in the FEDERAL REGISTER of December 21, 1967 (32 F.R. 20669), proposing the issuance of a food additive regulation to provide for the safe use of sodium arsenilate in the drinking water of turkeys as a growth stimulant and for the prevention and control of blackhead.

Dated: January 23, 1970.

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

[F.R. Doc. 70-1170; Filed, Jan. 29, 1970;
8:45 a.m.]

INDUSTRIAL BIO-TEST LABORATORIES, INC.

Notice of Filing of Petition Regarding Food Additives

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 0H2495) has been filed by Industrial Bio-Test Laboratories, Inc., 1810 Frontage Road, Northbrook, Ill. 60062, proposing that § 121.1155 *Chemicals for the control of micro-organisms in cane-sugar mills* (21 CFR 121.1155) be amended to provide for the safe use of a combination of ethylenediamine, disodium ethylenebisdithiocarbamate, and sodium dimethyldithiocarbamate to control micro-organisms in cane-sugar and beet-sugar mills.

Dated: January 23, 1970.

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

[F.R. Doc. 70-1171; Filed, Jan. 29, 1970;
8:45 a.m.]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGFR 69-141]

EQUIPMENT, CONSTRUCTION, AND MATERIALS

Approval Notice

1. Certain laws and regulations (46 CFR, Chapter I) require that various items of lifesaving, firefighting and miscellaneous equipment, construction, and materials used on board vessels subject to Coast Guard inspection, on certain motorboats and other recreational vessels, and on the artificial islands and fixed structures on the outer Continental Shelf be of types approved by the Commandant, U.S. Coast Guard. The purpose of this document is to notify all interested persons that certain approvals have been granted as herein described during the period from October 28, 1969, to November 10, 1969 (List No. 31-69). These actions were taken in accordance with the procedures set forth in 46 CFR 2.75-1 to 2.75-50.

2. The statutory authority for equipment, construction, and material approvals is generally set forth in sections 367, 375, 390b, 416, 481, 489, 526p, and 1333 of title 46, United States Code, section 1333 of title 43, United States Code, and section 198 of title 50, United States Code. The Secretary of Transportation has delegated authority to the Commandant, U.S. Coast Guard with respect to these approvals (49 CFR 1.4 (a) (2) and (g)). The specifications prescribed by the Commandant, U.S. Coast Guard for certain types of equipment, construction and materials are set forth in 46 CFR, Parts 160 to 164.

3. The approvals listed in this document shall be in effect for a period of 5

years from the date of issuance, unless sooner canceled or suspended by proper authority.

SIGNALS, DISTRESS, HAND RED FLARE, FOR MERCHANT VESSELS

Approval No. 160.021/7/0, Bristol Marine hand red flare distress signal, 500 candlepower, 2 minutes burning time, dwg. No. 506 revised May 14, 1958, manufactured by Bristol Flare Corp., State Road, Bristol, Pa. 19007, for Olin Corp., East Alton, Ill. 62024, effective November 5, 1969.

LIFEBOATS FOR MERCHANT VESSELS

Approval No. 160.035/97/6, 22.0' x 7.5' x 3.17' steel, motorpropelled (diesel) lifeboat, without radio cabin or searchlight (Class 1), 29-person capacity, identified by general arrangement and construction dwg. No. 22-002-01, sheet 1 (formerly No. 58-2219-C), Rev. A, dated October 30, 1969. 46 CFR 160.035-13(c) Marking. Weights: Condition "A"=3,598 pounds; Condition "B"=9,302 pounds, manufactured by Lane Lifeboat & Davit Corp., 150 Sullivan Street, Brooklyn, N.Y. 11231, effective November 7, 1969. (It supersedes Approval No. 160.035/97/5, dated April 29, 1966, to show change in construction.)

SIGNALS, DISTRESS, HAND, ORANGE SMOKE, FOR MERCHANT VESSELS

Approval No. 160.037/13/0, Bristol Marine hand orange smoke distress signal, dwg. No. 600 revised June 2, 1958, manufactured by Bristol Flare Corp., State Road, Bristol, Pa. 19007, for Olin Corp., East Alton, Ill. 62024, effective November 5, 1969.

BUOYANT CUSHIONS, UNICELLULAR PLASTIC FOAM

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.049/65/0, group approval for rectangular and trapezoidal unicellular plastic foam buoyant cushions, U.S.C.G. Specification Subpart 160.049, sizes to be as per Table 160.049-4(c) (1), manufactured by Elvin Salow Co., 273-285 Congress Street, Boston, Mass. 02210, effective November 5, 1969. (It is an extension of Approval No. 160.049/65/0, dated Jan. 6, 1965.)

Approval No. 160.049/80/0, special approval 18" x 14" x 2½" rectangular vinyl-dipped unicellular plastic foam buoyant cushion, dwg. No. BC-2, revision 2, dated April 2, 1969, manufactured by Martin Industries, Post Office Box 423, Clayton, Ala. 36016, for Diversified Products Corp., 309 Williamson Avenue, Opelika, Ala. 36801, effective November 3, 1969.

Approval No. 160.049/81/0, special approval 15" x 15" x 3½" rectangular vinyl-dipped unicellular plastic foam buoyant cushion, dwg. No. BC-1, revision 2, dated April 2, 1969, manufactured by Martin Industries, Post Office Box 423, Clayton, Ala. 36016, for Diversified Products Corp., 309 Williamson Avenue, Opelika, Ala. 36801, effective November 3, 1969.

Approval No. 160.049/82/0, special approval 15" x 15" x 2⅞" rectangular vinyl-dipped unicellular plastic foam buoyant cushion, dwg. No. BC-2D, revision 1, dated April 2, 1969, manufactured by Martin Industries, Post Office Box 423, Clayton, Ala. 36016, for Diversified Products Corp., 309 Williamson Avenue, Opelika, Ala. 36801, effective November 3, 1969.

BUOYANT VESTS, UNICELLULAR PLASTIC FOAM, ADULT AND CHILD

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.052/396/0, Type II, Model No. 700, adult, molded vinyl-dipped unicellular plastic foam buoyant vest, dwg. No. 5581-DA, revision dated February 1, 1968, manufactured by Martin Industries, Post Office Box 423, Clayton, Ala. 36016, for Diversified Products Corp., 309 Williamson Avenue, Opelika, Ala. 36801, effective November 3, 1969.

Approval No. 160.052/397/0, Type II, Model No. 690, child medium molded vinyl-dipped unicellular plastic foam buoyant vest, dwg. No. 5622-BA, revision dated February 1, 1968, manufactured by Martin Industries, Post Office Box 423, Clayton, Ala. 36016, for Diversified Products Corp., 309 Williamson Avenue, Opelika, Ala. 36801, effective November 3, 1969.

Approval No. 160.052/398/0, Type II, Model No. 680, child small, molded vinyl-dipped unicellular plastic foam buoyant vest, dwg. No. 5623-BA, revision dated February 1, 1968, manufactured by Martin Industries, Post Office Box 423, Clayton, Ala. 36016, for Diversified Products Corp., 309 Williamson Avenue, Opelika, Ala. 36801, effective November 3, 1969.

Approval No. 160.052/399/0, Type II, Model AD, adult vinyl-dipped unicellular plastic foam buoyant vest, Crawford dwg. No. 25A, dated November 1, 1969, and Bill of Materials, dated December 10, 1963, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond, Va. 23212, effective November 5, 1969.

Approval No. 160.052/400/0, Type II, Model AD, adult vinyl-dipped unicellular plastic foam buoyant vest, Crawford dwg. No. 25A, dated November 1, 1969, and Bill of Materials, dated December 10, 1963, manufactured by Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond, Va. 23212, for Montgomery Ward & Co., Inc., 619 West Chicago Avenue, Chicago, Ill. 60610, effective November 5, 1969.

KITS, FIRST-AID, FOR INFLATABLE LIFERAFTS

Approval No. 160.054/4/1, Model M-3 first-aid kit for inflatable liferafts, dwg. dated December 29, 1964, manufactured by E. D. Bullard Co., 2680 Bridgeway, Sausalito, Calif. 94965, effective November 5, 1969. (It is an extension of Approval No. 160.054/4/1, dated Jan. 12, 1965.)

SAFETY VALVES (POWER BOILERS)

Approval No. 162.001/131/2, series VMX-310, carbon steel body duplex pop safety valve, exposed spring, maximum pressure 415 p.s.i., maximum temperature 650° F., dwg. No. F-145, Rev. A, dated October 17, 1969, approved for sizes 2", 2½", 3", and 4", manufactured by J. E. Lonergan Co., Red Lion and Verree Roads, Philadelphia, Pa. 19115, effective November 4, 1969. (It reinstates and supersedes Approval No. 162.001/131/1, dated Oct. 6, 1964, to show revision and change of address of manufacturer.)

Approval No. 162.001/132/2, series VMX-410, carbon steel body duplex pop safety valve, exposed spring, maximum pressure 600 p.s.i., maximum temperature 650° F., dwg. No. F-145, Rev. A, dated October 17, 1969, approved for sizes 2", 2½", 3", and 4", manufactured by J. E. Lonergan Co., Red Lion and Verree Roads, Philadelphia, Pa. 19115, effective November 4, 1969. (It reinstates and supersedes Approval No. 162.001/132/1, dated Oct. 6, 1964, to show revision and change of address of manufacturer.)

Approval No. 162.001/133/2, series VMX-510, carbon steel body duplex pop safety valve, exposed spring, maximum pressure 600 p.s.i., maximum temperature 650° F., dwg. No. F-145, Rev. A, dated October 17, 1969, approved for sizes 2" and 2½", manufactured by J. E. Lonergan Co., Red Lion and Verree Roads, Philadelphia, Pa. 19115, effective November 4, 1969. (It reinstates and supersedes Approval No. 162.001/133/1, dated Oct. 6, 1964, to show revision and change of address of manufacturer.)

PRESSURE VACUUM RELIEF VALVES AND SPILL VALVES FOR TANK VESSELS

Approval No. 162.017/64/4, figure No. 100 pressure-vacuum relief valve, atmospheric pattern, weight-loaded poppets, bronze, nickel cast iron or stainless steel body, dwg. No. 100-A, Rev. 2, dated April 7, 1969, approved for sizes 2½", 3", 4", 5", 6", 8", 10", and 12", manufactured by Mechanical Marine Co., Inc., 45-15 37th Street, Long Island City, N.Y. 11101, effective November 3, 1969. (It supersedes Approval No. 162.017/64/3, dated July 15, 1969 to show approval of 5" size.)

INCOMBUSTIBLE MATERIALS FOR MERCHANT VESSELS

Approval No. 164.009/25/0, "J-M Six-Pound Reinforced Asbestos Paper", asbestos paper type incombustible material identical to that described in National Bureau of Standards Test Report No. TG10210-1643:FP2833, dated October 13, 1949, approved in a weight of 6 pounds per 100 square feet, manufactured by Johns-Manville Sales Corp., 22 East 40th Street, New York, N.Y. 10016, effective November 10, 1969. (It is an extension of Approval No. 164.009/25/0, dated Nov. 13, 1964.)

Approval No. 164.009/126/0, "Reef Hullboard" fibrous glass cloth faced thermal insulation board type incombustible material identical to that described in National Bureau of Standards

Test Report No. TG10210-2185:FR 3722, dated October 21, 1969, and Reef Industries, Inc., letter dated June 6, 1969, approved in a density of 4.48 pounds per cubic foot, manufactured by Reef Industries, Inc., 4735 River Road, Post Office Box 23221, New Orleans, La. 70123, effective October 28, 1969.

Dated: January 23, 1970.

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

[F.R. Doc. 70-1210; Filed, Jan. 29, 1970;
8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Dockets Nos. 18782, 18783; FCC 70-54]

MARTIN LAKE BROADCASTING CO. AND CLANTON BROADCASTING CORP.

Memorandum Opinion and Order Designating Applications for Con- solidated Hearing on Stated Issues

In regard applications of Martin Lake Broadcasting Co., Alexander City, Ala., File No. BP-17280, requests: 1590 kc., 1 kw., day; and Clanton Broadcasting Corp., Clanton, Ala., File No. BP-17687, requests: 1590 kc., 1 kw., day, for construction permits.

1. The Commission has before it for consideration (a) the above-captioned mutually exclusive applications; (b) a petition to deny the Clanton proposal filed by Southeastern Broadcasting Co., Inc. (hereafter WKLF), licensee of Stations WKLF and WEZZ-FM, Clanton, Ala.; (c) a petition to deny the Clanton proposal filed by Martin Lake Broadcasting Co.; and (d) pleadings in opposition and reply thereto.

2. WKLF claims standing on the ground that the proposed Clanton station would cause economic injury to its station by competing with it (WKLF) for listeners and revenue. Since Clanton Broadcasting's proposal would be located within the service area of petitioner's station, the Commission finds that WKLF has standing as a party in interest within the meaning of section 309(d) (1) of the Communications Act of 1934, as amended, and § 1.580(i) of the Commission's rules. *FCC v. Sanders Brothers Radio Station*, 309 U.S. 470, 9 RR 2008 (1940).

3. As grounds for its petition to deny, WKLF states that (1) a grant of the Clanton application cannot be made without violating § 73.35 of the Commission's rules; (2) the applicant is not financially qualified; and (3) the application was not filed in good faith, that it is in fact a strike application, and the

parties responsible for it are individuals other than those mentioned in its application. In support of (1), the petitioner states that Clanton's officers, directors, and stockholders are W. Royce Faulkner, who is general manager of Station WNUZ, Talladega, Ala., George Faulkner, who is the father of W. Royce Faulkner and works and resides in Alexander City, Ala., and Henry D. Waites, who is sales manager of Station WRFS, Alexander City. WKLF also points out that the principals of Radio Alabama, Inc., licensee of Station WNUZ, are James L. Coley, Charles H. Whatley, James W. Whatley, Sam S. Wilbanks, and Julia C. Duncan, each of whom, according to the petitioner, owns 20 percent of Elmore Service Corp., licensee of Station WETU, Wetumpka, Ala. Moreover, states WKLF, James L. Coley, Julia C. Duncan, and Thomas D. Russell own all of the outstanding stock of Piedmont Service Corp., licensee of Stations WRFS (AM & FM), Alexander City.

4. Based on the foregoing, WKLF contends that a grant of the Clanton application would violate § 73.35 of the Commission's rules due to the mutual overlap of the 1.0 mv/m contours of the proposed facility and Station WETU, Wetumpka, Ala. It claims that there is a direct controlling relationship between the applicant, WETU, Station WNUZ, Talladega, Ala., and Station WRFS, Alexander City, Ala. Thus, according to WKLF, the employee relationship of W. Royce Faulkner with WNUZ and Henry D. Waites with WRFS, and the common ownership between these stations and WETU, gives rise to a multiple ownership issue. The petitioner also cites items of conversation between James H. Dennis, vice president and general manager of its stations and James Whatley, general manager of Stations WRFS (AM & FM), which, claims the petitioner, support its claim of a direct controlling relationship between the principals of Station WETU and the applicant, in violation of § 73.35. Martin Lake in its petition also outlines the foregoing ownership information and suggests a § 73.35 multiple ownership issue.

5. In its opposition to the petition, Clanton furnishes an affidavit stating that none of its officers, directors, or stockholders have any other broadcast interests, and also affidavits from all of the principals of Stations WETU, WRFS, and WNUZ stating that none of them have any ownership interests in Clanton Broadcasting and that the entire pleading is based upon suspicion and conjecture. Clanton also asserts that the WKLF petition is fatally defective in that it fails to comply with the provisions of § 1.580(d) of the Commission's rules, and § 309(d) (1) of the Communications Act of 1934, as amended, in that it " * * * contains no affidavits, whatever, nor are there any matters of which the Commission may take official notice, that could possibly support the

conclusions advanced by Southeastern."¹ Clanton also opposes the Martin Lake petition, taking issue with its allegations and also claiming that the parts thereof included by reference to the WKLF petition are defective.

6. In this case, the principals of Stations WNUZ, WRFS, and WETU are practically identical. These stations form a chain of 1 mv/m overlap with each other and with the applicant, by virtue of a small 1 mv/m overlap between the proposal and Station WETU. It appears that there is no violation of the duopoly rule (§ 73.35(a)) because none of the Clanton principals have any ownership interest or control over WETU. On the other hand, the Commission has long been concerned with the potential impairment of competition which might ensue if individuals are permitted to maintain cross-interests in two facilities in the same broadcast service serving substantially the same area. See *Shenandoah Life Insurance Company*, 19 RR 1 (1959) and *K & M Broadcasters, Inc.*, FCC 69R-407, 17 RR 2d 543 (rel. Oct. 7, 1969). In this case there is a significant amount of overlap of the general service areas of WNUZ, WRFS, and the proposal. Thus, it is necessary to consider the positions of W. Royce Faulkner and of Henry D. Waites, listed as general manager and sales manager, respectively, with Stations WNUZ and WRFS inasmuch as this cross interest policy is not predicated upon the exercise of working control over the existing facility, but extends to principals of an applicant who also have some meaningful relationship with the existing facility. Since it is impossible to determine the precise nature of these relationships in this case, an appropriate issue will be specified.

7. As pointed out by WKLF, approximately 1 month after Clanton tendered its application the frequency of 1550 kilocycles was available, as well as 1590 kilocycles, but notwithstanding this the applicant pursued its application for 1590

¹ WKLF subsequently, on June 19, 1967, filed an affidavit of James H. Dennis, vice president, director, and 33 1/3 percent stockholder of Southeastern Broadcasting, stating that " * * * I am familiar with the contents of said 'Petition to Deny'; and that the matters and things stated are true to my own knowledge, save and except those matters therein stated on information and belief, and as to those I believe them to be true." Since the provisions of the rules and the Act cited by Clanton require that allegations of fact shall be supported by affidavit of a person or persons with personal knowledge thereof (emphasis added) and, moreover, petitioner does not indicate which matters it refers to in each instance, the pleading is technically defective. In any case, it is not necessary to rely on WKLF's pleadings, as is indicated in our findings herein, which are grounded on Martin Lake's petition and matters of which we can take official notice.

so that it was mutually exclusive with the application of Martin Lake Broadcasting. Clanton denies WKLF's contention that Clanton's proposal is a "strike" application, with an affidavit of its president stating that the sole purpose of the filing of the application was to own and operate a station at Clanton, and affidavits of Messrs. Faulkner and Waites swearing that none of them "own any interest in any broadcast station." Clanton also maintains that although the conflicting application for 1550 kc. (BP-17436, for Prattville, Ala.) was dismissed on March 22, 1967 (public notice on Mar. 23, 1967), it (Clanton) had already made its decision to file on 1590 kc. and, moreover, it faced a March 30, 1967, cutoff date with Martin Lake for that frequency. Additionally, Clanton contends that prior to the filing of its application it had doubts as to whether the proposal of Martin Lake would provide the required city coverage, in which case its prospects of success against Martin Lake for 1590 kc. would naturally be enhanced.

8. Also requesting a "strike" application or "good faith" issue, Martin Lake observes that the Clanton application was filed the day before the cutoff date of its application by persons associated with Stations WNUZ and WRFS. This petitioner also refers to conversations between W. Royce Faulkner and certain Clanton residents and business persons which, according to Martin Lake, show that the Clanton application was not filed in good faith but rather as a "strike" application. In an opposition to this petition Clanton states that it falls far short of the showing required by section 309 of the Communications Act, as amended, and § 1.580 of the Commission's rules.³ Referring to the affidavit which Martin Lake filed as evidence of the aforementioned conversations, Clanton categorically denies, with supporting affidavits, petitioner's allegations that Mr. Faulkner made the statements, and argues the unlikelihood of Mr. Faulkner's making such statements under the circumstances. Finally, Clanton argues at some length that it was not feasible, contrary to suggestions in Martin Lake's pleadings, for Clanton to switch its proposal to the other frequency (1550 kc.).

9. Clanton's foregoing contentions notwithstanding, it must be concluded that there are substantial unresolved questions concerning the real motives and purposes of the applicant in the preparation and filing of its application. The Commission has held that irrespective of a finding of intent to construct, an application can be denied where there exists an improper motive in the filing of the application, "such as a desire to impede, obstruct or delay grant of another application." Capitol Broadcasting

³ "(A petition to deny) shall contain specific allegations of fact sufficient to show * * * that a grant of the application would be prima facie inconsistent with (the public interest) * * * Such allegations of fact shall, except for those of which official notice may be taken, be supported by affidavit of a person or persons with personal knowledge thereof."

Company, 29 FCC 677, 20 RR 979, and Blue Ridge Mountain Broadcasting Co., Inc., 37 FCC 791, 2 RR 2d 511. Furthermore, we do not find Clanton's arguments attempting to explain the facts and circumstances surrounding its filing for this facility very convincing. Thus, Clanton's explanation that the Prattville application was dismissed only a week before the Martin Lake cutoff date fails to adequately explain and justify its continued pursuit of the original frequency, 1590 kilocycles. Also, Commission studies show that the Martin Lake proposal will in fact provide the required city coverage, thus depriving Clanton's argument of enhanced chances as against the Martin Lake proposal of what little force a most charitable construction might have given it. Moreover, further inquiry into the applicant's principals other broadcast connections and activities in the area should shed further light in these matters. Because of these questions and circumstances surrounding the filing of Clanton's application, an appropriate "strike application" issue will be specified.

10. In connection with its claim of standing and request to be made a party to this proceeding, WKLF asserts that Clanton's proposed operation will cause petitioner to lose advertising revenue and listeners, to the detriment of petitioner, and in the end of the detriment of the public interest. WKLF also presents some information and economic data, in the form of an exhibit attached to its petition, consisting of responses to the questions posed by the Commission in Missouri-Illinois Broadcasting, FCC 64-748, 3 RR 2d 232 (1964), in its discussion of the Carroll issue.⁴ As Clanton observes in its opposition, the allegations and data are presented in the context of the claim of standing, and the petitioner does not specifically refer to or request a Carroll issue. We have nonetheless considered the material, in the light of the public interest aspects, to determine whether a Carroll issue should be specified.⁴

11. The city of Clanton, with a population of 5,683,⁵ is the center and county seat of Chilton County, which has a population of 25,693. The applicant's proposed service area encompasses the county and a few additional small towns on the fringe. WKLF reports total revenues of \$74,536, \$75,500, and \$62,460 during the preceding 3 years (1965, 1964, 1963), with modest to moderate profits during this period.⁶ The petitioner goes

³ Carroll Broadcasting Company v. FCC, 103 U.S. App. D.C. 346, 258 F. 2d 440, 17 RR 2066 (1958).

⁴ Although there is the question of defective verification of WKLF's petition, we do not believe that this impairs the validity or accuracy of the Carroll information presented therein. Hence, we have considered this under the informal comments provisions of § 1.587 of the Commission's rules, along with the pertinent information and data which are available from other sources.

⁵ All population figures are from U.S. 1960 Census, unless otherwise noted.

⁶ Commission records show similar performance in subsequent years. Without divulging specific figures, it should also be pointed out that petitioner has regularly made substantial payments to principals.

on to point out that the applicant proposes to come into Clanton and produce \$32,600 in broadcast revenues. In its responses to the Missouri-Illinois questions, petitioner reports that total retail sales in Chilton County were \$20.3, \$17.9, and \$16.6 million for years 1966, 1965, and 1964 respectively, with the maximum number of potential radio advertising retail facilities estimated at 378.

12. From the foregoing, it is obvious that the population and advertising potential in the area is limited, and that the advertising of the existing station would be affected in some ways by the advent of a new station in town. On the other hand, WKLF does not show, with figures or allegations, how or to what extent its own revenues would be affected. For example, in answer to the query as to the specific advertisers which would shift their advertising to the proposed station, the petitioner simply states that it does not feel that a majority of the clients presently advertising on WKLF would shift part of their budget to the proposed station. Similarly, in response to the query as to the relationship of assumed losses in revenue to the withdrawal of particular programs or program service, petitioner merely presents some general information as to the area's economic activity, and concludes that " * * * until such time that our local consumer markets develop additional economic strength, additional competing advertising media will further dissipate local resources to supply those vitally needed public service and local community interest programs essential to the development and progress of the area."

13. As stated by the Court in the Carroll case, private economic injury is in itself far from conclusive of public detriment: "Competitors may severely injure each other to the great benefit of the public." Moreover, in Voice of Middlebury, 7 RR 2d 349 (1966), the Commission found that "increased competition results in increased advertising budgets." The court, in Folkways Broadcasting Company, 375 F. 2d 299, 8 RR 2d 2089 (1967), decreed that:

" * * * At times there might be a knowledge of a specific financial loss and its detrimental consequence on programming, but we think a Carroll hearing may not be limited to a case in which pre-knowledge of the exact economics of the situation is necessarily available. Requiring such precision would eliminate the doctrine as a practical matter." However, in this case the information and data falls far short of even the relaxed Carroll requirements.⁷ Thus the Commission cannot make a finding that there are substantial and material questions of fact as to the area's ability to sustain another station without a net loss or degradation of service to the public, and therefore a Carroll issue will not be specified.

⁷ Citing NBC v. FCC, U.S. App., D.C., Nos. 19,523, 19,524, May 26, 1966, 7 RR 2d 2067, and other authority, Clanton argues that WKLF has not even begun to make a threshold showing for a Carroll issue.

14. In *Suburban Broadcasters*, 30 FCC 1021, 20 RR 951 (1961), public notice of August 22, 1968, FCC 68,847, 13 RR 2d 1906, and *City of Camden*, 18 FCC 2d 412, 16 RR 2d 555 (1969), the Commission has indicated that applicants are expected to provide full information on their awareness of and responsiveness to local community needs and interests. We also stated in *Camden* that the applicant should indicate, by cross-sectional survey, statistically reliable sampling, or other valid method, that the range of groups, leaders and individuals consulted is truly representative of the economic, social, political, cultural, and other elements of the community. In *Clanton's* original survey, it reported that it sought to interview as many individuals as possible from representative groups and organizations using a prepared program investigation form. It then listed, by categories these interviews with eight civic offices, "merchants", and "general listeners" which were "included in a specific solicitation." The applicant did not furnish the names of the interviewees, or identify specific comments or suggestions which formed the basis of its findings. Subsequently, in a current survey filed on July 15, 1969, *Clanton* listed 18 local citizens (15 of which reside in *Clanton*) and their comments as to community needs and program suggestions.

15. *Clanton's* list of persons interviewed to make up its current survey consists of six local government officials, six businessmen, two school officials, and one clergyman. In *Vernon Broadcasting Company*, 12 FCC 2d 946 (1968), we stated that the sample must be representative, and must cover both the listening public and the community leaders, and in *Camden*, supra, we pointed out that the applicant should consult with a representative range of groups, leaders, and individuals in community life—public officials, education, religious, and entertainment media, agriculture, business, labor, professional, and eleemosynary organizations, and others who speak for and embody the total needs of the community. Few if any of these groups, with the exception of business, are even minimally represented in the *Clanton* survey. The necessity for this issue is reinforced by the similarity of the applicant's program proposals to those of *Stations WNUZ and WFRS*, since the Commission has consistently held that any apparent identity in programing data raises questions as to whether the applicant's proposals will serve the needs of the proposed service area (see *Suburban Broadcasters*, supra). Accordingly, the *Suburban* community needs issue will be specified against this applicant.

16. The *Martin Lake* proposal, too, fails to meet the Commission's current *Suburban* community needs survey requirements. Although this applicant has interviewed a number of persons from the listening public, there are few community leaders represented, and most of the categories of community life mentioned above are totally unrepresented. Accordingly, a *Suburban* community needs issue will also be specified as to *Martin Lake*.

17. A financial issue is necessary as to *Clanton*. The applicant estimates that its total cost of construction will be \$7,750, which raises a substantial question of fact as to whether *Clanton's* costs estimate is realistic. Also, the personal balance sheets of the principals do not show their respective abilities to meet their capital commitments to the applicant corporation, inasmuch as they do not delineate current or quick net assets, and the bank loan letters and other financial data and documentation are no longer current. Thus, a financial issue will be specified.

18. Except as indicated by the issues specified below, the applicants are qualified to construct and operate as proposed. However, since the proposals are mutually exclusive, they must be designated for hearing in a consolidated proceeding on the issues specified below.

19. Accordingly, it is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent order, upon the following issues:

(1) To determine the areas and populations which would receive primary service from each of the proposed operations and the availability of other primary aural service (1 mv/m or greater in the case of FM) to such areas and populations.

(2) To determine the efforts made by *Martin Lake Broadcasting Co.* to ascertain the community needs and interests of the area to be served, and the means by which it proposes to meet those needs and interests.

(3) To determine, with respect to the application of *Clanton Broadcasting Corp.*:

(a) The basis of the applicant's estimate of its costs of construction.

(b) The present ability of the applicant's principals to meet their respective loan commitments to the applicant corporation.

(c) The source of additional funds, if found necessary pursuant to the foregoing, to meet the costs of construction and operation during the first year.

(d) In light of the evidence adduced pursuant to (a), (b), and (c) above, whether this applicant is financially qualified to operate the proposed station for 1 year without revenues.

(4) To determine, with respect to the application of *Clanton Broadcasting Corp.*:

(a) Whether the application was filed in good faith or was filed solely or in part for the purpose of preventing or delaying the granting of a construction permit to *Martin Lake Broadcasting Co.*

(b) Whether, on the basis of the evidence adduced pursuant to (a), supra, the applicant possesses the requisite character qualifications to become a broadcast licensee of the Commission.

(5) To determine whether a grant of the application of *Clanton Broadcasting Corp.* would contravene the Commission's policy requiring divorcement of interests between stations in the same broadcast service and serving substantially the same area.

(6) To determine the efforts made by *Clanton Broadcasting Corp.* to ascertain the community needs and interests of the area to be served, and the means by which it proposes to meet those needs and interests.

(7) To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the proposals would best provide a fair, efficient, and equitable distribution of radio service.

(8) To determine, in the event it concluded that a choice between the applications should not be based solely on considerations relating to section 307(b), which of the operations proposed in the above-captioned applications would, on a comparative basis, better serve the public interest.

(9) To determine, in the light of the evidence adduced pursuant to the foregoing issues which, if either, of the applications should be granted.

20. It is further ordered, That, *Southeastern Broadcasting Co., Inc. (WKLF)* is made a party to the proceeding.

21. It is further ordered, That, the petition of *Martin Lake Broadcasting Co.* is granted, insofar as a "strike application" good faith issue is being specified.

22. It is further ordered, That, the petition of *Southeastern Broadcasting Co., Inc.*, and the motion to strike filed by *Clanton Broadcasting Corp.* are dismissed as moot.

23. It is further ordered, That, with respect to Issues No. 4 and 5, the burden of proceeding with the introduction of evidence and the burden of proof under the issues will be upon *Clanton Broadcasting Corp.*

24. It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants and party respondent 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.

25. It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of the hearing, either individually or, if feasible and consistent with the rules, jointly, 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.

Adopted: January 14, 1970.

Released: January 26, 1970.

FEDERAL COMMUNICATIONS
COMMISSION,⁸

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 70-1201; Filed, Jan. 29, 1970;
8:48 a.m.]

⁸ Commissioners Bartley and Robert E. Lee concurring in the result.

[Dockets Nos. 18791, 18792; FCC 70-97]

WTAR RADIO-TV CORP. AND HAMPTON ROADS TELEVISION CORP.

Order Designating Applications for Consolidated Hearing on Stated Issues

In regard applications of WTAR Radio-TV Corp. (WTAR-TV), Norfolk, Va., File No. BRCT-54, for renewal of broadcast license; and Hampton Roads Television Corp., Norfolk, Va., File No. BPCT-4281, for construction permit for new television broadcast station.

1. The Commission has before it for consideration the above-captioned applications, one requesting a renewal of license to operate on Channel 3, Norfolk, Va., and the other requesting a construction permit for a new television broadcast station to operate on Channel 3, Norfolk, Va.

2. Based on the information contained in the application of Hampton Roads Television Corp. (Hampton Roads), cash in the amount of \$2,754,073 will be needed for the construction and first 3 months cost of operation of the proposed station, consisting of down payment on equipment—\$343,000; payments on equipment including interest—\$345,573; land—\$63,000; buildings—\$77,500; other items—\$350,000; payments on bank loan including interest—\$887,500; first 3 months cost of operation—\$687,500.¹ To meet its cash needed requirements, Hampton Roads has established the availability of a \$2,500,000 bank loan from the First & Merchants National Bank, Norfolk, Va., \$285,000 in stock subscription agreements and \$15,000 in cash, for a total of \$2,800,000. The applicant's plan of finance provides that Barr Construction Co., Inc., will purchase two sites and construct buildings for transmitter and studio facilities at a total cost not to exceed \$775,000, and that the applicant will lease the buildings. However, an examination of the balance sheet and related documents submitted by Barr Construction Co., Inc., does not reveal that it has the financial capacity to meet its commitment to the applicant. Accordingly, appropriate issues have been specified.

3. Since Federal Aviation Administration approval has not been obtained for Hampton Roads' antenna structure, an air menace issue has been specified and the Federal Aviation Administration has been made a party to this proceeding with respect to this application.

4. In Suburban Broadcasters, 30 FCC 1020, 20 RR 951 (1961); our Public Notice of August 22, 1968 (FCC 68-847), 13 RR 2d 1903; and City of Camden

¹ As in similar cases in the past, we will not apply the standard set forth in Ultravision Broadcasting Co. (5 RR 2d 343). Rather we will apply our former standard which required an applicant to demonstrate that it had sufficient funds to construct and operate the proposed station for 3 months without revenues. Orange Nine, Inc., 9 RR 2d 1157 (1967).

(WCAM), 18 FCC 2d 412 (1969), we indicated that applicants were expected to provide full information on their awareness of and responsiveness to local community needs and interests. We find that both applicants have satisfactorily complied with these requirements.

5. WTAR Radio-TV Corp. is qualified to own and operate television broadcast station WTAR-TV and except as indicated by the issues set forth below, Hampton Roads Television Corp. is qualified to construct, own and operate the proposed new television broadcast station. The applications are, however, mutually exclusive 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 applications would serve the public interest, convenience and necessity, and is of the opinion that they must be designated for hearing in a consolidated proceeding on the issues set forth below. Since this is a renewal-new applicant proceeding, it will be governed by our Policy Statement on Comparative Hearings Involving Regular Renewal Applicants, FCC 2d _____, FCC 70-62 (1970).

6. It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned applications of WTAR Radio-TV Corp. and Hampton Roads Television Corp. are designated for hearing in a consolidated proceeding at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine with respect to the application of Hampton Roads Television Corp.:

(a) Whether Barr Construction Co., Inc., will have available sufficient funds to meet its commitment to the applicant.

(b) Whether, in view of the evidence adduced under the preceding issue, the applicant is financially qualified.

(c) Whether there is a reasonable possibility that the tower height and location proposed by Hampton Roads Television Corp. would constitute a menace to air navigation.

2. To determine which of the proposals would better serve the public interest.

3. To determine, in the light of the evidence adduced pursuant to the foregoing issues, which of the applications should be granted.

7. It is further ordered, That, the Federal Aviation Administration is made a party to this proceeding with respect to the application of Hampton Roads Television Corp.

8. It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants 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.

9. It is further ordered, That, the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, 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.

Adopted: January 21, 1970.

Released: January 27, 1970.

FEDERAL COMMUNICATIONS
COMMISSION,²

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 70-1202; Filed, Jan. 29, 1970;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket No. RI70-1075 etc.]

FOREST OIL CORP. ET AL.

Order Providing for Hearing on and Suspension of Proposed Changes in Rates, and Allowing Rate Changes To Become Effective Subject to Refund¹

JANUARY 21, 1970.

The respondents named herein have filed proposed changes in rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in appendix A hereof.

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

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however*, That the supplements to the rate schedules filed by respondents, as set forth herein, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order respondents shall

² Commissioner Johnson concurring in the result.

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

each execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the re-funding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of copies thereof upon all purchasers under the rate schedule involved. Unless respondents are advised to the contrary within 15 days after the filing of their respective agreements and undertakings, such agreements and undertak-

ings shall be deemed to have been accepted.²

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought

² If an acceptable general undertaking, as provided in Order No. 377, has previously been filed by a producer, then it will not be necessary for that producer to file an agreement and undertaking as provided herein. In such circumstances the producer's proposed increased rate will become effective as of the expiration of the suspension period without any further action by the producer.

to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.3 and 1.37(f)) on or before March 9, 1970.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
RI70-1075..	Forest Oil Corp., 1300 National Bank of Commerce Bldg., San Antonio, Tex. 78205.	37	8	Tennessee Gas Pipeline Co., a division of Tenneco Inc. (North West-laco Field, Hidalgo County, Tex.) (RR. District No. 4).	\$138	12-22-69	12-22-69	12-23-69	15.0	15.0469	
RI70-1076..	Lario Oil & Gas Co. (Operator) et al., 301 South Market St., Wichita, Kans. 67202.	10 20	1	Cities Service Gas Co. (Nurse Northeast Field, Barber County, Kans.).	850	12-24-69	1-29-70	1-30-70	14.0	15.0	
RI70-1077..	Lario Oil & Gas Co.-----	10 17	4	Cities Service Gas Co. (Its South-west Field, Barber County, Kans.).	2,250	12-29-69	1-29-70	1-30-70	14.0	15.0	RI65-503.
RI70-1078..	Helendale Properties, Inc., National Bank of Tulsa, Tulsa, Okla. 73102.	1	1	Northern Natural Gas Co. (Lipscomb and Ochiltree Counties, Tex.) (RR. District No. 10).	2,012	12-30-69	12-30-69	12-31-69	17.0	17.063	

¹ The stated effective date is the effective date requested by Respondent.
² The suspension period is limited to 1 day.
³ Tax reimbursement increase.
⁴ Pressure base is 14.05 p.s.i.a.
⁵ Subject to deductions by buyer (1.25 cents gathering and dehydration charge and 1.50 cents compression charge).
⁶ Settlement rate as approved by Commission Order issued Mar. 7, 1968, in Docket Nos. CI65-974 et al.

⁷ Subject to a downward B.t.u. adjustment.
⁸ Contract dated after Sept. 28, 1960, the date of issuance of the Commission's statement of general policy No. 61-1 and proposed rate does not exceed initial rate ceiling.
⁹ The stated effective date of filing pursuant to the Commission's Order No. 390.
¹⁰ Periodic rate increase.

Forest Oil Corp. (Forest) and Helendale Properties Inc.'s (Helendale) proposed rate increases reflect the 0.5 percent increase in the production tax from 7 percent to 7.5 percent enacted by the State of Texas on September 9, 1969, to be effective as of October 1, 1969. Forest and Helendale's proposed rates exceed the applicable area ceilings for the areas involved as announced in the Commission's statement of general policy No. 61-1, as amended (18 CFR 2.56). We believe that it would be in the public interest to waive the statutory notice provided by section 4(d) of the Natural Gas Act. Pursuant to Commission's Order No. 390 issued October 10, 1969, Forest and Helendale's proposed rate increases from underlying rates are suspended for 1 day from the date of filing since such filings were made after October 31, 1969.

The contracts related to Lario Oil & Gas Co. (Operator) et al., and Lario Oil & Gas Co.'s (both referred to herein as Lario) rate filings were executed subsequent to September 28, 1960, the date of issuance of the Commission's statement of general policy No. 61-1, as amended, and the proposed 15-cent rate exceeds the area increased rate ceiling of 11 cents for Kansas but does not exceed the initial service ceiling of 16 cents per Mcf for the area involved. We believe, in this situation, Lario's proposed rate increases should be suspended for 1 day from January 29, 1970, the proposed effective date, [F.R. Doc. 70-1112; Filed, Jan. 29, 1970; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3421]

CONTINENTAL VENDING MACHINE CORP.

Order Suspending Trading

JANUARY 23, 1970.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock, 10 cents par value of Continental Vending Machine Corp., and the 6 percent convertible subordinated debentures due September 1, 1976, being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to sections 15 (c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period January 27, 1970, through February 5, 1970, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 70-1194; Filed, Jan. 29, 1970; 8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 14]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 27, 1970.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 1131) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be

served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 8948 (Sub-No. 92 TA), filed January 12, 1970. Applicant: WESTERN GILLETTE, INC., 2550 East 28th Street, Los Angeles, Calif. 90058. Applicant's representative: Carl Fritze, 1545 Wilshire Boulevard, Los Angeles, Calif. 90017. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Grapefruit juice*, in bulk, in shipper-owned trailers, from the international boundary between the Republic of Mexico and the State of Arizona at Nogales, Ariz., to Glendale, Ariz., for 180 days. Supporting shipper: The Squirt Co., Post Office Box 97, Glendale, Ariz. 85301. Send protests to: District Supervisor Robert G. Harrison, Interstate Commerce Commission, Bureau of Operations, Room 7708 Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 13095 (Sub-No. 6 TA), filed January 8, 1970. Applicant: WUNNICKE TRANSFER LINES, INC., 101 South Buchanan Street, Boscobel, Wis. 53805. Applicant's representative: Philip H. Porter, 110 East Main Street, Madison, Wis. 53703. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *cheese*, from the plantsites of the Borden Foods Division of The Borden Co. at Boscobel, Wis., and within 35-mile radius thereof to Van Wert, Ohio; (2) *creamery and cheese factory supplies*, from Van Wert, Ohio, to the plantsites of the Borden Foods Division of The Borden Co. at Boscobel, Wis., and within 35-mile radius thereof; (3) *dried whey mixed with animal fat* (custom whey fat mix), from Boscobel, Wis., to Dundee, Gibson City, Peoria, Pittsfield, Union, and Waukegan, Ill.; Cedar Rapids, Davenport, Marshalltown, and Sioux City, Iowa; and Mankato and Minneapolis, Minn., and (4) *lactose*, from Boscobel, Wis., to Milwaukee, Wis., for 150 days. Supporting shippers: Borden Cheese Operations, Division of Borden, Inc., 802 South Street, Plymouth, Wis. 53073; Milk Specialties, Inc., Post Office Box 278, Dundee, Ill. 60118. Send protests to: Barney L. Hardin, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 444 West Main Street, Room 11, Madison, Wis. 53703.

No. MC 30837 (Sub-No. 385 TA), filed January 19, 1970. Applicant: KENOSHA AUTO TRANSPORT CORPORATION, 4200 39th Avenue, Kenosha, Wis. 53140. Applicant's representative: Albert P. Barber (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular

routes, transporting: *Motor vehicles* in initial movements in driveway service, and *cabs, bodies, and parts*, from Garland, Tex., to points in Michigan, Pennsylvania, Ohio, Indiana, Illinois, Alabama, New Mexico, California, Texas, Iowa, Oregon, Florida, Tennessee, Arkansas, and Wisconsin, for 180 days. Supporting shipper: Marmon Motor Co., A Subsidiary of SPACE Corp., Shiloh Road and Fairdale, Garland, Tex. (Ellie Jones, Vice President). Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, Room 807, 135 West Wells Street, Milwaukee, Wis. 53202.

No. MC 52574 (Sub-No. 39 TA), filed January 12, 1970. Applicant: ELIZABETH FREIGHT FORWARDING CORP., 120 South 20th Street, Irvington, N.J. 07111. Applicant's representative: Edward Bowes, 744 Broad Street, Newark, N.J. 07102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Rolls*, from Baltimore, Md., to New Haven and Hartford, Conn., and Boston, Mass., and *bread*, from Rockport, Mass., to Linden, N.J., and *pies* from Worcester, Mass., to Linden, N.J., for the account of Gourmet Bakers, Inc., for 150 days. Supporting shipper: Gourmet Bakers, Inc., Linden, N.J. 07036. Send protests to: District Supervisor Robert S. H. Vance, Bureau of Operations, Interstate Commerce Commission, 970 Broad Street, Newark, N.J. 07102.

No. MC 41116 (Sub-No. 42 TA), filed January 15, 1970. Applicant: FOGLEMAN TRUCK LINE, INC., Post Office Box 1504, Crowley, La. 70526. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper and paper products, products produced or distributed by manufacturers and converters of papers, paper products and, (2) Materials and supplies used in the manufacture and distribution of the commodities described in (1) except commodities in bulk and commodities which because of size or weight require the use of special equipment*, between the sites of the plant and storage facilities of Boise-Southern Co., in Beauregard Parish, La., and points in Alabama, Arkansas, Florida, Georgia, Kansas, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, and Texas, for 180 days. Supporting shipper: Boise Cascade Corp., Post Office Box 7747, Boise, Idaho 83707. Send protests to: W. R. Atkins, District Supervisor, Bureau of Operations, Interstate Commerce Commission, T-4009 Federal Building, 701 Loyola Avenue, New Orleans, La. 70113.

No. MC 45736 (Sub-No. 35 TA), filed January 15, 1970. Applicant: GUIGNARD FREIGHT LINES, INC., Post Office Box 26067, Charlotte, N.C. 28213. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper, Ground wood, other than newsprint, fiber contents consisting of not less than 60 percent ground wood, including such papers as catalog, directory, drawing,*

manila, novel, postal, printing, tablet or writing paper, and newsprint, fiber content consisting of not less than 60 percent ground wood, from plantsite of Bowaters Southern Paper Corp., Calhoun, Tenn., to points in Florida, and *refused or rejected shipments* on return, for 180 days. Supporting shippers: Bowaters Southern Paper Corp., Calhoun, Tenn. Send protests to: Jack K. Huff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 316 East Morehead, Suite 417 (BSR Building), Charlotte, N.C. 28202.

No. MC 52704 (Sub-No. 70 TA), filed January 12, 1970. Applicant: GLENN McCLENDON TRUCKING COMPANY, INC., Post Office Box 49, Lafayette, Ala. 36862. Applicant's representative: Archie B. Culbreth, 1273 West Peachtree Street NE., Atlanta, Ga. 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, from Yulee, Fla., to points in North Carolina, South Carolina, Alabama, Mississippi, and Tennessee, for 180 days. Supporting shipper: Terminal Paper Bag Co., Inc., Yulee, Fla. 32097. Send protests to: Clifford W. White, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 814, 2121 Building, Birmingham, Ala. 35203.

No. MC 59694 (Sub-No. 6 TA), filed January 13, 1970. Applicant: MISSOURI VALLEY EXPRESS, INC., 4440 Buckingham Street, Box 7078, Omaha, Nebr. 68101. Applicant's representative: Charles J. Kimball, 300 N.S.E.A. Building, 14th and J Streets, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and articles distributed by meat packinghouses* as described in sections A and C of appendix 1 to the *Report in Descriptions in Motor Carriers Certificates*, 61 M.C.C. 209, 766, from the plantsite and storage facilities utilized by E. W. Kneip, Inc., near Wahoo, Nebr., to Aurora and Chicago, Ill., and from plantsite and storage facilities of E. W. Kneip, Inc., Omaha, Nebr., to Aurora, Ill., for the account of E. W. Kneip, Inc., for 180 days. Supporting shipper: E. W. Kneip, Inc., Omaha, Nebr. (George Craft, T.M.). Send protests to: Keith P. Kohrs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 705 Federal Office Building, Omaha, Nebr. 68102.

No. MC 55778 (Sub-No. 15 TA), filed January 13, 1970. Applicant: MOTOR DISPATCH, INC., 3200 Calumet, Hammond, Ind. Applicant's representative: William J. Boyd, 29 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen prepared foods*, from Marshall, Macon, Moberly, and Carrollton, Mo., to points in Illinois, Indiana, Kentucky, Michigan, Ohio, Pennsylvania, Virginia, West Virginia, and to Davenport and Dubuque, Iowa, for 180 days. Supporting shipper: Banquet Canning Co., Division F M Stamper Co., 515 Olive Street, St. Louis, Mo. 63101. Send protests to: District Supervisor J. H. Gray,

Bureau of Operations, Interstate Commerce Commission, 345 West Wayne Street, Room 204, Fort Wayne, Ind. 46802.

No. MC 76025 (Sub-No. 16 TA), filed January 15, 1970. Applicant: OVERLAND EXPRESS, INC., 651 First Street SW., New Brighton, Minn. 55112. Applicant's representative: James F. Sexton (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats and packinghouse products*, for the account of Armour & Co., from St. Paul, Minn., to Bedford Heights, Canton, Columbus, Findlay, Salem, Toledo, and Westminister, Ohio, restricted to shipments moving in the same vehicle with shipments destined to points in New York and Pennsylvania, for 180 days. Supporting shipper: Armour & Co., Chicago, Ill. Send protests to: District Supervisor A. E. Rathert, Interstate Commerce Commission, Bureau of Operations, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn. 55401.

No. MC 99427 (Sub-No. 12 TA), filed January 15, 1970. Applicant: ARIZONA TANK LINES, INC., Post Office Box 6910, Phoenix, Ariz. 85005. Applicant's representative: William J. Lippman, 1819 H Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from points in Mohave County, Ariz., to points in Clark County, Nev., for 180 days. Supporting shipper: Gulf Oil Co., Post Office Box 54064, Los Angeles, Calif. 90054. Send protests to: Andrew V. Baylor, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 3427 Federal Building, Phoenix, Ariz. 85025.

No. MC 101839 (Sub-No. 2 TA), filed January 19, 1970. Applicant: JOSEPH LAMORIELLO, doing business as LAMORIELLO BROTHERS, 233 George Waterman Road, Johnston, R.I. 02919. Applicant's representative: Russell B. Curnett, 36 Circuit Drive, Edgewood Station, Providence, R.I. 02905. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sodium chloride*, in bulk, in dump trucks from Providence, R.I., to points on and east of Interstate Highway 91, beginning at New Haven, Conn., and extending to Springfield, Mass., including Hartford, Conn., to points on and south of the Massachusetts Turnpike, beginning at Springfield and extending to Boston, Mass., including Boston, Mass., and points in Rhode Island, for 150 days. Supporting shipper: The Chemical Corp., 144 Allens Avenue, Providence, R.I. 02903. Send protests to: Gerald H. Curry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 187 Westminister Street, Providence, R.I. 02903.

No. MC 105326 (Sub-No. 9 TA), filed January 16, 1970. Applicant: GREAT LAKES TRUCKING COMPANY, 29 Washington Street, Monroe, Mich. 48161. Applicant's representative: Frank J.

Kerwin, Jr., 900 Guardian Building, Detroit, Mich. 48226. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Scrap and waste paper and materials and supplies* used in the manufacture of paper products from Pennsylvania, Wisconsin, Illinois, Indiana, West Virginia, Ohio, and Kentucky to Constantine, Palmyra, and Adrian, Mich. (except in bulk), for 150 days. Supporting shipper: Simplex Industries, Inc., Treat Road, Adrian, Mich. 49221. Send protests to: District Supervisor Gerald J. Davis, Interstate Commerce Commission, Bureau of Operations, 1110 Broderick Tower, 10 Witherell, Detroit, Mich. 48226.

No. MC 107227 (Sub-No. 114 TA), filed January 19, 1970. Applicant: INSURED TRANSPORTERS, INC., 1944 Williams Street, San Leandro, Calif. 94577. Applicant's representative: John G. Lyons, 1418 Mills Tower, San Francisco, Calif. 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles*, in secondary movements, in truckaway service, from Ogden and Salt Lake City, Utah, to points in Utah, with no return movements, except as otherwise authorized, for 180 days. Supporting shipper: Toyota Motor Sales, U.S.A., Inc., 2055 West 190th Street, Post Office Box 2991, Torrance, Calif. 90509. Send protests to: District Supervisor Wm. E. Murphy, Interstate Commerce Commission, Bureau of Operations, 450 Golden Gate Avenue, Box 36004, San Francisco, Calif. 94102.

No. MC 107295 (Sub-No. 286 TA), filed January 15, 1970. Applicant: PRE-FAB TRANSIT CO., 100 South Main Street, Farmer City, Ill. 61842. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building, complete, knocked down, or in sections, and component parts, materials, supplies, and fixtures used in the erection or assembling thereof on shipper-owned undercarriages*, from Waterbury, Conn., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, New York, New Jersey, Pennsylvania, and Maryland. *Shipper-owned undercarriages*, from points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, New York, New Jersey, Pennsylvania, and Maryland, to Waterbury, Conn., for 180 days. Supporting Shipper: Arbor Homes, Inc., 1261 Meridian Road, Waterbury, Conn. Send protests to: Harold C. Jolliff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 476, 325 West Adams Street, Springfield, Ill. 67204.

No. MC 107544 (Sub-No. 87 TA), filed January 15, 1970. Applicant: LEMMON TRANSPORT COMPANY, INCORPORATED, Post Office Box 580, Marion, Va. 24354. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Waste material*, in bulk, in tank vehicles, from plantsite of Hercules, Inc., Radford Army Ammunition Plant, Radford, Va., to the plantsite of Champion Paper, Inc., Division of U.S. Plywood, at or near Can-

ton, N.C., for 180 days. Supporting shippers: Hercules, Inc., Radford, Inc.; Radford Army Ammunition Plant, Radford, Va. 24141. Send protests to: Mr. Clatin M. Harmon, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 215 Campbell Avenue Southwest, Roanoke, Va. 24011.

No. MC 108207 (Sub-No. 284 TA), filed January 13, 1970. Applicant: FROZEN FOOD EXPRESS, 318 Cadiz Street, Post Office Box 5888, Dallas, Tex. 75222. Applicant's representative: L. M. McLean (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dessert topping, aerated and nonaerated, cream substitutes, liquid*, in vehicles equipped with mechanical refrigeration, from Fort Worth, Tex., to Memphis, Tenn., and points in Arizona, Arkansas, Louisiana, New Mexico, and Oklahoma, for 180 days. NOTE: Applicant states it does not intend to tack the authority applied for to other authority held by it. Supporting shipper: Swift Chemical Co., 1211 West 22d Street, Oak Brook, Ill. 60521. Send protests to: E. K. Willis, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, 513 Thomas Building, 1314 Wood Street, Dallas, Tex. 75202.

No. MC 109236 (Sub-No. 23 TA), filed January 15, 1970. Applicant: G. GRANT SIMS, ELMER L. SIMS, AND M. K. SIMS (GEORGE MILTON SIMS, ELMER L. SIMS, AND BEVERLY SIMS CANDLAND, EXECUTORS), a partnership, doing business as SALT LAKE TRANSFER COMPANY, 35 South Fifth West Street, Salt Lake City, Utah 84101. Applicant's representative: F. Robert Reeder, Kearns Building, Salt Lake City, Utah 84101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Barium sulphate—barite*, from Salt Lake City, Utah, to points in Wyoming, for 180 days. Supporting shipper: Custom Milling & Supply Co., 746 Everett Avenue, Salt Lake City, Utah 84116 (Dean Hurd, President). Send protests to: John T. Vaughan, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 6201 Federal Building, Salt Lake City, Utah 84111.

No. MC 109637 (Sub-No. 364 TA), filed January 14, 1970. Applicant: SOUTHERN TANK LINES, INC., Post Office Box 1047, Louisville, Ky. 40201. Applicant's representative: Virginia E. Price (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scotch whiskey*, in bulk, in tank vehicles, from New Orleans, La., to Owensboro, Ky., for 180 days. Supporting shipper: Gerard B. Kuntz, Medley Distilling Co., Owensboro, Ky. 42301. Send protests to: Wayne L. Merillatt, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 426 Post Office Building, Louisville, Ky. 40202.

No. MC 110525 (Sub-No. 954 TA), filed January 19, 1970. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa.

19335. Applicant's representative: Robert K. Maslin (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sanitary Can Coating*, in bulk, in tank vehicles, from Reading, Pa., to Leroy, N.Y., for 180 days. Supporting shipper: Glidden-Durkee Division, SCM Corp., Third and Bern Streets, Reading, Pa. 19603. Send protests to: Peter R. Guman, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 900 U.S. Customhouse, Second and Chestnut Streets, Philadelphia, Pa. 19106.

No. MC 110686 (Sub-No. 38 TA), filed January 12, 1970. Applicant: MCCORMICK DRAY LINE, INC., Avis, Pa. 17721. Applicant's representative: David A. Sutherland, 1140 Connecticut Avenue NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sewage, water and refuse systems and sewage, water and refuse systems parts, materials and supplies*, (1) between points in the United States and east of Minnesota, Iowa, Kansas, Arkansas, and Louisiana; (2) between ports of entry on the international boundary line between the United States and Canada located in Minnesota, Michigan, and New York, on the one hand, and, on the other, points in the United States and east of Minnesota, Iowa, Kansas, Arkansas, and Louisiana, for 180 days. Supporting shipper: Lyco Systems, Inc., Post Office Box 569, Williamsport, Pa. 17701. Send protests to: Paul J. Kenworthy, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 309 U.S. Post Office Building, Scranton, Pa. 18503.

No. MC 111170 (Sub-No. 136 TA), filed January 15, 1970. Applicant: WHEELING PIPE LINE, INC., Post Office Box 1718, El Dorado, Ark. 71730. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Asphalt*, in bulk, from El Dorado, Ark. to Coplant, Nebr., for 180 days. Supporting shippers: Lion Oil Co., Hydrocarbons and Polymers Division, Monsanto Co., Lion Oil Building, El Dorado, Ark. 71730. Send protests to: District Supervisor William H. Land, Jr., Interstate Commerce Commission, Bureau of Operations, 2519 Federal Office Building, 700 West Capitol, Little Rock, Ark. 72201.

No. MC 111729 (Sub-No. 291 TA), filed January 19, 1970. Applicant: AMERICAN COURIER CORPORATION, 2 Nevada Drive, Lake Success, N.Y. 11040. Applicant's representative: John M. Delany (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *business papers, records, and audit and accounting media of all kinds, and advertising material moving therewith*, (a) between points in Roanoke County, Va., on the one hand, and, on the other, points in West Virginia, Maryland, and the District of Columbia; (b) between Milwaukee, Wis., and Austin, Minn.; (c) between Indianapolis, Ind., and Owensboro and Hopkinsville, Ky.; (d) between points in

Florida, North Carolina, South Carolina, and Tennessee, restricted to traffic having an immediately prior or subsequent movement by air; (e) between points in Fulton County, Ga., on the one hand, and, on the other, points in North Carolina and South Carolina; (f) between Chicago, Ill., on the one hand, and, on the other, Bowling Green, Corbin, Henderson, Hopkinsville, Louisville, Madisonville, Mayfield, Middlesboro, Owensboro, Paducah, and Princeton, Ky.; Big Rapids, Cadillac, Gladstone, Greenville, Ludington, Manistee, Petoskey, and Traverse City, Mich.; and Defiance, Ohio; (2) *photographic and art material, consisting of photographs, transparencies, artwork, type specimens, and all necessary material for full color preparation, and shipping invoices*, between New York, N.Y., on the one hand, and, on the other, Bridgeport, Fairfield, Hamden, Hartford, Middletown, New Haven, Stamford, and Westport, Conn.; Providence, R.I.; Boston, Brockton, New Bedford, Pittsfield, and Stockton, Mass.; Lancaster and Philadelphia, Pa.; (3) *exposed and processed film and prints, complimentary replacement film incidental dealer handling supplies and advertising literature moving therewith* (excluding motion picture film used primarily for commercial theater and television exhibition), between Findlay, Ohio, on the one hand, and, on the other, points in Fayette, Madison, Mason, and Rowan Counties, Ky. for 180 days. Supporting shippers: There are approximately nine statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: Anthony Chiusano, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, N.Y. 10007.

No. MC 111941 (Sub-No. 20 TA) (Correction), filed January 9, 1970, published in the FEDERAL REGISTER, Notice No. 11 and republished as corrected this issue. Applicant: PIERCETON TRUCKING CO., INC., Post Office Box 233, Laketon, Ind. 46943. Applicant's representative: Alki E. Scopelitis, 816 Merchants Bank Building, 11 South Meridian Street, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Prefabricated steel, and materials, equipment and supplies used in the installation and erection of prefabricated steel, when moving at the same time and in the same vehicle with prefabricated steel*, from Dearborn, Mich., to (1) the Ford Motor Co. Assembly Plant at or near Metuchen, N.J., and (2) Chrysler Corp. Warehouse at or near Solon, Ohio, for 180 days. NOTE: The purpose of this republication is to show from Dearborn, Mich., to, and underlined portion, which was inadvertently omitted, in previous publication. Supporting shipper: Unit Steel Corp., 500 Stecker, Detroit, Mich. Send protests to: District Supervisor J. H. Gray, Bureau of Operations, Interstate

Commerce Commission, Room 204, 345 West Wayne Street, Fort Wayne, Ind. 46802.

No. MC 112822 (Sub-No. 146 TA), filed January 13, 1970. Applicant: BRAY LINES INCORPORATED, Post Office Box 1191 1401 North Little, Cushing, Okla. 74023. Applicant's representative: Joe W. Ballard (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Oleomargarine, table sauces, salad dressings, vegetable oils, shortenings, lard, and tallow*s, in containers, from Jacksonville, Ill., to points in Indiana, Iowa, Michigan, Minnesota, and Wisconsin, for 150 days. Supporting shipper: Anderson Clayton Foods, J. C. Wheeler, Traffic Manager, 1 Main Place, Dallas, Tex. 75250. Send protests to: C. L. Phillips, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 240 Old Post Office Building, 215 Northwest Third, Oklahoma City, Okla. 73102.

No. MC 113267 (Sub-No. 228 TA), filed January 19, 1970. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. 62232. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts and articles distributed by meat packinghouses as defined in Modification of Permits—Packinghouse products*, 46 MCC 23, from St. Louis, Mo., to Charleston, Huntington, and Parkersburg, W. Va., for 150 days. Supporting shipper: St. Louis Independent Packing Co., a division of Swift & Co., Post Office Box 477, St. Louis, Mo. 63166. Send protests to: Harold C. Jolliff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 476, 325 West Adams Street, Springfield, Ill. 62704.

No. MC 113624 (Sub-No. 52 TA), filed January 19, 1970. Applicant: WARD TRANSPORT, INC., Post Office Box 735, Pueblo, Colo. 81002. Applicant's representative: Donald S. Smith, 5901 Dexter Street, Commerce City, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, from Moab, Utah, to Denver, Aurora, Estes Park, Strasburg, Idaho Springs, Granby, and Frisco, Colo., for 150 days. Supporting shipper: Suburban Gas of Denver, Inc., 3801 East 56th Avenue, Commerce City, Colo. 80022. Send protests to: District Supervisor Herbert C. Ruoff, Interstate Commerce Commission, Bureau of Operations, 2022 Federal Building, Denver, Colo. 80202.

No. MC 115523 (Sub-No. 160 TA), filed January 19, 1970. Applicant: CLARK TANK LINES COMPANY, 1450 Beck Street, Salt Lake City, Utah 84116. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Soda ash*, in bulk, from points in San Bernardino and Inyo Counties, Calif., to the plant-sites of Eagle-Picher Industries at Colorado and Clark, Nev. (rejected or contaminated products on return), for 180 days. Supporting shipper: Eagle-Picher Industries, Inc., Post Office Box 1869 (E. L.

Hardin, Traffic Manager). Send protests to: John T. Vaughan, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 6201 Federal Building, Salt Lake City, Utah 84111.

No. MC 115667 (Sub-No. 3 TA), filed January 19, 1970. Applicant: ARROW TRANSFER CO., LTD., 320 Seymour Boulevard, North Vancouver, British Columbia, Canada. Applicant's representative: George H. Hart, 1100 IBM Building, Seattle, Wash. 98101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Curved steel sheet sections*, requiring use of special equipment, from Seattle, Wash., to Ferndale, Wash.; restricted to shipments having a prior movement in foreign commerce from points in British Columbia, Canada, for 150 days. Supporting shipper: Horton Steel Works, Ltd., 40 Jennet Street, Fort Erie, Ontario. Send protests to: E. J. Casey, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 6130 Arcade Building, Seattle, Wash. 98101.

No. MC 116229 (Sub-No. 6 TA), filed January 13, 1970. Applicant: JULIAN M. SHRADER, Pickaway, W. Va. 24964. Applicant's representative: Charles E. Anderson, 1421 Kanawah Valley Building, Charleston, W. Va. 25332. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, from Lynchburg, Va., to points in Braxton, Calhoun, Gilmer, Jackson, Lewis, Mason, Pendleton, Randolph, Roane, Upshur, Webster, Wirt, and Wood Counties, W. Va., for 180 days. NOTE: Applicant intends to tack with its present authority in Docket No. MC 116229. Supporting shipper: Royster Co., Post Office Box 1220, Lynchburg, Va. 23305. Send protests to: H. R. White, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 3202 Federal Office Building, 500 Quarrier Street, Charleston, W. Va. 25301.

No. MC 117563 (Sub-No. 2 TA), filed January 13, 1970. Applicant: JOHN T. PESCHKE, Box 506, Waugay, S. Dak. 57273. Applicant's representative: John T. Peschke (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid animal food supplements in bulk*, from the plantsite of Cargill, Inc., Savage, Minn., to points in South Dakota on and north of South Dakota Highway 34 and east of the Missouri River from Pierre, S. Dak., to the North Dakota border and *animal and poultry feed, dry in bulk, and mixed loads of bulk and bags*, from the plantsite of Cargill, Inc., Cluek, Minn., to points in Brown, Codington, Day, Edmunds, Grant, and Hamlin Counties, S. Dak., for 180 days. Supporting shipper: Cargill, Inc., Cargill Building, Minneapolis, Minn.; Harold L. Karr, General Truck Coordinator. Send protests to: J. L. Hammond, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 369, Federal Building, Pierre, S. Dak. 57501.

No. MC 119619 (Sub-No. 22 TA), filed January 19, 1970. Applicant: DISTRIB-

UTORS SERVICE CO., 2000 West 43d Street, Chicago, Ill. 60609. Applicant's representative: Arthur J. Piken, 160-16 Jamaica Avenue, Jamaica, N.Y. 11432. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions of Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and skins, and except commodities in bulk) in tank vehicles, from the plantsite and storage facilities of Bird Provisions Co. at Pekin, Ill., and cold storage and warehouse facilities at Peoria, Ill., to points in the States of Maryland, New York, New Jersey, Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, Delaware, District of Columbia, and Pennsylvania, for 180 days. Supporting shipper: Bird Provision Co., 420 Washington Street, Pekin, Ill. 61554. Send protests to: District Supervisor, Roger L. Buchanan, Bureau of Operations, Interstate Commerce Commission, 219 South Dearborn Street, Room 1086, Chicago, Ill. 60604.

No. MC 119789 (Sub-No. 30 TA), filed January 15, 1970. Applicant: CARAVAN REFRIGERATED CARGO, INC., Post Office Box 1006, Opelousas, La. 70570. Applicant's representatives: Paul M. Daniell and Alan E. Serby, 1600 First Federal Building, Atlanta, Ga. 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, articles distributed by meat packinghouses*, from Liberal, Kans., to points in Alabama, Tennessee (except Memphis), Florida, Georgia, Virginia, Rhode Island, Pennsylvania, Maryland, District of Columbia, Delaware, New Jersey, New York, Connecticut, Massachusetts, North Carolina, and South Carolina, for 180 days. Supporting shipper: National Beef Packing Co., Inc., 300 Central Avenue, Kansas City, Kans. 66118. Send protests to: E. K. Willis, Jr., District Supervisor, Bureau of Operations, Interstate Commerce Commission, 513 Thomas Building, 1314 Wood Street, Dallas, Tex. 75202.

No. MC 123233 (Sub-No. 24 TA), filed January 19, 1970. Applicant: PROVOST CARTAGE INC., 7887 Second Avenue, Ville d'Anjou 437, Province of Quebec, Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals, liquid and dry, in bulk, in tank or hopper type vehicles*, between ports of entry on the United States-Canada boundary line at/or near Trout River, Alexandria Bay, Roosevelttown, Ogdensburg, and Champlain, N.Y.; Highgate Springs, Derby Line, and Norton, Vt.; Jackman, Van Buren, Houlton, Vanceboro, and Calais, Maine; on the one hand, and, on the other, Livermore Falls, Rumford, Lincoln, Great Works, and Cumberland Mills, Maine, and points in Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Is-

land, New York, New Jersey, Delaware, Maryland, Pennsylvania (except petrochemical products from points in Pennsylvania), and Ohio (except liquid chemical wax from Cleveland, Ohio), for 180 days. Supporting shipper: Brockville Chemical Industries, Ltd., Place Ville Marie, Suite 2340, Montreal 113, Province of Quebec, Canada. Send protests to: Martin P. Monaghan, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, 52 State Street, Room 5, Montpelier, Vt. 05602.

No. MC 123465 (Sub-No. 5 TA), filed January 15, 1970. Applicant: ST. HYACINTHE EXPRESS, INC., 770 Brullette, St. Hyacinthe, Province of Quebec, Canada. Applicant's representative: John J. Brady, Jr., 75 State Street, Albany, N.Y. 12207. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Wood products, and parts thereof such as, but not limited to, wood panels, cabinets, shelving, office and bank furniture, pianos, radios and TV cabinets and coffins, assembled and/or knocked down*, all uncrated, from ports of entry on the United States-Canada boundary line in the States of New York, Vermont, Maine, and Michigan to points in the States of Massachusetts, New York, Connecticut, Pennsylvania, New Jersey, New Hampshire, Vermont, Maine, Illinois, Michigan, Rhode Island, and Indiana, for 180 days. Supporting shipper: Casavant Freres Limitee, C.P. 38, St. Hyacinthe, Province of Quebec, Canada. Send protests to: Martin P. Monaghan, Jr., District Supervisor, Interstate Commerce Commission, 52 State Street, Room 5, Montpelier, Vt. 05602.

No. MC 123639 (Sub-No. 125 TA), filed January 14, 1970. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver, Colo. 80216. Applicant's representative: David Senseney, 3395 South Bannock Street, Englewood, Colo. 80110. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts*, from Wichita, Kans., to points in Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, and Pennsylvania, for 180 days. Supporting Shippers: Sunflower Packing Co., 1410 East 21st Street, Wichita, Kans.; Cudahy Packing Co., Wichita, Kans. Send protests to: District Supervisor C. W. Buckner, Interstate Commerce Commission, Bureau of Operations, 2022 Federal Building, Denver, Colo. 80202.

No. MC 124359 (Sub-No. 13 TA), filed January 15, 1970. Applicant: WILHELEN, INC., 1409 16th Avenue, Greeley, Colo. 80631. Applicant's representative: W. R. Stevens (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Floor coverings and wall tile* (such as floor and wall tile, linoleum, adhesives, and other supplies used in the installation thereof) from Salem, N.J.; Chillicothe, Ohio; Detroit, Mich.; Sheboygan, Wis.; Chicago, Ill., and New Orleans, La., to points in Colorado, for 120 days. Supporting shipper: Nelson Distributing, 917 Wazee

Street, Denver, Colo. 80204. Send protests to: District Supervisor C. W. Buckner, Interstate Commerce Commission, Bureau of Operations, 2022 Federal Building, Denver, Colo. 80202.

No. MC 125844 (Sub-No. 17 TA), filed January 14, 1970. Applicant: BIO-MED-HU, INC., 8603 Preston Highway, Louisville, Ky. 40219. Applicant's representative: Ollie L. Merchant, Suite 202, 140 South Fifth Street, Louisville, Ky. 40202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Blood and derivatives of blood* (1) from points in Kentucky, Missouri, and Tennessee to points in New Jersey and (2) from St. Louis, Mo., to points in Los Angeles County, Calif., for 180 days. Supporting shipper: Gilbert G. Rossner, President, American Blood Components, Inc., 118 Jefferson Avenue, Memphis, Tenn. 38103. Send protests to: Wayne L. Merilatt, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 426 Post Office Building, Louisville, Ky. 40202.

No. MC 127450 (Sub-No. 5 TA), filed January 12, 1970. Applicant: T. G. GARLAND, doing business as B & W FREIGHT LINES, 200 North Buchanan, Post Office Box 2884, Amarillo, Tex. 79107. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, classes A and B explosives, commodities in bulk, and those requiring special equipment, between Amarillo, Tex., and Lawton, Okla., from Amarillo, Tex., over U.S. Highway 287 to Hedley, Tex., thence over Texas Highway 203 to Wellington, Tex., thence over FM Road 338 to Dodson, Tex.; thence over unnumbered road to intersection U.S. Highway 62, thence over U.S. Highway 62 to Lawton, and return over the same route, serving the termini and all points in Oklahoma on such route, and the off-route points of Tipton and Mangum, Okla., over U.S. Highway 283 between Altus and Sayre, Okla., for operating convenience only to coordinate service with carrier's existing certificate, for 180 days. Note: Carrier does intend to tack authority here applied for to that presently held and/or interline with all authorized carriers at Amarillo, Tex., and Lawton, Okla. Supporting shippers: There are approximately (35) statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: Haskell E. Ballard, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 918 Tyler Street, Amarillo, Tex. 79101.

No. MC 128879 (Sub-No. 10 TA), filed January 15, 1970. Applicant: C-B TRUCK LINES, INC., 1034 Humble Place, El Paso, Tex. 79915. Applicant's representative: Jerry R. Murphy, 708 La Veta NE., Albuquerque, N. Mex. 87108. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*

(except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between El Paso, Tex., and Clovis, N. Mex.; (1) from El Paso, over U.S. Highways 62 and 180 to their junction with New Mexico Highway 483 (near Hobbs, N. Mex.), thence over New Mexico Highway 483 to Lovington, N. Mex., thence over U.S. Highway 82 to its junction with New Mexico Highway 18, and thence over New Mexico Highway 18 to Clovis, and return over the same route, serving all intermediate points between Clovis and Carlsbad but no service at Carlsbad; (2) from El Paso, over U.S. Highway 54 to its junction with U.S. Highway 70 at Tularosa, N. Mex., thence over U.S. Highway 70 to Clovis, serving all intermediate points between Clovis and Roswell but no service at Roswell, for 180 days. Note: Carrier does intend to tack authority here applied for to that presently held and/or interline with authorized carriers at Clovis and Lovington, N. Mex. Supporting shippers: There are approximately 41 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: Haskell E. Ballard, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 918 Tyler Street, Amarillo, Tex. 79101.

No. MC 128882 (Sub-No. 3 TA) (Correction), filed January 9, 1970, published in the FEDERAL REGISTER, Notice No. 11 and republished in part, as corrected, this issue. Applicant: R. W. STEELE, doing business as R. W. STEELE TRUCKING COMPANY, 320 Heaslet Street, Clovis, N. Mex. 88101. Applicant's representative: Hugh T. Matthews, 630 Fidelity Union Tower, Dallas, Tex. 75201. Note: The purpose of this partial republication is to correct an error in the Applicant's Trade Name. The rest of the application remains as previously published.

No. MC 129307 (Sub-No. 32 TA), filed January 14, 1970. Applicant: McKEE LINES, INC., 664 54th Avenue, Mattawan, Mich. 49071. Applicant's representative: Gene R. Prokuski (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen prepared foods*, from Macon, Marshall, Milan, Moberly, and Carrollton, Mo., to points in Illinois, Indiana, Kentucky, Michigan, Ohio, Pennsylvania, Virginia, and West Virginia, and Davenport and Dubuque, Iowa, for 180 days. Note: Applicant states no tacking nor interlining intended. Supporting shipper: Banquet Canning Co., Division of F. M. Stamper Co., 515 Olive Street, St. Louis, Mo. 63101 (Frank M. Kuzara, Director of Distribution). Send protests to: C. R. Flemming, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 225 Federal Building, Lansing, Mich. 48933.

No. MC 129618 (Sub-No. 2 TA), filed January 12, 1970. Applicant: EISEN-

BACH ENTERPRISES LIMITED, 327 Murray Street, Brantford, Ontario, Canada. Applicant's representative: Frank J. Kerwin, Jr., 900 Guardian Building, Detroit, Mich. 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hides, chrome splits, bellies, materials and supplies used in the processing, preserving or curing of hides, skins or glue* (except chemicals in bulk), between the international boundary between the United States and Canada at the Detroit River and St. Cloud and Duluth, Minn., and Cedar Rapids, Iowa, for 150 days. Supporting shipper: Robson-Lang Leathers, Oshawa, Ontario. Send protests to: George M. Parker, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 518 Federal Office Building, 121 Ellicott Street, Buffalo, N.Y. 14203.

No. MC 129808 (Sub-No. 6 TA), filed January 13, 1970. Applicant: GRAND ISLAND CONTRACT CARRIER, INC., Box 46, Municipal Airport, Grand Island, Nebr. 68801. Applicant's representative: Charles J. Kimball, Box 2028, Lincoln, Nebr. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Breading meal and batter mix*, from the plantsites and storage facilities utilized by Modern Maid Food Products at or near Ponchatoula, La., and Jamaica, N.Y., and from the plantsites and storage facilities of Griffith Laboratories at or near Chicago, Ill., and from a point on the international boundary line between the United States and Canada, at or near Detroit, Mich., to the plantsite and storage facilities of Delicious Foods Co. at or near Grand Island, Nebr., for 180 days. Note: Applicant proposes to interline traffic at a point on the international boundary between Ontario, Canada, and Michigan at or near Detroit, Mich., with carriers operating between such point and Toronto, Canada. Applicant requests that the Commission refrain from imposing any restriction in any authority granted herein which would prevent such interlining. Supporting shipper: Delicious Foods Co., Post Office Box 730, Grand Island, Nebr. Send protests to: District Supervisor Johnston, Bureau of Operations, Interstate Commerce Commission, 315 Post Office Building, Lincoln, Nebr. 68508.

No. MC 133146 (Sub-No. 1 TA), filed January 13, 1970. Applicant: INTERNATIONAL TRANSPORTATION SERVICE, INC., 3092 Piedmont Road NE., Atlanta, Ga. 30305. Applicant's representative: Will Lennan (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Inedible waste foodstuffs and inedible meal*, between Jersey City, N.J., on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina,

Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia, for 180 days. Supporting shipper: International Bakerage, a division of International Consolidated, Inc., 30305. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 West Peachtree Street NW., Atlanta, Ga. 30309.

No. MC 133270 (Sub-No. 1 TA), filed January 15, 1970. Applicant: WESTERN MEAT TRANSPORT COMPANY, INC., Route 1, Box 672, Eugene, Ore. 97402. Applicant's representative: Earle V. White, 2400 Southwest Fourth Avenue, Portland, Ore. 97201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, and meat by-products, and dairy products*, in vehicles equipped with mechanical refrigeration; (1) from Seattle and Tacoma, Wash., to points in Yamhill, Marion, Polk, Benton, Linn, Lane, Douglas, Josephine, Jackson, Coos, Curry, and Klamath Counties, Ore.; and (2) from Portland, Ore. to points in Snohomish, King, Pierce, Thurston, Lewis, Cowlitz, and Clark Counties, Wash., for 180 days. Supporting shippers: Swift Processed Meats Co., Division of Swift & Co., 132 Southeast Alder Street, Portland, Ore. 97214; Cudahy Co., Post Office Box 3545, Seattle, Wash. 98124; Wilson & Co., 27th and Y Street, Omaha, Nebr. 68107; John Morrell & Co., Portland, Ore.; Hormel & Co., Post Office Box 800, Austin, Minn. 55912. Send protests to: A. E. Odoms, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 450 Multnomah Building, Portland, Ore. 97204.

No. MC 133485 (Sub-No. 3 TA), filed January 14, 1970. Applicant: INTERNATIONAL DETECTIVE SERVICE, INC., 1828 Westminster Street, Providence, R.I. 02909. Applicant's representative: Russell B. Curnett, 36 Circuit Drive, Edgewood Station, Providence, R.I. 02905. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bullion and precious metals* requiring transportation by armored vehicle, from ports of entry on the international boundary line between the United States and Canada located in Vermont, New York, and New Hampshire, to Providence, R.I., for 180 days. Supporting shippers: Rhode Island Hospital Trust National Bank, 15 Westminster Street, Providence, R.I., 02903; Edward B. McAlpine Refiners of Precious Metals, 85 Ellenfield Street at Virginia Avenue, Providence, R.I. 02905. Send protests to: Gerald H. Curry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 187 Westminster Street, Providence, R.I. 02903.

No. MC 133867 (Sub-No. 1 TA), filed January 15, 1970. Applicant: STARLING TRANSPORT LINES, INC., 3724 U.S. Highway No. 1, Fort Pierce, Fla. 33450. Applicant's representative: Bernard C. Pestcoe, Suite 708, City National Bank Building, 25 West Flagler Street, Miami, Fla. 33130. Authority sought to operate

as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Frozen poultry dinners, frozen beef dinners and frozen seafood dinners, and the above items when moving in mixed loads with exempt commodities*, from Highland, N.Y., to points in Michigan, Ohio, Florida, California, Texas, Louisiana, Oklahoma, Kansas, Missouri, Tennessee, Kentucky, Illinois, Indiana, Wisconsin, Minnesota, Georgia, and Washington. Applicant intends to transport exempt commodities on return movements pursuant to provisions of section 203(b)(6) of the Interstate Commerce Act, for 180 days. Supporting shipper: Foodways, Inc. (N.Y.), a food licensee of Weight Watchers International Inc., 90 Stevens Avenue, Valhalla, N.Y. 10595. Send protests to: District Supervisor Joseph B. Teichert, Interstate Commerce Commission, Bureau of Operations, Room 1226, 51 Southwest First Avenue, Miami, Fla. 33130.

No. MC 134188 (Sub-No. 1 TA), filed January 19, 1970. Applicant: A-A DRIVE A-WAY, INC., 161 West Wisconsin Avenue, Milwaukee, Wis. 53203. Applicant's representative: William C. Dineen, 412 Empire Building, 710 North Plankinton Avenue, Milwaukee, Wis. 53203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles*, in secondary movements, in driveaway service, from points in Wisconsin to points in the United States, except Alaska and Hawaii, for 180 days. Supporting shippers: There are approximately 87 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 134212 (Sub-No. 1 TA), filed January 19, 1970. Applicant: EDWARD C. DIETSCH, doing business as FARWEST FURNITURE TRANSPORT, 6840 112th Street SE., Renton, Wash. 98055. Applicant's representative: Joseph O. Earp, 411 Lyon Building, Seattle, Wash. 98104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and fixtures*, between points in Oregon, Washington, and California, for 150 days. Supporting shippers: Educators Manufacturing Co., Post Office Box 1261, Tacoma, Wash. 98401; Hiebert Inc., 23605 Telo Avenue, Torrance, Calif. 90505; Sierra Furniture Corp., 330 West Avenue 26, Los Angeles, Calif. 90031; and Vista-Costa Mesa Furniture Co., 411 East Julianna Avenue, Anaheim, Calif. 92803. Send protests to: E. J. Casey, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 6130 Arcade Building, Seattle, Wash. 98101.

No. MC 134214 (Sub-No. 1 TA), filed January 19, 1970. Applicant: SIMPSON TOWING LIMITED, Scott Street and Q. E. Highway, St. Catharines, Ontario, Canada. Applicant's representative:

Robert D. Gunderman, 43 Niagara Street, Buffalo, N.Y. 14202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked, disabled, inoperative, stolen, and repossessed motor vehicles, including trailers* (except mobile homes or house trailers designed to be drawn by passenger automobiles) and *replacements thereof*, by wrecker equipment, between ports of entry on the international boundary between the United States and Canada in New York and Michigan, on the one hand, and, on the other, points in New York, Pennsylvania, Massachusetts, Connecticut, New Jersey, Delaware, Maryland, Virginia, Michigan, Ohio, and Indiana, for 150 days. Supporting shippers: Fruitbelt Produce Trucking Ltd., 12 Smith Street, St. Catharines, Ontario, Canada; Melburn Truck Lines, Ltd., 26 Chauncey Street, Toronto, Ontario, Canada. Send protests to: George M. Parker, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 518 Federal Office Building, 121 Ellicott Street, Buffalo, N.Y. 14203.

No. MC 134237 (Sub-No. 1 TA), filed January 16, 1970. Applicant: M-M-M CORPORATION, 110 Fifth Street, Pahrump, Nev. 89041. Applicant's representative: Ernest D. Salm, 3846 Evans Street, Los Angeles, Calif. 90027. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, except those in bulk, in tank vehicles, from points in Los Angeles County, Calif. to Pahrump, Nev., for 180 days. Supporting shipper: Leslie L. Mankins, doing business as, Mankins's Corner, Post Office Box 156, Pahrump, Nev. 89041. Send protests to: Daniel Augustine, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 222 East Washington Street, Carson City, Nev. 89701.

No. MC 134254 (Sub-No. 1 TA), filed January 12, 1970. Applicant: NANC CORPORATION, 2160 North Dort Highway, Flint, Mich. 48506. Applicant's representative: Walter Bieneman, Suite 1700, 1 Woodward Avenue, Detroit, Mich. 48226. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Guard rail, guard rail posts, and accessories and sign supports (Joists)*, from Flint, Mich., to points in the United States (except Alaska, Arizona, California, Hawaii, Idaho, Michigan, Montana, Nevada, Oregon, Utah, Washington, and Wyoming), for 150 days. Supporting shipper: Anderson "Safeway" Guard Rail Corp., 2610 North Dort Highway, Flint, Mich. Send protests to: District Supervisor Gerald J. Davis, Bureau of Operations, Interstate Commerce Commission, 1110 Broderick Tower, 10 Witherell, Detroit, Mich. 48226.

No. MC 134266 TA, filed January 12, 1970. Applicant: MOBILE HOME CONVOY, INC., 1837 Laval Street, Jacques Cartier, Province of Quebec, Canada. Applicant's representative: Adrien R. Paquetts, 200 Ouest, rue St-Jacques, Suite 1010, Montreal 126, Province of Quebec, Canada. Authority sought to operate as

a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mobile homes, prefabricated houses, with parts and accessories*, from ports of entry, on the international boundary line between the United States and Canada located in Maine, Vermont, New Hampshire, and New York, to points in New York, Vermont, New Hampshire, Maine, and Massachusetts, for 180 days. Note: Applicant does intend to tack with Quebec Permit No. 17476-V. Supporting shipper: Les Constructions Latendresse, Inc., St. Bruno, Province of Quebec, Canada. Send protests to: Martin P. Monaghan, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, 52 State Street, Room 5, Montpelier, Vt. 05602.

No. MC 134274 TA, filed January 15, 1970. Applicant: DONALD R. GARRISON & FLOYD L. BOAN, doing business as GARRISON & BOAN TRUCKING, 1413 Denver Street, Boise, Idaho 83706. Applicant's representative: Winston Churchill, 404 Idaho Building, Boise, Idaho 83702. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scrap car bodies and related scrap car parts*, from points in Ada County, Idaho, to Portland, Oreg., for 180 days. Supporting shipper: Weldon Haney, 2719 North 24th Street, Boise, Idaho 83702. Send protests to: C. W. Campbell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 455 Federal Building and U.S. Courthouse, 550 West Fort Street, Boise, Idaho 83702.

No. MC 134273 TA, filed January 15, 1970. Applicant: W. S. HATCH CO., 643 South 800 West Street, Woods Cross, Utah 84087. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are dealt in by grocery and variety stores and combinations of these commodities and exempt commodities*; (1) From points in California to (a) points in Utah, Salt Lake, Davis, Weber, and Cache Counties, Utah; (b) Cheyenne, Wyo., (c) Boise, Idaho, and, (2) From (a) points in Salt Lake County, Utah, to Cheyenne, Wyo., and (b) points in Salt Lake County, Utah, to Boise, Idaho (under a continuing contract with Grand Central, Inc.) for 180 days. Supporting shipper: Grand Central Inc., 2233 South Third East Street, Salt Lake City, Utah 84115 (Donald G. Helsten, Traffic Manager). Send protests to: John T. Vaughan, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 6201 Federal Building, Salt Lake City, Utah 84111.

No. MC 134275 TA, filed January 15, 1970. Applicant: JIM T. TAYLOR, doing business as JIM T. TAYLOR TRUCKING CO., Box 382, Marathon, Tex. 79842. Applicant's representative: George Fowler, 520 North Lee Street, Odessa, Tex. 76760.

Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fluorspar ore*, in bulk, from La Linda, Texas Bridge, and Boquillas, Texas Crossing, to Marathon, Tex. Restriction: The service requested herein is restricted to traffic originating in Mexico, for 180 days. Supporting shipper: Bailey Fluorspar Co., Marfa, Tex. 79843. Send protests to: Richard H. Dawkins, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 301 Broadway, Room 206, San Antonio, Tex. 78205.

No. MC 134276 TA, filed January 15, 1970. Applicant: GUARDIAN STORAGE INC., 4023 Navy Boulevard, Pensacola, Fla. 32507. Applicant's representative: C. W. Hual (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods* as defined by the Commission, having a prior or subsequent movement in interstate commerce, between points in Walton, Bay, Homes, Washington, Escambia, Santa Rosa, and Okaloosa Counties, Fla., and points in Baldwin, Mobile, Escambia, and Covington Counties, Ala., for 180 days. Supporting shippers: Davidson Forwarding Co., 3180 V Street, NE., Washington, D.C. 20018; Home-Pack Transport, Inc., 57-48 49th Street, Maspeth, N.Y. 11378. Send protests to: Clifford W. White, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 814, 2121 Building, Birmingham, Ala. 35203.

No. MC 134279 TA, filed January 19, 1970. Applicant: DAVID E. ROWELL, 7 North 93d Avenue West, Duluth, Minn. 55808. Applicant's representative: Thomas R. Thibodeau, 811 First American National Bank Building, Duluth, Minn. 55802. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Forest products, including wood lath, snow fence, wood stakes, rough and finish lumber*, from Grand Portage, Minn., to points in Minnesota, Wisconsin, Illinois, Iowa, and Michigan, for 180 days. Supporting shipper: Kakabeka, Timber, Ltd., Kakabeka Falls, Ontario. Send protests to: District Supervisor A. E. Rathert, Interstate Commerce Commission, Bureau of Operations, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn. 55401.

No. MC 134280 TA, filed January 19, 1970. Applicant: YOUNG'S EXPRESS INC., 2734 West North Avenue, Baltimore, Md. 21216. Applicant's representative: Charles McD. Gillan, Jr., 113 Monrose Avenue, Baltimore, Md. 21228. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, packinghouse products, and commodities used by packinghouses, seasonings or spices, ad-*

vertising matter, forms, racks, signs, and store displays, commodities used in the manufacture, sale, or distribution of meats and packinghouse products as detailed above, between Baltimore, Md., on the one hand, and, on the other, New Haven, Conn., points in New Jersey, New York, N.Y., and Philadelphia, Pa., using shipper-owned semitrailers, under a continuing bilateral contract with H. G. Parks, Inc., of Baltimore, Md., for 180 days. Supporting shipper: H. G. Parks, Inc., 501 West Hamburg Street, Baltimore, Md. 21230. Send protests to: William L. Hughes, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1125 Federal Building, Baltimore, Md. 21201.

MOTOR CARRIER OF PASSENGERS

No. MC 45626 (Sub-No. 64 TA), filed December 30, 1969. Applicant: VERMONT TRANSIT CO., INC., 135 St. Paul Street, Burlington, Vt. 05401. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers* in the same vehicle with passengers, between Center Rutland, Vt., and Interchange 18 (known as the Corinth Road Interchange) of Interstate Highway 87 in the town of Queensbury, N.Y., as follows; from Center Rutland over U.S. Highway 4 to Hudson Falls, N.Y., thence over New York Highway 32 to Glens Falls, N.Y., thence over unnumbered highway to Interchange 18 of Interstate Highway 87, and return over the same route serving all intermediate points, restricted as follows; (1) South and westbound, against pickup of traffic at points between the Fort Ann, N.Y.-Kingsbury, N.Y., town line and Interchange 18 of Interstate Highway 87. (2) North and eastbound, against discharge of traffic at points between Interchange 18 of Interstate Highway 87 and the Kingsbury, N.Y.-Fort Ann, N.Y., town line, for 180 days. Note: Applicant states it will join and/or tack the authority sought in this application with MC 45626 Sub 33 and 47. Supporting shippers: There are approximately 10 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office name below. Send protests to: Martin P. Monaghan, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 5, 52 State Street, Montpelier, Vt. 05602.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 70-1205; Filed, Jan. 29, 1970; 8:48 a.m.]

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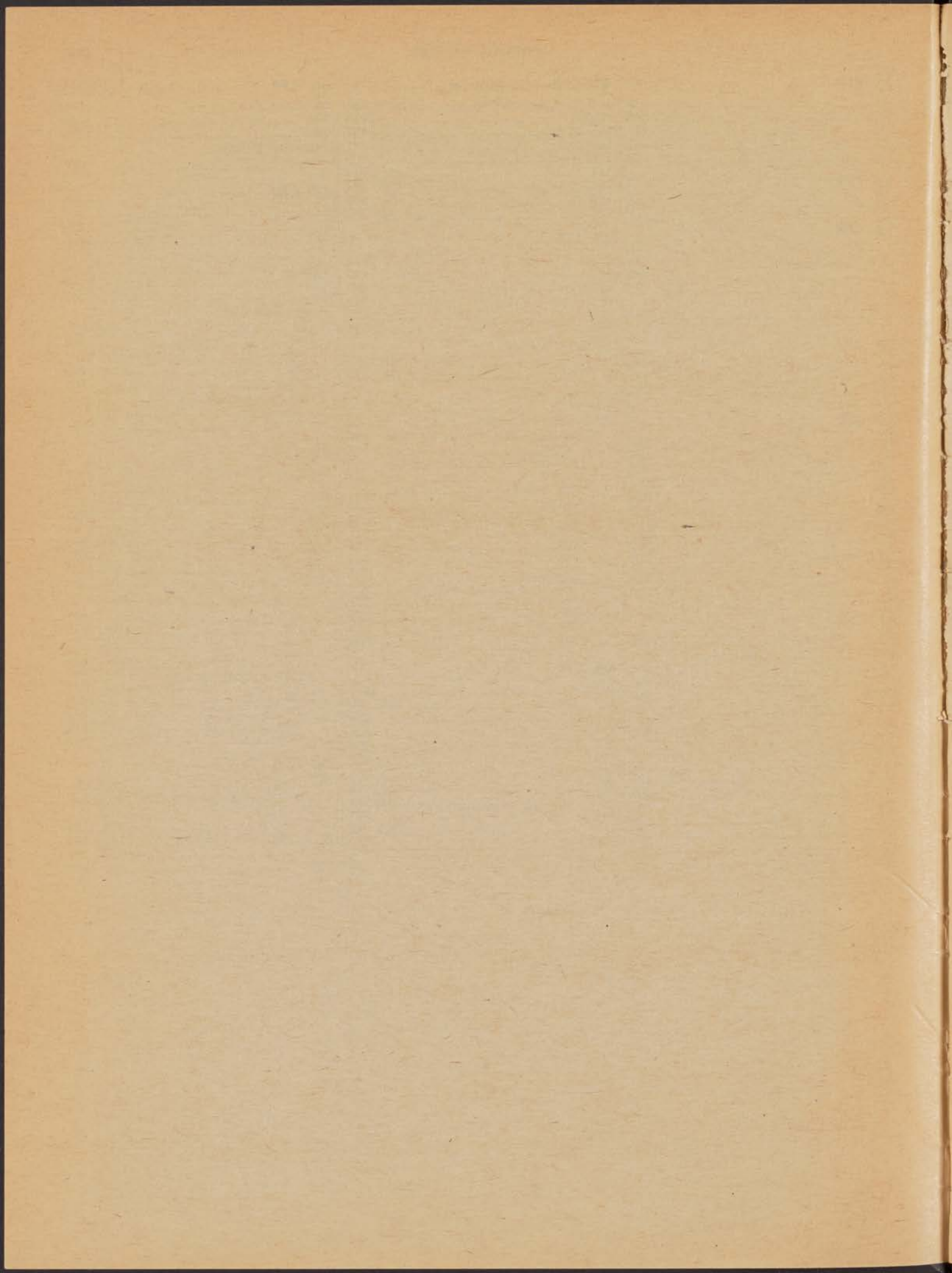
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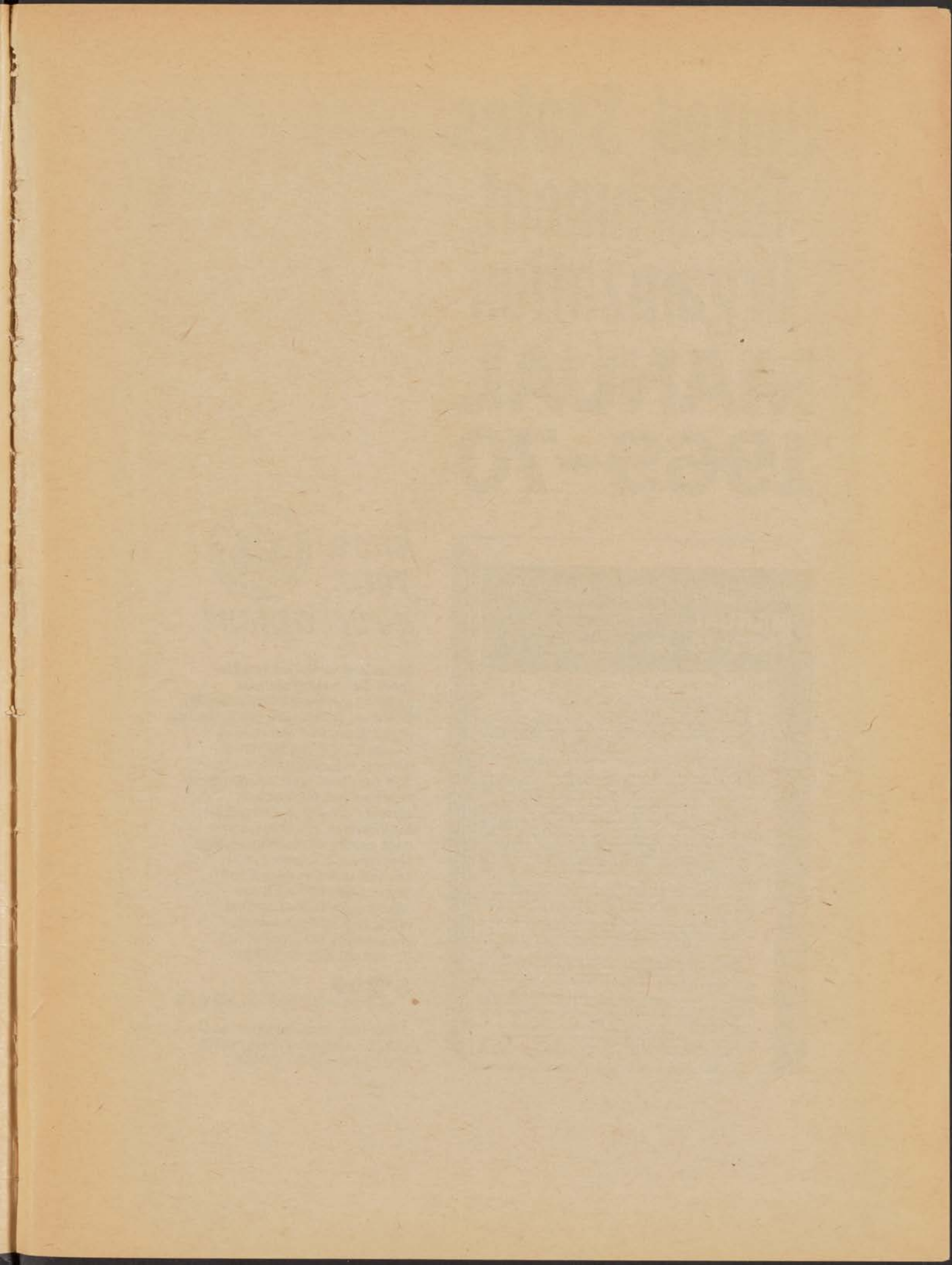
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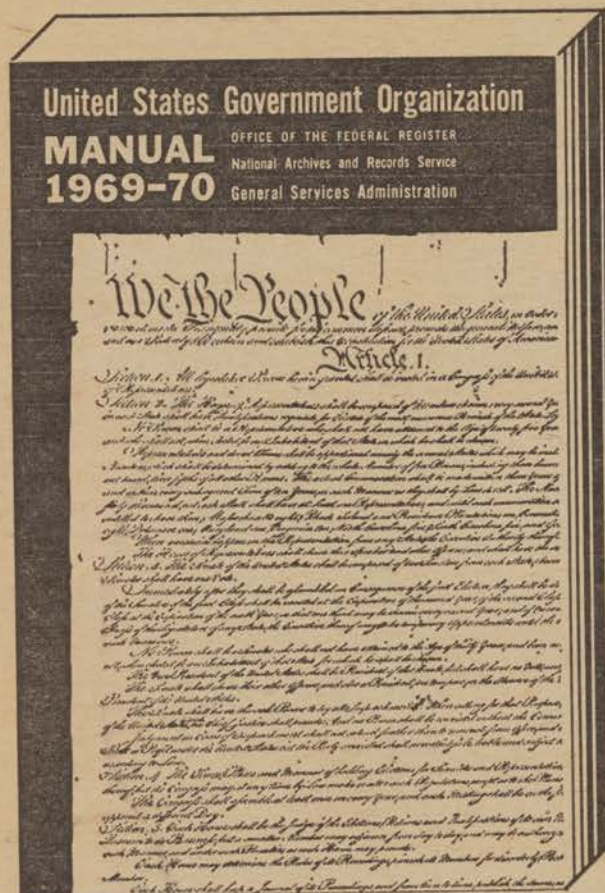
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