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# Rules and Regulations

## Title 16—COMMERCIAL PRACTICES

### Chapter I—Federal Trade Commission

[Docket No. C-1043]

### PART 13—PROHIBITED TRADE PRACTICES

M. Rubin & Sons, Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.30 *Composition of goods*: 13.30-75 Textile Fiber Products Identification Act; § 13.73 *Formal regulatory and statutory requirements*: 13.73-90 Textile Fiber Products Identification Act. Subpart—Furnishing false guarantees: § 13.1053 *Furnishing false guarantees*: 13.1053-90 Wool Products Labeling Act. Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely*: 13.1108-80 Textile Fiber Products Identification Act. Subpart—Misbranding or mislabeling: § 13.1185 *Composition*: 13.1185-80 Textile Fiber Products Identification Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 *Composition*: 13.1845-70 Textile Fiber Products Identification Act; § 13.1852 *Formal regulatory and statutory requirements*: 13.1852-70 Textile Fiber Products Identification Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 72 Stat. 1717; secs. 2-5, 54 Stat. 1128-1130; 15 U.S.C. 45, 68, 70) [Cease and desist order, M. Rubin & Sons, Inc., et al., New York, N.Y., Docket C-1043, Feb. 28, 1966]

*In the Matter of M. Rubin & Sons, Inc., a Corporation and Milton Rubín, Donald L. Rubín, Philip Rubín, and Robert Rubín, Individually and as Officers of Said Corporation*

Consent order requiring a New York City corporation to cease misbranding and deceptively advertising its textile fiber products and furnishing false guarantees for its wool products.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

*It is ordered*, That respondents M. Rubin & Sons, Inc., a corporation, and Milton Rubín, Donald L. Rubín, Philip Rubín, and Robert Rubín, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction, delivery for introduction, manufacture for introduction, sale, advertising, or offering for sale, in commerce, or the transportation or causing to be transported in commerce, or the importation into the United States of textile fiber products; or in connection with the sale, offering for sale, advertising, delivery, transportation, or causing

to be transported, of any textile fiber products, which have been advertised or offered for sale in commerce; or in connection with the sale, offering for sale, advertising, delivery, transportation, or causing to be transported, after shipment in commerce of any textile fiber products, whether they are in their original state or contained in other textile fiber products, as the terms "commerce" and "textile fiber product" are defined in the Textile Fiber Products Identification Act, do forthwith cease and desist from:

A. Misbranding textile fiber products by:

1. Falsely or deceptively stamping, tagging, labeling, invoicing, advertising or otherwise identifying such products as to the name or amount of constituent fibers contained therein.

2. Failing to separately set forth the information as to fiber content on the required label in such a manner as to separately show the fiber content of the separate sections of textile fiber products containing two or more sections where such form of marking is necessary to avoid deception.

3. Using a fiber trademark as a part of the required information on labels affixed to such textile fiber products without the required generic name of the fiber appearing on the said labels in immediate conjunction therewith and in type or lettering of equal size and conspicuousness.

B. Falsely and deceptively advertising textile fiber products by:

1. Making any representations, by disclosure or by implication, as to fiber content of any textile fiber product in any written advertisement which is used to aid, promote, or assist, directly or indirectly, in the sale or offering for sale of such textile fiber product unless the same information required to be shown on the stamp, tag, label or other means of identification under section 4(b) (1) and (2) of the Textile Fiber Products Identification Act is contained in the said advertisement, except that the percentages of a fiber present in the textile fiber product need not be stated.

2. Using a fiber trademark in advertisements without a full disclosure of the required content information in at least one instance in the said advertisement.

3. Using a fiber trademark in advertising textile fiber products containing more than one fiber without such fiber trademark appearing in the required fiber content information in immediate proximity and conjunction with the generic name of the fiber in plainly legible type or lettering of equal size and conspicuousness.

4. Failing to set forth all parts of the required information in advertisements of textile fiber products in immediate conjunction with each other in legible and conspicuous type or lettering of equal size and prominence.

C. Failing to maintain and preserve for at least 3 years proper records showing the fiber content of textile fiber products manufactured by them, as required by section 6(a) of the Textile Fiber Products Identification Act and Rule 39 of the regulations promulgated thereunder.

*It is further ordered*, That respondents M. Rubin & Sons, Inc., a corporation, and its officers, and Milton Rubín, Donald L. Rubín, Philip Rubín, and Robert Rubín, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, do forthwith cease and desist from furnishing a false guaranty that any wool product is not misbranded under the Wool Products Labeling Act of 1939 and the rules and regulations promulgated thereunder when there is reason to believe that any wool product so guaranteed may be introduced, sold, transported or distributed in commerce as the term "commerce" is defined in the aforesaid Act.

*It is further ordered*, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: February 28, 1966.

By the Commission.

[SEAL] JOSEPH W. SHEA,  
Secretary.

[F.R. Doc. 66-3022; Filed, Mar. 22, 1966; 8:45 a.m.]

### PART 15—ADMINISTRATIVE OPINIONS AND RULINGS

#### Exclusive Franchise Arrangements

#### § 15.18 Exclusive franchise arrangements.

(a) A concern proposing to establish a service in principal American cities through exclusive franchises was advised that, with two exceptions, the Federal Trade Commission has no objections to the program as now proposed by its exclusive license agreement.

(b) The first exception involved the contractual provision requiring the licensees to purchase their equipment, supplies and services through a central procurement office operated by the licensor.

(c) "On the facts which you have furnished us, we are not able to make a determination as to the reasonableness" of this requirement, the Commission said. "We cannot determine, for example, which of the various products subject to that clause require such a degree of uniformity as to justify such a central pro-

curement obligation. Similarly, as to those products where uniformity might be necessary, we cannot determine whether it could not be achieved by specifications or by some other less restrictive means than that provided for . . . . Accordingly, we cannot give you any opinion as to the lawfulness or unlawfulness of this provision."

(d) The other exception noted in the advisory opinion concerned the article of the agreement providing that after termination, the licensee may not, for a period of 3 years, and without geographic limitation, engage in business in "similar fields."

(e) The Commission said, "While the duration and geographic scope of this article are, in our view, reasonable, the term 'similar fields' is so general and ambiguous that, unless clarified and reasonably limited, it might impose an unreasonable restraint on the licensee."

(f) The licensor was cautioned by the Commission, "With respect to the agreement as a whole, you should bear in mind that the legality of any franchise system depends to a large extent upon the manner in which such agreements are implemented. If apparently reasonable reservations of rights by the licensor are in practice administered in an unreasonable manner so as to unfairly encroach upon the freedom of the licensees, an agreement which is legal on its face can become illegal in effect."

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

Issued: March 22, 1966.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA, Secretary.

[F.R. Doc. 66-3090; Filed, Mar. 22, 1966; 8:51 a.m.]

### Title 43—PUBLIC LANDS: INTERIOR

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

##### APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 3957]

[Fairbanks 031050]

#### ALASKA

#### Revocation of Public Land Order No. 498

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

1. Public Land Order No. 498 of July 13, 1948, which withdrew the following described lands for use of the Bureau of Land Management as an administrative site, is hereby revoked:

#### RUBY, ALASKA

Beginning at a point in approximate latitude 64°43'04" N., longitude 155°27'55" W., from which the stone marking the intersection of Hill Street and Fourth Avenue in Ruby, Alaska, bears S. 68°24' W., 6.741 chs. distant.

From the initial point,  
N. 65°20' E., 6 chs.,  
S. 24°40' E., 4 chs.,  
S. 65°20' W., 6 chs.,  
N. 24°40' W., 4 chs., to the place of beginning.

The tract described contains 2.4 acres.

2. Until 10 a.m. on June 16, 1966, the State of Alaska shall have a preferred right of application to select the lands as provided by the act of July 28, 1956 (70 Stat. 709; 48 U.S.C. 46-3b) and sec. 6 of the Alaska Statehood Act of July 7, 1958 (72 Stat. 339). After that date and hour the lands shall become subject to application, petition location, and selection generally, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications received at or prior to 10 a.m. on June 16, 1966, shall be considered as simultaneously filed at that time. Those filed thereafter shall be considered in the order of filing.

3. The lands have been open to applications and offers under the mineral leasing laws. They will be open to location under the U.S. mining laws after 10 a.m. on June 16, 1966.

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

HARRY R. ANDERSON,  
Assistant Secretary of the Interior.

MARCH 17, 1966.

[F.R. Doc. 66-3024; Filed, Mar. 22, 1966; 8:45 a.m.]

### Title 47—TELECOMMUNICATION

#### Chapter I—Federal Communications Commission

#### PART 19—EMPLOYEE RESPONSIBILITIES AND CONDUCT

#### Subpart B—Ethical and Other Conduct and Responsibilities of Employees

##### Correction

In F.R. Doc. 66-1601, appearing at page 2721 of the issue for Tuesday, February 15, 1966, the word "power" in § 19.735-202(b)(3) is corrected to read "proper".

[Docket No. 15937; FCC 66-263]

#### PART 73—RADIO BROADCAST SERVICES

#### Table of Assignments, FM Broadcast Stations

Report and order. In the matter of amendment of § 73.202, Table of assign-

| City                 | Population | AM stations                          | Present and proposed FM assignment                                       |
|----------------------|------------|--------------------------------------|--------------------------------------------------------------------------|
| Wenatchee, Wash..... | 16,796     | 2 fulltime (1 is Cl. IV), 1 daytime. | 2 Class A, proposed to add 1 Class C.                                    |
| Yakima, Wash.....    | 43,286     | 3 fulltime, 2 daytime.....           | 1 Class C, 1 Class A; proposed to delete Class A and add 1 or 2 Class C. |
| Richland, Wash.....  | 23,648     | 1 fulltime.....                      | 2 Class C; proposed to delete 1 and add Class A.                         |

ments, FM broadcast stations (Prosser, Quincy, Richland, Wenatchee and Yakima, Wash., and Pendleton, Ore.); Docket No. 15937, RM-573, RM-600, RM-646.

1. The Commission has under consideration its notice of proposed rule making issued in this proceeding on April 2, 1965 (FCC 65-278, 30 F.R. 4493), inviting comments on related proposals to add Class C FM assignments to Wenatchee, and Yakima, Wash., by making the necessary changes in other communities in Washington and Oregon. The proposals looked toward the following:

(a) Provision of a first Class C channel (271) to Wenatchee proposed by Westcoast Broadcasting Co., licensee of Station KPQ (AM), Wenatchee, Wash. (RM-573).

(b) Provision of a second Class C channel (281) to Yakima proposed jointly by Cascade Broadcasting Co., licensee of Station KIMA (AM), and Sunset Broadcasting Co. (now the Cater Corp.), licensee of Station KNDX (FM), both in Yakima (RM-600).

(c) Provision of a third Class C channel (233) for Yakima proposed by KIT, Inc., licensee of Station KIT (AM), Yakima (RM-646).

2. In response to the above requests comments were invited on the following alternative assignments:

| City                 | Channel No. |                                 |
|----------------------|-------------|---------------------------------|
|                      | Present     | Proposed                        |
| Prosser, Wash.....   | 272A        | 269A                            |
| Quincy, Wash.....    | 232A        | 276A                            |
| Richland, Wash.....  | 238, 261    | 238, 292A<br>or<br>274, 292A    |
| Wenatchee, Wash..... | 257A, 285A  | 257A, 285A, 271                 |
| Yakima, Wash.....    | 292A, 297   | 281, 297<br>or<br>233, 281, 297 |
| Pendleton, Ore.....  | 267, 278    | 278, 299                        |

There are no authorized stations or applications for the channels now assigned to Wenatchee, Quincy, or Pendleton. Since Station KACA-FM operates on Channel 272A at Prosser, Wash., and the proposal would require this station to operate on Channel 269A our notice stated that we deferred action on the requests of the parties for a modification of the KACA-FM license until a later stage of the proceeding. We also invited comments on whether KACA-FM should be reimbursed for reasonable costs involved in the change by the parties benefiting from the proposals made herein and what these costs should be.

3. The aural broadcast situation in the communities involved in the proposals is as follows:



Kennewick, which is near Richland, has a population of 14,244 persons, one full-time AM station, and a Class C assignment (287) for which there is no application.

4. Three Rivers Broadcasting Co., Inc., applicant for Channel 236 at Richland, had previously opposed any plan which would have reduced Richland to a single Class A assignment or changed the present Class C assignment. The Three Rivers' application, BPH-4690, has since been granted by the Commission subject to the condition that its assignment could be changed as a result of this proceeding. Also since the adoption of the notice of proposed rule making, the Canadian authorities have concurred in the assignment of Channel 271 to Wenatchee and 233 and 281 to Yakima as well as the others but with limitations on Channels 271 and 233. The approval of Channel 271 at Wenatchee is conditioned upon the selection of a site about 9 miles south of the city in order to meet the required separation to Channel 271A at Chilliwack, British Columbia, and the approval of Channel 233 at Yakima is similarly conditioned upon selection of a site about 5 miles south of the city in order to meet the required separation to this channel at Victoria, British Columbia. Since the distance between the site of the Richland station on Channel 236 and any possible site on Channel 233 at Yakima is less than the required 65 miles, the alternative proposal which would both retain Channel 236 at Richland and assign Channel 233 to Yakima is no longer feasible.

5. In support of its request for a first Class C assignment in Wenatchee, Westcoast asserts that a city the size and importance of Wenatchee, with a population of 16,726, merits the assignment requested; that the city is located in the central portion of the state where no FM stations are in operation within a radius of 55 miles; that it is isolated from other large cities (Yakima, about 55 miles away, is the nearest); and that a Class A facility with its limited power and antenna height is not appropriate. In a supplemental statement<sup>1</sup> Westcoast also states that the proposed facility will be of considerable help to the Emergency Broadcast System program for the state.

6. Cascade and Sunset, competing applicants for the sole Class C assignment in Yakima (Dockets 15303 and 15304), urge that the substantial community of Yakima, with a population of 43,286 persons, deserves a second and competitive FM service, and that it would represent a more equitable distribution of available assignments than would the assignment of two Class C channels to Richland. With respect to the authorization of Station KNDX on Channel 292A, which would be deleted under its proposal and assigned to Richland, petitioners request that an order to show cause be issued to it as to why its authorization should not be

modified to specify operation on Channel 281 in lieu of 292A. Used as proposed at Yakima (by KNDX at its present site) Channel 281 would be about 4 miles short-spaced to Station KTWR on Channel 280A at Tacoma. Petitioners urge that this is an improvement over the present 4.5-mile shortage which exists between KNDX on Channel 292A and Station KLAY-FM on Channel 291 at Tacoma.

7. In urging a third Class C assignment to Yakima, KIT submits that Yakima is the fourth largest city in Washington, with its population of 43,284 and that the county has a population of 145,112. It points out that the city is one of the most important in the State and cites the 1958 retail sales figure of \$104,000,000 as evidence. Finally, it states that the assignments proposed all conform to the minimum separation requirements of the rules and that sites may be located so as to conform to the Canadian-United States of America FM working arrangement of 1963.

8. The only opposition to any of the proposals advanced was that of Mr. Cormac C. Thompson, licensee of KACA-FM, Prosser, Wash. KACA opposes the change in frequency from Channel 272A to 269A primarily on the grounds that there would be a financial burden in moving, and an image of instability in the minds of its advertisers, resulting in the loss of listeners. However, this party does conclude that it will abide by any action the Commission takes in the matter. Its estimate of the costs of conversion to Channel 269A is \$7,040, which includes a new antenna (\$2,480), and publicity in area newspapers and by direct mail campaign (\$2,500). Westcoast and KIT, the parties which would benefit from the proposed addition of Class C assignments in Wenatchee and Yakima, agree to pay KACA-FM for the costs involved but disagree as to what constitutes a reasonable amount. They offer a total of \$2,800 to cover engineering work, advertising, and anticipated losses. They urge that the impact on the public would be very slight since the change is only three channels, that the changes in the physical operating equipment is not extensive, and that the largest payment ever approved by the Commission for a similar change was \$2,800 for a Class C station in Docket No. 15911. Finally, these parties make the offer contingent upon the designation of KIT and Westcoast as permittees for the facilities in question.

9. Upon careful consideration of all the comments filed and the data submitted by all the parties, we are of the view that the assignment of a first Class C channel to Wenatchee and two additional Class C channels to Yakima would serve the public interest and should be finalized. Both cities are large enough and sufficiently important to the surrounding area to warrant the additional assignments.<sup>2</sup> This would permit

Wenatchee to have a wide-coverage assignment to serve a large area presently without FM service and would provide Yakima with three wide-coverage channels and competitive FM services. These assignments (in addition to changes in Pendleton, Oreg., and Quincy, Wash., where no applications or stations are involved) require a change in the construction permit of Station KCYS at Richland from Channel 236 to 274 (the C.P. was granted with such an enabling condition attached) and a change in Station KACA-FM from Channel 272A to 269A. KACA states that the cost of the change would be \$7,040 but it does not give any evidence to support several portions of this claim. For example, it does not indicate why a new, factory-tuned antenna is needed, nor does it explain why a total of \$2,500 is necessary for publicity to inform the public and its advertisers of the small change in frequency. In our view, the offer of Westcoast and KIT of \$2,800 appears to be reasonable. However, we do not believe that this payment should be contingent upon a grant of a construction permit to Westcoast and KIT on the requested assignments. Rather, we believe that the payment should be made by these parties or any other parties which may obtain such authorizations. While the proposals adopted herein would create a mixture of Class A and C channels in Richland and Wenatchee (in Yakima such mixture would be eliminated), a result we have tried to avoid wherever possible in order to provide competitive equality among stations, we believe that this is warranted under the circumstances in these cases.

10. There is one further impediment to the adoption of the proposals, with regard to Channel 281 at Yakima. Petitioners agree that there would be a 4-mile shortage in the separation between KNDX, which would move from Channel 292A to the proposed 281 and KTWR on the adjacent channel 280A at Tacoma, but urge that since this is an improvement over the present short spacing which KNDX has with another station in Tacoma it should be adopted. In the overall rule making proceeding in Docket 14185 in which the Commission adopted the FM table of assignments and the minimum mileage rules, we stated with regard to existing short-spaced stations that we would permit channel shifts in those cases where an overall improvement is obtained even when some spacings were made shorter than formerly. But we further stated that we would in no event permit a short spacing in any direction in which none existed previously. See paragraph 5, third further notice of proposed rule making, FCC 64-70, Docket 14185, issued February 3, 1964. We are therefore modifying the KNDX license upon the condition (among others) that a site be utilized which conforms to all the spacing requirements of the rules. In a letter dated January 3, 1966 this licensee informed the Commission that a site would be selected which meets the minimum spacings.

<sup>1</sup> This pleading as well as some correspondence concerning KACA-FM were filed late. However, due to the importance of these matters to the proceeding, they will be considered herein and their late filing is accepted.

<sup>2</sup> Since Wenatchee would have more assignments than the criteria used in setting up the FM Table, we are deleting one of the Class A assignments, Channel 257A.

11. The actions taken herein are taken pursuant to the authority contained in sections 4(d), 303, 307(b), and 316 of the Communications Act of 1934, as amended.

12. In view of the foregoing: *It is ordered*, That effective April 25, 1966, the FM table of assignments, § 73.202 of the rules and regulations, is amended, insofar as the communities named are concerned, to read as follows:

| City                  | Channel No.   |
|-----------------------|---------------|
| Pendleton, Ore.-----  | 278, 299      |
| Prosser, Wash.-----   | 269A          |
| Quincy, Wash.-----    | 276A          |
| Richland, Wash.-----  | 274, 292A     |
| Wenatchee, Wash.----- | 271, 285A     |
| Yakima, Wash.-----    | 233, 281, 297 |

13. *It is further ordered*, That effective April 25, 1966, the outstanding construction permit held by Three Rivers Broadcasting Co., Inc., for Station KCYS is modified to specify operation on Channel 274 in lieu of 236 at Richland, Wash., subject to the following conditions:

(a) The permittee shall inform the Commission in writing by March 25, 1966, of its acceptance of this modification.

(b) The permittee shall submit to the Commission by April 15, 1966, all the necessary technical and other information normally required for the issuance of a construction permit for operation on Channel 274 including any changes in antenna and transmission line.

14. *It is further ordered*, That effective April 25, 1966, the outstanding license of Cormac C. Thompson, for Station KACA-FM, Prosser, Wash., is modified to specify operation on Channel 269A in lieu of 272A, subject to the following conditions:

(a) The licensee shall inform the Commission in writing by March 25, 1966, of its acceptance of this modification.

(b) The licensee shall submit to the Commission by April 15, 1966, the technical information normally required for the issuance of a construction permit for operations on Channel 269A, including any changes in antenna and transmission line.

(c) The licensee may continue to operate on Channel 272A until, upon its request, the Commission authorizes interim operation on Channel 269A, following which the licensee shall submit (within 30 days) the measurement data normally required of an applicant for an FM broadcast station license.

15. *It is further ordered*, That effective April 25, 1966, the outstanding license of Sunset Broadcasting Co., for Station KNDX, Yakima, Wash., is modified to specify operation on Channel 281 in lieu of Channel 292A, at a site meeting all the spacing requirements of the rules, subject to the following conditions:

(a) The licensee shall inform the Commission in writing by March 25, 1966, of its acceptance of this modification.

(b) The licensee shall submit to the Commission by April 15, 1966, the technical information normally required for

the issuance of a construction permit for operation on Channel 281, including any changes in antenna and transmission line.

(c) The licensee may continue to operate on Channel 292A until, upon its request, the Commission authorizes interim operation on Channel 281, following which the licensee shall submit (within 30 days) the measurement data normally required of an applicant for an FM broadcast station license.

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

(Secs. 4, 303, 307, 48 Stat. 1086, 1082, 1083, as amended, sec. 316, 66 Stat. 717; 47 U.S.C. 154, 303, 307, 316)

Adopted: March 16, 1966.

Released: March 17, 1966.

#### FEDERAL COMMUNICATIONS

#### COMMISSION,<sup>2</sup>

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 66-3076; Filed, Mar. 22, 1966; 8:50 a.m.]

## Title 21—FOOD AND DRUGS

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

#### SUBCHAPTER B—FOOD AND FOOD PRODUCTS

#### PART 121—FOOD ADDITIVES

#### Subpart C—Food Additives Permitted in Feed and Drinking Water of Animals or for the Treatment of Food-Producing Animals

#### ALUMINUM PHOSPHIDE

#### Correction

In F.R. Doc. 66-2792, appearing at page 4447 of the issue for Wednesday, March 16, 1966, the fourth line of § 121.1178(b) is corrected to read "with the U.S. Department of Agriculture."

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

[Docket No. 7104; Amdt. 39-215]

#### PART 39—AIRWORTHINESS DIRECTIVES

#### Dowty Rotol Propellers

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring rework of the lock support sleeve on Dowty Rotol propellers was published in 31 F.R. 352.

Interested persons have been afforded an opportunity to participate in the making of the amendment. A comment

<sup>2</sup> Commissioner Loevinger absent.

received advised that the rework called out in Revision 4 of Service Bulletin No. 61-185 is the same as rework called out in earlier revisions of the service bulletin and that pitch lock supports reworked in accordance with earlier revisions of the service bulletin would be of the same configuration as pitch lock supports reworked in accordance with Revision 4. The Agency concurs with this comment and the directive has been revised to permit the rework to be accomplished in accordance with earlier revisions of the service bulletin.

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

Dowty Rotol. Applies to Dowty Rotol propellers. (c) R.193/4-30-4/50, installed on Fairchild F-27; (c) R.184/4/30-4/50; installed on Grumman G-159; and (c) R.179/4-20-4/33, installed on Viscount 810.

Compliance required within the next 100 hours' time in service after the effective date of this AD unless already accomplished.

To prevent further improper operation of the propeller pitch lock under high oil temperature conditions, rework the existing Lock Support Sleeve, Dowty Rotol P/N RA.61236, in accordance with Dowty Rotol Service Bulletin No. 61-185 (Modification No. (c) VP.2032) or later ARB-approved revision.

This amendment becomes effective April 22, 1966.

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

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

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

[F.R. Doc. 66-3041; Filed, Mar. 22, 1966; 8:47 a.m.]

[Docket No. 7227; Amdt. 39-216]

#### PART 39—AIRWORTHINESS DIRECTIVES

#### Boeing Model 727 Airplanes

There has been a failure of an outboard aileron lockout that resulted in outboard aileron movement with flaps up. Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive is being issued to require inspection and replacement as necessary of the flap drive coupling sleeve on Boeing Model 727 airplanes.

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

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

the following new airworthiness directive:

**BOEING.** Applies to Model 727 airplanes delivered July 2, 1965 through January 20, 1966, and airplanes that have had flap drive coupling sleeves, P/N 69-33513-1, replaced.

Compliance required as indicated, unless already accomplished.

To prevent disengagement of the flap drive and the outboard aileron lockout, accomplish the following:

(a) Within the next 125 hours' time in service after the effective date of this AD, visually inspect flap drive coupling sleeve, P/N 69-33513-1, to ensure that the end of the coupling sleeve, opposite the flange end, is rolled 180°, forming a lip.

(b) Replace sleeves having ends not rolled 180° before further flight.

(Boeing telegram to Boeing operators, dated January 20, 1966, pertains to this subject.)

This amendment becomes effective March 23, 1966.

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

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

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

[F.R. Doc. 66-3042; Filed, Mar. 22, 1966; 8:47 a.m.]

[Docket No. 7199; Amdt. 39-217]

**PART 39—AIRWORTHINESS DIRECTIVES**

**Fairchild Model F-27 Series Airplanes**

Pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), an airworthiness directive was adopted on March 11, 1966, and made effective immediately as to all known U.S. operators of Fairchild Model F-27 Series airplanes. The directive requires inspection of the horizontal stabilizers and repair or replacement if cracks are found.

Since it was found that immediate corrective action was required, notice and public procedure thereon was impracticable and contrary to the public interest and good cause existed for making the airworthiness directive effective immediately as to all known U.S. operators of Fairchild Model F-27 Series airplanes by individual telegrams dated March 11, 1966. These conditions still exist and the airworthiness directive is hereby published in the FEDERAL REGISTER as an amendment to § 39.13 of Part 39 of the Federal Aviation Regulations to make it effective as to all persons.

**FAIRCHILD.** Applies to Model F-27 Series airplanes.

Compliance required as indicated.

To detect cracks in the skin, spar cap, rib cap, and stringers of the upper inboard forward part of the left and right horizontal stabilizer, accomplish the following:

(a) Inspect horizontal stabilizers that have vibration damper weights installed in accordance with paragraph (d) within the next 10 hours' time in service after the effective date of this AD, unless already accom-

plished within the last 25 hours' time in service, and thereafter at intervals not to exceed 35 hours' time in service from the last inspection.

(b) Inspect horizontal stabilizers that have had vibration damper weights installed, and later removed, in accordance with paragraph (d) within the next 10 hours' time in service after the effective date of this AD, unless already accomplished within the last 115 hours' time in service, and thereafter at intervals not to exceed 125 hours' time in service from the last inspection.

(c) Inspect horizontal stabilizers that have never had vibration damper weights installed, in accordance with paragraph (d) within the next 300 hours' time in service after the effective date of this AD, unless already accomplished.

(d) Remove the stabilizer inboard leading edge fairing. Inspect the upper spar cap, top skin, and rib caps and stringers beneath the top skin, for cracks in the area from stabilizer Station 0 to Station 30.0, and aft from the front spar to stringer No. 10, using X-ray, dye penetrant in conjunction with a glass of at least 10-power, or an FAA-approved equivalent.

(e) If a crack is found during the inspection required by paragraph (d), repair the crack before further flight with an FAA-approved repair, or replace the cracked part with a part of the same part number that has been inspected in accordance with paragraph (d) or with an equivalent part approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(f) The repetitive inspections required by paragraphs (a) and (b) may be discontinued after replacement of horizontal stabilizers with stabilizers that have never had vibration damper weights installed.

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

(Fairchild-Hiller Alert Service Bulletin No. 55-9A dated March 6, 1966, and Supplement dated March 10, 1966, pertains to this subject.)

This amendment shall become effective upon publication in the FEDERAL REGISTER for all persons except those to whom it was made effective immediately by telegram dated March 11, 1966.

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

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

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

[F.R. Doc. 66-3043; Filed, Mar. 22, 1966; 8:47 a.m.]

[Docket No. 7228; Amdt. 39-218]

**PART 39—AIRWORTHINESS DIRECTIVES**

**Air and Space Model 18A Gyroplanes**

On October 8, 1965, the Federal Aviation Agency, by order of suspension, suspended the airworthiness certificates of Air & Space Manufacturing, Inc., Model 18A Gyroplanes, pending a deter-

mination that the Model 18A met the certification airworthiness requirements pertaining to lateral control. On November 19, 1965, the Agency advised, by amended order of suspension, that the Model 18A would meet the certification airworthiness requirements pertaining to lateral control when modified in accordance with Air & Space Service Bulletin No. 4. The Agency has been advised that many of these gyroplanes have not been modified. In order to provide notice to all interested persons of the need for compliance with Air & Space Service Bulletin No. 4, an airworthiness directive is being issued requiring modification in accordance with the manufacturer's service bulletin.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive: **Air & Space.** Applies to Model 18A Gyroplanes, Serial Numbers 18-6 through 18-49.

Compliance required before further flight unless already accomplished.

Modify gyroplanes in accordance with Air & Space Manufacturing, Inc., Service Bulletin No. 4, dated November 16, 1965, or an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Central Region.

This amendment becomes effective March 23, 1966.

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

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

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

[F.R. Doc. 66-3044; Filed, Mar. 22, 1966; 8:47 a.m.]

[Airspace Docket No. 66-CE-19]

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

**Revocation of Control Area Extensions**

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to revoke the Atterbury, Ind., Indianapolis, Ind., and Ypsilanti, Mich., control area extensions.

The airspace contained within these control area extensions is now encompassed by transition areas. There is no further requirement for these control area extensions.

Since the change effected by this amendment is editorial in nature and imposes no burden on any person, notice and public procedure hereon are unnecessary and the amendment may become effective on less than 30 days' notice.



In consideration of the foregoing, effective immediately, § 71.165 of the Federal Aviation Regulations (31 F.R. 2055) is hereby amended as follows:

(1) Revoke the Atterbury, Ind., control area extension.

(2) Revoke the Indianapolis, Ind., control area extension.

(3) Revoke the Ypsilanti, Mich., control area extension.

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

Issued in Kansas City, Mo., on March 11, 1966.

FRANCIS E. UNTI,  
Acting Director, Central Region.

[F.R. Doc. 66-3019; Filed, Mar. 22, 1966; 8:45 a.m.]

[Airspace Docket No. 66-EA-14]

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

##### Alteration of Control Zone

The Federal Aviation Agency is considering amending § 71.171 of Part 71 of the Federal Aviation Regulations which will alter the Groton, Conn., control zone (31 F.R. 2096).

The instrument approach to Trumbull Airport, Groton, Conn., AL-5049-VOR R140 will be canceled March 12, 1966. Therefore, the extension based on the 126° T (140° M) radial may be deleted.

This alteration releases additional airspace which heretofore has been controlled and therefore imposes no additional burden on any person. Therefore the Administrator finds that notice and public procedure hereon are unnecessary.

In view of the foregoing the proposed regulation is hereby adopted effective 0001 e.s.t., April 28, 1966 as follows:

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to alter the Groton, Conn., control zone by deleting the phrase, "within 2 miles each side of the Groton VOR 126° radial extending from the 4-mile radius zone to 6.5 miles SE of the VOR."

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

Issued in Jamaica, N.Y., on March 4, 1966.

WAYNE HENDERSHOT,  
Deputy Director, Eastern Region.

[F.R. Doc. 66-3021; Filed, Mar. 22, 1966; 8:45 a.m.]

[Airspace Docket No. 65-AL-25]

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

##### Alteration of Control Zone

On January 8, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 271) stating that the Federal Aviation Agency proposed to alter the controlled airspace in

the Nenana, Alaska, terminal area by adding a control zone extension.

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

Further study of the airspace requirements at Nenana, Alaska, has revealed that an 8-mile, rather than a 10-mile, control zone extension would provide adequate controlled airspace for aircraft executing the prescribed instrument approach procedure. This modification is reflected in the final rule. Since the change thus effected is less restrictive in nature than the proposed rule, notice and public procedure thereon are unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., May 26, 1966, as hereinafter set forth.

In § 71.171 (31 F.R. 2118), the Nenana, Alaska, control zone is amended as follows:

##### NENANA, ALASKA

Within a 5-mile radius of the Nenana Airport (latitude 64°32'50" N., longitude 149°04'35" W.); and within 2 miles each side of the Nenana RR SE course extending from the 5-mile radius zone to 8 miles SE of the RR.

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

Issued in Anchorage, Alaska, on March 14, 1966.

GEORGE M. GARY,  
Director, Alaskan Region.

[F.R. Doc. 66-3045; Filed, Mar. 22, 1966; 8:47 a.m.]

[Airspace Docket No. 66-SO-6]

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

##### Designation of Transition Area

On February 9, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 2553) stating that the Federal Aviation Agency was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Rock Hill, S.C., transition area.

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

Subsequent to the publication of the notice, the final approach course was redefined as the Fort Mill, S.C., VOR 267° radial and the geographical coordinate for the Rock Hill Airport was verified by Coast and Geodetic Survey as latitude 34°59'05" N., longitude 81°03'30" W. Since these amendments are editorial in nature and impose no additional burden on the public, they are incorporated in this rule.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., May 26, 1966, as hereinafter set forth.

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

##### Rock Hill, S.C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rock Hill Airport (latitude 34°59'05" N., longitude 81°03'30" W.); within 2 miles each side of the Fort Mill, S.C., VOR 267° radial extending from the 5-mile radius area to the VOR; excluding that airspace which coincides with the Charlotte, N.C., 700-foot transition area.

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

Issued in East Point, Ga., on March 16, 1966.

WILLIAM M. FLENER,  
Acting Director, Southern Region.

[F.R. Doc. 66-3048; Filed, Mar. 22, 1966; 8:47 a.m.]

[Airspace Docket No. 66-SO-2]

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

##### Alteration of Transition Area

On February 8, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 2489) stating that the Federal Aviation Agency was considering an amendment which would alter the Greensboro, N.C., transition 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 0001 e.s.t., May 26, 1966, as hereinafter set forth.

In § 71.181 (31 F.R. 2149) the Greensboro, N.C., 700-foot transition area (31 F.R. 536) is amended to read:

##### GREENSBORO, N.C.

That airspace extending upward from 700 feet above the surface within a 8-mile radius of the Greensboro-High Point Airport (latitude 36°05'36" N., longitude 79°56'34" W.); within 2 miles each side of the Greensboro ILS localizer SE course extending from the 8-mile radius area to 8 miles SE of the Greensboro VORTAC 087° radial; within 2 miles each side of the Greensboro VORTAC 207° radial extending from the 8-mile radius area to 8 miles SW of the VORTAC; within 2 miles each side of the Greensboro VORTAC 034° radial extending from the 8-mile radius area to 16 miles NE of the VORTAC; within 2 miles each side of the extended centerline of Runway 5 extending from the 8-mile radius area to 8 miles NE of the airport reference point.

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

Issued in East Point, Ga., on March 16, 1966.

WILLIAM M. FLENER,  
Acting Director, Southern Region.

[F.R. Doc. 66-3046; Filed, Mar. 22, 1966; 8:47 a.m.]



[Airspace Docket No. 66-SO-5]

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

**Designation of Transition Area**

On February 8, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 2490) stating that the Federal Aviation Agency was considering an amendment to Part 71 of the Federal Aviation Regulations which would designate a transition area at Winder, Ga.

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 0001 e.s.t., May 26, 1966, as hereinafter set forth.

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

**WINDER, GA.**

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Winder Airport (latitude 33°58'40" N., longitude 83°40'05" W.); within 2 miles each side of the Athens, Ga., VORTAC 278° radial extending from the 6-mile radius area to 6 miles E of the airport.

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

Issued in East Point, Ga., on March 16, 1966.

**WILLIAM M. FLENER,**  
*Acting Director, Southern Region.*

[F.R. Doc. 66-3047; Filed, Mar. 22, 1966; 8:47 a.m.]

[Airspace Docket No. 66-SO-22]

**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 Memphis, Tenn., transition area.

The Memphis, Tenn., transition area is described in 31 F.R. 2149. An extension to the transition area is described in part as " . . . within 2 miles each side of the Memphis VORTAC 266° radial extending from the 8-mile radius area to the VORTAC . . ."

Because of the redefining of the final approach radial, it is necessary to redesignate this extension on the Memphis VORTAC 265° radial.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth.

In § 71.181 (31 F.R. 2149) the Memphis, Tenn., transition area is amended as follows: Substitute " . . . within 2

miles each side of the Memphis VORTAC 265° radial extending from the 8-mile radius area to the VORTAC . . . " for " . . . within 2 miles each side of the Memphis VORTAC 266° radial extending from the 8-mile radius area to the VORTAC . . ."

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

Issued in East Point, Ga., on March 16, 1966.

**WILLIAM M. FLENER,**  
*Acting Director, Southern Region.*

[F.R. Doc. 66-3049; Filed, Mar. 22, 1966; 8:47 a.m.]

[Airspace Docket No. 66-SW-8]

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

**Revocation of Federal Airway**

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to revoke Federal airway No. 303 east alternate between Fort Smith, Ark., and Hot Springs, Ark.

This segment is no longer required for air traffic service. Depiction of an unneeded airway number, crossing altitudes and minimum reception altitudes contribute to unnecessary chart clutter. Therefore it appears advisable to revoke this segment. Since this entire segment is codesignated with segments of V-74 North alternate and V-71 West alternate, revocation of the segment will not affect the availability of this route for traffic between Fort Smith and Hot Springs.

Since the designation of this segment is unnecessary, and its revocation will not alter the burden upon the public, the Administrator finds that notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective May 26, 1966, as hereinafter set forth.

In § 71.123 (31 F.R. 2009) V-303 is amended as follows: " . . . including an E alternate via INT Hot Springs 335° and Fort Smith 096° radials." is deleted.

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

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

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

[F.R. Doc. 66-3050; Filed, Mar. 22, 1966; 8:47 a.m.]

[Airspace Docket No. 65-CE-112]

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

**Alteration of Federal Airways**

On December 17, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 15592) stating that the Federal Aviation Agency was considering amendments to Part 71 of

the Federal Aviation Regulations that would alter airway alignments and reporting points in the vicinity of Muncie, Ind.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., May 26, 1966 as hereinafter set forth.

a. Section 71.123 (31 F.R. 2009) is amended as follows:

1. In V-11 "including an E alternate 12 AGL via INT Indianapolis 069° and Shelbyville, Ind., 006° radials and INT Shelbyville 006° radial with Fort Wayne 218° radials;" is deleted and "including 12 AGL E alternate via INT Indianapolis 060° and Shelbyville, Ind., 006° radials, and INT Shelbyville 006° and Fort Wayne 218° radials;" is substituted therefor.

2. In V-14 "12 AGL INT Indianapolis 054° and Findlay, Ohio, 249° radials; 12 AGL Findlay;" is deleted and "12 AGL Muncie, Ind.; 12 AGL Findlay, Ohio;" is substituted therefor.

3. In V-50 all after "Indianapolis, Ind.;" is deleted and "Dayton, Ohio, including an N alternate via Muncie, Ind." is substituted therefor.

4. In V-55 all before "Goshen, Ind.;" is deleted and "From Dayton, Ohio, via Fort Wayne, Ind., including an E alternate via INT Dayton 347° and Fort Wayne 128° radials;" is substituted therefor.

5. In V-210 "12 AGL INT Indianapolis 069° and Fort Wayne, Ind., 187° radials; Rosewood, Ohio;" is deleted and "12 AGL Muncie, Ind.; 12 AGL Rosewood, Ohio;" is substituted therefor.

b. Section 71.203 (31 F.R. 2277) is amended as follows:

1. The "Coldwater INT: is revoked.
2. "Muncie, Ind." is added therein.

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

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

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

[F.R. Doc. 66-3059; Filed, Mar. 22, 1966; 8:49 a.m.]

[Airspace Docket No. 66-SW-5]

**PART 75—ESTABLISHMENT OF JET ROUTES**

**Realignment of Jet Route**

The purpose of this amendment to Part 75 of the Federal Aviation Regulations is to realign Jet Route No. 2, in the vicinity of San Antonio, Tex.

This realignment of Jet Route No. 2 would cause the jet route to precisely overlie the low-altitude airway, and will facilitate transition between the high and low altitude airspace structures.

Since this amendment is minor in nature and imposes no burden upon the

public, notice and public procedure are considered unnecessary.

In consideration of the foregoing, Part 75 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., May 26, 1966, as hereinafter set forth.

1. Section 75.100 (31 F.R. 2346) is amended as follows: In Jet Route No. 2 "San Antonio, Tex., 310" is deleted and "San Antonio, Tex., 309" is substituted therefor.

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

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

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

[F.R. Doc. 66-3051; Filed, Mar. 22, 1966;  
8:47 a.m.]

## Title 49—TRANSPORTATION

### Chapter I—Interstate Commerce Commission

#### SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[Service Order No. 976]

#### PART 95—CAR SERVICE

##### Unloading Boxcars and Covered Hopper Cars at Ports

Upon consideration of the fact that serious economic and commercial effects may result from the short time period between issuance and effective dates of Service Order No. 976;

*It is ordered,* That the effective date of Service Order No. 976 is hereby postponed from March 21, 1966, to become effective at 12:01 a.m., March 24, 1966.

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

Dated at Washington, D.C., this 18th day of March 1966.

By the Commission, Chairman Bush.

[SEAL]

**H. NEIL GARSON,**  
*Secretary.*

[F.R. Doc. 66-3138; Filed, Mar. 22, 1966;  
10:01 a.m.]

# Proposed Rule Making

## FEDERAL AVIATION AGENCY

[ 14 CFR Part 39 ]

[Docket No. 6328]

### AIRWORTHINESS DIRECTIVES

#### General Electric CT58 Series Engines

Amendment 39-3 (29 F.R. 15810), AD 64-26-2, requires inspection for evidence of metal chips and particles from the starter drive shaft bearing and removal of the engine from service if chips and particles are found. Subsequent to the issuance of Amendment 39-3, the Agency has determined through testing and evaluation that starter bearing failures can be alleviated through the installation of modified G.E. starters. Therefore, it is proposed to amend Part 39 of the Federal Aviation Regulations by amending Amendment 39-3 by requiring the installation of modified G.E. starters.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before April 23, 1966, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

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

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 39-3 (29 F.R. 15810), AD 64-26-2, as follows:

1. By amending the applicability paragraph to read as follows:

**GENERAL ELECTRIC.** Applies to Models CT58-100-1, 100-2, 110-1 engines; Model CT58-140-1 engines, Serial Numbers 295001 through 295018; Model T58-GE-1 engines; and Model T58-GE-5 engines, Serial Numbers 285001 through 285018.

2. By adding the following new paragraphs at the end thereof:

(e) Within the next 1,600 hours' time in service after the effective date of this amendment, accomplish the following:

(1) On installations that incorporate General Electric starter Models 2CM270DS or 2CM270DS, install front frame accessory drive pinion bearing, P/N 4002T03 (Vendor P/N HDB003-9), and modify starter by incorporating a new field winding assembly,

P/N 36A227553G01 or 36A227554G01. Stamp a "B" on the starter nameplate after the starter model number on starters, Model 2CM270DS, and a "C" on the nameplate after the starter model number on starters, Model 2CM270DS, to indicate the field winding assembly has been changed. (Starter Models 2CM270DSB and 2CM270DSC have been modified at the factory.)

(2) On installations which incorporate starters other than General Electric Models 2CM270DS or 2CM270DS, install front frame accessory drive pinion bearing, P/N 4002T03D03 (Vendor P/N HDB003-9).

(f) The inspections required by paragraphs (a) through (c) may be discontinued upon the accomplishment of the installations and modifications specified in paragraph (e).

3. By amending the parenthetical reference statement to read:

(General Electric Commercial Engine Bulletin No. 141 and General Electric Starter Service Bulletin No. 80-2 pertain to this subject.)

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

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

[F.R. Doc. 66-3052; Filed, Mar. 22, 1966;  
8:48 a.m.]

## [ 14 CFR Part 71 ]

[Airspace Docket No. 65-EA-105]

### FEDERAL AIRWAYS

#### Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations that would raise the floors of Federal airways in the Boston, Mass., flight advisory area.

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, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y., 11430. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

The Federal Aviation Agency proposes to redesignate floors on the pertinent airway segments as hereinafter set forth.

1. V-2 From Utica, N.Y., 1,200 feet above the surface (AGL) via Albany, N.Y.; 1,200 feet AGL INT Albany 094° and Gardner, Mass., 284° True radials; 1,200 feet AGL Gardner; 1,200 feet AGL Boston, Mass.

2. V-3 From Hartford, Conn., 1,200 feet AGL via INT Hartford 044° and Boston, Mass., 256° True radials; 1,200 feet AGL Boston; 1,200 feet AGL Kennebunk, Maine; 1,200 feet AGL Augusta, Maine; 1,200 feet AGL Bangor, Maine; 1,200 feet AGL INT Bangor 089° and Houlton, Maine, 203° True radials; 1,200 feet AGL Houlton; 1,200 feet AGL Presque Isle, Maine.

3. V-14 From INT Georgetown, N.Y., 093° and Albany, N.Y., 270° True radials; 1,200 feet AGL Albany; 1,200 feet AGL INT Albany 094° and Gardner, Mass., 284° True radials; 1,200 feet AGL Gardner; 1,200 feet AGL INT Gardner 133° and Boston, Mass., 256° True radials; 1,200 feet AGL Boston.

4. V-16 From Riverhead, N.Y., 1,200 feet AGL via Norwich, Conn.; 1,200 feet AGL Boston, Mass.

5. V-29 From Watertown, N.Y., 1,200 feet AGL via INT Watertown 033° and Massena, N.Y., 241° True radials; 1,200 feet AGL Massena.

6. V-39 From Poughkeepsie, N.Y., 1,200 feet AGL via Westfield, Mass.; 1,200 feet AGL Gardner, Mass.; 1,200 feet AGL Concord, N.H.; 1,200 feet AGL Kennebunk, Maine; 1,200 feet AGL Augusta, Maine; 1,200 feet AGL INT Augusta 025° and Millinocket, Maine, 228° True radials; 1,200 feet AGL Millinocket; 1,200 feet AGL Presque Isle, Maine; 1,200 feet AGL to INT Presque Isle 356° True radial and the United States/Canadian border.

7. V-72 From Rockdale, N.Y.; 1,200 feet AGL Albany, N.Y.

8. V-91 From Poughkeepsie, N.Y., 1,200 feet AGL via INT Poughkeepsie 342° and Albany, N.Y., 181° True radials; 1,200 feet AGL Albany; 1,200 feet AGL Glens Falls, N.Y.; 1,200 feet AGL INT Glens Falls 082° and Burlington, Vt., 187° True radials; 1,200 feet AGL Burlington; 1,200 feet AGL Plattsburgh, N.Y.; 1,200 feet AGL St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

9. V-93 From Poughkeepsie, N.Y., 1,200 feet AGL Chester, Mass.; 1,200 feet AGL INT Chester 040° and Keene, N.H., 231° True radials; 1,200 feet AGL Keene; 1,200 feet AGL Concord, N.H.; 1,200 feet AGL INT Concord 041° and Augusta, Maine, 239° True radials; 1,200 feet AGL Augusta; 1,200 feet AGL Bangor, Maine; 1,200 feet AGL Princeton, Maine; 1,200 feet AGL via Princeton 057° True radial to United States/Canadian border.

10. V-98 From Stirling, Ontario, Canada, 1,200 feet AGL via Massena, N.Y.; 1,200 feet AGL St. Johns, Quebec, Canada. The airspace within Canada is excluded.

11. V-104 From INT Ottawa, Ontario, Canada, 095° and Massena, N.Y., 330° True radials; 1,200 feet AGL Massena; 1,200 feet AGL Plattsburgh, N.Y. The airspace within Canada is excluded.

12. V-106 From Poughkeepsie, N.Y., 1,200 feet AGL via Westfield, Mass.; 1,200 feet AGL Gardner, Mass.; 1,200 feet AGL INT Gardner 051° and Concord, N.H., 146° True radials; 1,200 feet AGL Kennebunk, Maine.



13. V-123 From Carmel, N.Y., 1,200 feet AGL via INT Carmel 031° and Poughkeepsie, N.Y., 099° True radials; 1,200 feet AGL Westfield, Mass.

14. V-130 From Albany, N.Y., 1,200 feet AGL via Hartford, Conn.; 1,200 feet AGL Norwich, Conn.; 1,200 feet AGL INT Norwich 090° True radial and Providence, R.I., ILS localizer S course.

15. V-139 From Hampton, N.Y., 1,200 feet AGL via INT Hampton 059° and Providence, R.I., 212° True radials; 1,200 feet AGL Providence; 1,200 feet AGL 6 miles wide Whitman, Mass., including a 1,200 feet AGL E alternate; 1,200 feet AGL INT Whitman 041° and Manchester, N.H., 130° True radials; 1,200 feet AGL INT Manchester 130° and Boston, Mass., 015° True radials; 1,200 feet AGL INT Manchester 117° and Boston 015° True radials. The airspace below 2,000 feet MSL outside the United States is excluded.

16. V-141 From Nantucket, Mass., 1,200 feet AGL via Hyannis, Mass.; 1,200 feet AGL INT Hyannis 332° and Boston, Mass., 133° True radials; 1,200 feet AGL Boston; 1,200 feet AGL INT Boston 015° and Manchester, N.H., 117° True radials; 1,200 feet AGL Manchester; 1,200 feet AGL Concord, N.H.; 1,200 feet AGL Lebanon, N.H., including a 1,200 feet AGL E alternate via INT Concord 011° and Kennebunk, Maine, 281° True radials; 1,200 feet AGL Burlington, Vt.; 1,200 feet AGL Massena, N.Y.

17. V-146 From Poughkeepsie, N.Y., 1,200 feet AGL via Putnam, Conn.; 1,200 feet AGL Providence, R.I.; 1,200 feet AGL Martha's Vineyard, Mass.; 1,200 feet AGL Nantucket, Mass.

18. V-151 From Providence, R.I., 1,200 feet AGL via Gardner, Mass.; 1,200 feet AGL Keene, N.H.; 1,200 feet AGL Lebanon, N.H., including a 1,200 feet AGL W alternate via INT Keene 341° and Lebanon 211° True radials; 1,200 feet AGL Montpelier, Vt.; 1,200 feet AGL Burlington, Vt.

19. V-167 From Hartford, Conn., 1,200 feet AGL via INT Hartford 076° and Providence, R.I., 270° True radials; 1,200 feet AGL Providence; 1,200 feet AGL INT Providence 101° and Hyannis, Mass., 224° True radials; 1,200 feet AGL Hyannis.

20. V-196 From Utica, N.Y., 1,200 feet AGL via Saranac Lake, N.Y.; 1,200 feet AGL Plattsburgh, N.Y.

21. V-203 From Norwich, Conn., 1,200 feet AGL via Chester, Mass.; 1,200 feet AGL INT Chester 293° and Albany, N.Y., 139° True radials; 1,200 feet AGL Albany; 1,200 feet AGL Saranac Lake, N.Y.; 1,200 feet AGL Massena, N.Y.; 1,200 feet AGL St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

22. V-270 From De Lancy, N.Y., 1,200 feet AGL Chester, N.Y.

23. V-282 From Saranac Lake, N.Y., 1,200 feet AGL St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

24. V-292 From Hartford, Conn., 1,200 feet AGL via Putnam, Conn.; 1,200 feet AGL INT Putnam 043° and Boston, Mass., 256° True radials; 1,200 feet AGL Boston.

25. V-302 From Augusta, Maine, 1,200 feet AGL INT Augusta 123° and Bangor, Maine, 192° True radials.

26. V-308 From Hampton, N.Y., 1,200 feet AGL via INT Hampton 059° and Norwich, Conn., 177° True radials; 1,200 feet AGL Norwich, Conn.; 1,200 feet AGL Putnam, Conn.; 1,200 feet AGL INT Putnam 043° and Boston, Mass., 256° True radials; 1,200 feet AGL Boston. The airspace below 2,000 feet MSL outside the United States is excluded.

27. V-322 From INT of Sherbrooke, Quebec, Canada, 150° and Montpelier, Vt., 069° True radials; 1,200 feet AGL Sherbrooke. The airspace within Canada is excluded.

28. V-431 From Keene, N.H., 1,200 feet AGL via Glens Falls, N.Y.; 1,200 feet AGL

INT Glens Falls 286° and Albany, N.Y., 350° True radials.

29. V-447 From Montpelier, Vt., 1,200 feet AGL via INT Montpelier 020° and Sherbrooke, Quebec, Canada, 217° True radials; 1,200 feet AGL Sherbrooke. The airspace within Canada is excluded.

30. V-451 From INT Whitman, Mass., 177° and Providence, R.I., 118° True radials; 1,200 feet AGL Whitman; 1,200 feet AGL Boston, Mass.

31. V-457 From Norwich, Conn., 1,200 feet AGL via Providence, R.I.; 1,200 feet AGL INT Providence 013° and Boston, Mass., 223° True radials; 1,200 feet AGL Boston.

32. V-471 From INT Princeton, Maine, 208° and Bangor, Maine, 132° True radials; 1,200 feet AGL Bangor; 1,200 feet AGL Millinocket, Maine; 1,200 feet AGL Houlton, Maine; 1,200 feet AGL INT Houlton 085° True radials and the United States/Canadian border.

33. V-475 From Madison, Conn., 1,200 feet AGL Putnam, Conn., including a 1,200 feet AGL E alternate via Norwich, Conn.

34. V-487 From Poughkeepsie, N.Y., 1,200 feet AGL via Cambridge, N.Y., 1,200 feet AGL INT Cambridge 002° and Glens Falls, N.Y., 032° True radials; 1,200 feet AGL Burlington, Vt.; 1,200 feet AGL INT Burlington 359° and St. Johns, Quebec, Canada, 158° True radials; 1,200 feet AGL St. Johns. The airspace within Canada is excluded.

35. V-489 From Kingston, N.Y., 1,200 feet AGL Albany, N.Y.; 1,200 feet AGL Glens Falls, N.Y.; 1,200 feet AGL Plattsburgh, N.Y.

36. V-490 From Utica, N.Y., 1,200 feet AGL via Cambridge, N.Y.; 1,200 feet AGL Manchester, N.H.; 1,200 feet AGL INT Manchester 117° and Boston, Mass., 016° True radials.

37. V-496 From Utica, N.Y., 1,200 feet AGL Glens Falls, N.Y.

38. Blue 63 From the Laconia, N.H., RBN, 1,200 feet AGL via the North Conway, N.H., RBN; 1,200 feet AGL Berlin, N.H., RBN.

39. Green 1 From the Sherbrooke, Quebec, Canada, RBN 5,200 feet MSL for 82 miles, 1,200 feet AGL Millinocket, Maine, RBN; 1,200 feet AGL Forest City, New Brunswick, Canada, RBN. The airspace within Canada is excluded.

40. V-300 From Sherbrooke, Quebec, Canada, 5,200 feet MSL for 86 miles, 1,200 feet AGL Millinocket, Maine; 1,200 feet AGL Fredrickton, New Brunswick, Canada. The airspace within Canada is excluded.

41. V-314 From Quebec, Canada, 5,500 feet MSL for 99 miles, 1,200 feet AGL Millinocket, Maine; 1,200 feet AGL Princeton, Maine; 1,200 feet AGL St. Johns, New Brunswick, Canada. The airspace within Canada is excluded.

42. V-318 From Quebec, Canada, 6,500 feet MSL for 81 miles, 8,500 feet MSL for 26 miles, 1,200 feet AGL Houlton, Maine.

With the exception of Blue 63, Green 1, V-196, V-300, V-314, and V-318, the airway segments considered herein are within transition areas with 1,200 feet above the surface floors. Accordingly, with the exception of Green 1, V-300, V-314, and V-318, 1,200 feet above the surface floors are proposed for these airway segments. In the case of Blue 63, the 1,200-foot above the surface floor is required for climb from the surface to minimum en route altitude at Laconia and Lebanon Airports. In the case of V-196, a floor of 4,500 feet MSL could be established for a distance of 29 miles, however, a height of only 137 feet could be realized over a 1,200-foot above the surface floor. Accordingly, this latter

floor is proposed for aeronautical chart legibility.

The alignments of V-196, V-282, and V-203 are described via those proposed in Airspace Docket No. 65-EA-58.

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

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

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

[F.R. Doc. 66-3053; Filed, Mar. 22, 1966;  
8:48 a.m.]

## [ 14 CFR Part 71 ]

[Airspace Docket No. 65-SO-64]

### AIRWAYS AND REPORTING POINTS

#### Proposed Redesignation

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations which would realign VOR Federal airways V-39 and V-213 and redesignate Bolton Intersection, in the vicinity of Myrtle Beach, S.C.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Southern Region, Federal Aviation Agency, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Post Office Box 20636, Atlanta, Ga., 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposal may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel, Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket will also be available at the Air Traffic Division of the Regional Office.

On June 23, 1966 the Myrtle Beach VOR is scheduled to be relocated at latitude 33°48'48" N., longitude 78°43'31" W. Coincidentally with that relocation it will be necessary to redesignate airways and reporting points as hereinafter set forth.

1. Realign V-39 from Myrtle Beach via the intersection of Myrtle Beach 031° T (034° M) and Fayetteville, N.C., 163° T (167° M) radials to Fayetteville.

2. Realign V-213 from Myrtle Beach via the intersection of Myrtle Beach 031° T (034° M) and Rocky Mount, N.C., 191° T (196° M) radials, to Rocky Mount.

3. Redesignate the designated low-altitude reporting point, Bolton INT, as the intersection of Myrtle Beach 031° T (034° M) and Wilmington, N.C., 276° T (280° M) radials.

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

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

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

[F.R. Doc. 66-3054; Filed, Mar. 22, 1966;  
8:48 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 65-SO-83]

### TRANSITION AREAS AND CONTROL ZONE

#### Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations which would alter the Atlanta, Ga., and Chattanooga, Tenn., transition areas, and the Atlanta, Ga., control zone.

The Atlanta, Ga., transition area is described in 31 F.R. 2149.

The Atlanta, Ga., transition area would be redesignated as that airspace extending upward from 700 feet above the surface within a 15-mile radius of the Atlanta Airport (latitude 33°38'42" N., longitude 84°25'37" W.), excluding the airspace within a 1.5-mile radius of the Edwards Skyport, Atlanta, Ga. (latitude 33°32'47" N., longitude 84°38'31" W.), and the Gunn Airport, Atlanta, Ga. (latitude 33°43'14" N., longitude 84°09'56" W.); within a 5-mile radius of the De Kalb-Peachtree Airport, Chamblee, Ga. (latitude 33°52'30" N., longitude 84°18'10" W.); within 5 miles SW and 8 miles NE of the Atlanta ILS localizer SE course, extending from the LOM to 12 miles SE of the LOM; within 2 miles each side of the 114° bearing from the Runway 33 LOM, extending from the 15-mile radius area to 17 miles SE of the LOM; that airspace extending upward from 1,200 feet above the surface within a 50-mile radius of the Atlanta Airport; within a 30-mile radius of Lost Mountain, Ga., RBN; that airspace NW of Lost Mountain, Ga., extending from the 30-mile radius area bounded on the W by longitude 85°00'00" W., on the N by latitude 34°30'00" N., and on the E by the W boundary of V-5W, excluding the portion that coincides with the Chattanooga, Tenn., transition area; that airspace N of Atlanta extending from the 50-mile radius area bounded on the W by V-51, on the N by V-54, on the E by V-267; that airspace NE of Atlanta bounded on the N by V-54, on the E by a line 5 miles E of and parallel to the Knoxville VORTAC 166° radial and the Norcross VORTAC 025° radial, on the S by V-222 and on the W by V-267; that airspace NE and E of Atlanta extending from the 50-mile radius area bounded on the NW by V-222, on the E by a line extending from the SE boundary of V-222 west of Greenville, S.C., counterclockwise along the arc of a 30-mile radius circle centered at latitude 34°48'45" N., longitude 82°20'30" W., to its INT with

the arc of a 15-mile radius circle centered at the Greenwood VOR, thence counterclockwise along this arc to its INT with the N boundary of V-454, thence via the N boundary of V-454 to longitude 83°00'00" W., thence via longitude 83°00'00" W. to the N boundary of V-18S, and on the S by the N boundary of V-18S; that airspace SW of Atlanta extending from the 50-mile radius area bounded on the N by V-18, on the S by V-20N, on the SW by V-159 and on the W by longitude 86°00'00" W., and that airspace W of Atlanta extending from the 50-mile radius area bounded on the N by a line 12 miles N of and parallel to the Runway 9L ILS localizer W course, on the S by V-18, and on the W by longitude 85°33'00" W., excluding the portion within R-3001.

The Chattanooga, Tenn., transition area is described in 31 F.R. 2149.

The Chattanooga, Tenn., transition area would be redesignated as that airspace extending upward from 700 feet above the surface within a 14-mile radius of Lovell Field, Chattanooga, Tenn. (latitude 35°02'05" N., longitude 85°12'10" W.), extending clockwise from the 020° to the 250° bearings from the airport; within a 20-mile radius of Lovell Field, extending clockwise from the 250° and 020° bearings from the airport; within 4 miles each side of the Chattanooga VORTAC 263° radial, extending between the arcs of a 14-mile and a 25-mile radius circle each centered at Lovell Field; within 8 miles E and 5 miles W of the Chattanooga, Tenn., RBN 016° bearing, extending from the RBN to 12 miles N; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Lovell Field; within the area SE of Chattanooga, extending from the 25-mile radius area bounded on the E by the W boundary of V-5W, on the S by a line through latitude 34°26'58" N., longitude 84°55'58" W., and latitude 34°25'30" N., longitude 84°59'30" W., and on the W by a line 9 miles W of and parallel to the Chattanooga VORTAC 152° radial; within the area S, extending from the 25-mile radius area bounded on the E by a line 9 miles W of and parallel to the Chattanooga VORTAC 152° radial, on the S by latitude 34°37'00" N., on the W by the E boundary of V-115E; within the area N, NE, and NW of Chattanooga extending from the 25-mile radius area bounded by a line beginning at the INT of the arc of a 25-mile radius circle centered at Lovell Field and a line 6 miles W of and parallel to the Chattanooga VORTAC 313° radial; thence NW along a line 6 miles W of and parallel to the Chattanooga VORTAC 313° radial, to and clockwise along the arc of a 50-mile radius circle centered on the Chattanooga VORTAC, to the W boundary of V-51W; thence S along the W boundary of V-51W to latitude 35°24'30" N.; thence to altitude 35°22'45" N., longitude 84°45'00" W.; to latitude 35°17'30" N., longitude 84°45'10" W.; to latitude 35°08'20" N., longitude 84°45'35" W.; thence via latitude 35°08'20" N., to the arc of a 25-mile radius circle centered at Lovell Field; and that airspace extending upward from 3,000 feet MSL bounded on

the N by V-54, on the NE by the arc of a 25-mile radius circle centered at Lovell Field, on the SE by V-115, and on the W by a line extending through latitude 34°32'00" N., longitude 85°52'15" W., and latitude 34°48'00" N., longitude 85°57'10" W., excluding the portion that coincides with the Rome, Ga., transition area.

The proposed transition area alterations are needed for the protection of IFR operations in the Atlanta, Ga., and Chattanooga, Tenn., terminal areas necessitated by the airway reconfiguration as proposed in Airspace Docket No. 65-SO-59.

The editorial changes are required due to the decommissioning of the McDonough, Ga., Royston, Ga., and Talladega, Ala., VORs and the airway reconfiguration (Airspace Dockets 65-SO-46NR and 65-SO-59).

Additional airspace proposed in the Atlanta, Ga., 700-foot transition area is "that airspace within 2 miles each side of the 114° bearing from Runway 33 LOM, extending from the 15-mile radius circle to 17 miles SE of the LOM." Additional airspace proposed in the Atlanta, Ga., 1,200-foot transition area is "that airspace NW of Lost Mountain, Ga., extending from the 30-mile radius circle bounded on the W by longitude 85°00'00" W., on the N by latitude 34°30'00" N., and on the E by the W boundary of V-5W, excluding that portion that coincides with the Chattanooga, Tenn., transition area."

Additional airspace proposed in the Chattanooga, Tenn., 1,200-foot transition area is "that airspace S of Chattanooga bounded on the E by a line 9 miles W of and parallel to the Chattanooga VORTAC 152° radial, on the S by latitude 34°37'00" N., and on the W by the E boundary of V-115E."

The Atlanta, Ga., control zone is described in 31 F.R. 2065.

The Atlanta, Ga., control zone would be redesignated as within a 5-mile radius of Atlanta Airport (latitude 33°38'42" N., longitude 84°25'37" W.); within 2 miles each side of the Atlanta ILS Runway 9L localizer W course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Atlanta ILS localizer SE course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Atlanta ILS Runway 9L localizer E course, extending from the 5-mile radius zone to 8.5 miles E of the airport reference point; within 2 miles each side of the ILS Runway 9R localizer W course, extending from the 5-mile radius zone to the LOM; within 2 miles each side of the Rex, Ga., 271° radial, extending from the 5-mile radius zone to 8.5 miles E of the Atlanta Airport and within a 3-mile radius of Morris AAF (latitude 33°37'20" N., longitude 84°20'30" W.)

The proposed editorial change to the control zone is necessary because of the decommissioning of the McDonough, Ga., VOR.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the

Area Manager, Atlanta Area Office, Attention: Chief, Air Traffic Branch, Federal Aviation Agency, Post Office Box 20636, Atlanta, Ga., 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Branch. 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 Southern Regional Office, Federal Aviation Agency, Room 724, 3400 Whipple Street, East Point, Ga.

These amendments are proposed under section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)).

Issued in East Point, Ga., on March 16, 1966.

WILLIAM M. FLENER,  
Acting Director, Southern Region.

[F.R. Doc. 66-3055; Filed, Mar. 22, 1966;  
8:48 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 66-AL-4]

### CONTROL ZONE AND TRANSITION AREA

#### Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations which would alter the McGrath, Alaska, terminal airspace structure.

The following controlled airspace is presently designated in the McGrath, Alaska, terminal area:

#### McGRATH, ALASKA, CONTROL ZONE

Within a 5-mile radius of McGrath Airport (latitude 62°57'05" N., longitude 155°36'10" W.), and within 2 miles either side of the McGrath RR SE course, extending from the 5-mile radius to 12 miles SE of the RR.

#### McGRATH, ALASKA, TRANSITION AREA

That airspace extending upward from 1,200 feet above the surface within 13 miles SW and 7 miles NE of the 115° and 295° bearings from the McGrath RR, extending from 13 miles NW to 20 miles SE of the RR.

The military TACAN approach procedure has been canceled and a new approach procedure authorized using the McGrath VORTAC. Also, the VOR No. 1 instrument approach procedure has been amended. Therefore, to provide protected airspace for aircraft executing the authorized instrument approach procedures using the McGrath VORTAC, the following airspace actions are proposed:

1. Alter the McGrath, Alaska, Control Zone by redesignating it to comprise that airspace within a 5-mile radius of Mc-

Grath Airport (latitude 62°57'05" N., longitude 155°36'10" W.); within 2 miles W of the McGrath VORTAC 003°T (340°M) radial to within 2 miles E of the McGrath VORTAC 008°T (345°M) radial extending from the 5-mile radius zone along the McGrath VORTAC 005°T (342°M) radial to 13 miles N of the VORTAC; and within 3 miles SW and 2 miles NE of the McGrath RR SE course extending from the 5-mile radius zone to 8 miles SE of the RR.

2. Alter the McGrath, Alaska, Transition Area by redesignating it to comprise that airspace extending upward from 1,200 feet above the surface within a 16-mile radius of McGrath Airport (latitude 62°57'05" N., longitude 155°36'10" W.); within 9 miles NE and 8 miles SW of the McGrath VORTAC 122°T (099°M) radial extending from the 16-mile radius area to 26 miles SE of the VORTAC; and within 5 miles each side of the McGrath VORTAC 003°T (340°M) radial extending from the 16-mile radius area to 34 miles N of the VORTAC.

The action proposed herein would alter the McGrath, Alaska, Control Zone by adding an extension to the north and by decreasing the extension length to the southeast. The 1,200-foot transition area would be rearranged to provide protective airspace for aircraft executing portions of the prescribed instrument approach procedures, missed approaches, departures, and holding procedures conducted beyond the limits of the control zone.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Alaskan Region, Federal Aviation Agency, 632 Sixth Avenue, Anchorage, Alaska, 99501. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Division. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The public Docket will be available for examination by interested persons at the office of the Regional Counsel, Federal Aviation Agency, 632 Sixth Avenue, Anchorage, Alaska, 99501.

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Anchorage, Alaska, on March 14, 1966.

GEORGE M. GARY,  
Director, Alaskan Region.

[F.R. Doc. 66-3056; Filed, Mar. 22, 1966;  
8:49 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 66-SO-20]

### TRANSITION AREA

#### Proposed Alteration

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Macon, Ga., transition area.

The Macon, Ga., transition area is described in 31 F.R. 2149 and 31 F.R. 2888.

The Macon, Ga., transition area would be redesignated as that airspace extending upward from 700 feet above the surface within an 8-mile radius of the Robins AFB; within 8 miles SE and 5 miles NW of the Macon ILS localizer SW course extending from the Macon Municipal Airport (latitude 32°41'35" N., longitude 83°38'50" W.) to 12 miles SW of the ILS OM; within a 6-mile radius of the Smart Airport (latitude 32°49'23" N., longitude 83°33'14" W.); within 2 miles each side of the Macon, Ga., VORTAC 027° radial extending from the 6-mile radius area to 6 miles SW of the airport reference point; that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Macon VORTAC; within the area N of Macon bounded on the N by V-18, on the E by V-35, and on the SW by V-267; within the area SE of Macon bounded on the NW by V-70, on the NE by V-5, on the E by V-157 and on the SW by V-243; that airspace extending upward from 3,000 feet MSL within the area NE of Macon extending from the 35-mile radius area bounded on the N by V-18, on the E by longitude 82°50'00" W., on the SE by V-56, and on the W by V-35; within the area E of Macon extending from the 35-mile radius area bounded on the NW by V-56, on the N by a line extending through latitude 33°03'50" N., longitude 82°50'00" W. and latitude 33°03'40" N., longitude 82°30'00" W., on the E by longitude 82°30'00" W., on the SE by V-70, and on the S by V-154; excluding the portion which coincides with the Atlanta, Ga., transition area.

The floors of the airways that traverse the proposed transition area would automatically coincide with the floor of the transition area.

The proposed alteration of the transition area is needed for the protection of IFR operations at the Smart Airport. A prescribed instrument approach procedure to the Smart Airport utilizing the Macon, Ga., VORTAC is proposed in conjunction with the alteration of this transition area.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Area Manager, Atlanta Area Office, Attention: Chief, Air Traffic Branch, Federal Aviation Agency, Post Office Box 20636, Atlanta, Ga., 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences



with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Branch. 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 Southern Regional Office, Federal Aviation Agency, Room 724, 3400 Whipple Street, East Point, Ga.

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

Issued in East Point, Ga., on March 16, 1966.

WILLIAM M. FLENER,  
Acting Director, Southern Region.

[F.R. Doc. 66-3057; Filed, Mar. 22, 1966; 8:49 a.m.]

[ 14 CFR Part 71 ]

[Airspace Docket No. 66-EA-10]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering amending § 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the Rutland, Vt., 700-foot floor transition area (31 F.R. 2249).

The Rutland, Vt., radio beacon was recently relocated approximately 3½ miles southeast of its previous position. New instrument arrival and departure procedures have recently been authorized for the Rutland Airport based on the relocated beacon. These procedures will require an alteration of the present Rutland, Vt., 700-foot floor transition area.

Docket 65-EA-104 revokes the Rutland, Vt., control area extension effective March 3, 1966. It has been determined that for purposes of protecting the new instrument arrival and departure procedures that a small portion of this control area extension should be retained as a transition area. Because of the necessity of retaining a portion of the Rutland, Vt., control area extension which is revoked effective March 3, 1966, notice and public procedure hereon must be dispensed with. Further, since the alteration merely retains airspace which would otherwise have been revoked, there is no substantial effect upon the public and therefore this amendment may be made effective in less than 30 days.

In view of the foregoing the amendment is hereby adopted effective upon publication in the FEDERAL REGISTER.

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete in the text of the 700-foot floor Rutland, Vt., transition area, the phrase, "43°31'46" N., 72°56'54" W. of Rutland, Airport, Rutland, Vt., and within 2 miles each side of the Rutland 158° bearing extending from the 5-mile radius area to the RBN.", and insert in lieu thereof, the phrase, "43°31'55" N., 72°57'00" W.

of Rutland Airport, Rutland, Vt., and within 5 miles east and 8 miles west of a 344° bearing from Rutland, Vt., RBN extending from the RBN to 12 miles north of the RBN."

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

Issued in Jamaica, N.Y., on March 4, 1966.

WAYNE HENDERSHOT,  
Deputy Director, Eastern Region.

[F.R. Doc. 66-3020; Filed, Mar. 22, 1966; 8:45 a.m.]

[ 14 CFR Parts 91, 121 ]

[Reg. Docket No. 6537; Ref. Notice 65-7]

"LOOK-SEE" WHEN RVR IS OPERATIONAL

Deletion; Withdrawal of Notice of Proposed Rule Making

The Federal Aviation Agency has had under consideration a proposal to amend Parts 91 and 121 of the Federal Aviation Regulations to prohibit "Look-See" whenever the runway visual range (RVR) is reported to be below the prescribed RVR minimums for the landing runway. This proposal was set forth in Notice 65-7 published in the FEDERAL REGISTER on March 26, 1965 (30 F.R. 3990).

The comments received in response to this proposal generally opposed its adoption. Most of the comments, while admitting that RVR was a significant improvement in the art of measuring runway visibility, opposed the prohibition of the "look-see" privilege at an airport having an operational RVR. This opposition was based in some instances upon the argument that the RVR facility is unable to provide actual weather conditions that may be encountered by the pilot during the landing. In other instances the opposition was based upon the fact that the proposal would require an approach to be discontinued any time that a below minimum RVR report is received by the pilot. In the latter situation the Agency agrees that the proposal was too restrictive since such a report could be received after the pilot has reached a point where under the circumstances the safest procedure would be to proceed with the landing, notwithstanding the latest RVR reading.

After reviewing the comments received and further studying the matter, the Agency has determined that Notice 65-7 should be withdrawn.

Withdrawal of a notice of proposed rule making constitutes only such action, and does not preclude the Agency from issuing another notice in the future, nor commit the Agency to any course of action in the future.

In consideration of the foregoing, the notice of proposed rule making published in the FEDERAL REGISTER (30 F.R. 3990) on March 26, 1965, and circulated as Notice 65-7 is hereby withdrawn.

This withdrawal is made under the authority of sections 313(a), 601, and 604 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421, 1424).

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

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

[F.R. Doc. 66-3058; Filed, Mar. 22, 1966; 8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[ 47 CFR Part 73 ]

[Docket No. 16585; FCC 66-262]

TABLE OF ASSIGNMENTS, FM BROADCAST STATIONS

Notice of Proposed Rule Making

1. Notice is hereby given of proposed rule making in the above-entitled matters, concerning amendments of the FM table of assignments contained in § 73.202 of the Commission's rules. All proposed assignments are alleged and appear to meet the separation requirements of the rules. All proposed assignments which are within 250 miles of the United States-Canadian border require coordination with the Canadian Government under the terms of the Canadian-United States FM Agreement of 1947 and the working arrangement of 1963. Except as noted, all channels proposed for shift or deletion are unoccupied and not applied for, and all population figures are taken from the 1960 U.S. Census.

- 2. RM-902, Camarillo, Calif. (William R. Everett).
- RM-913, Tappahannock, Va. (Rappahannock Broadcasting Corp., Inc.).
- RM-916, Silsbee, Tex. (J. P. White).
- RM-914, Boonville, Ind. (Boonville Broadcasting Co.).

In these four cases, interested parties have sought the assignment of a first Class A channel in a community, without requiring any other changes in the Table. The communities are of substantial size and appear to warrant the proposed assignments. Comments are therefore invited on the additions to the Table listed below:

| City              | Channel No. |
|-------------------|-------------|
| Camarillo, Calif. | 240A        |
| Tappahannock, Va. | 288A        |
| Silsbee, Tex.     | 269A        |
| Boonville, Ind.   | 296A        |

3. RM-900, Slidell, La. In a petition filed on January 3, 1966, Bill Garrett Broadcasting Co., licensee of radio Station WBGS, Slidell, La., requests rule making looking toward the removal of Channel 287 from New Orleans and its assignment to Slidell, La., as follows:

| City             | Channel No.                                  |                                         |
|------------------|----------------------------------------------|-----------------------------------------|
|                  | Present                                      | Proposed                                |
| Slidell, La.     | 222, 227, 230, 244, 253, 258, 266, 270, 287. | 222, 227, 230, 244, 253, 258, 266, 270. |
| New Orleans, La. |                                              | 287                                     |

PROPOSED RULE MAKING

4. New Orleans has a population of 627,525 persons. It has 11 AM stations 8 of which are unlimited time operations. Under the guidelines used in setting up the FM table of assignments this city was entitled to from 6 to 10 FM assignments and was assigned 9 Class C channels. Five of these are in operation or authorized (one at La Place under the "25 mile rule") and four have not been applied for. Slidell (about 28 miles northeast of New Orleans) is a community of 6,356 persons and the parish (St. Tammany) in which it is located has a population of 38,643. It has a daytime-only AM station (WBG5) licensed to petitioner, but no FM assignment. Petitioner urges that Slidell needs and deserves an FM assignment in view of the rapid population and industrial growth of the area. It submits that the population has grown from 6,356 in 1960 to 12,298 as of June 30, 1965 and that the area is a center of operations by NASA and the Mississippi Test Operations, employing in the order of 12,800 people.

5. Normally, Slidell is the type of community in which a Class A assignment is appropriate. However, in view of the showing made in the petition and the unavailability of a Class A assignment, we believe that we should invite comments on the petitioner's proposal as outlined above in order that all interested parties may submit their comments and relevant data.

6. RM-905. Wynne, Ark. On January 20, 1966, East Arkansas Broadcasters, Inc., licensee of Station KWYN (AM), Wynne, Ark., filed a petition requesting the assignment of a first FM channel to Wynne, by making two additional necessary changes in the table as follows:

| City                | Channel No. |          |
|---------------------|-------------|----------|
|                     | Present     | Proposed |
| Corning, Ark.....   | 285A        | 228A     |
| Paragould, Ark..... | 224A        | 285A     |
| Wynne, Ark.....     |             | 224A     |

7. Wynne, a community of 4,922, is the largest community and county seat of Cross County, which has a population of 19,551. The only AM station in Wynne is KWYN, a Class IV station. Petitioner urges that Wynne is the trading center for a number of smaller communities within the area, that there is a need for and sufficient support for an FM station, and that the assignment would permit greater coverage in the early morning and nighttime hours than is possible with the existing AM station.

8. We are of the view that rule making should be instituted in this matter and invite comments on the petitioner's proposal outlined above.

9. RM-908. Jacksonville, Tex. In a petition filed on January 24, 1966, Wells, Waller and Ballard, Inc., licensee of Station KEBE (AM), Jacksonville, Tex., requests the switching of Channels 257A and 293 between Tyler and Jacksonville, Tex., as follows:

| City                   | Channel No.   |                |
|------------------------|---------------|----------------|
|                        | Present       | Proposed       |
| Jacksonville, Tex..... | 257A          | 293            |
| Tyler, Tex.....        | 226, 268, 293 | 226, 257A, 268 |

10. Tyler, the central city of its Standard Metropolitan Statistical Area, has a population of 51,230, and the metropolitan area has a population of 86,350. Of its three Class C assignments, two are in operation and the remaining one, Channel 293 has not been applied for. It has four AM stations, two of which are unlimited time operations. Jacksonville, about 28 miles south of Tyler, has a population of 9,590 persons and the county in which it is located has a population of 33,120. In addition to the Class A FM assignment, which is unoccupied, it has a Class IV AM station, licensed to petitioner. Petitioner urges that it is anxious to construct an FM station which will cover a much greater area and population than is possible with the Class A assignment. It estimates that 687,735 persons will be within the proposed 50 uv/m contour assuming an ERP of 50 kilowatts and an antenna height of 500 feet above average terrain. Finally, petitioner states that it will file for such a station as soon as the proposed amendments are adopted.

11. The proposal advanced in this petition involves both the assignment of a Class C channel to a smaller community and the mixing of Classes A and C assignments in the larger city, both of which we have tried to avoid except upon a showing that the public interest would be served thereby. We are of the view that we should invite comments on the petitioner's request in order that all interested parties may submit their views and relevant data. However, we also invite comments on the two problems mentioned above as well as the proposed shift of channels.

12. RM-915. Bolivar, Mo. In a petition filed on February 7, 1966, Robert F. Neathery and L. C. McKenney, trading as Shepherd of the Hills Broadcasting Co., licensee of Station KBLR (AM), Bolivar, Mo., requests the assignment of Class C Channel 263 by substituting Channel 228A for 261A at Aurora, Mo., as follows:

| City             | Channel No. |          |
|------------------|-------------|----------|
|                  | Present     | Proposed |
| Bolivar, Mo..... |             | 263      |
| Aurora, Mo.....  | 261A        | 228A     |

13. Bolivar is a community of 3,512 persons and is located about 27 miles north of Springfield in Polk County, which has a population of 13,753. It has a daytime-only AM station, licensed to petitioner, but no FM assignment. Petitioner urges that a Class C assignment would provide a greater first aural service than would a Class A assignment. Assuming a facility of 50 kw power and

500 feet antenna height, it is estimated that an area of 2,165 square miles would be provided with its first FM service within a 1 mv/m contour and that an area of 2,020 square miles now without any AM service would likewise be provided with an FM signal of 1 mv/m.

14. We are of the view that the community of Bolivar merits a first FM assignment. However, this community does not appear to be the type of place which merits a departure from our general policy of assigning Class A channels to the smaller communities and Class B or C channels to the larger cities and metropolitan areas. We have made such exceptions in those cases where the small community was in a large rural area and was isolated from any large cities or metropolitan areas. Springfield, a city of 95,865, is only 27 miles distant and has been assigned four Class C assignments, two of which are in operation. A large part, if not all, of the additional "white area" which petitioner claims will be covered by a Class C facility as against a Class A station at Bolivar, will be covered when the assignments in the surrounding area are occupied. For example, an application has been filed for the Class C assignment at Lebanon (40 miles from Bolivar) proposing an ERP of 100 kw and an antenna height of 347 feet. This station and future stations on the remaining assignments in Springfield will eliminate a large portion of the claimed "white area."

15. Since there are at least two Class A assignments which are feasible at Bolivar and since we believe that a Class A facility would be more appropriate in a community such as Bolivar, comments are invited on the following:

| City             | Channel No. |              |
|------------------|-------------|--------------|
|                  | Present     | Proposed     |
| Bolivar, Mo..... |             | 288A or 292A |

16. RM-919. Memphis, Tex. On February 11, 1966, Jerry Hooser, Dick Fowler, and Frank I. Guess, doing business as MWC Broadcasting Co., permittee of a new AM station in Memphis, Tex., filed a request for Class C Channel 279 at Memphis, Tex., presently without any FM assignment. Memphis has a population of 3,332. It is the largest community and the county seat of Hall County, which has a population of 7,322. The new AM station in the community will be a daytime-only operation. The nearest city of substantial size is Pampa, at a distance of about 60 miles and the nearest metropolitan area is Amarillo, about 80 miles distant.

17. While we have assigned Class A channels to the smaller communities and Class B and C channels to the larger cities and metropolitan areas, we have made exceptions to this policy in those cases where the small community was the center of a large rural area and was far removed from large centers of population. Memphis may be such a community and may therefore merit the

assignment requested. Comments are therefore invited on petitioner's proposal to assign Channel 279 to Memphis without making any other changes in the table of assignments.

18. *RM-920. Ottumwa, Iowa.* This petition, filed on February 16, 1966, requests a first Class C assignment in Ottumwa, Iowa, and was filed by KBIZ, Inc., licensee of Station KBIZ (AM), Ottumwa, Iowa. The proposed assignment in Ottumwa would require a change in an unoccupied assignment in Trenton, Mo., as follows:

| City               | Channel No. |                   |
|--------------------|-------------|-------------------|
|                    | Present     | Proposed          |
| Ottumwa, Iowa..... | 249A, 257A  | 223, 249A, 1 257A |
| Trenton, Mo.....   | 224A        | 221A              |

<sup>1</sup> Petitioner lists Channel 285A in Ottumwa but this assignment was deleted and Channel 249A was substituted for it in Docket No. 16186.

19. *Ottumwa, the largest community in and the county seat of Wapello County, has a population of 33,871. Wapello County has a population of 48,126. No applications have been filed for the Class A assignments in Ottumwa but two AM stations, one a Class IV and the other a daytime-only station, operate in the city. Petitioner concedes that the assignment of Channel 223 cannot be utilized in the city of Ottumwa in view of the resulting short-spacings which would result to an adjacent channel assignment on Channel 222 at Oelwein, Iowa, and to a co-channel station, WMBD-FM, at Peoria, Ill. KBIZ submits, however, that there is an area near Lancaster, Mo., in which all the separation rules can be met and from which the required signal may be placed over the city of Ottumwa. Lancaster is about 35 miles south of Ottumwa and so maximum power and an antenna height of over 1,000 feet will be required to provide Ottumwa with the required signal strength. With respect to the shortage to Peoria, KBIZ points out that WMBD-FM holds a construction permit, BMPH-8593, to change frequency to Channel 227 and this change would eliminate the remaining short-spacing. Petitioner urges that it is anxious to operate a wide-coverage FM station from the TV site of KVTO near Lancaster, Mo., in order to obtain the advantage of the substantial antenna height of that station; that it would provide the required signal over Ottumwa with a power of 100 kilowatts at the available antenna height; and that neither of the Class A channels would be feasible at the proposed site.*

20. We are of the view that a community the size of Ottumwa and so located with respect to metropolitan population centers may warrant the assignment of a Class C channel. The proposed assignment would involve a short-spacing to WMBD-FM on Channel 223, at least until that station moves to Channel 227. We are of the view that Chan-

nel 223 should be deleted from Peoria in view of the very serious short-spacing (about 97 miles with a co-channel station at De Kalb, Ill., instead of the required 150 miles) and that another Class B assignment be substituted for it. Channel 289 could replace the deleted assignment in conformance with the rules. Comments are therefore invited on the following changes in the table:

| City               | Channel No.   |                   |
|--------------------|---------------|-------------------|
|                    | Present       | Proposed          |
| Ottumwa, Iowa..... | 249A, 257A    | 223, 249A or 257A |
| Trenton, Mo.....   | 224A          | 221A              |
| Peoria, Ill.....   | 223, 227, 295 | 227, 289, 295     |

In the event Channel 223 is assigned to Ottumwa, a station on that assignment would not be authorized until WMBD-FM at Peoria has ceased operating on that channel.

21. *Nacogdoches and Jacksonville, Tex.* In addition to the above proposed changes, we wish to make two additional changes in the table on our own motion. It has come to our attention that the assignment of Channel 252A was made inadvertently to Nacogdoches at a spacing below the required minimum to a station on the adjacent channel 251 at Texarkana, Tex., which has its site about midway between Texarkana and Shreveport, La. We are therefore proposing to delete this assignment and to substitute another Class A channel as follows:

| City                   | Channel No. |            |
|------------------------|-------------|------------|
|                        | Present     | Proposed   |
| Nacogdoches, Tex.....  | 221A, 252A  | 221A, 257A |
| Jacksonville, Tex..... | 257A        | 272A       |

<sup>2</sup> In the event the proposal to assign Channel 293 to Jacksonville is adopted as requested in RM-908 and discussed above, Channel 272A will not be assigned to that community.

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

23. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules, interested persons may file comments on or before April 18, 1966, and reply comments on or before April 29, 1966. All submissions by parties to this proceeding or persons acting in behalf of such parties must be made in written comments, reply comments, or other appropriate pleadings.

24. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all comments, replies, pleadings, briefs, and other documents shall be furnished the Commission. Attention is directed to the provisions of paragraph (c) of § 1.419 which require that any person desiring to file identical documents in more than one docketed rule

making proceeding shall furnish the Commission two additional copies of any such document for each additional docket unless the proceeding has been consolidated.

Adopted: March 16, 1966.

Released: March 17, 1966.

FEDERAL COMMUNICATIONS COMMISSION,<sup>3</sup>

[SEAL] BEN F. WAPLE, Secretary.

[F.R. Doc. 66-3077; Filed, Mar. 22, 1966; 8:50 a.m.]

[ 47 CFR Part 74 ]

[Docket No. 16424]

**MICROWAVE RELAYS LICENSED TO TRANSLATOR OPERATORS**

**Order Extending Time for Filing Comments and Reply Comments**

1. In a notice of proposed rule making, released on January 14, 1966, in this proceeding (FCC 66-41), the Commission invited comments from interested parties on or before March 1, 1966, and reply comments on or before March 15, 1966. On March 1, 1966, the Broadcast Equipment Section of the Electronic Industries Association (EIA) filed a request for an extension of 6 months in which to file comments in the proceeding. EIA states that a proposed study of the standards involved and a determination of compatibility of existing equipment has been referred to the technical committees for recommendations but that a discussion with the chairmen of such committees indicates that at least 6 months additional time is needed in order that the work be completed satisfactorily.

2. We are of the view that information which may be submitted by the EIA can prove to be helpful and that an extension is warranted for this reason. However, we believe that a 3-month extension should be sufficient for the limited study proposed by EIA. Accordingly, it is ordered, That the time for filing comments in this proceeding is extended from March 1, 1966, to June 1, 1966, and the time for filing reply comments from March 15, 1966, to June 15, 1966.

3. This action is taken pursuant to the authority contained in sections 4(i), 5(d)(1), and 303(r) of the Communications Act of 1934, as amended, and § 0.281(d)(8) of the Commission's rules and regulations.

Adopted: March 16, 1966.

Released: March 17, 1966.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE, Secretary.

[F.R. Doc. 66-3078; Filed, Mar. 22, 1966; 8:50 a.m.]

<sup>3</sup> Commissioner Loevinger absent.



## SECURITIES AND EXCHANGE COMMISSION

[ 17 CFR Part 275 ]

[Release No. 197]

### RECORDS MAINTAINED BY INVESTMENT ADVISERS

#### Notice of Proposed Rule Making

Notice is hereby given that the Securities and Exchange Commission has under consideration a proposal to amend its Rule 204-2 (17 CFR § 275.204-2) under the Investment Advisers Act of 1940 to require investment advisers to maintain records containing specified information concerning securities transactions in which they or certain of their personnel have any beneficial interest. On October 16, 1961, the Commission published a similar proposal (Investment Advisers Act Release No. 120) and in the FEDERAL REGISTER of October 25, 1961, 26 F.R. 10,000, and solicited the views and comments of all interested persons. The Commission has considered the comments and suggestions submitted on the 1961 proposal as well as the discussion of this problem in the Report of the Special Study of Securities Markets,<sup>1</sup> and in view of the changes made in the proposal and the lapse of time since the earlier proposal was announced, the Commission has decided to publish this revised proposal for comment.

Section 204 of the Investment Advisers Act of 1940, as amended, provides that every investment adviser subject to registration shall make, keep and preserve such books and other records, and make such reports, as the Commission by rules and regulations may prescribe as necessary or appropriate in the public interest or for the protection of investors. Section 206(4) of the Act prohibits any investment adviser from engaging in any act, practice or course of business which is fraudulent, deceptive or manipulative, and gives the Commission the power, by rules and regulations, to define and prescribe means reasonably designed to prevent such acts, practices and courses of business. In addition, section 211(a) authorizes the Commission to adopt rules necessary for the execution of its powers and functions under the Act. The proposed amendment, which would help to implement all of these provisions, would require an investment adviser subject to registration to maintain records of securities transactions in which the adviser, or any "advisory representative" as that term is defined in the rule, has any direct or indirect beneficial interest.<sup>2</sup>

As is generally known, an investment adviser is a fiduciary. As such he owes his clients undivided loyalty, should not engage in any activity in conflict with

the interest of any client, and should take the steps reasonably necessary to fulfill his fiduciary obligations. Thus, an investment adviser must not only refrain from effecting, on his own behalf, securities transactions which are inconsistent with his fiduciary obligations; he should also be reasonably certain that persons associated with him are not improperly utilizing the information which they obtain in the conduct of the investment advisory business in such manner as to adversely affect the interest of clients or limit the adviser's ability to fulfill his fiduciary obligations.

In *S.E.C. v. Capital Gains Research Bureau, Inc.*, 375 U.S. 180 (1963), the U.S. Supreme Court held that "scalping" by an investment adviser is a violation of sections 206(1) and (2) of the Act unless appropriate disclosures are made. The Commission has been considering whether it should adopt, under the provisions of section 206(4) of the Act, a rule designed to prevent scalping by prohibiting specified transactions by investment advisers and their associates in securities recommended by investment advisers; but any such prohibitions must be carefully considered in order to be sure that they will accomplish their purpose. It is expected that the administration and enforcement of the record-keeping rule now being proposed will afford valuable information which will assist the Commission in determining whether a further rule to prohibit scalping is necessary, and if so, what the nature and scope of any such rule should be. In addition, the rule should afford valuable information to investment advisers so that they may establish appropriate internal controls over the trading activities of their associates.

The Commission is informed that many investment advisers already require their key personnel to submit reports of their securities transactions to them. The proposal, if adopted, would make it necessary for all investment advisers subject to registration to institute appropriate internal procedures so that they will have the records required to be maintained under the rule.

It is proposed to amend § 275.204-2, which specifies certain other books and records which must be maintained by investment advisers, by adding to paragraph (a) thereof, the following subparagraph (12):

(12) A record of every securities transaction in which the investment adviser or any advisory representative (as hereinafter defined) of such investment adviser, has any direct or indirect beneficial interest, except (i) transactions effected in any account over which neither the investment adviser nor any advisory representative of the investment adviser has any direct or indirect influence or control; and (ii) transactions in securities which are direct obligations of the United States. Such record shall state the title and amount of the security involved; the date and nature of the transaction (i.e., purchase, sale or other acquisition or disposition); the price at which it was effected; the nature and extent of the investment ad-

viser's or the advisory representative's interest therein; and the name of the broker or dealer with or through whom the investment adviser or the advisory representative effected the transaction. A transaction shall be recorded not more than 10 days after the end of the month in which the transaction was effected. For purposes of this paragraph, the term "advisory representative" shall mean any partner, officer or director of the investment adviser; any person in a control relationship to the investment adviser; any employee who makes any recommendation, who participates in the determination of which recommendation shall be made, or whose functions or duties relate to the determination of which recommendation shall be made; and any employee who, in connection with his duties, obtains any information concerning which securities are being recommended. An investment adviser shall not be deemed to have violated the provisions of subparagraph (12) because of his failure to record securities transactions of any advisory representative if he establishes that he instituted adequate procedures and used reasonable diligence to obtain promptly reports of all transactions required to be recorded.

(Secs. 204, 206(4), and 211(a), 74 Stat. 868-9, as amended, 15 U.S.C. 80b-4, 80b-6, 80b-11)

This proposal differs from the earlier proposal in several respects, and the changes reflect comments made on the earlier proposal: (1) The rule expressly excludes transactions in accounts over which neither the investment adviser nor any advisory representative of the adviser has any direct or indirect influence or control, e.g., transactions by a trust or an investment company if neither the adviser nor the advisory representative has any direct or indirect influence or control over such entity or the transactions which it effects. (2) The revised proposal recognizes that an investment adviser, notwithstanding his diligent efforts to ascertain and record transactions of his employees, may occasionally be unaware of transactions required to be recorded. Therefore, the revised proposal provides that an investment adviser will not be deemed to have violated the provisions of the rule because of his failure to record a transaction by an employee, if the adviser has adequate procedures and uses reasonable diligence to obtain promptly reports of all of his employees' transactions. (3) The time for recording of transactions would be 10 days after the end of the month in which the transaction was effected rather than 10 days after the particular transaction was effected. It was suggested that this would ease the administrative burden of complying with the rule, and would allow the adviser to make a more effective survey of the transactions of his employees. (4) The definition of the term "advisory representative" was changed to require the adviser to maintain records of employee's securities transactions if such persons participate in the formulation, preparation or dissemination of recommendations. (5) As now revised, the proposal

<sup>1</sup> Special Study of Securities Markets, Part I, page 371 et seq.

<sup>2</sup> See Investment Advisers Act Release No. 194 which discusses some of the circumstances under which a person is deemed to have a beneficial interest in a particular transaction or account.

does not require a record to be made of transactions in U.S. Government securities. It is thought that transactions in these securities have relatively small potential for abuse. (6) The proposal also contains language changes intended to clarify the rule.

The proposed rule is not intended to require duplication of other records containing all the information required under the rule. Paragraph (h) of Rule 204-2 (17 CFR 275.204-2), to which rule the proposed amendment would be added, already contains a provision that a book or other record, made and kept in compliance with Rules 17a-3 and 4 (17 CFR 240.17a-3 and 240.17a-4), which is substantially the same as that required under Rule 204-2 (17 CFR 275.204-2), shall be deemed to be made and kept under Rule 204-2 (17 CFR 275.204-2). However, an investment adviser should be aware that all such records, whatever the basis on which they are being maintained, would be records required to be kept under this rule and be subject to examination under the provisions of the Investment Advisers Act.

All interested persons are invited to submit their views and comments on the proposed amendment on or before April 11, 1966. All such communications will be available for public inspection.

By the Commission.

[SEAL]

ORVAL L. DUBOIS,  
Secretary.

MARCH 17, 1966.

[F.R. Doc. 66-3027; Filed, Mar. 22, 1966;  
8:45 a.m.]

## INTERSTATE COMMERCE COMMISSION

[ 49 CFR Part 170 ]

[83 M.C.C. 441]

### DAVENPORT, IOWA—ROCK ISLAND AND MOLINE, ILL., COMMERCIAL ZONE

#### Notice of Proposed Rule Making

MARCH 18, 1966.

Petitioner: CATERPILLAR TRACTOR CO.  
Petitioner's attorneys: Axelrod, Goodman & Steiner, 39 South La Salle Street, Chicago, Ill., 60603.

By petition filed March 14, 1966, petitioner requests the Commission to reopen the above proceeding for the purpose of redefining the limits of the Davenport, Iowa—Rock Island and Moline, Ill., commercial zone, which are prescribed in the second report of the Commission on further consideration, 83 M.C.C. 441 [49 CFR 170.10], and to add to the area within such limits a tract adjacent to Mount Joy Airport, Iowa, bounded by the following line: "Commencing at the junction of the northern city limits of Davenport, Iowa, and U.S. Highway 61, over U.S. Highway 61 to the junction of the Chicago, Milwaukee, St. Paul & Pacific R.R. right-of-way; thence northward along said right-of-way to the junction of the first east-west unnumbered highway; thence westerly along said unnumbered highway for approxi-

mately 0.25 mile to the junction of a north-south unnumbered highway; thence southerly along said north-south unnumbered highway to the northeast boundary of the Mount Joy Airport; thence along said easterly boundary to the northern city limits of Davenport, Iowa; thence easterly along said city limits to the point of beginning."

The zone as presently defined includes Mount Joy Airport. The effect of the proposed redefinition would be to include an area immediately east of the airport and extending somewhat northeast thereof. No points in Illinois are involved.

No oral hearing is contemplated at this time, but anyone wishing to make representations in favor of, or against, the above-proposed revision of the defined boundary of the Davenport, Iowa, Rock Island and Moline, Ill., commercial zone, may do so by the submission of written data, views, or arguments. An original and five copies of such data, views, or arguments shall be filed with the Commission on or before April 25, 1966.

Notice to the general public of the matter herein under consideration will be given by depositing a copy of this notice in the Office of the Secretary of the Commission for public inspection and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commission.

[SEAL]

H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-3069; Filed, Mar. 22, 1966;  
8:50 a.m.]

# Notices

## DEPARTMENT OF THE TREASURY

Office of the Secretary  
UNITED BENEFIT FIRE INSURANCE CO.

### Claims Related to Obligations in Favor of United States

MARCH 18, 1966.

Department Circular 570, 1962 Rev., Supp. No. 4, published in the FEDERAL REGISTER of July 17, 1962 (27 F.R. 6756), informed Federal bond-approving officers that the Treasury had obtained a penal bond in favor of the United States in the sum of \$400,000, secured by a deposit in that amount with the Federal Reserve Bank of Chicago, conditioned upon the performance by the United Benefit Fire Insurance Co., Omaha, Nebr., of all its obligations as surety on any recognizances, stipulations, bonds and other undertakings permitted or required by the laws of the United States entered into at any time on or before April 30, 1963.

Notice was given in Department Circular 570, 1962 Rev., Supp. No. 32, published in the FEDERAL REGISTER of June 8, 1963 (28 F.R. 5653), that the Certificate of Authority issued by the Secretary of the Treasury to United Benefit Fire Insurance Co., Omaha, Nebr., as an acceptable surety on Federal bonds, expired on May 31, 1963, and would not be renewed. Federal bond-approving officers were requested to furnish the Treasury certain information concerning outstanding bonds and claims. They were also advised to secure new bonds, where necessary, in lieu of those executed by United Benefit Fire Insurance Co.

If no pending claims against the Company are reported prior to July 1, 1966, the above deposit of \$400,000 is returnable in full to the depositor upon expiration of the related penal bond on July 1, 1966. In this connection, advice furnished by the Nebraska State Insurance Department indicates that on November 24, 1965, the United Benefit Fire Insurance Co. was ordered to be liquidated, due to insolvency. The Insurance Department further advised that any claims against the Company must be filed on or before July 5, 1966, or will otherwise be barred.

Accordingly, Federal bond-approving officers are requested to examine carefully the records of their offices and report to the Surety Bonds Branch, Bureau of Accounts, Treasury Department, all outstanding bonds accepted by them and executed by the United Benefit Fire Insurance Co. as surety or cosurety on which the liability has not terminated. It is also requested that the Surety Bonds Branch be advised as expeditiously as possible as to all facts, in detail, relating

to any existing claim, or with respect to the occurrence of any event, or the existence of any circumstances which may hereafter result in a claim against the Company.

In furnishing the above information, bond-approving officers will please give the name of the principal on the bond, the date and penalty of the bond, and with respect to claims, the nature of the claim, the circumstances out of which it arose and its status at the time of the report. Negative reports are not required.

[SEAL]

JOHN K. CARLOCK,  
Fiscal Assistant Secretary.

[F.R. Doc. 66-3040; Filed, Mar. 22, 1966;  
8:46 a.m.]

## POST OFFICE DEPARTMENT

### BUREAU OF PERSONNEL

#### New Executive Alignment

The following is an excerpt from Regional Letter No. 66-4, signed by the Deputy Postmaster General on January 18, 1966, showing position changes in the Bureau of Personnel:

I. *Executive position changes.* Effective January 8, 1966, the following position changes were made in the Bureau of Personnel:

A. The Deputy Assistant Postmaster General, Programs and Plans, position was abolished.

B. A single Deputy Assistant Postmaster General position was established. . . .

C. A new position, Program Planning Officer, was established reporting direct to the Assistant Postmaster General, Personnel.

II. *Line and staff direction changes.* A. With the elimination of the second Deputy Assistant Postmaster General position, all divisions and the Board of Appeals and Review report directly to the Deputy Assistant Postmaster General.

B. The Departmental Personnel Office continues to report to the Assistant Postmaster General, Personnel, through the Executive Assistant.

C. The Special Assistant will continue to work with the Executive Assistant and on projects directly assigned by the Assistant Postmaster General, Personnel.

D. The new Program Planning Officer will work on planning projects assigned by the Assistant Postmaster General, Personnel, coordinating closely with the Deputy Assistant Postmaster General.

III. *Operating procedures.* A. Programs, Policy, and Plans:

1. The Assistant Postmaster General, Personnel, will continue to serve as the Postmaster General's principal staff off-

icer for Personnel management with responsibility for personnel management programs, policy, and plans.

2. The Deputy Assistant Postmaster General, Personnel, will provide operating direction and serve as principal staff advisor to the Assistant Postmaster General, Personnel, on operating matters.

3. The Executive Assistant to the Assistant Postmaster General, Personnel, will continue to relieve the Assistant Postmaster General of important details related to effective administration of the Bureau and provide technical assistance on interpretation and application of Civil Service and Postal Regulations.

4. The Special Assistant will handle special projects assigned by the Assistant Postmaster General and assist the Executive Assistant in administrative matters pertaining to Bureau operations.

5. The Program Planning Officer will provide liaison with the Postmaster General's Planning Staff, planning staffs of other bureaus and, in coordination with the Deputy Assistant Postmaster General, Personnel, develop and maintain program plans in the Bureau of Personnel.

V. *Revisions and amendments of previous instructions.* A. Action is being taken to amend any previous instructions and issuances not in accord with this instruction.

B. All instructions and issuances not in accord with this instruction became obsolete on January 8, 1966.

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

TIMOTHY J. MAY,  
General Counsel.

MARCH 17, 1966.

[F.R. Doc. 66-3038; Filed, Mar. 22, 1966;  
8:46 a.m.]

## DEPARTMENT OF THE INTERIOR

### Bureau of Indian Affairs

[Portland Area Office Redlegation Order 1,  
Amtd. 17]

### SUPERINTENDENTS AND ASSISTANT SUPERINTENDENTS

#### Redlegation of Authority Regarding Traders' Licenses

MARCH 16, 1966.

Part 2 of Portland Area Office Redlegation Order 1, as amended, is further amended by the addition, between the sections comprising the unit heading "Functions Relating to Credit Matters" and those comprising the unit heading "Functions Relating to Forest and Range Management," of a new heading, "Functions Relating to Trading with Indians,



and a section thereunder, to read as follows:

**FUNCTIONS RELATING TO TRADING WITH INDIANS**

**Sec. 2.170. Traders' licenses.** The issuance of licenses to traders with the Indian tribes and the removal and revocation of licenses pursuant to 25 CFR Part 251.

**ROBERT L. BENNETT,**  
*Acting Commissioner.*

[F.R. Doc. 66-3023; Filed, Mar. 22, 1966;  
8:45 a.m.]

**Bureau of Land Management**

[New Mexico 0559461]

**NEW MEXICO**

**Notice of Proposed Withdrawal and Reservation of Lands**

MARCH 14, 1966.

The Forest Service, U.S. Department of Agriculture, has filed an application, Serial Number New Mexico 0559461, for the withdrawal of lands described below from all forms of entry, including the general mining but not the mineral leasing laws. The applicant desires the lands for a permanent recreational area.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Chief, Division of Lands & Minerals Program Management and Land Office, Post Office Box 1449, Santa Fe, N. Mex., 87501.

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

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the Forest Service.

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

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

The lands involved in the application are:

**NEW MEXICO PRINCIPAL MERIDIAN—NEW MEXICO**

**LINCOLN NATIONAL FOREST**

**Black Cave**

T. 25 S., R. 22 E. (unsurveyed),  
Sec. 28, SW $\frac{1}{4}$ NW $\frac{1}{4}$ , NW $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
Sec. 29, SE $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

**Hidden Cave**

T. 25 S., R. 22 E. (unsurveyed),  
Sec. 29, SW $\frac{1}{4}$ .

**Hell Below and McCollaum Caves**

T. 25 S., R. 22 E. (unsurveyed),  
Sec. 28, SW $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
Sec. 29, SE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Sec. 32, E $\frac{1}{2}$ NE $\frac{1}{4}$ ;  
Sec. 33, W $\frac{1}{2}$ NW $\frac{1}{4}$ .

**Cottonwood Cave**

T. 25 S., R. 22 E. (unsurveyed),  
Sec. 31, SW $\frac{1}{4}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ NE $\frac{1}{4}$ -  
SW $\frac{1}{4}$ , S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ , W $\frac{1}{2}$ SE $\frac{1}{4}$ .

T. 26 S., R. 22 E.,  
Sec. 6, NW $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ .

**Little Sentinel, Sentinel, and Hermit Caves**

T. 26 S., R. 22 E.,  
Sec. 8, SE $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Sec. 9, SW $\frac{1}{4}$ NW $\frac{1}{4}$ , NW $\frac{1}{4}$ SW $\frac{1}{4}$ .

**Lonesome Cave**

T. 26 S., R. 22 E.,  
Sec. 18, lots 1, 2 and E $\frac{1}{2}$ NW $\frac{1}{4}$ .

The areas described aggregate 1149.37 acres, more or less.

**MICHAEL T. SOLAN,**  
*Chief, Division of Lands and Minerals, Program Management and Land Office.*

[F.R. Doc. 66-3025; Filed, Mar. 22, 1966;  
8:45 a.m.]

**DEPARTMENT OF AGRICULTURE**

**Office of the Secretary**

**MISSISSIPPI, NORTH CAROLINA, AND TEXAS**

**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 States of Mississippi, North Carolina, and Texas natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

**MISSISSIPPI**

Neahoba.

**NORTH CAROLINA**

Edgecombe.

**TEXAS**

Cherokee.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named Texas county after

June 30, 1966, or in the above-named Mississippi and North Carolina counties after December 31, 1966, 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 17th day of March 1966.

**ORVILLE L. FREEMAN,**  
*Secretary.*

[F.R. Doc. 66-3034; Filed, Mar. 22, 1966;  
8:46 a.m.]

**SOUTH DAKOTA**

**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 South Dakota natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

**SOUTH DAKOTA**

|            |             |
|------------|-------------|
| Aurora.    | Hyde.       |
| Beadle.    | Jackson.    |
| Brown.     | Lyman.      |
| Brule.     | Marshall.   |
| Buffalo.   | Meade.      |
| Codington. | Pennington. |
| Davison.   | Perkins.    |
| Day.       | Roberts.    |
| Edmunds.   | Spink.      |
| Faulk.     | Stanley.    |
| Gregory.   | Sully.      |
| Haakon.    | Todd.       |
| Hand.      | Tripp.      |
| Harding.   | Washabaugh. |
| Hughes.    |             |

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after December 31, 1966, 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 17th day of March 1966.

**ORVILLE L. FREEMAN,**  
*Secretary.*

[F.R. Doc. 66-3035; Filed, Mar. 22, 1966;  
8:46 a.m.]

**SOUTH DAKOTA**

**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 South Dakota natural disasters have caused a

need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

## SOUTH DAKOTA

Campbell. McPherson.  
Corson. Walworth.  
Dewey. Ziebach.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after December 31, 1966, 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 17th day of March 1966.

ORVILLE L. FREEMAN,  
Secretary.

[F.R. Doc. 66-3036; Filed, Mar. 22, 1966;  
8:46 a.m.]

## SOUTH DAKOTA

## Designation of Area 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 county in the State of South Dakota natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

## SOUTH DAKOTA

Potter.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named county after December 31, 1966, 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 17th day of March 1966.

ORVILLE L. FREEMAN,  
Secretary.

[F.R. Doc. 66-3037; Filed, Mar. 22, 1966;  
8:46 a.m.]

## DEPARTMENT OF COMMERCE

## Business and Defense Services Administration

## BONA FIDE MOTOR-VEHICLE MANUFACTURERS

## Notice of Determination

Notice is hereby given that pursuant to authority contained in Chapter III, Part 301, of Title 19 of the Code of Federal Regulations, the Administrator, as of March 16, 1966, has determined the following to be bona fide motor-vehicle manufacturers:

## Name and Address and Effective Date of Determination

American Motors Corp., 14250 Plymouth Road, Detroit, Mich., 48232, January 18, 1965, January 18, 1966.  
Avanti Motor Corp., 613 South Michigan Street, South Bend, Ind., June 7, 1965.  
Blue Bird Body Co., Fort Valley, Ga., 31030, January 18, 1965, January 18, 1966.  
Capitol Trailer & Body Co., 3420 East Broadway, North Little Rock, Ark., 72117, December 27, 1965.  
Checker Motors Corp., 2016 North Pitcher Street, Kalamazoo, Mich., 49007, January 18, 1965, January 18, 1966.  
Chrysler Corp., 341 Massachusetts Avenue, Highland Park, Mich., 48231, January 18, 1965, January 18, 1966.  
FWD Corp., 105 East 12th Street, Clintonville, Wis., 54929, January 18, 1965, January 18, 1966.  
The Flexible Co., North Water Street, Loudonville, Ohio, 44842, January 18, 1965, January 18, 1966.  
Ford Motor Co., The American Road, Dearborn, Mich., 48120, January 18, 1965, January 18, 1966.  
Freightliner Corp., 5400 North Basln Avenue, Portland, Oreg., 97217, January 18, 1965, January 18, 1966.  
General Motors Corp., 3044 West Grand Boulevard, Detroit, Mich., 48202, January 18, 1965, January 18, 1966.  
Hendrickson Manufacturing Co., 8001 West 47th Street, Lyons, Ill., 60534, January 18, 1965, January 18, 1966.  
The Heas & Eisenhardt Co., Blue Ash Road, Rossmoyne, Cincinnati, Ohio, 45242, December 15, 1965.  
Hobbs Equipment Co., Inc., Keeler Avenue, Norwalk, Conn., 06856, January 18, 1966.  
International Harvester Co., 401 North Michigan Avenue, Chicago, Ill., 60611, January 18, 1965, January 18, 1966.  
Kaiser Jeep Corp., 940 North Cove Boulevard, Toledo, Ohio, 43601, January 18, 1965, January 19, 1966.  
Kay Wheel Sales Co., Tacony and Van Kirk Streets, Philadelphia, Pa., 19135, February 25, 1966.  
Kenworth Motor Truck Co., 8801 East Marginal Way, Seattle, Wash., 98108, January 18, 1965, January 18, 1966.  
Ledwell & Son, Inc., Post Office Box 1106, Texarkana, Tex., 75501, January 18, 1966.  
Mack Trucks, Inc., Executive Offices, Box M, Allentown, Pa., 18105, January 18, 1965, January 18, 1966.  
The Marion Metal Products Co., 959 Cheney Avenue, Box 406, Marlon, Ohio, 43303, January 18, 1966.  
Marmon Motor Co., Post Office Box 5175, Dallas, Tex., 75222, August 1, 1965.  
The Metropolitan Body Co., 151 Kossuth Street, Bridgeport, Conn., 06601, January 18, 1965, January 18, 1966.  
Midget Motors Corp., Campbell Street Extension, Athens, Ohio, 45701, January 18, 1965, January 14, 1966.  
Motor Coach Industries, Inc., Pembina, N. Dak., 58271, January 18, 1965, January 18, 1966.  
Ohio Body Manufacturing Co., New London, Ohio, 44851, January 18, 1966.  
Oshkosh Motor Truck, Inc., 2307 Oregon Street, Oshkosh, Wis., 54902, January 18, 1965, January 1, 1966.  
Ottawa Steel Products, Daybrook-Ottawa Corp., Ottawa, Kans., 66067, January 18, 1965, January 17, 1966.  
Outboard Marine Corp., 100 Pershing Road, Waukegan, Ill., 60086, January 18, 1965, January 18, 1966.  
Palmer Spring Co., 355 Forest Avenue, Portland, Maine, 04101, January 18, 1966.  
Parsons Division, Koehring Co., Newton, Iowa, May 28, 1965.

Performance Truck Equipment Co., 2550 McGee Trafficway, Kansas City, Mo., 64108, June 1, 1965.

Peterbilt Motors Co., 38801 Cherry Street, Newark, Calif., 94560, January 18, 1965, January 18, 1966.

Polaris Industries, Inc., Roseau, Minn., 56751, August 1, 1965.

S. S. Automobiles, Inc., 161 West Wisconsin Avenue, Suite 6164, Milwaukee, Wis., 53203, May 7, 1965.

Safety Sales & Service Corp., Post Office Box 1439, Harrisburg, Pa., 17105, January 18, 1966.

Superior Coach Corp., 1200 East Kibby Street, Lima, Ohio, 45802, January 18, 1966.

Walter Motor Truck Co., School Road, Voorheesville, N.Y., 12186, January 18, 1965, January 18, 1966.

Ward LaFrance Truck Corp., Grand Central Avenue, Elmira Heights, N.Y., 14902, January 18, 1965, January 18, 1966.

Weaver Truck Trailer and Body Corp., 2405-15 North Wooster Avenue, Dover, Ohio, 44622, November 5, 1965.

White Motor Corp., Post Office Box 6979, Cleveland, Ohio, 44114, January 18, 1965, January 18, 1966.

The Administrator will publish from time to time such revisions of this list as may be appropriate to reflect additions, deletions, or other necessary changes in it.

Dated: March 18, 1966.

FORREST D. HOCKERSMITH,  
Acting Administrator, Business and Defense Services Administration.

[F.R. Doc. 66-3089; Filed, Mar. 22, 1966;  
8:51 a.m.]

## Office of the Secretary

## MARVIN S. PLANT

## Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER during the past 6 months:

- A. Deletions: None.  
B. Additions: Eastern Stainless Steel Corp.

This statement is made as of February 15, 1966.

MARVIN S. PLANT.

FEBRUARY 15, 1966.

[F.R. Doc. 66-3039; Filed, Mar. 22, 1966;  
8:46 a.m.]

## ATOMIC ENERGY COMMISSION

[Docket No. 50-244]

## ROCHESTER GAS AND ELECTRIC CORP. (BROOKWOOD NUCLEAR STATION UNIT NO. 1)

## Notice of Postponement and Designating New Date for Prehearing Conference

On March 7, 1966, this Atomic Safety and Licensing Board issued a notice of

prehearing conference to convene at 10 a.m., l.t., March 22, 1966, in the Auditorium, Wayne Central School, 40 Ontario Center Road South, Ontario Center, N.Y.

Good cause exists for a postponement of the aforesaid prehearing conference. Wherefore, it is ordered, That the prehearing conference heretofore scheduled for March 22, 1966, is canceled, and,

Notice is hereby given, in accordance with §§ 2.751 and 2.752 of the rules of practice of the Atomic Energy Commission that a prehearing conference to consider all and similar matters set forth in the said rules shall convene at 10 a.m., l.t., on March 25, 1966, in the Auditorium, Wayne Central School, 40 Ontario Center Road South, Ontario Center, N.Y.

Issued: March 21, 1966, Germantown, Md.

ATOMIC SAFETY AND LICENSING BOARD,  
SAMUEL W. JENSCH,  
*Chairman.*

[F.R. Doc. 66-3125; Filed, Mar. 22, 1966; 8:51 a.m.]

**CIVIL AERONAUTICS BOARD**

[Docket No. 17071]

**AEROLINEAS NACIONALES DEL ECUADOR S.A.**

**Notice of Prehearing Conference**

Applicant seeks a permit to engage in the scheduled foreign air transportation of property and mail over the routes described as follows: "Between the terminal point of Guayaquil in Ecuador, intermediate points at Quito, Ecuador and in Panama, and the terminal point Miami, Fla."

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on March 29, 1966, at 10 a.m., e.s.t., in Room 701, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Milton H. Shapiro.

Dated at Washington, D.C., March 16, 1966.

[SEAL] FRANCIS W. BROWN,  
*Chief Examiner.*

[F.R. Doc. 66-3073; Filed, Mar. 22, 1966; 8:50 a.m.]

[Docket No. 13795 etc.]

**REOPENED SUPPLEMENTAL AIR SERVICE PROCEEDING**

**Notice of Prehearing Conference**

Notice is hereby given that a prehearing conference in the above-entitled proceeding is assigned to be held on March 29, 1966, at 10 a.m., e.s.t., in Room 726,

Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Robert L. Park.

Dated at Washington, D.C., March 17, 1966.

[SEAL] FRANCIS W. BROWN,  
*Chief Examiner.*

[F.R. Doc. 66-3074; Filed, Mar. 22, 1966; 8:50 a.m.]

[Docket No. 16242]

**TRANSPACIFIC ROUTE INVESTIGATION**

**Notice of Postponement of Prehearing Conference**

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that the prehearing conference in the above-entitled proceeding now assigned to be held on March 29, 1966, at 10 a.m., e.s.t., in Room 726, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Robert L. Park is postponed until the Board has acted on the pending motions.

Dated at Washington, D.C., March 17, 1966.

[SEAL] ROBERT L. PARK,  
*Hearing Examiner.*

[F.R. Doc. 66-3075; Filed, Mar. 22, 1966; 8:50 a.m.]

[Canadian Change List 209]

**CANADIAN BROADCAST STATIONS**

**Changes, Proposed Changes and Corrections**

MARCH 8, 1966.

Notification under the provisions of Part III, Section 2 of the North American Regional Broadcasting agreement.

List of changes, proposed changes and corrections in assignments of Canadian Broadcast Stations modifying appendix containing assignments of Canadian Broadcast Stations (Mimeograph No. 47214-3) attached to the recommendations of the North American Regional Broadcasting Agreement Engineering Meeting.

| Call letters                                                        | Location                           | Power kw                            | Antenna | Schedule | Class | Expected date of commencement of operation |
|---------------------------------------------------------------------|------------------------------------|-------------------------------------|---------|----------|-------|--------------------------------------------|
| CKRS (delete proposed increase—station remaining 1 kw 500 kc DA-1). | Jonquiere, Province of Quebec.     | 600 Kilocycles<br>10 kW D/5 kW N..  | DA-2    | U        | III   |                                            |
| CKYL (now in operation with increased daytime power).               | Peace River, Alta.....             | 610 Kilocycles<br>10 kW D/1 kW N..  | DA-N    | U        | III   |                                            |
| New.....                                                            | Prince George, British Columbia.   | 680 Kilocycles<br>1 kw.....         | DA-1    | U        | III   | E.I.O. 2-16-67.                            |
| New (delete assignment).                                            | Whitby, Ontario.....               | 1380 Kilocycles<br>5 kW D/1 kW N..  | DA-1    | U        | III   |                                            |
| CFOX (now in operation with increased power).                       | Pointe Claire, Province of Quebec. | 1470 Kilocycles<br>10 kW D/5 kW N.. | DA-2    | U        | III   |                                            |

[SEAL]

FEDERAL COMMUNICATIONS COMMISSION,  
BEN F. WAPLE,  
*Secretary.*

[F.R. Doc. 66-3079; Filed, Mar. 22, 1966; 8:50 a.m.]

**FEDERAL COMMUNICATIONS COMMISSION**

[Docket Nos. 15190, 15191; FCC 66M-394]

**BOARDMAN BROADCASTING CO., INC., AND DANIEL ENTERPRISES, INC.**

**Order Regarding Procedural Dates**

In re applications of Boardman Broadcasting Co., Inc., Boardman, Ohio, Docket No. 15190, File No. BP-14305; Daniel Enterprises, Inc., Warren, Ohio, Docket No. 15191, File No. BP-14886; for construction permits.

At a conference held today, it was agreed that the procedural steps set forth below will be taken on the dates indicated:

April 25, 1966: Exchange of Boardman's direct written presentation.

May 2, 1966: Notification by counsel for Daniel and for the Broadcast Bureau of Boardman witnesses they desire to have available for cross-examination.

May 16, 1966: Hearing.

So ordered, This 17th day of March 1966.

Released: March 18, 1966.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE,  
*Secretary.*

[F.R. Doc. 66-3080; Filed, Mar. 22, 1966; 8:51 a.m.]



[Docket Nos. 16465, 16466; FCC 66M-401]  
**BROWN BROADCASTING CO., INC.,  
 AND DIXIE BROADCASTING CORP.**

**Order Continuing Hearing**

In re applications of Brown Broadcasting Co., Inc., Jacksonville, N.C., Docket No. 16465, File No. BP-16700; Dixie Broadcasting Corp., Aurora, N.C., Docket No. 16466, File No. BP-17036; for construction permits.

Pursuant to agreement of counsel for all parties at the prehearing conference held this date: *It is ordered*, This 17th day of March 1966, that a further prehearing conference will be held at 9 a.m., April 25, 1966; and

*It is further ordered*, On the Hearing Examiner's own motion, that hearing herein, presently scheduled to commence on April 18, 1966, is continued to a date to be established at the further prehearing conference.

Released: March 18, 1966.

FEDERAL COMMUNICATIONS  
 COMMISSION,  
 [SEAL] BEN F. WAPLE,  
 Secretary.

[F.R. Doc. 66-3081; Filed, Mar. 22, 1966;  
 8:51 a.m.]

[Docket Nos. 16060, 16061; FCC 66M-396]

**CLAY COUNTY BROADCASTING CO.  
 AND WILDERNESS ROAD BROAD-  
 CASTING CO.**

**Order Scheduling Conference**

In re Applications of John E. White, Calvin C. Smith, Jack C. Hall, and Cloyd Smith, doing business as Clay County Broadcasting Co., Manchester, Ky., Docket No. 16060, File No. BPH-4596; The Wilderness Road Broadcasting Co., Manchester, Ky., Docket No. 16061, File No. BPH-4655; for construction permits.

The Commission's Review Board having remanded the Clay County application for further hearing to determine whether a Clay County principal had induced two Kentucky residents (The Governor of Kentucky and a Father Walter O'Donnell) to make ex parte representations to the Commission on behalf of Clay County (Review Board memorandum opinion and order released November 26, 1965, FCC 65R-419) and the Commission's Chief Hearing Examiner having refused to move the hearing from Washington, D.C., to Manchester, Ky. (order of Chief Hearing Examiner released March 15, 1966, FCC 66M-371).

*It is ordered*, This 17th day of March 1966, that a conference will be held at 9 a.m., March 24, 1966, in the office of the Examiner, Room 6349, New Post Office Building, to discuss, among other things, possible use of depositions in lieu of oral testimony at the forthcoming hearing.

Released: March 18, 1966.

FEDERAL COMMUNICATIONS  
 COMMISSION,  
 [SEAL] BEN F. WAPLE,  
 Secretary.

[F.R. Doc. 66-3082; Filed, Mar. 22, 1966;  
 8:51 a.m.]

[Docket Nos. 16527, 16528; FCC 66M-383]  
**HGR BROADCASTING CO. AND  
 FARMERS BROADCASTING SERV-  
 ICE, INC.**

**Order Scheduling Hearing**

In re applications of HGR Broadcasting Co., Kinston, N.C., Docket No. 16527, File No. BPH-4313; Farmers Broadcasting Service, Inc., Kinston, N.C., Docket No. 16528, File No. BPH-4623; for construction permits.

*It is ordered*, This 11th day of March 1966, that Walther W. Guenther shall serve as Presiding Officer in the above-entitled proceeding; that the hearings therein shall be convened on May 17, 1966, at 10 a.m.; and that a prehearing conference shall be held on April 15, 1966, commencing at 9 a.m. *And, It is further ordered*, That all proceedings shall be held in the Offices of the Commission, Washington, D.C.

Released: March 16, 1966.

FEDERAL COMMUNICATIONS  
 COMMISSION,  
 [SEAL] BEN F. WAPLE,  
 Secretary.

[F.R. Doc. 66-3083; Filed, Mar. 22, 1966;  
 8:51 a.m.]

[Docket Nos. 16489, 16490; FCC 66M-391]  
**McALISTER BROADCASTING CORP.  
 AND KJJJ-TV**

**Order Rescheduling Prehearing  
 Conference**

In re applications of McAlister Broadcasting Corp., Lubbock, Tex., Docket No. 16489, File No. BPCT-3426; John B. Walton, Jr., doing business as KJJJ-TV Lubbock, Tex., Docket No. 16490, File No. BPCT-3527; for construction permit for new television broadcast station Channel 28.

On the oral motion of counsel for McAlister Broadcasting Corp., and with the consent of the other parties: *It is ordered*, This 17th day of March 1966 that the prehearing conference presently scheduled for March 31, 1966, at 9 a.m., be, and the same is, hereby rescheduled for 10 a.m. on the same date.

Released: March 17, 1966.

FEDERAL COMMUNICATIONS  
 COMMISSION,  
 [SEAL] BEN F. WAPLE,  
 Secretary.

[F.R. Doc. 66-3084; Filed, Mar. 22, 1966;  
 8:51 a.m.]

[Docket Nos. 16441, 16442; FCC 66M-400]  
**MIDWAY TELEVISION, INC. AND  
 ALLIED BROADCASTING CO.**

**Order Continuing Hearing**

In re applications of Midway Television, Inc., Kansas City, Mo., Docket No. 16441, File No. BPCT-3491; Allied Broadcasting Co., Kansas City, Mo., Docket No.

16442, File No. BPCT-3564; for construction permit for new television broadcast station.

In contemplation that the undertaking to settle the competition between the parties is advancing: *It is ordered*, This 17th day of March 1966, that the now-scheduled date of March 22 for the beginning of hearing is canceled and that a further hearing conference to consider the state of the proceeding will be held on April 5, 1966, at 9 a.m., in Washington, D.C.

Released: March 18, 1966.

FEDERAL COMMUNICATIONS  
 COMMISSION,  
 [SEAL] BEN F. WAPLE,  
 Secretary.

[F.R. Doc. 66-3085; Filed, Mar. 22, 1966;  
 8:51 a.m.]

[Docket Nos. 16476-16478; FCC 66M-395]

**ARTHUR A. CIRILLI ET AL.**

**Order Continuing Prehearing  
 Conference**

In re applications of Arthur A. Cirilli, trustee in bankruptcy (WIGL) Superior, Wis., Docket No. 16476, File No. BR-4080, BRRE-7740; for renewal of license of Station WIGL (including AM remote pickup KG-5235); Quality Radio, Inc. (WAKX), Superior, Wis., Docket No. 16477, File No. BP-16497; for construction permit; Arthur A. Cirilli, trustee in bankruptcy (Assignor) and D. L. K. Broadcasting Co., Inc. (Assignee), Docket No. 16478, File No. BAL-5627, BALRE-1336; for assignment of license of Station WIGL (including AM remote pickup KG-5235).

The Hearing Examiner having under consideration a petition filed by counsel for Quality Radio, Inc. (WAKX), on March 16, 1966, requesting that the prehearing conference heretofore scheduled for March 30, 1966, be postponed until April 7, 1966;

It appearing, that counsel for the other parties have informally indicated that they have no objection to the proposed change of date and to immediate action on this petition, and that the reason stated by counsel in support of the petition constitutes "good cause" for its favorable consideration;

*Accordingly, it is ordered*, This 17th day of March 1966, that the petition of counsel for Quality Radio, Inc. (WAKX), for postponement of the prehearing conference filed on March 16, 1966, is granted, and the prehearing conference heretofore scheduled for March 30, 1966, is postponed to April 7, 1966, at 9 a.m. in the offices of the Commission at Washington, D.C.

Released: March 17, 1966.

FEDERAL COMMUNICATIONS  
 COMMISSION,  
 [SEAL] BEN F. WAPLE,  
 Secretary.

[F.R. Doc. 66-3086; Filed, Mar. 22, 1966;  
 8:51 a.m.]

[Docket No. 16094 etc.; FCC 66-257]

**PIKE-MO BROADCASTING CO. AND  
RADIO THIRTEEN-EIGHTY, INC.**

**Memorandum Opinion and Order**

In re applications of Donald E. Condee and Alfred L. Pezman doing business as Pike-Mo Broadcasting Co., Louisiana, Mo., Docket No. 16094, File No. BPI-8; Radio Thirteen-Eighty, Inc., St. Louis, Mo., Docket No. 16097, File No. BPI-11; for interim operation and in re applications of Donald E. Condee and Alfred L. Pezman doing business as Pike-Mo Broadcasting Co., Louisiana, Mo., File No. BP-16750; for construction permit.

1. The Commission has before it for consideration: (a) A joint request for simultaneous approval of reimbursement agreement and dismissal of application of Pike-Mo Broadcasting Co., including its request for interim operation, filed on January 25, 1966, by Pike-Mo Broadcasting Co. and Radio Thirteen-Eighty, Inc.; (b) a comment thereon of the Chief, Broadcast Bureau, filed February 3, 1966; (c) a statement with respect to (a), filed February 9, 1966, by Beloit Broadcasters, Inc.; (d) a letter dated February 7, 1966, and filed February 9, 1966, from Radio Thirteen-Eighty, Inc.; and (e) comments of Pike-Mo Broadcasting Co., filed February 21, 1966, on the statement filed by Beloit Broadcasters, Inc.

2. In return for the partial reimbursement of its out-of-pocket expenses incurred in the prosecution of its applications for interim authority to operate a new standard broadcast station on 1390 kc in Louisiana, Mo., with 500 watts of power, daytime only, and for regular authority to operate such a station in Louisiana, Mo., Pike-Mo Broadcasting Co. (Pike-Mo) has agreed to dismiss its applications. The agreement and affidavits submitted comport with § 1.525(a) of the Commission's rules, and the amount to be paid by Radio Thirteen-Eighty, Inc. (\$4,500), as reimbursement for Pike-Mo's expenses is less than that shown to have been legitimately and prudently expended in the prosecution of the Pike-Mo applications.

3. The Broadcast Bureau asserts that the publication provisions of § 1.525(b) of the rules are not applicable with respect to Pike-Mo's application for interim operation inasmuch as the Commission has finally determined that interim operation should be provided for St. Louis, Mo., and not at Louisiana, Mo. However, the Bureau submits that the publication requirements of § 1.525(b) are applicable to Pike-Mo's application for regular authority because a section 307(b) determination is yet to be made in the forthcoming hearing involving the applications for regular authority.

<sup>1</sup> This pleading was certified to the Commission for determination by order (FCC 66R-60) of the Commission's Review Board released Feb. 16, 1966.

<sup>2</sup> The joint request was filed one day later. Inasmuch as good cause has been shown for the late filing, the Commission will waive the pertinent provisions of sec. 1.525(a) of the rules and regulations.

Radio Thirteen-Eighty, Inc., suggests, among other reasons, that publication is not required because: (a) Dismissal of the Pike-Mo application, without inviting new proposals for Louisiana, will simplify the issues to be tried in the forthcoming hearing and avoid a long and protracted hearing as between the Pike-Mo application for Louisiana and the several applications for St. Louis, and (b) Louisiana, Mo., is not so in need of service, as compared with St. Louis, as to require the invitation of new proposals for Louisiana. Beloit Broadcasters, Inc., urges that the publication requirements of § 1.525(b) are applicable both to the Pike-Mo application for regular authority and its application for interim authority.

4. We are of the opinion that the publication requirements of § 1.525(b) of the rules are not applicable with respect to the Pike-Mo application for interim authority to construct and operate a standard broadcast station at Louisiana, Mo. Since Pike-Mo's interim application has been denied by the Commission, no useful purpose would be served at this time by affording further opportunity for other persons to apply for the facilities specified in that interim application. In light of the Commission's action denying the interim application, it cannot be said that withdrawal of that application would unduly impede achievement of a fair, efficient and equitable distribution of radio service among the several states and communities. We believe, however, that the publication requirements of § 1.525(b) are applicable with respect to the Pike-Mo application for regular authority to construct and operate a standard broadcast station at Louisiana. Withdrawal of the Pike-Mo application for regular authority might unduly impede achievement of a fair, efficient, and equitable distribution of radio service because the Pike-Mo application is the only application here involved which specifies Louisiana, Mo., a community of 4,286 persons which has no standard broadcast, FM, or television broadcast station assigned to it. Section 307(b) considerations, therefore, dictate that further opportunity be afforded for other persons to apply for the facilities specified in Pike-Mo's application for regular authority to operate a standard broadcast station in Louisiana, Mo. We will, therefore, require publication as to that application, and action on the joint request for approval of agreement will be held in abeyance.

Accordingly, it is ordered, This 16th day of March 1966, that the request of Pike-Mo Broadcasting Co. and Radio Thirteen-Eighty, Inc., for waiver of the 5-day requirement of § 1.525(a) of the rules is granted; that further consideration of the above-described joint request for simultaneous approval of reimbursement agreement and dismissal of application of Pike-Mo Broadcasting Co., including its request for interim operation, filed on January 25, 1966, by Pike-Mo Broadcasting Co. and Radio Thirteen-Eighty, Inc., will be held in abeyance; that further opportunity be afforded other persons to apply for the facilities

specified in the application of Pike-Mo Broadcasting Co.; and that Pike-Mo Broadcasting Co. will therefore comply with the provisions of § 1.525(b) of the rules and regulations, in accordance with the requirements of this Order.

Released: March 17, 1966.

FEDERAL COMMUNICATIONS  
COMMISSION,<sup>3</sup>

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 66-3087; Filed, Mar. 22, 1966;  
8:51 a.m.]

[Docket No. 16533; FCC 66M-392]

**WASHINGTON BROADCASTING CO.  
AND WOL, INC.**

**Order Scheduling Hearing**

In re application of Washington Broadcasting Co. (assignor) and WOL, Inc. (assignee), Docket No. 16533, File Nos. BAL-5418, BALH-780, BALRE-1237; for assignment of licenses of Stations WOL AM and FM, Washington, D.C.

It is ordered, This 17th day of March 1966, that Jay A. Kyle shall serve as Presiding Officer in the above-entitled proceeding; that the initial prehearing conference therein shall be held on April 11, 1966; and that the formal hearing shall be convened on May 2, 1966; and: It is further ordered, That all proceedings shall be held in the offices of the Commission, Washington, D.C.<sup>1</sup>

Released: March 17, 1966.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 66-3088; Filed, Mar. 22, 1966;  
8:51 a.m.]

**FEDERAL MARITIME COMMISSION**

**GUATEMALTECA DE NAVEGACION-  
LINEA NACIONAL AND MARINA  
MERCANTE NICARAGUENSE, S.A.**

**Notice of Agreement Filed for  
Approval**

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the

<sup>1</sup> Attention is invited to the following ordering clause appearing in the Commission's order of hearing designation in this proceeding:

"It is further ordered, That the Hearing Examiner shall expedite the hearing and shall make full use of his authority to utilize, among other procedures, prehearing conferences, the filing of stipulations of facts and issues, incorporation by reference, and such other devices as may be necessary and proper to expedite hearing."

<sup>2</sup> Commissioners Hyde and Lee dissenting and voting to grant petition; Commissioner Loevinger absent.

Washington Office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. Burton White, Burlingham, Underwood, Barron, Wright & White, 25 Broadway, New York, N.Y., 10004.

Agreement 9532, between Guatemala De Navegacion—Linea Nacional (Guatemala), a nonvessel operating common carrier, and Marina Mercante Nicaraguense, S.A. (Mamenic) establishes a cooperative working arrangement whereby Mamenic will make its facilities available for transportation of Guatemala's cargo between East Coast ports of Guatemala, and Honduras, and U.S. Atlantic Coast ports, including all Florida ports. Mamenic will receive 92 percent of the net revenues from cargo carried on bills of lading and manifests of Guatemala in accordance with the terms and conditions set forth in the agreement.

Dated: March 18, 1966.

By order of the Federal Maritime Commission.

THOMAS LISI,  
Secretary.

[F.R. Doc. 66-3061; Filed, Mar. 22, 1966; 8:49 a.m.]

## SECURITIES AND EXCHANGE COMMISSION

[File No. 70-4356]

### COLUMBIA GAS SYSTEM, INC., AND COLUMBIA GAS OF PENNSYLVANIA, INC.

#### Proposed Acquisition of Assets of Nonassociate Public-Utility Company by Public Utility Subsidiary of Holding Company and Acquisition by Holding Company of Stock of Subsidiary

MARCH 17, 1966.

Notice is hereby given that the Columbia Gas System, Inc. ("Columbia"), 120 East 41st Street, New York, N.Y., 10017, a registered holding company, and its gas utility subsidiary company, Columbia Gas of Pennsylvania, Inc. ("Subsidiary Company"), have filed a joint application-declaration with this Commission pursuant to sections 6(a), 6(b), 7, 9, 10, and 12 of the Public Utility Holding Company Act of 1935 ("Act"). All in-

terested persons are referred to the joint application-declaration, which is summarized below, for a complete statement of the transactions therein proposed.

Columbia and its Subsidiary Company have entered into a reorganization agreement and plan, dated as of January 13, 1966, with Central Pennsylvania Gas Co. ("Central Pennsylvania"), a nonassociate gas utility company, providing for the acquisition by the Subsidiary Company of all of the assets and properties of Central Pennsylvania in exchange for (i) the delivery by the Subsidiary Company to Central Pennsylvania of 26,000 shares of the common stock of Columbia (par value \$10 per share), subject to certain adjustments; (ii) such additional number of shares of Columbia common stock as, at the fair market value on the closing date (currently selling about \$28% per share on the New York Stock Exchange), shall equal the redemption price of Central Pennsylvania's preferred stock (\$106 per share) plus accumulated dividends thereon to the date of closing; and (iii) the assumption by the Subsidiary Company of substantially all liabilities of Central Pennsylvania on the closing date. The application-declaration states that the terms of the acquisition of the Central Pennsylvania properties were determined by arm's length bargaining between the parties.

To enable the Subsidiary Company to make the proposed acquisition Columbia will deliver the requisite number of shares of its common stock to the Subsidiary Company. In exchange the Subsidiary Company will issue to Columbia common stock (par value \$25 per share) in an aggregate par amount equal to the book value of the net assets of Central Pennsylvania. The assets of Central Pennsylvania, when acquired, will be reflected on the books of the Subsidiary Company at their recorded costs together with the related reserves.

Central Pennsylvania has outstanding 750 shares of \$6 cumulative preferred stock, \$100 par value. As of November 30, 1965, dividend arrearages on such preferred stock were \$15 per share. Liabilities to be assumed include long-term debt consisting of 20-year 6 percent First Mortgage Bonds in the principal amount of \$650,000, due September 1, 1978, and net current liabilities, as of November 30, 1965, of \$321,032, including notes payable of \$280,975. As of the same date, gross property, plant, and equipment of Central Pennsylvania was recorded at original cost in the amount of \$1,644,017, with a related reserve for depreciation and amortization of \$253,276.

Central Pennsylvania's operating revenues for the 12 months ended November 30, 1965, amounted to \$784,573 and net income, before preferred dividend requirements, was \$30,908. The company's operating revenues have shown substantial growth since 1958 when its system was converted to natural gas.

The service area of Central Pennsylvania lies in the central part of Pennsylvania, and is slightly north and west of the service area of the Subsidiary Company. Central Pennsylvania purchases its entire supply of natural gas from a

subsidiary company of Columbia with which it is interconnected by a 16-inch transmission line.

Columbia has rendered substantial assistance to Central Pennsylvania in the development of its properties since it became a gas customer in 1958. If the proposed transactions are approved, the Subsidiary Company intends to include the present operations of Central Pennsylvania as part of the operations of its Gettysburg, Pa., district. Considerable savings in manpower, equipment and material costs are expected to result from the intended method of operations. The application-declaration states that the Subsidiary Company, promptly after acquisition of Central Pennsylvania, will reduce the rates now charged by Central Pennsylvania for residential and commercial service to the substantially lower level of rates now charged by the Subsidiary Company. It will also reduce the rates for municipal service.

It is stated that the Public Utility Commission of the Commonwealth of Pennsylvania has jurisdiction over the transfer of assets by Central Pennsylvania to the Subsidiary Company and the latter's acquisition of the same, and over the issue and sale by the Subsidiary Company of its common stock to Columbia. The order of that State commission will be supplied by amendment. It is also stated that no other State commission and no Federal commission, other than this Commission, has jurisdiction over any of the proposed transactions.

Notice is further given that any interested person may, not later than April 7, 1966, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by the filing which he desires to controvert, or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the applicants-declarants at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed contemporaneously with the request. At any time after said date, the application-declaration, as filed or as it may be amended, may be granted and permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,  
Secretary.

[F.R. Doc. 66-3028; Filed, Mar. 22, 1966; 8:45 a.m.]



[File No. 1-3393].

**VTR, INC.****Order Suspending Trading**

MARCH 17, 1966.

The common stock, \$1 par value, of VTR, Inc., being listed and registered on the American Stock Exchange, pursuant to provisions of the Securities Exchange Act of 1934; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such Exchange and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to sections 15(c) (5) and 19(a) (4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March 18, 1966, through March 27, 1966, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DUBOIS,  
Secretary.[F.R. Doc. 66-3029; Filed, Mar. 22, 1966;  
8:46 a.m.]**SMALL BUSINESS  
ADMINISTRATION**

[Declaration of Disaster Area 504]

**GEORGIA****Declaration of Disaster Area**

Whereas, it has been reported that during the month of March 1966, because of the effects of certain disasters, damage resulted to residences and business property located in the State of Georgia;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the areas affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such areas constitute a catastrophe within the purview of the Small Business Act, as amended.

Now, therefore, as Executive Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) (1) of the Small Business Act, as amended, may be received and considered by the offices below indicated from persons or firms whose property, situated in the aforesaid State and areas adjacent thereto, suffered damage or destruction resulting from floods and accompanying conditions occurring on or about March 1, 1966.

**OFFICES**

Small Business Administration Regional Office, 52 Fairlie Street NW., Atlanta, Ga.

2. Temporary disaster offices will be located at Albany and Bainbridge, addresses to be announced locally.

3. Applications for disaster loans under the authority of this declaration will not be accepted subsequent to September 30, 1966.

Dated: March 11, 1966.

ROSS D. DAVIS,  
Executive Administrator.[F.R. Doc. 66-3030; Filed, Mar. 22, 1966;  
8:46 a.m.]

[Delegation of Authority 3.2]

**SPECIAL ASSISTANT TO DEPUTY  
ADMINISTRATOR****Delegation Relating to Investment  
Activities**

I. Pursuant to the authority vested in the Administrator by the Small Business Investment Act of 1958, as amended, and the authority delegated to the Deputy Administrator for Investment by the Administrator, Delegation of Authority No. 50 (Revision 3), as amended; 25 F.R. 7418; 26 F.R. 4440 and 27 F.R. 1303, the following authority is hereby redelegated to John MacKinnon, Special Assistant to the Deputy Administrator:

A. To serve as the SBA authorized official in connection with the sale of debentures and loans of small business investment companies, authorized respectively under sections 302(a) and 303(b) of the Small Business Investment Act of 1958, as amended. (15 USC 682(a) and 683(b) (1964).)

B. To execute on behalf of the Administration all necessary documents including Assignments and Agreements of Guaranty in connection with such sales.

This delegation shall remain in full force and effect for a period of six (6) months from the date hereof.

Effective date. March 16, 1966.

ROBERT B. LEISY,  
Acting Deputy,  
Administrator for Investment.[F.R. Doc. 66-3031; Filed, Mar. 22, 1966;  
8:46 a.m.]**INTERSTATE COMMERCE  
COMMISSION****ALEXANDER W. WUERKER****Statement of Changes in Financial  
Interests**

Pursuant to subsection 302(c), Part III, Executive Order 10647 (20 F.R. 8769) "Providing for the Appointment of Certain Persons under the Defense Production Act of 1950, as amended," I hereby furnish for filing with the Office of the Federal Register for publication in the FEDERAL REGISTER the following information showing any changes in my financial interests and business connections as heretofore reported and published (26 F.R. 8958, 27 F.R. 3829, 27 F.R. 9469, 28

F.R. 4269, 28 F.R. 10468, 29 F.R. 5579, 29 F.R. 12992, 30 F.R. 5888, 30 F.R. 12310) during the 6 months' period ended March 14, 1966.

None.

ALEXANDER W. WUERKER.

MARCH 14, 1966.

[F.R. Doc. 66-3026; Filed, Mar. 22, 1966;  
8:45 a.m.]**FOURTH SECTION APPLICATIONS  
FOR RELIEF**

MARCH 18, 1966.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

**LONG-AND-SHORT HAUL**

FSA No. 40364—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 413), for interested carriers. Rates on property moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in middle Atlantic and New England territories, on the one hand, and points in middlewest and southwestern territories, on the other. Grounds for relief—Motortruck competition.

Tariff—Supplement 4 to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-ICC A-268.

FSA No. 40365—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 414), for interested carriers. Rates on property moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in middle Atlantic and New England territories, on the one hand, and points in middlewest territory, on the other. Grounds for relief—Motortruck competition.

Tariff—Supplement 4 to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-ICC A-268.

FSA No. 40366—*Grain products to gulf ports*. Filed by Southwestern Freight Bureau, agent (No. B-8330), for interested rail carriers. Rates on corn meal and alfalfa meal, in carloads, from points in Arkansas, Colorado, Iowa, Kansas, Missouri, Nebraska, Oklahoma, and Texas, also East St. Louis, Ill., to gulf ports, Pensacola, Fla., to Corpus Christi, Tex. (for export).

Grounds for relief—Truck and barge competition and rate relationship.

Tariffs—Supplement 11 to Atchison, Topeka & Santa Fe Railway Co., tariff ICC 15044, and other schedules referred to in the application.

By the Commission.

[SEAL]

H. NEIL GARSON,  
Secretary.[F.R. Doc. 66-3062; Filed, Mar. 22, 1966;  
8:49 a.m.]

[Notice 388]

**MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES**

MARCH 18, 1966.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1(c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

**MOTOR CARRIERS OF PROPERTY**

No. MC 10343 (Deviation No. 9), CHURCHILL TRUCK LINES, INC., U.S. Highway 36 West, Chillicothe, Mo., 64601; filed March 10, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Kansas City, Mo., over Interstate Highway 70 to St. Louis, Mo., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Kansas City, Mo., over U.S. Highway 69 to junction U.S. Highway 36, thence over U.S. Highway 36 to junction U.S. Highway 61, thence over U.S. Highway 61 to junction U.S. Highway 40, thence over U.S. Highway 40 to St. Louis, Mo., and return over the same route.

No. MC 14295 (Deviation No. 3), D.G. & U. TRUCK LINES, INC., 1215 West Mound Street, Columbus, Ohio, 43223, filed March 10, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction Indiana Highways 32 and 67 at Muncie, Ind., over Indiana Highway 67 to junction Indiana Highway 232, thence over Indiana Highway 232 to junction Indiana Highway 32, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Anderson, Ind., over Indiana Highway 32 to Muncie, Ind., and return over the same route.

No. MC 42487 (Deviation No. 60), CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif.; filed March 4, 1966. Carrier proposes to operate as a *common carrier*, by motor ve-

hicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (1) From Kansas City, Mo., over Interstate Highway 29 to St. Joseph, Mo.; (2) from Osceola, Iowa, over U.S. Highway 34 to junction U.S. Highway 75, thence over U.S. Highway 75 to junction U.S. Highway 24 (formerly U.S. Highway 40), at or near Topeka, Kans.; (3) from Davenport, Iowa, over U.S. Highway 61 to junction Interstate Highway 80, thence over Interstate Highway 80 to junction Interstate Highway 35, thence over Interstate Highway 35 to junction U.S. Highway 34, thence over U.S. Highway 34 to Osceola, Iowa; (4) from Kansas City, Mo., over Interstate Highway 70 to junction Interstate Highway 270, west of St. Louis, Mo., thence over Interstate Highway 270 to junction Interstate Highway 70, east of St. Louis, Mo., and thence over Interstate Highway 70 to Indianapolis, Ind.; (5) from Kansas City, Mo., over Interstate Highway 70 to Denver, Colo.; and (6) from Kansas City, Kans., over Interstate Highway 35 to junction Interstate Highway 35 and U.S. Highway 34, at or near Osceola, Iowa; and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows:

(1) From Kansas City, Kans., over city streets to Kansas City, Mo., thence over U.S. Highway 71 to St. Joseph, Mo., thence over U.S. Highway 36 to junction U.S. Highway 69, thence over U.S. Highway 69 to Des Moines, Iowa; (2) (a) from Kansas City, Kans., over U.S. Highway 69 via Osceola, Iowa, to Des Moines, Iowa; (b) from Kansas City, Kans., over the Kansas Turnpike to Wichita, Kans.; (c) from Kansas City, Mo., over U.S. Highway 40 via Victory Junction, Kans., to junction U.S. Highway 24 at or near Wamego, Kans., thence over U.S. Highway 24 to junction Kansas Highway 18, thence over Kansas Highway 18 to Junction City, Kans., thence over U.S. Highway 40 to Salina, Kans., thence over U.S. Highway 81 to McPherson, Kans., thence over U.S. Highway 56 (formerly portion U.S. Highway 50N and Kansas Highway 45) via Great Bend, Kans., to Dodge City, Kans., thence over U.S. Highway 283 to Minneola, Kans. (also from McPherson over Kansas Highway 61 (formerly Kansas Highway 17) via Hutchinson, Kans., to junction U.S. Highway 54, thence over U.S. Highway 54 to Minneola), and thence over U.S. Highway 54 to Liberal, Kans.; and (d) from Kansas City, Mo., to Junction City, Kans., as specified immediately above, thence over U.S. Highway 77 to junction U.S. Highway 56 (formerly portion U.S. Highway 50N), thence over U.S. Highway 56 to Marion, Kans., thence over unnumbered highway to junction U.S. Highway 50 (formerly portion U.S. Highway 50S), thence over U.S. Highway 50 to Newton, Kans. (also from Marion over U.S. Highway 56 (formerly portion U.S. Highway 50N), to McPherson, Kans.

Thence over U.S. Highway 81 to Newton, Kans., and thence over U.S. Highway 50 (formerly portion U.S. Highway 50S) to Hutchinson, Kans.; (3) from

Kansas City, Kans., over U.S. Highway 69 to Des Moines, Iowa, thence over U.S. Highway 6 to Davenport, Iowa, thence across the Mississippi River to junction Illinois Highway 2, thence over Illinois Highway 2 via Sterling, Ill., to junction Alternate U.S. Highway 30, thence over Alternate U.S. Highway 30 via Dixon, Ill., to Chicago, Ill.; (4) (a) from Kansas City, Kans., over U.S. Highway 69 to junction U.S. Highway 36, thence over U.S. Highway 36 via Monroe City, Mo., to Indianapolis, Ind.; and (b) from Kansas City, Kans., over U.S. Highway 40 to Kingdom City, Mo., thence over U.S. Highway 54 to junction U.S. Highway 36, thence over U.S. Highway 36 via Jackson, Ill., to Springfield, Ill., thence over U.S. Highway 66 via Bloomington, Chenoa, and Braidwood, Ill., to Chicago, Ill.; (5) (a) from Kansas City, Kans., over the Kansas Turnpike to Wichita, Kans.; (b) from Wichita, Kans., over U.S. Highway 54 to Liberal, Kans.; (c) from Bucklin, Kans., over unnumbered highway to junction U.S. Highway 154, thence over U.S. Highway 154 to Dodge City, Kans., and thence over U.S. Highway 50 (formerly portion U.S. Highway 50S) to Garden City, Kans.; (d) from Liberal, Kans., over U.S. Highway 83 to junction U.S. Highway 24, thence over U.S. Highway 24 to Colby, Kans.; and (e) from Denver, Colo., over U.S. Highway 40 via Agate, Colo., to Limon, Colo., thence over U.S. Highway 24 to junction U.S. Highway 83 (formerly portion U.S. Highway 24), and thence over U.S. Highway 83 via Halford, Kans., to Oakley, Kans.; and (6) from Kansas City, Kans., over U.S. Highway 69 via Osceola, Iowa, to Des Moines, Iowa; and return over the same routes.

No. MC 109972 (Deviation No. 9), HARRIS EXPRESS, INC., 1425 North Tryon Street, Post Office Box 10091, Charlotte, N.C., 28201, filed March 4, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route, as follows: From junction U.S. Highway 1 and Interstate Highway 85, located approximately one (1) mile south of the North Carolina-Virginia State line, over Interstate Highway 85 to Petersburg, Va., thence over Interstate Highway 95 to New York, N.Y., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Charlotte, N.C., over U.S. Highway 29 to Greensboro, N.C., thence over U.S. Highway 70 to Durham, N.C., thence over U.S. Highway 15 to Oxford, N.C., thence over U.S. Highway 158 to Henderson, N.C., thence over U.S. Highway 1 to Baltimore, Md., thence over U.S. Highway 40 to junction U.S. Highway 13, thence over U.S. Highway 13 to Philadelphia, Pa., and thence over U.S. Highway 1 to New York, N.Y., and return over the same route.

No. MC 116004 (Deviation No. 8), TEXAS-OKLAHOMA EXPRESS, INC., 2515 Irving Boulevard, Post Office Box 743, Dallas, Tex., 75221, filed March 10, 1966. Carrier proposes to operate as a

common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: From junction U.S. Highways 75 and 69, at or near Atoka, Okla., over U.S. Highway 69 to junction Indian Nation Turnpike, at or near Savanna, Okla., thence over the Indian Nation Turnpike to junction U.S. Highway 75, at or near Henryetta, Okla., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: Between Atoka, Okla., and Henryetta, Okla., over U.S. Highway 75.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-3063; Filed, Mar. 22, 1966;  
8:49 a.m.]

[Notice 895]

### MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MARCH 18, 1966.

The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

#### APPLICATIONS ASSIGNED FOR ORAL HEARING —

##### MOTOR CARRIERS OF PROPERTY

No. MC 30837 (Sub-No. 322) (Amendment), filed November 15, 1965, published in FEDERAL REGISTER issue of December 2, 1966, and republished as amended this issue. Applicant: KENOSHA AUTO TRANSPORT CORPORATION, 4519 76th Street, Kenosha, Wis. Applicant's representative: Paul F. Sullivan, Federal Bar Building, 1815 H Street NW., Washington, D.C., 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Automobiles*, in secondary movements, by the truckaway method, restricted to the transportation of vehicles manufactured or assembled at the site of the plant of American Motors (Canada), Ltd., in Brampton, Ontario, Canada, (1) from Buffalo, N.Y., and points within 20 miles thereof, to points in New York and Pennsylvania; (2) from Little Ferry, N.J., and points within 20 miles thereof, to points in Connecticut, New Jersey, New York, and Rhode Island; (3) from Selkirk, N.Y., and points within 20 miles

thereof, to points in Connecticut, Massachusetts, New Hampshire, New York, Rhode Island, and Vermont; (4) from Framingham, Mass., and points within 20 miles thereof, to points in Connecticut, Maine, Massachusetts, New Hampshire, and Rhode Island; (5) from Pittsburgh, Pa., and points within 20 miles thereof, to points in Maryland, Ohio, Pennsylvania, and West Virginia; (6) from Hagerstown, Md., and points within 20 miles thereof, to points in Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and the District of Columbia; and (7) from Ernest, Pa., and points within 20 miles thereof, to points in Delaware, Connecticut, Maryland, New Jersey, New York, Pennsylvania, and the District of Columbia. NOTE: The purpose of this republication is to add numbers (5), (6), and (7) above to the proposed operation; and also to show the hearing information.

HEARING: Remains as assigned April 26, 1966, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner W. Elliott Nefflen.

No. MC 113267 (Sub-No. 159) (Amendment), filed October 25, 1965, published FEDERAL REGISTER issue of November 11, 1965, amended March 15, 1966, and republished, as amended, this issue. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: Rubel L. Phillips, Deposit Guaranty Bank Building, Jackson, Miss., 39205. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, in vehicles equipped with mechanical refrigeration, from points in Covington, George, Hinds, Rankin, Madison, Copiah, Union, and Greene Counties, Miss., to points in Louisiana, Texas, Oklahoma, Kansas, Missouri, Iowa, Minnesota, Wisconsin, Illinois, Indiana, Michigan, Ohio, Georgia, Florida, Tennessee, Alabama, Arkansas, and Kentucky. NOTE: The purpose of this republication is to add the origin counties of Covington, Madison, and Union, Miss., and also to show the hearing information.

HEARING: March 30, 1966, at the Public Service Commission Hearing Room, 1105 State Office Building, Jackson, Miss., before Examiner Allen W. Hagerty.

No. MC 113843 (Sub-No. 112), filed March 2, 1966. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass., 02210. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products, including petrolatum wax, rust preventatives, and lubricating oils and greases*, other than in bulk, in tank vehicles, from Buffalo, N.Y.; Bradford, Emlenton, Farmers Valley, Franklin, Freedom, Karns City, Oil City, Petrolia, Reno, Rouseville, and Warren, Pa.; and St. Marys, W. Va., to points in Michigan.

HEARING: April 18, 1966, at the New Federal Building, 1000 Liberty Avenue, Pittsburgh, Pa., before Examiner Hobart C. Clough.

No. MC 113843 (Sub-No. 113), filed March 2, 1966. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass., 02210. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products, including petrolatum wax, rust preventatives, and lubricating oils and greases*, other than in bulk, in tank vehicles, from Buffalo, N.Y.; Bradford, Emlenton, Farmers Valley, Franklin, Freedom, Karns City, Oil City, Petrolia, Reno, Rouseville, and Warren, Pa.; and St. Marys, W. Va., to points in Illinois and Indiana.

HEARING: April 18, 1966, at the New Federal Building, 1000 Liberty Avenue, Pittsburgh, Pa., before Examiner Hobart C. Clough.

No. MC 110420 (Sub-No. 418) (Republication), filed February 18, 1965, published FEDERAL REGISTER issue of March 10, 1965, and republished April 1, 1965, and June 3, 1965, respectively, and further republished, this issue. Applicant: QUALITY CARRIERS, INC., Post Office Box 339, 110 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Fidge (same address as applicant). By application filed February 18, 1965, as amended, applicant seeks a certificate of public convenience and necessity authorizing extension of operations in interstate or foreign commerce as a common carrier by motor vehicle, over irregular routes, of acids, chemicals, fertilizer, and fertilizer ingredients (except cryogenic liquids) in bulk, in tank vehicles, from the plantsite of the Apple River Chemical Co. at or near East Dubuque, Ill., to points in Illinois, Indiana, Iowa, Kansas, Missouri, Kentucky, Michigan, Nebraska, Ohio, South Dakota, Minnesota, and Wisconsin, restricted against tacking with any authority now held by applicant. A recommended report and order, served January 27, 1966, which became effective March 10, 1966, finds that the present and future public convenience and necessity require operation by applicant as a common carrier by motor vehicle, in interstate or foreign commerce, over irregular routes, of acids, chemicals, fertilizer, and fertilizer ingredients (except cryogenic liquids) in bulk, in tank vehicles, from the plantsite of the Apple River Chemical Co. at or near East Dubuque, Ill., to points in Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, Kentucky, Michigan, Nebraska, Ohio, South Dakota, and Wisconsin, restricted against tacking with any authority now held by the applicant. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER, and any proper party in interest may file an appropriate pleading within a period of 30 days from the date of such publication.

No. MC 115331 (Sub-No. 115) (Republication), filed March 15, 1965, published FEDERAL REGISTER issue of April 1, 1965,



and republished, this issue. Applicant: TRUCK TRANSPORT, INCORPORATED, 707 Market Street, St. Louis, Mo. By application filed March 15, 1965, as amended, applicant seeks a certificate of public convenience and necessity authorizing extension of operations in interstate or foreign commerce, as a common carrier, by motor vehicle, over irregular routes, of acids, chemicals, fertilizer and fertilizer ingredients (except cryogenic liquids) in bulk, in tank vehicles, from the plantsite of the Apple River Chemical Co. at or near East Dubuque, Ill., to points in Illinois, Indiana, Iowa, Kansas, Missouri, Kentucky, Michigan, Nebraska, Ohio, South Dakota, Minnesota, and Wisconsin, restricted against tacking with any authority now held by applicant. A recommended report and order, served January 27, 1966, which became effective March 10, 1966, finds that the present and future public convenience and necessity require operation by applicant as a common carrier by motor vehicle, in interstate or foreign commerce, over irregular routes, of acids, chemicals, fertilizer and fertilizer ingredients (except cryogenic liquids) in bulk, in tank vehicles, from the plantsite of the Apple River Chemical Co. at or near East Dubuque, Ill., to points in Illinois, Indiana, Iowa, Kansas, Missouri, Kentucky, Michigan, Nebraska, Ohio, South Dakota, Minnesota, and Wisconsin, restricted against tacking with any authority now held by applicant. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER, and any proper party in interest may file an appropriate pleading within a period of 30 days from the date of such publication.

No. MC 116647 (Sub-No. 1) (Republication), published FEDERAL REGISTER issue of December 18, 1957, and republished, this issue. Applicant: CARL B. LIEBENOW, INC., Cummington, Mass. Applicant is the holder of certificate No. MC-116647 (Sub-No. 1), dated January 22, 1962, which authorizes the transportation, over irregular routes, of agricultural lime and agricultural limestone, in bulk, in spreader equipped vehicles, from Lee and West Stockbridge, Mass., to points in Hillsborough and Cheshire Counties, N.H., and Windham and Bennington Counties, Vt., with no transportation for compensation on return except as otherwise authorized. By petition filed January 24, 1966, applicant seeks waiver of Rule 1.102 of the Commission's general rules of practice and removal of the restriction "in spreader equipped vehicles" from its certificate No. MC-116647 (Sub-No. 1). An order of the Commission, division 1, acting as an appellate division, dated March 3, 1966, and served March 9, 1966, finds that the present and future public convenience and necessity require operation by petitioner, in interstate or foreign commerce, as a common carrier by motor

vehicle, over irregular routes, of the commodities and from and to the points described in its certificate No. MC-116647 (Sub-No. 1), dated January 22, 1962, without the restriction to operations "in spreader equipped vehicles." Notice of the action taken in this order will be published in the FEDERAL REGISTER and issuance of an amended certificate will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading in opposition to the action taken.

#### NOTICE OF FILING OF PETITIONS

No. MC 42537 (Subs No. 5, 7, 8, 19, 20, 22, 24, and 28) (Notice of filing of petition for modification of existing certificates), dated January 28, 1966. Petitioner: CASSENS TRANSPORT COMPANY, Edwardsville, Ill. Petitioner's representative: Donald W. Smith, 511 Fidelity Building, Indianapolis, Ind. Petitioner states it has been issued, among others, certificates Nos. MC 52437, Sub 5, dated December 12, 1940, MC 42537 Sub 7, dated November 22, 1946, MC 42537, Sub 8, dated April 1, 1936, MC 42537, Sub 19, dated June 19, 1957, MC 42537, Sub 20, dated October 22, 1957, MC 42537, Sub 22, dated June 5, 1958, MC 42537, Sub 24, dated February 7, 1963, and MC 42537, Sub 28, dated March 18, 1956; and that such certificates contain restrictions limiting the transportation of specified vehicle "bodies," "cabs," and "parts," "automobile parts and accessories," "automobile show equipment and paraphernalia," and "farm and garden tractors and parts and accessories thereof" to "initial movements," "secondary movements," "driveaway service," and/or "truckaway service." By the instant petition, petitioner prays that the Commission modify the aforementioned certificates in accordance with *Matson, Inc. Extension Self-Unloading Material Bodies, supra*, so that the restrictions "in initial movements," "in secondary movements," "in driveaway service," and/or "in truckaway service" appearing in connection with commodity descriptions in the aforementioned certificates, are not applicable to the transportation of any of the "bodies," "cabs," "parts," "automobile parts and accessories," "automobile show equipment and paraphernalia," and/or "farm and garden tractors and parts and accessories thereof," named in such descriptions. Any interested person desiring to participate may file an original and six copies of his written representations, views or argument in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 102616 (Sub-No. 732) and No. MC 102616 (Sub-No. 748) (Notice of filing of petition for clarification and/or modification), dated February 7, 1966. Petitioner: COASTAL TANK LINES, INC., York, Pa. Petitioner's representatives: Harold G. Hernly, and Harold G. Hernly, Jr., 711 14th Street NW., Washington, D.C., 20005. Petitioner states it holds authority in MC 102616 (Sub-No. 732) to transport, over irregular routes:

*Petroleum products* (except petro acids and chemicals and asphalt and asphalt products), in bulk in tank vehicles, from terminals off the Colonial pipeline at Fairfax, Va., to points in Maryland, the District of Columbia, Kent and Sussex Counties, Del., and Berkeley and Jefferson Counties, W. Va., with no transportation for compensation on return except as otherwise authorized; from terminals off the Colonial pipeline at Montvale, Va., to points in that part of West Virginia south and east of Pendleton, Tucker, Randolph, Upshur, Webster, Nicholas, Clay, Charleston, Lincoln, and Mingo Counties, including points in all of the counties named. In No. MC 102616 (Sub-No. 748), it holds authority to transport: *Petroleum products* (except petro acids and chemicals and asphalt and asphalt products), in bulk, in tank vehicles, from a terminal off the Plantation pipeline at Newington, Va., to points in Maryland, the District of Columbia, Jefferson, Berkeley, Morgan, Hampshire, Mineral, Tucker, Grant, Hardy, and Pendleton Counties, W. Va., and Lancaster, Lebanon, Dauphin, Perry, Juniata, Mifflin, Huntingdon, Blair, Cambria, Somerset, Bedford, Fulton, Franklin, Cumberland, Adams, and York Counties, Pa. By the instant petition, petitioner notes that its Sub 732 certificate authorizes service "from terminals off the Colonial Pipeline at Fairfax, Va. . . ." Its Sub 748 certificate authorizes service from a terminal off the Plantation pipeline at Newington, Va. . . ." By the instant petition, petitioner requests a clarification and/or modification of the above-numbered certificates to determine whether its certificates should read "at or near Fairfax, Va.," and "at or near Newington, Va." Any interested person desiring to participate may file an original and six copies of his written representations, views or argument in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

#### APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 1.240 TO EXTENT APPLICABLE

No. MC 2228 (Sub-No. 50), filed March 7, 1966. Applicant: MERCHANTS FAST MOTOR LINES, INC., East U.S. Highway 80, Post Office Drawer 270, Abilene, Tex. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Stinnett, Tex., and the Texas-Oklahoma State line, over Texas Highway 15, and return over the same route, serving all intermediate points; (2) between junction Texas Highways 15 and 136 and Spearman, Tex.: From junction Texas Highways 136 and 15, over Texas Highway 136 to junction Farm to Market Road 289, thence over Farm to Market Road 289 to junction Texas Highway 282,

and thence over Texas Highway 282 to Spearman, and return over the same route, serving no intermediate points; and (3) between Perryton, Tex., and Wellington, Tex., over U.S. Highway 83, and return over the same route, serving all intermediate points. **NOTE:** This application is directly related to MC-F-9366. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

**APPLICATIONS UNDER SECTIONS 5 AND 210a(b)**

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

No. MC-F-9370. Authority sought for purchase by B. A. FISHER, doing business as HI-BALL CONTRACTORS, Post Office Box 1117, Billings, Mont., 59103, of the operating rights of NORMAN THORSON, doing business as THORSON TRUCK SERVICE, Post Office Box 417, Belle Fourche, S. Dak. Applicants' attorney: Jerome Anderson, Post Office Box 1215, Billings, Mont., 59103. Operating rights sought to be transferred: *Clay products*, as a common carrier, over irregular routes, from Belle Fourche, S. Dak., to points in Wyoming, Montana, and Nebraska within 300 miles of Belle Fourche, S. Dak. (but not including points in Montana and Wyoming within 200 miles of Belle Fourche); *commodities* (except machinery, equipment, materials, and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and byproducts, and machinery, material, equipment, and supplies used in, or in connection with, the construction, operation, servicing, maintenance, and dismantling of pipelines, including the stringing and picking-up thereof), the transportation of which, because of their size or weight, require the use of special equipment, and related contractors' materials and supplies, when their transportation is incidental to the transportation of commodities, the transportation of which, by reason of size or weight require special equipment, between points in South Dakota, Wyoming, Montana, and North Dakota, within 300 miles of Belle Fourche, S. Dak., including Belle Fourche (except between Belle Fourche, S. Dak., and points in South Dakota, Wyoming, and Montana within 50 miles of Belle Fourche), between points in South Dakota, Wyoming, Montana, and North Dakota, within 300 miles of Belle Fourche, S. Dak., including Belle Fourche (except between Belle Fourche, S. Dak., and points in South Dakota, Wyoming, and Montana within 50 miles of Belle Fourche), on the one hand, and, on the other, Belle Fourche, S. Dak., and points in South Dakota, Wyoming, and Montana within 50 miles of Belle Fourche, S. Dak.

**Restriction:** The service authorized above shall not be tacked or joined with the authority described below; *raw and processed bentonite and baroid*, in bulk or in packages, from points in Montana, South Dakota, and Wyoming, to points within 300 miles of Belle Fourche, S. Dak., including Belle Fourche (except from Rapid City, S. Dak., to points in Big Horn, Carter, Custer, Daniels, Dawson, Fallon, Garfield, McCone, Powder River, Prairie, Richland, Roosevelt, Rosebud, Sheridan, Treasure, Valley, Wibaux, and Yellowstone Counties, Mont., and from Belle Fourche to points in Montana and Wyoming within 200 miles thereof); **Restriction:** The service authorized immediately above is restricted against tacking or joining such authority to that held by carrier to provide service beyond the scope of the territory authorized immediately above; *clay products*, including bentonite, from Belle Fourche, S. Dak., to points in that part of Montana and Wyoming within 200 miles of Belle Fourche; *coal*, from Gillette and Sundance, Wyo., to Belle Fourche, S. Dak., and points within 150 miles thereof; *commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and related contractors' materials and supplies when their transportation is incidental to the transportation of such commodities, between points in Montana, South Dakota, and Wyoming within 50 miles of Belle Fourche, S. Dak., including Belle Fourche; *emigrant movables and household goods* as defined by the Commission, between Belle Fourche, S. Dak., and points within 75 miles thereof (except Deadwood, Lead, and Rapid City, S. Dak.), on the one hand, and, on the other, points in Montana, South Dakota, and Wyoming.

*Groceries*, from Belle Fourche, S. Dak., to Albion, Capitol, and Ridgway, Mont., and points within 20 miles of each; *livestock*, between Belle Fourche, S. Dak., and points within 150 miles thereof, on the one hand, and, on the other, Sioux City, Iowa, and Belle Fourche, Huron, Mitchel, Rapid City, Sioux Falls, and Watertown, S. Dak., from points in Butte, Harding, and Lawrence Counties, S. Dak., and Crook County, Wyo., to Denver, Colo.; *livestock and mill feed*, from Denver, Colo., to points in Butte, Harding, and Lawrence Counties, S. Dak., and Crook County, Wyo.; *mill feed, hay, heavy hardware, cotton cake, grain, salt, fencing materials, and building materials*, from Belle Fourche, S. Dak., to points within 150 miles thereof; *rough lumber and logs*, from Hulett, Wyo., and points within 10 miles thereof, and Sundance, Wyo., and points within 20 miles thereof, to Rapid City, S. Dak., and points within 5 miles thereof; *building materials, hardware, cement, livestock, poultry feeds, seeds, and grain*, from Rapid City, S. Dak., and points within 5 miles thereof, to the Wyoming origin points specified immediately above; and *wool hides and pelts*, from points in that part of Montana and Wyoming within 150 miles of Belle Fourche, S. Dak., to Belle Fourche, S. Dak. Vendee is authorized to operate as a common carrier

in Montana, Colorado, Idaho, North Dakota, and Wyoming. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9371. Authority sought for purchase by HOFER MOTOR TRANSPORTATION CO., 26740 Eckel Road, Perrysburg, Ohio, 43551, of the operating rights of ROSS TRUCK LINE, INC., Post Office Box 312, Belleville, Ill., and for acquisition by DALE K. CRAIG, 1081 East Boundary, Perrysburg, Ohio, of control of such rights through the purchase. Applicants' attorney and representative: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich., 48226, and Dale K. Craig, 26740 Eckel Road, Perrysburg, Ohio, 43551. Operating rights sought to be transferred: *Dairy products, canned goods, packinghouse products and by-products, and materials and supplies* used in the operation and maintenance of packinghouses, as a common carrier, over irregular routes, between Chicago, De Kalb, Rochelle, Eureka, Washington, and Morton, Ill., and St. Louis, Mo., on the one hand, and, on the other, Valleria, Gary, and Indianapolis, Ind., and points in Illinois; *Packinghouse products, dairy products, and canned goods*, from National City, Ill., to Indianapolis, Ind. **Restriction:** The separately stated authorities granted herein shall not be joined or tacked, one to another, for the purpose of performing any through transportation; *meats, meat products, and meat byproducts, and articles distributed by meatpacking houses* (except hides and commodities in bulk, in tank vehicles), as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C., 209 and 766, from the plant-site of Armour & Co. near Sterling, Ill., to points in Indiana. **Restriction:** The authority granted herein may not be tacked with any other authority held by carrier so as to perform a through service via the point of origin near Sterling, Ill. Vendee is authorized to operate as a common carrier in Ohio, Illinois, Michigan, Indiana, Kentucky, and West Virginia. Application has been filed for temporary authority under section 210 a(b).

No. MC-F-9372. Authority sought for purchase by BLUE LINE EXPRESS, INC., Lowell Road, Nashua, N.H., of a portion of the operating rights of MONARCH MOTOR FREIGHT CO., (Debtor-in-possession), Dean Street, Albany, N.Y., and for acquisition by DANA L. CLARK, JR., Lowell Road, Nashua, N.Y., of control of such rights through the purchase. Applicants' representatives: Martin Geruso, 80 Bay Street, Glens Falls, N.Y., Harry O. Lee, 251 River Street, Troy, N.Y., and William D. Traub, 10 East 40th Street, New York, N.Y., 10016. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a common carrier, over irregular routes, from Albany, N.Y., to points in New York, Vermont, Massachusetts, and Connecticut within 75 miles of Albany. Vendee is authorized to operate as a common carrier in Massachusetts, New Hampshire,

Vermont, Rhode Island, New York, and New Jersey. Application has been filed for temporary authority under section 210a(b). NOTE: See also MC-F-9364, published in the March 16, 1966, issue of the FEDERAL REGISTER, on page 4466.

No. MC-F-9373. Authority sought for purchase by GLOSSON MOTOR LINES, INC., Route 9, Box 11A, Hargrave Road, Lexington, N.C., 27292, of the operating rights and property of TRIANGLE EXPRESS, INC., Post Office Box 22, Stephenson, Va., 22656, and for acquisition by J. C. GLOSSON, Route 5, Lexington, N.C., of control of such rights and property through the purchase. Applicants' attorney: James E. Wilson, 1735 K Street NW., Washington, D.C., 20006. Operating rights sought to be transferred: *Apples and apple products*, as a common carrier, over regular routes, from Winchester, Va., to Philadelphia, Pa., serving the intermediate points of Washington, D.C. and Baltimore, Md., restricted to delivery only; *canned goods and preserves*, and *vinegar*, in bottles and barrels, between Inwood, W. Va., and Biglerville, Pa., from Inwood, W. Va., to Baltimore, Md., serving no intermediate points; *carbonated beverages*, from Newville, Pa., to Winchester, Va., serving the intermediate point of Martinsburg, W. Va., restricted to traffic moving from Newville; *feed and fertilizer*, from Winchester, Va., to Martinsburg, W. Va., serving no intermediate points; *lime*, from Martinsburg, W. Va., to Winchester, Va., serving no intermediate points; *feed, fertilizer, and lumber*, from Baltimore, Md., to Winchester, Va., serving no intermediate points; *feed*, from Lancaster, Pa., to Winchester, Va., serving the intermediate point of York, Pa., restricted to pickup only; *feed, fertilizer, and wire*, from Winchester, Va., to Romney, W. Va., serving no intermediate points, and the off-route points of Wardensville and Moorefield, W. Va., restricted to delivery only; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, from Winchester, Va., to points in Virginia and West Virginia within 70 miles of Winchester; *apples*, from Inwood, W. Va., and points in West Virginia within ten miles thereof, to Baltimore, Md., and Washington, D.C.

*Apples and peaches*, from certain specified points in Virginia and West Virginia, to Washington, D.C., Baltimore, Md., certain specified points in Pennsylvania, New York, Georgia, and points in North Carolina and South Carolina; *fruit products, canned goods, sauerkraut, and pickles*, from certain specified points in Virginia, and Inwood and Martinsburg, W. Va., to Washington, D.C., Baltimore and Cumberland, Md., certain specified points in Pennsylvania, New York and Buffalo, N.Y., certain specified points in West Virginia, Pikesville, Ky., certain specified points in Georgia, and points in North Carolina and South Carolina; *canned food products*, from Front Royal, Va., to Baltimore and Annapolis, Md., New York, N.Y., points on Long Island, N.Y., and those in Alabama, Georgia, Kentucky, New Jersey, North Carolina,

Ohio, Pennsylvania, South Carolina, Tennessee, West Virginia, and the District of Columbia; *citric and tartaric acid, soda, drums, and frozen fruit*, from Philadelphia, Pa., to Front Royal, Va.; *container caps, covers and labels, and frozen fruit*, from Long Island City and New York, N.Y., to Front Royal, Va.; *dehydrated fruit*, from Front Royal, Va., to Pittsburgh, Pa.; *frozen fruit*, from Erie and Pittsburgh, Pa., to Front Royal, Va.; *glass bottles*, from Laurens, S.C., and Fairmont, W. Va., to certain specified points in Virginia, and Hagerstown, Md.; *glass containers*, from Bridgeton and Salem, N.J., Conneltsville and Washington, Pa., and Huntington, W. Va., to Front Royal, Va.; *glassware and jar and glass tops*, from Washington, Pa., and certain specified points in West Virginia, to Winchester; *soft drink concentrate*, from Columbus, Ga., to Winchester, Va.; *wooden and metal containers, spices, sugar, sulphur, muriatic acid, alcohol, wine, liquor, rum, corn syrup, beef suet, frozen fruit, container caps and covers, paste, glue, labels, and machinery parts*, from Baltimore, Md., to Front Royal, Va.

*Coal*, from Westernport, Md., and Bluefield, W. Va., to Front Royal, Va.; *cotton-seed meal*, from Charlotte, N.C., certain specified points in Georgia, to certain specified points in Virginia; *fertilizer*, from Winchester, Va., to Baltimore, Md.; *sugar, fertilizer, feed, canned goods, and spraying materials*, from Baltimore, Md., to Winchester, Va.; *livestock*, from Inwood, W. Va., and points in West Virginia within 10 miles thereof, to Baltimore, Md.; *cottonseed meal and soybean meal*, from certain specified points in North Carolina and South Carolina, to certain specified points in Pennsylvania, Maryland, and that part of Virginia on and north of U.S. Highway 60, with exceptions; and *prepared foodstuffs, not frozen*, in packages or containers, from Winchester, Va., to points in Alabama, Georgia, Kentucky, North Carolina, and South Carolina. Restriction: The authority granted herein is restricted to the transportation of traffic originating at Milton, Pa. Vendee is authorized to operate as a common carrier in Virginia, North Carolina, New York, Maryland, Pennsylvania, New Jersey, Delaware, West Virginia, Georgia, South Carolina, Florida, Kentucky, Tennessee, Ohio, Massachusetts, Rhode Island, Connecticut, Maine, New Hampshire, Vermont, Arkansas, Louisiana, Mississippi, Texas, Oklahoma, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9374. Authority sought for purchase by P. J. NIX, doing business as TEXHOMA FREIGHT LINES, 815 Star Street, Post Office Box 2023, Wichita Falls, Tex., of a portion of the operating rights of GORDONS TRANSPORTS, INC., 185 West McLemore Avenue, Memphis, Tenn. Applicants' attorney: Leroy Hallman, 4555 First National Bank Building, Dallas, Tex., 75202. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods, but not excepting commodities in bulk, as a common carrier,

over regular routes, between Durant, Okla., and Ardmore, Okla., serving all intermediate points, and the off-route point of Cumberland, Okla., between Madill, Okla., and Nida, Okla., serving all intermediate points and the off-route point of Cumberland, Okla. Vendee is authorized to operate as a common carrier in Texas and Oklahoma. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9375. Authority sought for control by (A) GULF MOVING & STORAGE CO., INC., 427 Galienne Street, Post Office Box 52467, New Orleans, La., 70150, and (B) MODERN MOVING & STORAGE, INC., Post Office Box 88, Fayetteville, N.C., of UNITED STATES VAN LINES, INC., 59642 South, U.S. 31, South Bend, Ind., 46614. Applicants' attorney and representative: Wilmer A. Hill, 529 Transportation Building, Washington, D.C., 20006, and Charles H. Barrett, 1523 L Street NW., Washington, D.C. Operating rights sought to be controlled: *Household goods* as defined by the Commission, as a common carrier, over irregular routes, between points in South Dakota, and those in Minnesota and Iowa within 60 miles of Sioux Falls, S. Dak., on the one hand, and, on the other, points in South Dakota, North Dakota, Wyoming, Colorado, Oklahoma, Kansas, Nebraska, Minnesota, Iowa, Missouri, Illinois, Wisconsin, Michigan, Indiana, Ohio, Pennsylvania, New York, Arizona, Arkansas, California, Idaho, Louisiana, Montana, North Carolina, Oregon, Tennessee, Texas, Utah, Washington, and the District of Columbia, between points in Minnesota, on the one hand, and, on the other, points in Illinois, Iowa, Indiana, Michigan, North Dakota, South Dakota, and Wisconsin, between points in Missouri, Iowa, Wisconsin, Illinois, Indiana, Ohio, Pennsylvania, New York, Massachusetts, Connecticut, New Jersey, Maryland, Rhode Island, Delaware, and those in that part of Michigan on and east of U.S. Highway 27 and south of Michigan Highway 55, between points in the territory bounded by a line beginning at Manitowoc, Wis., and extending along U.S. Highway 10 to certain specified points in Minnesota, Iowa, West Virginia, Pennsylvania, New York, Michigan, and Louisville, Ky., St. Louis, Mo., Kansas City, Kans., Kansas City, Mo., and Omaha, Nebr., on the one hand, and, on the other, points in Virginia, South Dakota, Arkansas, Colorado, Michigan, Minnesota, Nebraska, West Virginia, Kansas, Oklahoma, North Dakota, and the District of Columbia.

Between points in McLean County, Ill., on the one hand, and, on the other, points in Louisiana and Texas, between points in North Carolina, on the one hand, and, on the other, points in South Carolina and Virginia, between points in Forsyth County, N.C., on the one hand, and, on the other, points in Florida, Georgia, New York, Ohio, South Carolina, Virginia, Tennessee, West Virginia, and the District of Columbia, between points in Oregon, on the one hand, and, on the other, points in Washington, between certain specified points in Oregon, on the one hand, and, on the other, points in



California, between points in all States east of the Mississippi River and in the District of Columbia, between points in Illinois, on the one hand, and, on the other, points in New York, Wisconsin, Missouri, Arkansas, Nebraska, West Virginia, Tennessee, Indiana, Georgia, Minnesota, Pennsylvania, Michigan, Ohio, Iowa, Kentucky, and New Jersey; and *household goods*, between Boston, Mass., on the one hand, and, on the other, points in Massachusetts, New Hampshire, Maine, Vermont, Rhode Island, and Connecticut. (A) GULF MOVING & STORAGE CO., INC., is temporarily authorized to operate in Louisiana and Mississippi; and (B) MODERN MOVING & STORAGE, INC., is authorized to operate as a *common carrier* in North Carolina, Virginia, South Carolina, and Georgia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9376. Authority sought for purchase by FOGARTY BROS. TRANSFER, INC., 1103 Cumberland Avenue, Tampa, Fla., 33601, of the operating rights of E. W. GRENON & SON, INC., 1656 Dorchester Avenue, Boston, Mass., and for acquisition by J. E. FOGARTY and JERRY E. FOGARTY, both of Tampa, Fla., of control of such rights through the purchase. Applicants' attorney: Robert J. Gallagher, 111 State Street, Boston, Mass. Operating rights sought to be transferred: *Household goods*, as defined by the Commission, as a *common carrier*, over irregular routes, between Boston, Mass., and points in Massachusetts within 20 miles thereof, except Lowell, Mass., on the one hand, and, on the other, points in Massachusetts, Connecticut, Maine, New Hampshire, New York, New Jersey, Rhode Island, and Vermont. Vendee is authorized to operate as a *common carrier* in Florida, Georgia, Alabama, Tennessee, Kentucky, Ohio, Indiana, Illinois, South Carolina, North Carolina, Virginia, West Virginia, Maryland, Pennsylvania, Delaware, New Jersey, New York, Connecticut, Iowa, Kansas, Minnesota, Louisiana, Massachusetts, Michigan, Mississippi, Missouri, Nebraska, Wisconsin, Arkansas, Maine, New Hampshire, Oklahoma, Rhode Island, Texas, Vermont, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9377. Authority sought for purchase by RED BALL MOTOR FREIGHT, INC., 3177 Irving Boulevard, Post Office Box 10837, Dallas, Tex., 75207, of the operating rights of BURKS MOTOR FREIGHT LINE, INCORPORATED, 3600 Paper Mill Road, Knoxville, Tenn., and for acquisition by H. E. ENGLISH, also of Dallas, Tex., of control of such rights through the purchase. Applicants' attorneys: Charles D. Mathews, Post Office Box 10837, Dallas, Tex., 75207, and A. O. Buck, 500 Court Square Building, Nashville, Tenn. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over a regular route, between Memphis, Tenn., and Little Rock, Ark., serving all intermediate points except that traffic

moving between West Memphis, Ark., and Memphis, Tenn., shall not be originated at, delivered to, nor interchanged at either of those points. Vendee is authorized to operate as a *common carrier* in Texas, Louisiana, Arkansas, New Mexico, Colorado, Oklahoma, Tennessee, Alabama, Mississippi, and Florida. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9378. Authority sought for purchase by HILLDRUP TRANSFER & STORAGE CO., INC., 510 Essex Street, Fredericksburg, Va., of a portion of the operating rights of AMERICAN STORAGE COMPANY, 2801 Georgia Avenue NW., Washington, D.C., and for acquisition by C. B. McDANIEL, Post Office Box 745, Fredericksburg, Va., of control of such rights through the purchase. Applicants' attorney: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Operating rights sought to be transferred: *Household goods*, as a *common carrier*, over irregular routes, between Washington, D.C., on the one hand, and, on the other, points in Pennsylvania, New York, Virginia, Maryland, Delaware, New Jersey, Rhode Island, Georgia, and North Carolina; and *used automobiles*, in driveway service, limited to the transportation of shipments having an immediately prior or an immediately subsequent movement in foreign commerce, between Washington, D.C., on the one hand, and, on the other, points in the New York, N.Y., and Philadelphia, Pa., commercial zones, as defined by the Commission, and Baltimore, Md., traversing Delaware and New Jersey for operating convenience only. Vendee is authorized to operate as a *common carrier* in Virginia, Maryland, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b). NOTE: See also MC-F-9379, published in same issue.

No. MC-F-9379. Authority sought for control by MERCHANTS TRANSFER AND STORAGE COMPANY, 1616 First Street SW., Washington, D.C., of AMERICAN STORAGE COMPANY, 2801 Georgia Avenue NW., Washington, D.C., and for acquisition by JOHN L. NEWBOLD, 1616 First Street SW., Washington, D.C., of control of AMERICAN STORAGE COMPANY, through the acquisition by MERCHANTS TRANSFER AND STORAGE COMPANY. Applicants' attorney: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C., 20005. Operating rights sought to be controlled: *Household goods*, as a *common carrier*, over irregular routes, between Washington, D.C., on the one hand, and, on the other, points in Pennsylvania, New York, Virginia, Maryland, Delaware, Illinois, Ohio, New Jersey, Connecticut, Kentucky, Massachusetts, Rhode Island, West Virginia, Vermont, Georgia, Maine, and North Carolina, traversing Indiana, New Hampshire, and South Carolina for operating convenience only; and *used automobiles*, in driveway service, limited to the transportation of shipments having an immediately prior or an immediately subsequent movement in foreign commerce, between Washington,

D.C., on the one hand, and, on the other, points in the New York, N.Y., and Philadelphia, Pa., commercial zones, as defined by the Commission, and Baltimore, Md., traversing Delaware and New Jersey for operating convenience only. MERCHANTS TRANSFER AND STORAGE COMPANY holds no authority with this Commission. However, it controls (A) MERCHANTS TRANSFER COMPANY, INC., OF VIRGINIA, Mail: 1616 First Street SW., Washington, D.C., and (B) MERCHANTS STORAGE COMPANY OF VIRGINIA, 520 South Van Dorn Street, Alexandria, Va., which are authorized to operate as *common carriers* in (A) Maryland, Virginia, and the District of Columbia; and in (B) New York, New Jersey, Maryland, Virginia, Pennsylvania, and the District of Columbia, and as a *contract carrier* in the District of Columbia. Application has not been filed for temporary authority under section 210a(b). NOTE: See also MC-F-9378, published in same issue.

No. MC-F-9380. Authority sought for purchase by EASTERN EXPRESS, INC., 1450 Wabash Avenue, Terre Haute, Ind., of the operating rights of PENN CARRIERS, INC., Schaff Building, 1505 Race Street, Philadelphia, Pa., 19102, and for acquisition by WILSON M. HOUSE, also of Terre Haute, Ind., of control of such rights through the purchase. Applicants' attorneys: John E. Lesow, 3737 North Meridian Street, Indianapolis, Ind., 46208, and Morris J. Winokur, 1920 2 Penn Center Plaza, Philadelphia, Pa., 19102. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over irregular routes, between Philadelphia, Pa., on the one hand, and, on the other, Wilmington, Del., and points in Delaware, Montgomery, Bucks, and Chester Counties, Pa., and those in that part of New Jersey south and west of a line beginning at Trenton and extending through Jullustown and Port Republic, N.J., to Atlantic City, N.J. Vendee is authorized to operate as a *common carrier* in Pennsylvania, Missouri, New Jersey, Indiana, Maryland, Ohio, New York, Illinois, West Virginia, Kentucky, Michigan, Iowa, Connecticut, Massachusetts, Rhode Island, and Wisconsin. Application has been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-3064; Filed, Mar. 22, 1966; 8:49 a.m.]

[Notice 897]

#### MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MARCH 18, 1966.

The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

#### APPLICATIONS ASSIGNED FOR ORAL HEARING

##### MOTOR CARRIERS OF PROPERTY

The applications immediately following are assigned for hearing at the time and place designated in the notice of filing as here published in each proceeding. All of the proceedings are subject to the special rules of procedure for hearing outlined below:

##### Special rules of procedure for hearing.

(1) All of the testimony to be adduced by applicant's company witnesses shall be in the form of written statements which shall be submitted at the hearing at the time and place indicated.

(2) All of the written statements by applicant's company witnesses shall be offered in evidence at the hearing in the same manner as any other type of evidence. The witnesses submitting the written statements shall be made available at the hearing for cross-examination, if such becomes necessary.

(3) The written statements by applicant's company witnesses, if received in evidence, will be accepted as exhibits. To the extent the written statements refer to attached documents such as copies of operating authority, etc., they should be referred to in written statement as numbered appendices thereto.

(4) The admissibility of the evidence contained in the written statements and the appendices thereto, will be at the time of offer, subject to the same rules as if the evidence were produced in the usual manner.

(5) Supplemental testimony by a witness to correct errors or to supply inadvertent omissions in his written statement is permissible.

No. MC 2226 (Sub-No. 97) (Republication), filed January 6, 1966, published in FEDERAL REGISTER issue of March 10, 1966, and republished this issue. Applicant: RED ARROW FREIGHT LINES, INC. 3901 Sequin Road, San Antonio, Tex. Applicant's representative: Ralph W. Pulley, Jr., 45th Floor, First National Bank Building, Dallas, Tex., 75202. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), (1) between Freeport and Houston, Tex.; from Freeport over Texas Farm-to-Market Road 1561 to junction Texas Highway 6 at or near Hitchcock, Tex., thence over Texas Farm-to-Market Road 519 to junction Texas Highway 341, thence over Texas Highway 341 to junc-

tion Loop 197, thence over Loop 197 to Texas City, Tex., and thence over U.S. Highway 75 (Interstate Highway 45) to Houston, and return over the same route, serving all intermediate points, (2) between Texas City and Galveston, Tex., over U.S. Highway 75 (Interstate Highway 45), serving all intermediate points, with service at Galveston and Texas City restricted to traffic moving to and from Freeport, (3) between Freeport and Galveston, Tex.; (a) from Freeport over Texas Farm-to-Market Road 1561 to junction Texas Highway 6 at or near Hitchcock, Tex., thence over Texas Highway 6 to junction U.S. Highway 75, and thence over U.S. Highway 75 to Galveston, and return over the same route, serving all intermediate points, and (b) between Freeport and Galveston, Tex., over County Road 257, commonly known as San Luis Beach Road, serving all intermediate points, (4) between Freeport and West Columbia, Tex., over Texas Highway 36, serving no intermediate points, and (5) between Freeport and Houston, Tex., over Texas Highway 288, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's regular-route operations. Note: The purpose of this republication is to reflect the hearing information.

**HEARING:** April 4, 1966, at the Federal Building and U.S. Courthouse, 515 Rusk Avenue, Houston, Tex., before Joint Board No. 77, or, if the joint board waives its right to participate, before Examiner James O'D. Moran.

No. MC 109326 (Sub-No. 79) (Amendment), filed November 1, 1965, published FEDERAL REGISTER issue of November 18, 1965, amended March 11, 1966, and republished as amended, this issue. Applicant: C & D TRANSPORTATION CO., INC., Pritchard, Ala. Applicant's representative: John W. Cooper, 805 Title Building, Birmingham, Ala., 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, in vehicles equipped with mechanical refrigeration, from points in George, Hinds, Rankin, Copiah, Union, Covington, Madison, and Greene, Counties, Miss., to points in Louisiana, Texas, Oklahoma, Kansas, Missouri, Iowa, Minnesota, Wisconsin, Illinois, Indiana, Michigan, Ohio, Pennsylvania, New York, Massachusetts, Connecticut, New Jersey, Delaware, West Virginia, Virginia, North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Arkansas, Kentucky, and Washington, D.C. Note: The purpose of this republication is to add the counties of Union, Covington, and Madison, Miss., to the origin territory, and to add the hearing information.

**HEARING:** March 30, 1966, at the Sun & Sand Motor Hotel, 401 North LaMar Street, Jackson, Miss., before Examiner Allen W. Hagerty.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-3065; Filed, Mar. 22, 1966;  
8:49 a.m.]

[Notice 1316]

#### MOTOR CARRIER TRANSFER PROCEEDINGS

MARCH 17, 1966.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-68374. By order of March 14, 1966, the Transfer Board approved the transfer to H. H. Stacey and Fred J. Bopp, a partnership, doing business as Stacey Transportation Co., 325 North Eureka, Post Office Box 37, Redlands, Calif., 92374, in certificates Nos. MC-106125 and MC-106125 (Sub-No. 1), issued February 14, 1946, and February 23, 1950, respectively, to H. H. Stacey, 325 North Eureka, Post Office Box 37, Redlands, Calif., authorizing the transportation, over irregular routes, of citrus fruits, agricultural chemicals, feed, and nails, fertilizer, canned goods, deciduous fruits, and dried fruits, soya bean meal and fertilizer, and newsprint paper, from and to specified points in California, varying with the commodities transported.

No. MC-FC-68453. By order of March 14, 1966, the Transfer Board approved the transfer to L. A. Hilpp, Inc., Louisville, Ky., of the operating rights of L. A. Hilpp, Louisville, Ky., in certificate No. MC-113551 (Sub-No. 3), issued June 27, 1955, authorizing the transportation, over irregular routes, of petroleum and petroleum products, in bulk, in tank vehicles as described in appendix XIII to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, from the site of the Ingram Oil & Refining Co. installation at or near Kosmosdale, Jefferson County, Ky., to Cincinnati, Ohio, and points in Ohio within 25 miles of Cincinnati, Ohio, Nashville, Tenn., and points in Indiana on and south of U.S. Highway 40, extending through Richmond, Indianapolis, and Terre Haute, Ind. Rudy Yessin, Sixth Floor, McClure Building, Frankfort, Ky., 40601, attorney for applicants.

No. MC-FC-68505. By order of March 14, 1966, the Transfer Board approved the transfer to Scott Motor Express, Inc., Hammonton, N. J., of the certificate in No. MC-381 and MC-381 (Sub-No. 1), issued July 26, 1963, and August 17, 1965, respectively, to Pasquale Martinelli, doing business as Scott Motor Express, Hammonton, N.J., authorizing the transportation of: *General commodities*, excluding household goods, commodities in bulk, and other specified commodi-

ties, over regular routes, between Philadelphia, Pa., and Williamstown, N.J., serving intermediate points on the specified routes, and the off-route points of Almonesson and Sicklerville, N. J., and between Hammonton, N.J., and Philadelphia, Pa., serving all intermediate points, and the off-route points within 5 miles of Hammonton. Mark A. DeMarco, 241 Bellevue Avenue, Hammonton, N.J., attorney for applicants.

No. MC-FC-68506. By order of March 14, 1966, the Transfer Board approved the transfer to Panama Transfer, Inc., Panama, Iowa, of the certificate in No. MC-4519, issued January 30, 1963, to James M. Kloewer and Donald G. Keower, a partnership, doing business as Panama Transfer, Panama, Iowa, authorizing the transportation of: General commodities, excluding household goods, commodities in bulk, and other specified commodities, over regular routes, between Omaha, Nebr., and Portsmouth, Iowa, serving specified intermediate and off-route points; and livestock and general commodities, as above excluded, between Harlan, Iowa, and points within 20 miles thereof, on the one hand, and, on the other, Omaha, Nebr.

No. MC-FC-68510. By order of March 15, 1966, the Transfer Board approved the transfer to Produce Supply Co., a corporation, Spokane, Wash., of the operating rights of Harry R. Cooper and Harry L. Meyers, a partnership, doing business as Produce Supply Co., Spokane, Wash., in certificate No. MC-119728, issued by the Commission February 6, 1961, authorizing the transportation, over regular routes, of general commodities, excluding household goods, commodities in bulk, and other specified commodities, between Spokane, Wash., and Nordman, Idaho, in seasonal operations during the period between May 1 and October 1 of each year, serving all intermediate points and between the junction of Idaho Highway 57 and Coolin Road, and Nordman, Idaho, and serving off-route points within 5 miles of the shores of Priest Lake, Idaho. Thomas F. Curran, North 812 Monroe Street, Spokane, Wash., 99201, attorney for applicants.

No. MC-FC-68612. By order of March 18, 1966, the Transfer Board approved the transfer to Arrow Delivery, Inc., Lexington, Ky., of the operating rights in certificate No. MC-121414 (Sub-No. 1), issued June 5, 1964, to Red Arrow Delivery, Inc., Lexington, Ky., and the operating rights in certificate No. MC-124783, issued June 5, 1964, to Malvern H. Bell, doing business as Dixie Parcel

Service, Louisville, Ky., authorizing the transportation, over irregular routes, of: General commodities, with the usual exceptions, between (1) points in Kentucky, Ohio, and West Virginia, and (2) between points in Kentucky, Indiana, and Ohio. Robert M. Pearce, 1033 State Street, Bowling Green, Ky., attorney for applicants.

[SEAL]

H. NEIL GARSON,  
Secretary.[F.R. Doc. 66-3066; Filed, Mar. 22, 1966;  
8:49 a.m.]

[No. MC-C-5088]

**ATCHISON, TOPEKA, AND SANTA FE  
RAILWAY CO. ET AL.****Notice of Filing of Petition Regarding  
Declaratory Order Respecting Ex-  
emptions; Hemp, Hemp Fiber**

MARCH 18, 1966.

Petitioners: The Atchison, Topeka and Santa Fe Railway Co.; Chicago, Milwaukee, St. Paul and Pacific Railroad Co.; Great Northern Railway Co.; Northern Pacific Railway Co.; St. Louis-San Francisco Railway Co.; Union Pacific Railroad Co.; and Western Pacific Railroad Co. Petitioners' attorneys: Richard M. Gleason, Joseph D. Feeney, James W. Nisbet, and Ed White, 280 Union Station Building, Chicago, Ill., 60606. By petition filed February 15, 1966, petitioners, common carriers subject to Part I of the Interstate Commerce Act, seek a determination as to whether or not the interstate for-hire transportation by motor carrier of hemp, hemp fiber, and their products, and related articles such as, but not limited to manila hemp, coir yarn, jute, fiber, sisal fiber, ixtle fiber, acrylic staple fiber, palm fiber, rattan fiber, and grass fiber, and their products are exempt from economic regulation under section 203(b) (6) of the Interstate Commerce Act.

Petitioners request that the Commission enter an order declaring the transportation of the above-described commodities not to be exempt from economic regulation by reason of section 203(b) (6) of the Act, and that any transportation of said commodities by for-hire motor carriage in interstate commerce without proper authority from the Interstate Commerce Commission is improper and if transported by motor carriers holding proper authority the commodities must move under rates duly published and approved by the Interstate Commerce

Commission. Petitioners also request that the matter either be assigned for oral hearing or oral argument or that a date be fixed on which interested parties may file statements respecting their position. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication file representations, consisting of an original and six copies, supporting or opposing the relief sought by petitioners.

By the Commission.

[SEAL]

H. NEIL GARSON,  
Secretary.[F.R. Doc. 66-3067; Filed, Mar. 22, 1966;  
8:50 a.m.]

[No. MC-C-5088 (Sub-No. 1)]

**PACIFIC INTERMOUNTAIN  
EXPRESS CO.****Notice of Filing of Petition Regarding  
Declaratory Order Respecting Ex-  
emptions; Bast Fibres**

MARCH 18, 1966.

Petitioner: PACIFIC INTERMOUNTAIN EXPRESS CO., Oakland, Calif.  
Petitioner's representative: Earl J. Brooks, Post Office Box 959, Oakdale, Calif., 94604.

By petition filed February 16, 1966, Pacific Intermountain Express Co., seeks the issuance of an order declaring that the exclusions of certain property from partial exemption under the second proviso of section 203(b) (6) of the Interstate Commerce Act, per enactment of the Transportation Act of 1958 and section 7(a) thereto, Public Law 85-626, as it pertains to "hemp" embraces only the specific commodity "hemp fibre"; and that other plant fibres including abaca fibre, piassava fibre, and sisal fibre continue as exempt agricultural commodities, partially exempt from regulation under the statutory provisions of section 203(b) (6) of the Act. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication file an original and six copies of representations supporting or opposing the relief sought by petitioner.

By the Commission.

[SEAL]

H. NEIL GARSON,  
Secretary.[F.R. Doc. 66-3068; Filed, Mar. 22, 1966;  
8:50 a.m.]



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