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Agencies in this issue—

The President
Agriculture Department
Atomic Energy Commission
Civil Service Commission
Coast Guard
Federal Aviation Agency
Fish and Wildlife Service
Food and Drug Administration
Foreign Assets Control Office
Interagency Textile Administrative
Committee
Internal Revenue Service
Interstate Commerce Commission
Labor Department
Land Management Bureau
National Bureau of Standards
Small Business Administration

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[Revised as of January 1, 1965]

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A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1966, and specifies how they are affected.

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Title 3—THE PRESIDENT

Proclamation 3702

SAVE YOUR VISION WEEK, 1966

By the President of the United States of America

A Proclamation

"He that is stricken blind cannot forget the precious treasure of his eyesight lost."

Those words of Shakespeare are relevant to us today as we proclaim Save Your Vision Week, 1966. They remind us that the gift of sight is one of the glories of life. To the child it is a red balloon . . . a mother's smile . . . a form in a passing cloud. To the adult, it is wisdom from a book . . . a great painting . . . a tree with autumn leaves.

Those words of Shakespeare remind us, too, that the eyesight which most of us so take for granted in our daily lives can be snatched from any of us, almost without warning.

Each year some 30,000 Americans go blind. Half of these cases of blindness could be prevented—by early detection and proper treatment. Modern medical science can cure many diseases of the eye that were formerly considered hopeless. Our task now is to apply such cures where they are needed.

The Federal Government is proud of the contribution it is making in this effort. Last summer, through Project Headstart, we discovered more than 22,000 underprivileged children who were suffering from abnormal visual defects. These children are now being helped.

But much still remains to be done if we are to educate the public to the importance of proper care and treatment of their eyes. It was for this reason that the Congress, by a joint resolution approved December 30, 1963 (77 Stat. 629), requested the President to issue annually a proclamation designating the first week in March of each year as Save Your Vision Week.

I am happy to do so again this year. I hereby proclaim the week beginning March 6, 1966, as Save Your Vision Week, and I hereby invite the Governors of the States, the Commonwealth of Puerto Rico, and officials of other areas subject to the jurisdiction of the United States to issue similar proclamations.

I also call upon the communications media, the medical, ophthalmological, optometric, and other health care professions, and all agencies concerned with programs for the improvement and preservation of vision, to unite in public activities to impress upon the people of the United States the importance of good vision to their happiness and welfare, and to urge their participation in programs to improve and protect the vision of our people.

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

DONE at the City of Washington this 28th day of January in the year of our Lord nineteen hundred and sixty-six, and of [SEAL] the Independence of the United States of America the one hundred and ninetieth.

LYNDON B. JOHNSON

By the President:

DEAN RUSK,
Secretary of State.

[F.R. Doc. 66-1225; Filed, Feb. 1, 1966; 11:31 a.m.]

FEDERAL REGISTER, VOL. 31, NO. 22—WEDNESDAY, FEBRUARY 2, 1966



Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 6676; Amdt. 39-188]

PART 39—AIRWORTHINESS DIRECTIVES

Hughes Models 269A, 269A-1, and 269B Helicopters

Amendment 39-77 (30 F.R. 7371), AD 65-12-2, requires repetitive inspections of the belt drive idler pulley clutch assembly on Hughes Models 269A, 269A-1, and 269B helicopters, and establishes a 200-hour service life limit for idler pulley bearings. Subsequent to the issuance of Amendment 39-77, the Agency has determined that replacement of the aluminum shaft on which the idler pulley bearings are mounted with a more rigid, heat-resistant, steel shaft eliminates the need for the inspections and replacements required by the AD. Therefore, the AD is amended to provide that these inspections and bearing replacements may be discontinued after replacement of the aluminum shaft with a steel shaft.

Since this amendment provides an alternative means of compliance, and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made 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, Amendment 39-77 (30 F.R. 7371), AD 65-12-2 is amended by adding the following new paragraph at the end thereof:

(d) The periodic bearing replacement and inspections required by this AD may be discontinued after modification of belt drive idler pulley clutch assembly, P/N 5515, by replacing aluminum shaft, P/N 5440, with steel shaft, P/N 5438 and installing bearings, P/N 5050-53.

This amendment becomes effective February 1, 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 January 26, 1966.

G. S. MOORE,
Director, Flight Standards Service.

[F.R. Doc. 66-1165; Filed, Feb. 1, 1966; 8:47 a.m.]

[Docket No. 6230; Amdt. 39-189]

PART 39—AIRWORTHINESS DIRECTIVES

Marvel-Schebler Models MA-3, MA-3A, MA-3SPA, MA-4SPA, MA-4-5, MA-4-5AA and MA-6 Carburetors

Amendment 39-11 (29 F.R. 16317), AD 64-27-2, as amended by Amendments 39-37 (30 F.R. 2134), 39-91 (30 F.R. 8034), and 39-175 (31 F.R. 82) requires inspection, parts replacement, installation of the positive retraction float valve assembly, and safetying of the bowl screws by the use of safety wire on Marvel-Schebler Models MA-3, MA-3A, MA-3SPA, MA-4SPA, MA-4-5, MA-4-5AA, and MA-6 carburetors. Subsequent to the issuance of Amendment 39-175, the Agency has determined that certain old carburetors cannot be modified in accordance with the AD. However, many of these carburetors may already be in compliance with the AD, since the previous installation of certain replacement parts may be equivalent to the AD requirements. Therefore a new AD is being issued superseding AD 64-27-2, as amended, incorporating the provisions of the amended AD and permitting compliance through the use of FAA-approved equivalent parts and modifications.

Since this amendment provides an alternative means of compliance, and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made 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:

MARVEL-SCHEBLER. Applies to Models MA-3, MA-3A, MA-3SPA, MA-4SPA, MA-4-5, MA-4-5AA and MA-6 carburetors used on various Franklin (Alcooled), Continental, Lycoming and Ranger engines, except the carburetors listed herein or having the number "64" stamped on the nameplate.

Marvel-Schebler P/N	Serial No.
A10-3859-1	W-4-262 and up.
A10-3878	G-6-1902 and up.
A10-3965-12	H-11-4119 and up.
A10-4025-12	Z-2-1400 and up.
A10-4164-1	K-3-1697 and up.
A10-4218-1	AK-2-368 and up.
A10-4401-1	AC-3-1395 and up.
A10-4404	R-6-3344 and up.
A10-4404	AO-3-996 and up.
A10-4438-1	AH-4-626 and up.

Compliance required at the next periodic inspection or when the carburetor is removed or disassembled, whichever occurs first after the effective date of this AD.

Numerous operational malfunctions have occurred on these carburetors, including

those complying with AD's 59-13-7 and 62-4-2. These have resulted in erratic engine operation and, in some cases, complete engine stoppage. Unless previously accomplished, design features contributing to these malfunctions are to be removed or corrected by accomplishing the following or an equivalent approved by an FAA maintenance inspector with concurrence of the Chief, Engineering and Manufacturing Branch, FAA Central Region:

(a) Replace all float assemblies having metal float chambers, whether reinforced or not, with float assemblies having moulded cellular rubber float chambers of the appropriate part number for the carburetor involved.

(b) Visually inspect solder safety on float valve bracket attach screws for security. If it is intact and provides positive safety, no action is required. If an unsatisfactory condition is noted or if screws are removed for any cause, replace screws with long-lok insert screws, A15-A21.

NOTE: Before installing these screws, the tapped holes on the carburetor body should be chamfered or countersunk using a 45° countersink to the major diameter (0.112 inch) of the screw to facilitate starting the nylon insert into the hole and remove any sharp edges or incomplete threads which may cut the nylon insert. The thread depth of any holes which will not accept the full length of the screw should be increased by carefully tapping with 4-40 bottoming tap. Early carburetors of the MA-3 Series having 3-36 threads may be retapped to accept the 4-40 screw with a 4-40 bottoming tap after the chamfering or countersinking operation. The long-lok screws do not require solder safety.

(c) On Models MA-3, MA-3A, MA-3SPA and MA-4SPA, install P/N A233-615 float valve assembly having a positive retraction float valve clip, Marvel-Schebler P/N A29-184, and long-lok safety feature in accordance with instructions in Marvel-Schebler Service Bulletin No. A1-64. No solder safety is required.

(d) On Models MA-4-5, MA-4-5AA and MA-6 Series, install P/N A233-614 float valve assembly having a positive retraction float valve clip, Marvel-Schebler P/N A29-182, and long-lok safety feature in accordance with instructions in Marvel-Schebler Service Bulletin No. A6-63.

(e) Safety all bowl cover screws whether long-lok type or not, by the use of safety wire as described in Marvel-Schebler Bulletin No. A5-63 or standard procedure. Use of ¼-28 x ½ UNF-2A hexagonal head cap screws with Marvel-Schebler special lock washer P/N 78-A97 is an acceptable alternate for the screw and safety wire procedure on Model MA-4-5, MA-4-5AA, and MA-6 carburetors.

(f) After all modifications outlined in this AD have been accomplished, impression stamp or etch a small number "64" in the lower section of the nameplate to indicate compliance.

This supersedes Amendment 39-11 (29 F.R. 16317), AD 64-27-2, as amended by Amendments 39-37 (30 F.R. 2134), 39-91 (30 F.R. 8034), and 39-175 (31 F.R. 82).

This amendment becomes effective February 1, 1966.

(Sec. 313(a), 601, and 603, Federal Aviation Act of 1958 (49 U.S.C. 1345(a), 1421, and 1423))

Issued in Washington, D.C., on January 25, 1966.

G. S. MOORE,
Director,
Flight Standards Service.

[F.R. Doc. 66-1166; Filed, Feb. 1, 1966;
8:47 a.m.]

[Docket No. 7135; Amdt. No. 45-1]

PART 45—IDENTIFICATION AND REGISTRATION MARKING

Geographical and Airspeed Limitations

The purpose of this amendment is to remove the geographical and airspeed limitations in the marking requirement applicable to antique aircraft.

Section 45.21(e) contains marking requirements applicable to aircraft manufactured before January 1, 1933, and aircraft having the same external configuration as an aircraft for which a type certificate, airworthiness certificate, license, or any other authorization was issued before January 1, 1933, by the United States. Such aircraft are commonly referred to as "antique" aircraft. Under § 45.21(e) an antique aircraft may display marks that are not in accord with the nationality and registration marking requirements applicable to other aircraft, if, among other things, the aircraft is operated at an airspeed of less than 180 knots TAS and within those parts of the 48 contiguous States and the District of Columbia that lie north of latitude 28° N. or west of longitude 85° W. These limitations were imposed in 1963, solely on the basis of information from the U.S. Air Force North American Air Defense Command (NORAD) that it would have no objection to the deletion of the requirement for side fuselage or tail markings on antique aircraft which are operated at less than 180 knots TAS within the continental limits of the United States, except for the Florida area.

The Agency has now been advised by NORAD that it has no objection to deleting the geographic and speed limitations for antique craft. The amendment makes that deletion.

Since this amendment removes an unnecessary restriction and imposes no additional burden on any person, compliance with the notice and public procedure provisions of the Administrative Procedure Act is unnecessary, and good cause exists for making it effective on less than 30 days' notice.

(Secs. 307(c), 313(a), 501 and 502, Federal Aviation Act of 1958 (49 U.S.C. 1348(c), 1354(a), 1401 and 1402))

In consideration of the foregoing, § 45.21(e) is amended by striking out subparagraph (2) effective January 26, 1966.

Issued in Washington, D.C., on January 26, 1966.

WILLIAM F. MCKEE,
Administrator.

[F.R. Doc. 66-1167; Filed, Feb. 1, 1966;
8:47 a.m.]

[Airspace Docket No. 66-CE-2]

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

Realignment of VOR Federal Airway

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to realign V-82 north alternate from Grand Forks, N. Dak., via Thief River Falls, Minn., to Bemidji, Minn.

V-82 north alternate is designated via the intersection of Grand Forks 066° and Bemidji 303° true radials. The intersection of these radials is at the Thief River Falls VOR.

Since this amendment is minor in nature and does not involve assignment or reassignment of the airspace involved, notice and public procedure hereon are unnecessary.

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

In § 71.123 (29 F.R. 17509; 30 F.R. 10286), V-82 is amended as follows: In V-82 "including an N alternate via INT of Grand Forks 066° and Bemidji 303° radials;" is deleted and "including an N alternate via Thief River Falls, Minn.;" is substituted therefor.

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

Issued in Washington, D.C., on January 26, 1966.

JAMES L. LAMPL,
Acting Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 66-1168; Filed, Feb. 1, 1966;
8:47 a.m.]

[Airspace Docket No. 66-SO-1]

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

Revocation and Alteration of Transition Areas

The purpose of these amendments to Part 71 of the Federal Aviation Regulations is to revoke the Rockwood, Tenn., transition area and alter the Crossville, Tenn., transition area.

The Rockwood, Tenn., transition area is described in 29 F.R. 17643, and the Crossville, Tenn., transition area is described in 29 F.R. 17643 and 30 F.R. 1239.

The Rockwood, Tenn., radio beacon is scheduled to be decommissioned on February 4, 1966. It is therefore necessary that the Rockwood transition area be revoked and the Crossville transition area be altered to encompass a portion of the Rockwood transition area.

Since these amendments lessen the burden on the public, notice and public

procedure hereon are unnecessary and the amendments may become effective without regard to the 30-day statutory period.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t. February 4, 1966, as hereinafter set forth.

1. In § 71.181 (29 F.R. 17643) the Rockwood, Tenn., transition area is revoked.

2. In § 71.181 (29 F.R. 17643) the Crossville, Tenn., transition area (30 F.R. 1239) is amended by deleting the following " * * * excluding that airspace within a 10-mile radius of Fowler Field, Rockwood, Tenn. (latitude 35°55'15" N., longitude 34°41'25" W.) * * *"

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

Issued in East Point, Ga., on January 24, 1966.

HENRY S. CHANDLER,
Acting Director, Southern Region.

[F.R. Doc. 66-1172; Filed, Feb. 1, 1966;
8:47 a.m.]

[Airspace Docket No. 65-WE-110]

PART 73—SPECIAL USE AIRSPACE

Alteration of Restricted Area

The purpose of this amendment to Part 73 of the Federal Aviation Regulations is to redescribe the boundaries of Restricted Area, R-5704 at Hermiston, Ore. This action will center the airspace over the actual ground area being used for burning and demolition with no increase in the total area of airspace designated for this restricted area.

The revised boundaries will move the restricted area less than one nautical mile further away from U.S. Highway No. 30 and the Columbia River which are used as natural VFR flyways. No airport operations will be affected by this action.

Since this amendment is minor in nature and imposes no additional burden on any person, the Administrator finds that notice and public procedure hereon are unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, this amendment will become effective more than thirty days after publication.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., March 31, 1966, as hereinafter set forth.

In § 73.57 (29 F.R. 17764) the present boundary description of Restricted Area R-5704, Hermiston, Ore., is deleted and the following is substituted therefor:

Beginning at latitude 45°52'00" N., longitude 119°29'00" W.; to latitude 45°50'00" N., longitude 119°29'00" W.; to latitude 45°50'00" N., longitude 119°30'30" W.; to latitude 45°52'00" N.; longitude 119°30'30" W.; to point of beginning.

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

Issued in Washington, D.C., on January 25, 1966.

ARCHIE W. LEAGUE,
Director, Air Traffic Service.

[F.R. Doc. 66-1169; Filed, Feb. 1, 1966;
8:47 a.m.]

[Airspace Docket No. 65-CE-142]

PART 73—SPECIAL USE AIRSPACE

Alteration of Restricted Area

The purpose of this amendment to Part 73 of the Federal Aviation Regulations is to reduce the designated altitude for the Fort Leonard Wood West, Missouri, Restricted Area, R-4501A.

The present designated altitude for this restricted area is "surface to 5600 feet MSL." The using agency has advised the Agency that there is no longer a requirement above 2,200 feet MSL for this area.

Since this amendment is minor in nature and releases airspace for public use, notice and public procedure hereon are unnecessary and the amendment may be made effective immediately.

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

In § 73.45 (29 F.R. 17753) R-4501A, Fort Leonard Wood West, Mo., delete the designated altitudes and substitute, "Surface to 2200 feet MSL."

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

Issued in Washington, D.C., on January 25, 1966.

ARCHIE W. LEAGUE,
Director, Air Traffic Service.

[F.R. Doc. 66-1170; Filed, Feb. 1, 1966; 8:47 a.m.]

[Airspace Docket No. 65-AL-32]

PART 73—SPECIAL USE AIRSPACE

Modification of Restricted Area

The purpose of this amendment to Part 73 of the Federal Aviation Regulations is to change the controlling agency of R-2202B, Big Delta, Alaska.

The RAPCON portion of the Fairbanks ARTC Center has been moved to Eielson Air Force Base. The control area delegated to Fairbanks Approach Control includes the area in R-2202B, Big Delta, Alaska. Consequently, the designated controlling agency should be altered to reflect this change. Since this amendment is procedural in nature and does not alter the burden upon the public, the Administrator has found that notice and public procedure are unnecessary and for these reasons the amendment may be made effective without regard to the 30-day period preceding effectiveness.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., February 3, 1966, as hereinafter set forth.

In § 73.22 (29 F.R. 17730, 30 F.R. 7949) R-2202B, Big Delta, Alaska is amended as follows: Under Controlling agency "Federal Aviation Agency, Fairbanks ARTC Center" is deleted and "Federal Aviation Agency, Fairbanks Approach Control" is substituted therefor.

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

Issued in Washington, D.C., on January 25, 1966.

ARCHIE W. LEAGUE,
Director, Air Traffic Service.

[F.R. Doc. 66-1175; Filed, Feb. 1, 1966; 8:47 a.m.]

[Regulatory Docket No. 6739]

PART 157—NOTICE OF CONSTRUCTION, ALTERATION, ACTIVATION, AND DEACTIVATION OF AIRPORTS

On June 30, 1965 the Agency published a notice of proposed rule making proposing a revision of Part 157 of the Federal Aviation Regulations (30 F.R. 8342) (Notice No. 65-14). The revision proposed to establish new reporting procedures, provide categories for airspace determinations, and to clarify the regulation in general.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. Due consideration was given to all material submitted.

Analysis of the comments indicated a general misunderstanding of the purpose of the regulation. It is not the purpose of the revision to deprive appropriate political bodies of their prerogatives with respect to approving the physical sites of airports or related matters. The FAA has always encouraged State and local governing bodies to actively develop civil aviation by planning and building an orderly system of airports and has recognized their authority in matters involving land use, zoning, and airport site selection. The FAA does not select airport sites nor does it approve them except in the case of requests for and under the Federal-Aid Airport Program. In the discharge of its statutory functions it studies airport proposals so as to advise proponents as to the effect on the safe and efficient use of airspace by aircraft. This regulation is the means by which the Agency acquires the necessary information to make these determinations. To clarify this point, certain editorial changes have been made in the final rule which indicate the limits of the Agency's interest.

Several commentators stated that the 90-day and 30-day notice requirements were excessive. The Agency does not consider these periods to be excessive in the light of the necessity for a 30-day comment period in those cases where the proposal is circularized and considering the time needed to conduct the required technical airspace studies. In this regard, it should be noted that provision has been made for emergency notice and expeditious handling in any case involving essential public services, public health, or public safety, or where delay would result in an unreasonable hardship.

In § 157.1, the statement that the part does not apply to projects for which Federal aid has been "allocated" has been changed to apply to those for which Federal aid has been "requested," under the Federal Airport Act, to eliminate the possibility of duplication of notice for these projects.

The State Departments of Aeronautics recommended that appropriate State aviation officials be notified of all FAA determinations under the revised part. In the interests of promoting more effective State airport programs and to provide for the exchange of aeronautical information, this recommendation has been adopted.

Two comments recommended that a finding of "no objection" under the rule should automatically qualify an airport for listing in the Airman's Information Manual (Airport Directory). The recommendation cannot be accepted, as the Agency's policy is to list only public use airports and the revision covers both personal use and private use airports.

Several comments indicated some doubts as to whether heliports are covered by the revision. The definition of "airport" in § 1.1 of the FARs states that "airport" means any area of land or water that is used or intended to be used for the landing or takeoff of "aircraft." Therefore, the revised part applies to areas used for any aircraft, including helicopters. However, at this time the Agency is making a further study to determine whether separate reporting standards are required for heliports.

In § 157.3(b), the word "activate" has been substituted for the word "reactivate" to make it clear that the construction of any new runway at an existing airport covered by this part falls within the meaning of the section. The word "activate" would also cover the reopening of former runway, landing strip, or associated taxiway.

Section 157.7 has been amended to provide that notices concerning certain personal use or private use airports used solely under VFR conditions and located more than 20 miles from an airport for which an instrument approach procedure is authorized and more than 5 miles from any airport open to the public will be submitted in abbreviated form and for record purposes only.

Several comments stated that taxiways not associated with runways would have little effect on the safe and efficient use of airspace and suggested that only those taxiways associated with runways be subject to the notice requirements. This suggestion has been adopted.

One comment suggested the combining of part 157 and part 77 relating to objects affecting navigable airspace, on the ground that there is a similarity in notice requirements. This suggestion was not adopted because the facts which are to be reported under each part differ considerably and would tend to confuse the public.

The reporting and/or recordkeeping requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

In consideration of the foregoing and for the reasons stated in Notice No. 65-14, part 157 of the Federal Aviation Regulations is revised to read as hereinafter set forth, effective March 2, 1966.

The revision is made under the authority of sections 309, 313(a), and 314 of the Federal Aviation Act of 1958 (49 U.S.C. 1350, 1354(a), and 1355).

Issued in Washington, D.C., on January 27, 1966.

WILLIAM F. MCKEE,
Administrator.

- Sec.
157.1 Applicability.
157.3 Projects requiring notice.
157.5 Notice of intent.
157.7 FAA determination.

AUTHORITY: The provisions of this part 157 issued under sections 309, 313(a), 314, Federal Aviation Act of 1958 (49 U.S.C. 1350, 1354(a), 1355).

§ 157.1 Applicability.

This part applies to persons proposing to construct, alter, activate, or deactivate a civil or joint-use (civil-military) airport, and sets forth requirements for notice to the Administrator as prescribed in § 157.3. This part does not apply to any project for which Federal aid has been requested under the Federal Airport Act or to any project involving a temporary airport which is intended to be used solely under VFR conditions for a period of less than 30 consecutive days with no more than 10 operations a day.

§ 157.3 Projects requiring notice.

Except as provided in § 157.1, each person who intends to do any of the following shall notify the Administrator in the manner prescribed in § 157.5:

- Construct or otherwise establish a new airport or activate an airport.
- Construct, realign, alter, or activate any runway, landing strip, or associated taxiway.
- Deactivate, discontinue using, or abandon an airport, runway, landing strip, or associated taxiway for a period of one year or more.
- Change the status of an airport from personal use (exclusive use by the owner), or private use (use by the owner or other persons authorized by the owner), to an airport open to the public.

§ 157.5 Notice of intent.

Except as provided in paragraphs (a) and (b) of this section, the notice required by § 157.3 shall be submitted, in triplicate, on Form FAA 2681, to the nearest FAA Area Manager's Office or FAA Regional Office at least 90 days before work is to begin. However, in an emergency involving essential public service, public health, or public safety, or when delay would result in an unreasonable hardship, a proponent may notify the FAA by telephone, or any other expeditious means, and send Form FAA 2681 within 5 days thereafter.

(a) Information concerning a personal or private use airport used solely under VFR conditions and located more than 20 nautical miles from an airport for which an instrument approach procedure is authorized, and more than 5 nautical miles from any airport open to the public, shall be submitted on Form FAA 2681 for record purposes at least 30 days before work is to begin. After stating whether the project is one of altera-

tion or establishment, only Items A, B, D, and I of the Form need be filled out.

(b) Information concerning the deactivation, discontinued use, or abandonment of an airport, runway, landing strip, or associated taxiway may be submitted by letter, or on Form FAA 2681, and prior notice is not required. Copies of Form FAA 2681 may be obtained from the nearest FAA Area Manager's Office or Regional Office.

§ 157.7 FAA determination.

The Federal Aviation Agency makes aeronautical studies of airport proposals and after consultations are held with interested persons, as appropriate, advises those concerned of the Agency determination: This determination will be based exclusively on considerations of the safe and efficient use of airspace by aircraft. In making the determination, the Agency will consider matters such as the effects it would have on existing or contemplated traffic patterns of neighboring airports and the effects it would have on the existing airspace structure and projected programs of the Agency. These determinations will fall within one of the following categories:

- No objection to the proposal.
- No objection to the proposal if certain conditions are met, such as the execution of VFR operations only, the establishment of traffic patterns compatible with those of adjacent airports, and the exclusive use of the airport by the owner.
- Objectionable, including reasons for the objections.

The FAA may establish void dates for certain determinations to permit orderly planning. Determinations are furnished to the proponent, aviation officials of the State concerned, and, when appropriate, local political bodies and other interested persons.

[F.R. Doc. 66-1171; Filed, Feb. 1, 1966; 8:47 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of Health, Education, and Welfare

Section 213.3316 is amended to show that the positions of Deputy Commissioner of Social Security, and Commissioner, Federal Water Pollution Control Administration, are excepted under schedule C. Effective on publication in the FEDERAL REGISTER, paragraph (1) and subparagraph (1) thereunder, and paragraph (m) and subparagraph (1) thereunder are added to § 213.3316 as set out below.

§ 213.3316 Department of Health, Education, and Welfare.

- Social Security Administration.
- One Deputy Commissioner.

(m) Office of the Assistant Secretary for Environmental Health.

(1) Commissioner, Federal Water Pollution Control Administration.

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

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 66-1132; Filed, Feb. 1, 1966; 8:47 a.m.]

PART 213—EXCEPTED SERVICE

Department of Health, Education, and Welfare

Section 213.3316 is amended to show that the position of Deputy Assistant Secretary for Program Coordination is excepted under schedule C. Effective on publication in the FEDERAL REGISTER, subparagraph (2) is added to paragraph (k) of § 213.3316 as set out below.

§ 213.3316 Department of Health, Education, and Welfare.

(k) Office of the Assistant Secretary for Program Coordination.

(2) One Deputy Assistant Secretary for Program Coordination.

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

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 66-1133; Filed, Feb. 1, 1966; 8:47 a.m.]

PART 213—EXCEPTED SERVICE

Civil Aeronautics Board

Section 213.3340 is amended to show that the position of Director, Bureau of Operating Rights, has been excepted under Schedule C, and that the Schedule C position of Director, Bureau of Economic Regulation, has been retitled Director, Bureau of Economic. Effective on publication in the FEDERAL REGISTER, paragraph (c) of § 213.3340 is amended and paragraph (k) is added as set out below.

§ 213.3340 Civil Aeronautics Board.

(c) Director, Bureau of Economics.

(k) Director, Bureau of Operating Rights.

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

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 66-1134; Filed, Feb. 1, 1966; 8:47 a.m.]

PART 213—EXCEPTED SERVICE
Executive Office of the President

Section 213.3303 is amended to show that the position of Staff Assistant in the Office of Science and Technology is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, subparagraph (4) is added to paragraph (c) of § 213.3303 as set out below.

§ 213.3303 Executive Office of the President.

(c) Office of Science and Technology.

(4) One Staff Assistant.

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

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 66-1135; Filed, Feb. 1, 1966; 8:47 a.m.]

Title 26—INTERNAL REVENUE

**Chapter I—Internal Revenue Service,
Department of the Treasury**

SUBCHAPTER A—INCOME TAX

[T.D. 6874]

**PART 1—INCOME TAX; TAXABLE
YEARS BEGINNING AFTER DECEMBER
31, 1953**

**Net Operating Loss Carryovers and
Carrybacks From Separate Return
Years To Consolidated Return Years**

The Income Tax Regulations (26 CFR Part 1) under subchapter A of chapter 6 of the Internal Revenue Code of 1954, relating to consolidated returns, are amended as follows:

Section 1.1502-31 is amended by revising paragraph (b) (3) (i) and by revising paragraph (b) (21) (i) and (ii). These revised provisions read as follows:

§ 1.1502-31 Basis of tax computation.

(b) Computations. . . .

(3) *Limitation on net operating loss carryovers and carrybacks from separate return years.* (i) In no case shall there be included in the consolidated net operating loss deduction for the taxable year as consolidated net operating loss carryovers or carrybacks under paragraphs (a) (3) (i) (b), (4) (i) (f), (g), (h), (j), and (k), and (ii) (c) and (d) of this section (relating to net operating losses sustained by a corporation in years for which separate returns were filed, or for which such corporation joined in a consolidated return filed by another affiliated group) an amount exceeding the taxable income of such corporation included in the computation of the consolidated taxable income for the taxable year, adjusted as provided in subdivision (ii) of this subparagraph. This subdivi-

sion shall not be applicable to a carryover under paragraph (a) (3) (i) (b) of this section of a net operating loss of a corporation—

(a) Attributable to a period for which it was included in a consolidated return filed by another affiliated group for a taxable year beginning prior to January 1, 1954, all of whose members are included in the consolidated return filed for the taxable year if all of the members of such other affiliated group would have been members of the affiliated group if the law applicable to the taxable year had been applicable to such prior taxable year.

(b) To taxable years beginning after December 31, 1963, attributable to a taxable year beginning before January 1, 1964, in which such corporation was (on each day of such year) a member of the affiliated group, or

(c) Attributable to a taxable year beginning after December 31, 1963, in which such corporation was (on each day of such year) a member of the affiliated group, provided that an election under section 1562 (relating to privilege of groups to elect multiple surtax exemptions) was not effective for such year.

(21) *Rules with respect to net operating losses under sections 381 and 382.*

(i) If, in the computation of the consolidated net operating loss carryover, there is included an amount with respect to a net operating loss of a corporation, sustained in a taxable year for which it filed a separate return or for which such corporation joined in a consolidated return filed for another affiliated group, which is a transferor or distributor of assets to a member of the affiliated group within the meaning of section 381(a), the amount allowable as a carryover with respect to such transferor or distributor shall not exceed the amount of the taxable income of the acquiring corporation included in the computation of the consolidated taxable income for the taxable year, adjusted as provided in subparagraph (3) (ii) of this paragraph. The preceding sentence shall not apply to a carryover—

(a) To taxable years beginning after December 31, 1963, attributable to a net operating loss or losses sustained by a corporation in a taxable year or years beginning before January 1, 1964, in which such corporation was (on each day of any such year) a member of the affiliated group, or

(b) Attributable to a taxable year beginning after December 31, 1963, in which the corporation sustaining the loss was (on each day of such year) a member of the affiliated group, provided that an election under section 1562 (relating to privilege of groups to elect multiple surtax exemptions) was not effective for such year.

(ii) If, in addition to the amount described in subdivision (i) of this subparagraph, there is included an amount with respect to a net operating loss sustained by the acquiring corporation in a year for which it filed separate returns or for which it joined in a consolidated re-

turn filed by another affiliated group, the losses sustained by both the acquiring corporation and the transferor or distributor corporation which may be taken into account as a net operating loss deduction in determining the consolidated taxable income may not exceed the taxable income of the acquiring corporation included in the computation of the consolidated taxable income for the taxable year, adjusted as provided in subparagraph (3) (ii) of this paragraph. The preceding sentence shall not apply to a carryover—

(a) To taxable years beginning after December 31, 1963, attributable to a net operating loss or losses sustained by the acquiring corporation in a taxable year or years beginning before January 1, 1964, in which such corporation was (on each day of any such year) a member of the affiliated group, or

(b) Attributable to a net operating loss sustained by the acquiring corporation in a taxable year beginning after December 31, 1963, in which such corporation was (on each day of such year) a member of the affiliated group, provided that an election under section 1562 (relating to privilege of groups to elect multiple surtax exemptions) was not effective for such year.

Because this Treasury decision amends existing regulations merely to liberalize the consolidated net operating loss deduction by narrowing the limitation imposed by § 1.1502-31(b) (3) on such deduction, it is found that it is unnecessary to issue this Treasury decision with notice and public procedure thereon under section 4(a) of the Administrative Procedure Act, approved June 11, 1946, or subject to the effective date limitation of section 4(c) of said Act.

(Sec. 7805, Internal Revenue Code of 1954 (68A Stat. 917; 26 U.S.C. 7805))

[SEAL] SHELDON S. COHEN,
Commissioner of Internal Revenue.

Approved: January 27, 1966.

STANLEY S. SURREY,
Assistant Secretary of
the Treasury.

[F.R. Doc. 66-1147; Filed, Feb. 1, 1966; 8:47 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**

AMPROLIUM, ETHOPABATE, ANTIBIOTICS

The Commissioner of Food and Drugs, having evaluated the data submitted in a petition (FAP 4C1456) filed by Merck

RULES AND REGULATIONS

Sharp & Dohme Research Laboratories, Division of Merck & Co., Inc., Rahway, N.J., 07065, and other relevant material, has concluded that the food additive regulations should be amended to provide for the safe use of amprolium and ethopabate with or without specified antibiotics in feed for replacement chickens. Therefore, pursuant to the provisions of the Federal Food, Drug,

and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90), § 121.210(c) is amended by changing in Table 1 item 2.2 to read as follows:

§ 121.210 Amprolium.

(c) * * *

TABLE 1—AMPROLIUM IN COMPLETE CHICKEN AND TURKEY FEED

Principal ingredient	Grams per ton	Combined with—	Grams per ton	Limitations	Indications for use
...
2.2 Amprolium...	113.5-227 (0.0125% 0.025%)	Ethopabate.	3.6 (0.0004%)	For broiler chickens; for replacement chickens intended for use as caged layers only; not for laying chickens.	Prevention of coccidiosis.
...

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds

legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348 (c)(1))

Dated: January 25, 1966.

J. K. KIRK,
Assistant Commissioner
for Operations.

[F.R. Doc. 66-1142; Filed, Feb. 1, 1966;
8:47 a.m.]

Notices

INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRO- DUCED OR MANUFACTURED IN YUGOSLAVIA

Restraint Levels

JANUARY 28, 1966.

On December 30, 1965, in furtherance of the bilateral cotton textile agreement with Yugoslavia of October 5, 1964, as amended, the United States agreed, on the basis of exceptional circumstances and for 1 year only, to increase the corrected level of restraint for Category 9 which was established for the 12-month period ending December 31, 1965, in exchange for a reduction in the corrected levels of restraint for Categories 15-16 and 22 which were established for that same period. To the extent that this increase creates an unfilled balance, any goods in Category 9, which were exported to the United States from Yugoslavia prior to January 1, 1966, shall be charged against the new corrected level of restraint.

There is published below a directive of January 26, 1966, from the Chairman, President's Cabinet Textile Advisory Committee to the Commissioner of Customs amending and supplementing a previous directive of December 30, 1965, concerning cotton textiles produced or manufactured in Yugoslavia, to implement this agreement and to implement a request by Yugoslavia to further increase the ceiling for Category 9 in accordance with paragraph 5 of the bilateral agreement.

Interested parties should contact the appropriate Customs officers as soon as possible concerning the admissibility of their goods.

STANLEY NEHMER,
Chairman, Interagency Textile
Administrative Committee,
and Deputy Assistant Secretary
for Resources.

THE SECRETARY OF COMMERCE
WASHINGTON, D.C.

PRESIDENT'S CABINET TEXTILE ADVISORY
COMMITTEE

WASHINGTON, D.C.,
January 26, 1966.

COMMISSIONER OF CUSTOMS,
Department of the Treasury,
Washington, D.C.

DEAR MR. COMMISSIONER: This directive supplements and amends the directive of December 30, 1965, from the Chairman of the President's Cabinet Textile Advisory Committee, which directed you to prohibit the entry into the United States for consumption of certain cotton textiles and cotton textile products produced or manufactured in Yugoslavia in excess of designated levels for the

12-month period beginning on January 1, 1966. The December 30 directive also contained a provision that entries of cotton textiles and cotton textile products in certain categories, including Categories 9, 15-16, and 22, produced or manufactured in Yugoslavia, which were exported to the United States from Yugoslavia prior to January 1, 1966, would, to the extent of any unfilled balances, be charged against the levels of restraint established for such goods during the period January 1, 1965, through December 31, 1965. It further provided that in the event the levels of restraint established for the period January 1, 1965, through December 31, 1965, were exhausted by previous entries, such goods would be subject to the levels of restraint designated for the 12-month period beginning on January 1, 1966.

The purpose of this directive is to increase from 4,568,110 square yards to 5,083,952 square yards in Category 9, and to reduce from 1,500,000 square yards to 1,290,704 square yards in Categories 15-16, and from 1,000,000 square yards to 943,454 square yards in Category 22, the levels of restraint established for such goods during the period January 1, 1965, through December 31, 1965.

Detailed descriptions of Categories 9, 15-16, and 22 in terms of T.S.U.S.A. numbers were published in the FEDERAL REGISTER on October 1, 1963 (28 F.R. 10551).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of the Socialist Federal Republic of Yugoslavia and with respect to imports of cotton textiles and cotton textile products from the Socialist Federal Republic of Yugoslavia have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of section 4 of the Administrative Procedure Act. This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

JOHN T. CONNOR,

Secretary of Commerce, and Chairman,
President's Cabinet Textile
Advisory Committee.

[F.R. Doc. 66-1148; Filed, Feb. 1, 1966;
8:45 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority No. 30—Chicago
Regional Office, Rev. 1]

CHICAGO REGIONAL AREA

Delegation of Authority To Conduct Program Activities

Pursuant to the authority delegated to the Regional Director by Delegation of Authority No. 30—Midwestern Area, 30 F.R. 3252, as amended, 30 F.R. 7686, 8599, 13556, and 14062; Delegation of Author-

ity 30 F.R. 4567 is hereby revised to read as follows:

I. The following authority is hereby redelegated to the specific positions as indicated herein:

A. *Size determinations* (Delegated to the position as indicated below). To make initial size determinations in all cases within the meaning of the Small Business Size Standards Regulations, as amended, and further, to make product classification decisions for financial assistance purposes only. Product classification decisions for procurement purposes are made by contracting officers.

B. *Eligibility determinations* (Delegated to the positions as indicated below). To determine the eligibility of applicants for assistance under any program of the agency in accordance with Small Business Administration standards and policies.

C. *Chief, Financial Assistance Division* (and Assistant Chief, if assigned).

1. Item I.A. (Size Determinations for Financial Assistance only.)

2. Item I.B. (Eligibility Determinations for Financial Assistance only.)

3. To approve business and disaster loans not exceeding \$350,000 (SBA share).

4. To decline business and disaster loans of any amount.

5. To disburse unsecured disaster loans.

6. To enter into business and disaster loan participation agreements with banks.

7. To execute loan authorizations for Washington and Area approved loans and loans approved under delegated authority, said execution to read as follows:

(Name), Administrator,

By _____

(Name)

Title of person signing

8. To cancel, reinstate, modify, and amend authorizations for business or disaster loans.

9. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

10. To approve, when requested, in advance of disbursement, conformed copies of notes and other closing documents; and to certify to the participating bank that such documents are in compliance with the participation authorization.

11. To approve service charges by participating bank not to exceed 2 percent per annum on the outstanding principal balance on construction loans and loans involving accounts receivable and inventory financing.

12. To take all necessary actions in connection with the administration, servicing, collection and liquidation of all loans and other obligations or assets, including collateral purchased; and to do and to perform and to assent to the doing and performance of, all and every act

and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing:

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefore, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator;

b. The execution and delivery of contracts of sale or lease or sublease, quitclaim, bargain and sale or special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or in part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. The approval of bank applications for use of liquidity privilege under the loan guaranty plan.

D. *Working Supervisor or Chief, Loan Processing.* 1. Item I.C. 3

2. To decline business and disaster loans of any amount.

3. Items I.C. 6. through 10.

4. Items I.A. (Size Determinations for Financial Assistance only).

5. Item I.B. (Eligibility Determinations for Financial Assistance only).

E. *Working Supervisor or Chief, Loan Administration.* 1. To approve the amendments and modifications of loan conditions for loans that have been fully disbursed.

2. Item I.C. 12.—only the authority for servicing, administration and collection, including subitems a. and b.

F. *Working Supervisor or Chief, Loan Liquidation.* Item I.C. 12.—only the authority for liquidation, including collateral purchased, and subitems a. and b.

G. Reserved.

H. *Chief, Procurement and Management Assistance.* 1. Item I.A. (Size Determinations on PMA Activities only).

2. Item I.B. (Eligibility Determinations on PMA Activities only).

I. *Regional Counsel.* To disburse approved loans.

J. *Administrative Assistant.* 1. To purchase reproductions of loan documents, chargeable to the revolving fund, requested by United States Attorney in foreclosure cases.

2. To (a) purchase all office supplies and expendable equipment, including all desk-top items, and rent regular office equipment; (b) contract for repair and maintenance of equipment and furnishings; (c) contract for services required in setting up and dismantling and moving SBA exhibits; (d) issue Government bills of lading and (e) purchase printing from General Services Administration where centralized reproduction facilities have been established by GSA.

3. In connection with the establishment of Disaster Loan Offices, to (a) obli-

gate Small Business Administration to reimburse General Services Administration for the rental of office space; (b) rent office equipment; and (c) procure (without dollar limitation) emergency supplies and materials.

4. To rent motor vehicles from General Services Administration and to rent garage space for the storage of such vehicles when not furnished by this Administration.

II. The Authority delegated herein cannot be redelegated.

III. The Authority delegated herein to a specific position may be exercised by any SBA employee designated as Acting in that position.

IV. All previously delegated authority is hereby rescinded without prejudice to actions taken under such Delegations of Authority prior to the date hereof.

THOMAS E. GAUSE,
Regional Director
Chicago Regional Office.

JANUARY 13, 1966.

[F.R. Doc. 66-1126; Filed, Feb. 1, 1966;
8:46 a.m.]

[Revocation of Delegation of Authority No.
4.2—Temporary]

ASSISTANT DEPUTY ADMINISTRATOR FOR FINANCIAL ASSISTANCE (ECONOMIC DEVELOPMENT ASSISTANCE)

Revocation of Delegation of Temporary Disaster Program Authority Covering Louisiana, Mississippi and Alabama

Delegation of Authority No. 4.2—Temporary (30 F.R. 12650) is hereby revoked without prejudice to any action heretofore taken thereunder.

Effective date: February 1, 1966.

ROSS D. DAVIS,
Executive Administrator.

[F.R. Doc. 66-1127; Filed, Feb. 1, 1966;
8:46 a.m.]

[Delegation of Authority No. 4.2 (Amdt. 2)]

ASSISTANT DEPUTY ADMINISTRATOR FOR FINANCIAL ASSISTANCE (ECONOMIC DEVELOPMENT ASSISTANCE)

Delegation of Disaster Loan Program Authority

I. Pursuant to the authority delegated by the Administrator to the Deputy Administrator for Financial Assistance in Delegation of Authority No. 4, as amended (29 F.R. 5489, 18194, 30 F.R. 11983), Delegation of Authority No. 4.2, as amended (30 F.R. 6609, 12503) to the Assistant Deputy Administrator for Financial Assistance (Economic Development Assistance) is hereby further amended by deleting sub-item I of Item I thereof without prejudice to actions heretofore taken thereunder.

Effective date: February 1, 1966.

LOGAN B. HENDRICKS,
Deputy Administrator for
Financial Assistance.

[F.R. Doc. 66-1128; Filed, Feb. 1, 1966;
8:46 a.m.]

DEPARTMENT OF LABOR

Office of the Secretary

[Secretary's Order No. 1-66]

NATIONAL FOUNDATION ON ARTS AND HUMANITIES

Delegation of Authority and Assignment of Responsibilities

1. *Purpose.* To delegate authority and assign responsibility for the performance of functions vested in the Secretary pursuant to subject act.

2. *Authority and directives affected.* a. This order is issued pursuant to section 5 of the National Foundation on the Arts and Humanities Act of 1965 (Public Law 89-209).

b. All orders, instructions and memoranda of the Secretary of Labor or other officials of the Department of Labor are superseded to the extent they are inconsistent herewith.

3. *Background.* The National Foundation on the Arts and Humanities Act, section 5(j) states that it shall be a condition of the receipt of any grant under this section that the group or individual or the State or State agency receiving such grants furnish adequate assurances to the Secretary of Labor that all professional performers and related or supporting professional personnel (other than laborers and mechanics) not be paid less than a prescribed minimum wage as determined by the Secretary of Labor nor be required to perform under working conditions which are unsanitary, hazardous or dangerous. The Act also states in section 5(k) that it shall be a condition of the receipt of any grant under this section that the group or individual or the State or State agency receiving such grant furnish adequate assurances to the Secretary of Labor that all laborers and mechanics employed by contractors or subcontractors on construction projects assisted under this section shall be paid no less than the prevailing wage on similar construction in the locality as determined by the Secretary of Labor.

4. *Delegation of authority and assignment of responsibility—*a. *Administrator, Wage and Hour and Public Contracts Divisions.* Subject to the general direction of the Assistant Secretary for Labor-Management Relations, the Administrator, Wage and Hour and Public Contracts Divisions, is hereby delegated authority and assigned responsibility for the performance of activities necessary to carry out the functions vested in the Secretary of Labor pursuant to the National Foundation on the Arts and Humanities Act of 1965 except as hereinafter provided.

b. *Solicitor of Labor.* The Solicitor of Labor shall have responsibility for pro-

viding legal advice and assistance in the administration of the Act cited in Paragraph 4a above and regulations issued thereunder. The Solicitor of Labor shall also have the responsibility for carrying out necessary activities pursuant to section 5(k) of the Act.

5. *Effective Date.* This order is effective immediately.

Signed at Washington, D.C., this 11th day of January 1966.

W. WILLARD WIRTZ,
Secretary of Labor.

[F.R. Doc. 66-1120; Filed, Feb. 1, 1966;
8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

JANUARY 28, 1966.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a) (6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket No. assigned MC 4496 Sub No. 1 (AMENDMENT), filed November 29, 1965, published in FEDERAL REGISTER issue of January 26, 1966, and republished as amended this issue. Applicant: MID-SOUTH TRANSPORTS, INC., 109 West McLemore, Memphis, Tenn. Applicant's representative: James Clarence Evans, 710 Third National Bank Building, Nashville, Tenn. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of: *General commodities* (except used household goods and liquid commodities in bulk, and tank vehicles) between Jacksonville and Nashville, Tenn., via U.S. Highway 70, with service authorized at the intermediate points of Camden and New Johnsonville, and serving also as off-route points all plantsites within six (6) miles of New Johnsonville, but restricted against serving any other intermediate point, with this authority to be used in connection with and by tacking with all of the applicant's other operating authority. **NOTE:** Applicant already holds authority between Nashville and Jackson over Tennessee Highways 20

and 100; and also over U.S. Highway 70, as an alternate route; applicant seeks no duplicating authority; applicant seeks authority in both interstate and intrastate commerce, and applicant's operations are entirely within the State of Tennessee.

HEARING: February 17, 1966, at 9:30 a.m. in the Commission's hearing room floor C-L 110 Cordell Hull Building, Nashville, Tenn. Requests for procedural information including the time for filing protests concerning this application should be addressed to the Tennessee Public Service Commission, Cordell Hull Building, Nashville, Tenn., 37219, and should not be directed to the Interstate Commerce Commission.

State Docket No. assigned MC 4777, filed December 2, 1965. Applicant: MERCHANTS EXPRESS, INC., Post Office Box 98, Livingston, Tenn. Applicant's representatives: Walter Harwood, 515 Nashville Bank and Trust Building, Nashville, Tenn., and Millard V. Oakley, Post Office Box 98, Livingston, Tenn. Certificate of public service and necessity sought to operate a freight service as follows: Transportation of: *General commodities* (except classes A and B explosives, household goods, commodities in bulk, and articles requiring special equipment), from Nashville, Tenn., via U.S. Highway 70 North and/or Interstate Highway 40, to their respective junctions with Tennessee Highways 53 and 42; thence via said Tennessee Highways to the Jackson and Overton County lines, respectively; thence via all and any highways and roads in Jackson, Overton, Fentress and Pickett Counties, Tenn., serving all points in said counties, and return over the same routes, serving no intermediate points between Nashville and Jackson and Overton County lines, and serving between points within Jackson, Overton, Fentress and Pickett Counties, Tenn.

HEARING: March 16, 1966, at 9:30 a.m. in the Commission's court room C-1-110 Cordell Hull Building, Nashville, Tenn. Requests for procedural information including the time for filing protests concerning this application should be addressed to Tennessee Public Service Commission, C-1-110 Cordell Hull Building, Nashville, Tenn., and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1150; Filed, Feb. 1, 1966;
8:46 a.m.]

[Notice No. 383]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

JANUARY 28, 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 2202 (Deviation No. 84), ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Post Office Box 471, Akron, Ohio, 44309; filed January 20, 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 Henryetta, Okla., over Indian Nation Turnpike to junction U.S. Highway 69 near Savanna, 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: from Henryetta, Okla., over U.S. Highway 266 to Checotah, Okla., thence over U.S. Highway 69 to junction Indian Nation Turnpike near Savanna, Okla., and return over the same route.

No. MC 4963 (Deviation No. 15), JONES MOTOR CO., INC., Spring City, Pa., 19475, filed January 17, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (1) From Danbury, Conn., over Interstate Highway 84 to junction Interstate Highway 81, thence over Interstate Highway 81, to junction Interstate Highway 80, thence over Interstate Highway 80 to Youngstown, Ohio; and (2) from Danbury, Conn., over Interstate Highway 84, to junction Interstate Highway 81, and thence over Interstate Highway 81 to Harrisburg, Pa., 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 follow: (1) From Williams-town, Mass., over U.S. Highway 7 to junction unnumbered highway (formerly portion U.S. Highway 7) north of Lenox, Mass., thence over unnumbered highway to Lenox, Mass., thence over Massachusetts Highway 7A (formerly portion U.S. Highway 7) to junction U.S. Highway 7, thence over U.S. Highway 7 to junction Massachusetts Highway 7A (formerly portion U.S. Highway 7), thence over Massachusetts Highway 7A to the Massachusetts-Connecticut State line, thence over unnumbered highway (formerly portion U.S. Highway 7) to junction U.S.

Highway 7 located at or near Canaan, Conn.

Thence over U.S. Highway 7 to junction unnumbered highway (formerly portion U.S. Highway 7) near Danbury, Conn., thence over unnumbered highway to Danbury, Conn., thence over U.S. Highway 6 to Brewster, N.Y., thence over unnumbered highway (formerly portion New York Highway 22) to junction New York Highway 22, thence over New York Highway 22 to New York, N.Y., thence over U.S. Highway 1 via Newark and New Brunswick, N.J., to Philadelphia, Pa.; (2) from York, Pa., over U.S. Highway 111 to Harrisburg, Pa., thence over U.S. Highway 322 to junction U.S. Highway 422, thence over U.S. Highway 422 to Reading, Pa., thence over U.S. Highway 222 to Allentown, Pa., thence over unnumbered highway (formerly U.S. Highway 22) via Butztown, Dryland, and Wilson, Pa., to junction U.S. Highway 22, and thence over U.S. Highway 22 to Newark, N.J.; (3) from Hanover, Pa., over Pennsylvania Highway 116 to junction U.S. Highway 30 (5 miles west of York), thence over U.S. Highway 30 to York, Pa., thence over U.S. Highway 111 to Harrisburg, Pa., thence over U.S. Highway 11 to Carlisle Toll Gate, thence over Pennsylvania Turnpike to Irwin Toll Gate and thence over U.S. Highway 30 to Pittsburgh, Pa.; and (4) from Pittsburgh, Pa., over U.S. Highway 30 to junction Ohio Highway 7, thence over Ohio Highway 7 to Youngstown, Ohio, and thence over U.S. Highway 422 to Cleveland, Ohio, and return over the same routes.

No. MC 8948 (Deviation No. 1), WESTERN GILLETTE, INC., 2550 East 28th Street, Los Angeles, Calif. Applicant's representative: John B. Patterson, 630 Fidelity Union Tower, Dallas, Tex.; filed January 18, 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, over U.S. Highway 69 to junction Indian Nation Turnpike, north of Savanna, Okla., thence over Indian Nation Turnpike to junction Indian Nation Turnpike and 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: From Dallas, Tex., over U.S. Highway 75 to junction Alternate U.S. Highway 75 at or near Preston, Okla., thence over Alternate U.S. Highway 75 to Sapulpa, Okla., and return over the same route.

No. MC 10875 (Deviation No. 8), BRANCH MOTOR EXPRESS CO., 114 Fifth Avenue, New York, N.Y., 10011; filed January 19, 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 Greenfield, Mass., over Interstate Highway 91, to New Haven, Conn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same com-

modities over a pertinent service route as follows: From Greenfield, Mass., over Massachusetts Highway 10 to junction U.S. Highway 202, thence over U.S. Highway 202 to Holyoke, Mass., thence over U.S. Highway 5 to New Haven, Conn., and return over the same route.

No. MC 107353 (Deviation No. 1), HELPHREY MOTOR FREIGHT, INC., 3417 East Springfield, Spokane, Wash., 99202, filed January 19, 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 Portland, Oreg., over Interstate Highway 80N and U.S. Highway 30 to junction U.S. Highways 395 and 730, thence over U.S. Highways 395 and 730 to Pasco, Wash., thence over U.S. Highway 395 to junction Interstate Highway 90 and U.S. Highway 10, and thence over Interstate Highway 90 and U.S. Highways 10 and 395 to Spokane, 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 Portland, Oreg., over U.S. Highways 99 and 830 to Vancouver, Wash., thence over U.S. Highway 830 to junction U.S. Highway 97, thence over U.S. Highway 97 to Ellensburg, Wash., thence over Interstate Highway 90 and U.S. Highway 10 to junction Washington Highway 283, thence over Washington Highway 283 to junction Washington Highway 28, thence over Washington Highway 28 to junction Washington Highway 17, thence over Washington Highway 17 to junction U.S. Highway 2, and thence over U.S. Highway 2 to Spokane, Wash., and return over the same route.

No. MC 111231 (Deviation No. 27), JONES TRUCK LINES, INC., 610 East Emma Avenue, Springdale, Ark., 72764. Applicant's representative: B. J. Wiseman (same address as applicant); filed January 20, 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 Indian Nation Turnpike and U.S. Highway 69, north of Savanna, Okla., over Indian Nation Turnpike to junction Indian Nation Turnpike and 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 pertinent service routes as follows: (1) from Fort Smith, Ark., over U.S. Highway 64 to Muskogee, Okla., thence over U.S. Highway 62 to Oklahoma City, Okla.; (2) from Henryetta, Okla., over U.S. Highway 266 to Warner, Okla.; and (3) from Muskogee, Okla., over U.S. Highway 69 to Atoka, Okla.; and return over the same routes.

MOTOR CARRIERS OF PASSENGERS

No. MC 3600 (Deviation No. 1), FRANK MARTZ COACH CO., INC., Wilkes-Barre, Pa.; Carrier's representative: John J. Dempsey, Jr., Suite 1200,

Miners National Bank Building, Wilkes-Barre, Pa., 18701, filed January 19, 1966. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, and *express and newspapers* in the same vehicle with passengers, over deviation routes as follow: (1) from Wilkes-Barre, Pa., over city streets and Pennsylvania Highway 115 to junction Interstate Highway 81, thence over Interstate Highway 81 to intersection U.S. Highway 307, with access to and from Interstate Highway 81 and parallel Highways 315 and 11, between the foregoing terminal points, at various intervening on and off ramps; (2) from Interchange 35 of the northeast extension of the Pennsylvania Turnpike System via access ramps to Interstate Highway 80, thence over Interstate Highway 80 to junction U.S. Highway 46, at or near Columbia, N.J.; (3) from Blakeslee, Pa., over Pennsylvania Highway 115 approximately 1 mile, to junction Interstate Highway 80, thence over Interstate Highway 80 to junction U.S. Highway 46, at or near Columbia, N.J.; (4) from junction U.S. Highway 46 and Interstate Highway 80, at or near Netcong, N.J., over Interstate Highway 80 to junction U.S. Highway 46, at or near Denville, N.J.; (5) from junction U.S. Highway 22 and Interstate Highway 78, at or near Phillipsburg, N.J., over Interstate Highway 78 to junction U.S. Highway 22, at or near Annandale, N.J.; (6) from junction U.S. Highway 22 and U.S. Highway 287, at or near Somerville, N.J., over Interstate Highway 287 (also known as Interstate Highway 95), to junction U.S. Highway 1, thence over U.S. Highway 1 to junction U.S. Highway 9 at or near Woodbridge, N.J., thence over U.S. Highway 9 to New Jersey Turnpike Interchange 11.

Thence over New Jersey Turnpike to Interchange No. 16, thence over New Jersey Highway 3 to the Lincoln Tunnel Plaza; (7) from junction U.S. Highway 22 and the New Jersey Turnpike in Newark, N.J., at the Newark Airport, thence from Interchange No. 14 over New Jersey Turnpike to Interchange No. 16, thence over New Jersey Highway 3 to the Lincoln Tunnel Plaza; (8) from Interstate Highway 80 to U.S. Highway 611 at Scotrun, Pa., over access ramps and roads; (9) from junction Interstate Highway 80 and Interstate Highway 81E, at or near Pocono Manor, Pa., over Interstate Highway 81E to junction Pennsylvania Highway 940; and (10) from junction Interstate Highway 80 and Park Avenue, in the Borough of Stroudsburg, Pa., over Park Avenue to Main Street (also U.S. Highway 611) in the Borough of Stroudsburg, Pa., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over pertinent service routes as follows: (1) from Wilkes-Barre, Pa., over Pennsylvania Highway 115 via Blakeslee, Broadheadsville, and Saylorsburg, Pa., to Stockertown, Pa., thence over unnumbered highway via Tatamy, Pa., to Easton, Pa., thence over

U.S. Highway 22 to Newark, N.J., thence over U.S. Highway 1 to Jersey City, N.J., and thence through the Holland Vehicular Tunnel to New York, N.Y.; (2) from Wilkes-Barre, Pa., to Blakeslee as specified above, thence over Pennsylvania Highway 940 via Pocono Summit, Pa., to Swiftwater, Pa. (also over an unnumbered Pennsylvania Highway from Pocono Summit to Mount Pocono, Pa., and thence over U.S. Highway 611 to Swiftwater, Pa.), thence over U.S. Highway 611 via Stroudsburg, Pa., to Portland, Pa., thence over U.S. Highway 46 to West Caldwell, N.J., thence over Bloomfield Avenue to Montclair, N.J.

Thence over New Jersey Highway 23 to Newark, N.J., thence as specified above to New York, N.Y.; (3) from Wilkes-Barre, Pa., over Pennsylvania Highway 315 to Dupont, Pa., thence over U.S. Highway 11 via Moosic, Pa., to Scranton, Pa., thence over Pennsylvania Highway 307 to junction U.S. Highway 611, thence over U.S. Highway 611 to Pocono, Pa., and thence as specified above to New York, N.Y.; (4) from Wilkes-Barre, Pa., over U.S. Highway 309 to Pittston, Pa., and thence over unnumbered Pennsylvania Highways via Duryea, Old Forge, and Taylor, Pa., to Scranton, Pa.; (5) from Wilkes-Barre, Pa., over Pennsylvania Highway 115 to Kingston, Pa., and thence over U.S. Highway 11 to Dupont, Pa.; (6) from Moosic, Pa., over Pennsylvania Highway 502 to Daleville, Pa.; (7) from Scranton, Pa., over U.S. Highway 611 to junction Pennsylvania Highway 307; (8) from Stroudsburg, Pa., over Pennsylvania Highway 612 to Saylorburg, Pa.; (9) from Breadheadsville, Pa., over U.S. Highway 209 to Stroudsburg, Pa.; (10) from Buttzville, N.J., over New Jersey Highway 30 to junction of U.S. Highway 22 near Clinton, N.J.; (11) from New York, N.Y., through the Lincoln Tunnel to Lincoln Tunnel Plaza, thence over Overhead Highway to junction Depressed Highway, thence over Depressed Highway to junction U.S. Highway 9W ramp, thence over U.S. Highway 9W (Tonelle Avenue) to junction Pulaski Skyway in Jersey City, N.J., and thence over U.S. Highway 1 to Newark, N.J., and return from Newark, N.J., over U.S. Highway 1 to junction Pulaski Skyway and U.S. Highway 9W in Jersey City, N.J.

Thence over U.S. Highway 9W (Tonelle Avenue) to junction New Jersey Highway 3, thence over New Jersey Highway 3 to junction Depressed Highway, thence over Depressed Highway to junction Overhead Highway, thence over Overhead Highway to Lincoln Tunnel Plaza, and thence through the Lincoln Tunnel to New York, N.Y.; (12) from Public Service Terminal, Newark, N.J., over Sip Avenue, to junction Hudson Boulevard, thence over Hudson Boulevard to junction Manhattan Avenue and thence over Manhattan Avenue to junction U.S. Highway 9W; (13) from junction U.S. Highway 1 and New Jersey Highway 3 over New Jersey Highway 3 to junction relocated New Jersey Highway 3 at or near Union Avenue, thence

over relocated New Jersey Highway 3 passing north of Secaucus, N.J., business center to junction New Jersey Highway 3 east of the Hackensack River, thence over New Jersey Highway 3 to junction New Jersey Highway S3, thence over New Jersey Highway S3 to junction New Jersey Highway 6, thence over New Jersey Highway 6 to junction Bloomfield Avenue; (14) from the Wyoming Valley Interchange of the Pennsylvania Turnpike, near Pittston, Pa., over the Pennsylvania Turnpike to the Lehigh Valley Interchange near Allentown, Pa., and thence over U.S. Highway 22 to Easton, Pa.; and (15) from Blakeslee, Pa., over Pennsylvania Highway 940 to Pocono Interchange of the Pennsylvania Turnpike, and return over the same routes.

No. MC 13300 (Deviation No. 8) (cancels Deviation No. 3), CAROLINA COACH COMPANY, 1201 South Blount St., Raleigh, N.C., 27602, filed January 21, 1966. Carrier's representative: James E. Wilson, 1735 K Street NW., Washington, D.C., 20006. Carrier proposes to operate as a common carrier, by motor vehicle, of passengers and their baggage, and express and newspapers, in the same vehicle with passengers, over a deviation route as follows: From Petersburg, Va., over U.S. Highway 1 to junction Interstate Highway 85, approximately 3 miles northeast of South Hill, Va., thence over Interstate Highway 85 to junction U.S. Highway 1, approximately 4 miles northeast of Henderson, N.C., and thence over U.S. Highway 1 to junction U.S. Highway 401, approximately 6 miles north of Raleigh, N.C., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over a pertinent service route as follows: From Petersburg, Va., over U.S. Highway 301 to Pleasant Hill, N.C., thence over North Carolina Highway 48 to Brinkleyville, N.C., thence over North Carolina Highway 561 to Louisburg, N.C., and thence over U.S. Highway 401 to junction U.S. Highway 1, approximately 6 miles north of Raleigh, N.C., and return over the same route.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1151; Filed, Feb. 1, 1966;
8:46 a.m.]

[Notice No. 873]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

JANUARY 28, 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 64932 (Sub-No. 370) (AMENDMENT), filed January 21, 1965, published FEDERAL REGISTER issue February 10, 1965, amended March 9, 1965, and republished as amended this issue. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street., Chicago, Ill. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Spent phosphoric acid, in bulk, in tank vehicles, from Alma, Charlotte, Detroit, Grand Rapids, Iona, Jackson, and Riggs, Mich., Cynthiana, and Louisville, Ky., to points in Indiana, and Ohio, (2) from Indianapolis, and Bedford, Ind., to points in Ohio, and (3) from Columbus, Elyria, Sidney, and Wauseon, Ohio, to points in Indiana. Note: Applicant states it "desires to preclude the handling of shipments originating at or destined to points in Canada," in the service as proposed. The purpose of this republication is to include Note as shown above.

HEARING: March 1, 1966, at the Midland Hotel, 172 West Adams, Chicago, Ill., before Examiner Raymond V. Sar.

No. MC 108884 (Sub-No. 9) (REPUBLICATION), filed June 21, 1965, published FEDERAL REGISTER issue of July 9, 1965, and republished this issue. Applicant: ROGERS AND KASPER, INC., Route 46, Great Meadows, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y., 10006. In the above-entitled proceeding by order entered November 30, 1965, the Commission, Operating Rights Board No. 1, authorized the issuance to applicant of a certificate to transport fish (including shell fish), exempt from economic regulation under section 203(b)(6) of the Interstate Commerce Act, in mixed loads with frozen onion products (presently authorized) in vehicles equipped with mechanical refrigeration, from Gloucester, Mass., over irregular routes, to the points indicated in the findings below. By letter, dated December 22, 1965, applicant requests clarification of the commodity authority granted in the order entered November 30, 1965. A Supplemental Order of the Commission, Operating Rights Board No. 1 dated January 4, 1966, and served January 24, 1966 finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of (1) frozen onion products (when moving in mixed loads with the commodity described in (2) below), in vehicles equipped with mechanical refrigeration, from Gloucester, Mass., to points in New York, N.Y., Nassau, Suffolk, Westchester,

Orange, Rockland, and Broome Counties, N.Y., Bergen, Essex, Hudson, Union Morris, and Warren Counties, N.J., and Lehigh, Northampton, Berks, Lackawanna, Luzerne, York, Dauphin, and Lebanon Counties, Pa., and (2) *fish (including shell fish)* (the transportation of which is partially exempt from regulations under section 203(b) (6) of the Interstate Commerce Act) when moving in the same vehicle at the same time with the commodities and from and to the points described in (1) above; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 48213 (Sub-No. 21) (Petition for Reinstatement of Permit), filed January 17, 1966. Petitioner: C. E. LIZZA, INC., Post Office Box 447, Latrobe, Pa. Petitioner's representative: Henry M. Wick, Jr., 1515 Park Building, Pittsburgh, Pa. Petitioner states it is a contract carrier by motor vehicle which was issued authority in No. MC 48213 (Sub-No. 21), to transport *explosives, blasting supplies, ammonium nitrate, and nitro-carbo-nitrate* (except coal tar products and liquid chemicals in bulk, in tank vehicles), from the plantsites or magazines of American Cyanamid Co. at or near Coverts and Latrobe, Pa., to points in Arizona, Louisiana, Michigan, Minnesota, Mississippi, Montana, Nebraska, North Dakota, New Mexico, Oklahoma, South Dakota, Texas, and Wyoming, and *damaged or defective shipments* of the above-described commodities, from points in the States specified above to plantsites or magazines of American Cyanamid Co. at or near Coverts and Latrobe, Pa. *Raw materials, equipment, supplies, and other materials* used in the manufacture or distribution of explosives, blasting supplies, materials and agents, and the component parts thereof, ammonium nitrate, nitro-carbo-nitrate, and equipment incidental to the use thereof (except coal tar products and liquid chemicals, in bulk, in tank vehicles), from points in Arizona, Louisiana, Michigan, Minnesota, Mississippi, Montana, Nebraska, North Dakota, New Mexico, Oklahoma, South Dakota, Texas, and Wyoming, to plantsites or magazines of American Cyanamid Co. at or near Coverts and Latrobe, Pa., *damaged or defective shipments* of the commodities described immediately above, from the plantsites or magazines of American Cyanamid Co. at or near Coverts and Latrobe, Pa., to points in the States named immediately above. By its terms this authority was to expire September 6,

1965, to the extent that it authorized the transportation of classes A and B explosives.

Petitioner through inadvertence failed to request that the expiration date be extended. By the instant petition, petitioner requests that the Commission will reinstate the above-described permit so as to permit the transportation of classes A and B explosives for a minimum period of five (5) years thereafter, or for such other time as the Commission considers reasonable. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the FEDERAL REGISTER, file an appropriate pleading, consisting of an original and 6 copies each.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

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

MOTOR CARRIERS OF PROPERTY

No. MC-F-9323. Authority sought for purchase by COOPER-JARRETT, INC., 23 South Essex Avenue, Orange, N.J., of the operating rights of VOLK'S EXPRESS, INC., Route 94, Florida-Chester Road, Florida, N.Y., and for acquisition by R. E. COOPER, JR., also of Orange, N.J., of control of such rights through the purchase. Applicants' attorney: Harris J. Klein, 280 Broadway, New York, N.Y., 10007. Operating rights sought to be transferred: *General commodities*, except those of unusual value, and except high explosives, household goods (when transported as a separate and distinct service in connection with so-called "household movings"), commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, as a *common carrier*, over irregular routes, from New York, N.Y., to points in Hudson County, N.J., from points in Hudson and Essex Counties, N.J., to points in Sullivan and Ulster Counties, N.Y., between New York, N.Y., on the one hand, and, on the other, points in Bergen County, N.J., Orange, Rockland, Ulster, and Sullivan Counties, N.Y., between points in Hudson, Bergen, and Essex Counties, N.J., on the one hand, and, on the other, points in Rockland and Orange Counties, N.Y.; and *general commodities*, excepting among others, household goods and commodities in bulk, from Nyack, N.Y., to points in Orange, Rockland, Sullivan, and Ulster Counties, N.Y. Vendee is authorized to operate as a *common carrier* in Missouri, Nebraska, Iowa, Massachusetts, Illinois, New York, Pennsylvania, Connecticut, Maryland, Indiana, Delaware, New Jersey, Ohio, West Virginia, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9324. Authority sought for control by MUSHROOM TRANSPORTATION COMPANY, INC., "H"

Street, and Hunting Park Avenue, Philadelphia, Pa., 19124, of KEYSTONE EXPRESS AND STORAGE COMPANY, INC., 1451 Manheim Pike, Lancaster, Pa., and for acquisition by RICHARD W. CUTAIAR, 18 East Park City West, 3900 Ford Road, Philadelphia, Pa., 19131, ROBERT F. CUTAIAR, 7628 Oaklane Road, Cheltenham, Pa., and WILLIAM W. CUTAIAR, JR., Apartment C-6, Alexander Arms, 4800 Township Lane, Drexel Hill, Pa., of control of KEYSTONE EXPRESS AND STORAGE COMPANY, INC., through the acquisition by MUSHROOM TRANSPORTATION COMPANY, INC. Applicants' attorney: Charles W. Singer, 33 North La Salle Street, Chicago, Ill., 60602. Operating rights sought to be controlled: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Lancaster, Pa., and Camden, N.J., serving all intermediate points and the off-route points of Churchtown and Pomeroy, Pa., between Lancaster, Pa., and Reading, Pa., serving all intermediate points and the off-route point of Denver, Pa., between Lancaster, Pa., and Myerstown and Richland, Pa., between Lancaster, Pa., and Lebanon, Pa., between Lancaster, Pa., and Palmyra, Pa., serving all intermediate points, between Lancaster, Pa., and Columbia, Pa., serving no intermediate points, between certain specified points in Pennsylvania, serving all intermediate points; and *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between points in Lancaster County, Pa., on the one hand, and, on the other, Baltimore, Md., Philadelphia, Pa., and points in Delaware. MUSHROOM TRANSPORTATION COMPANY, INC., is authorized to operate as a *common carrier* in Maryland, Pennsylvania, New York, Delaware, Illinois, Massachusetts, Connecticut, Rhode Island, New Jersey, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9325. Authority sought for purchase by SOUTH WHITLEY TRUCKING COMPANY, INC., South Whitley, Ind., of the operating rights of SNELL TRUCK LINE, INC., U.S. Highway 30 East, Post Office Box 507, Pierceton, Ind., and for acquisition by GEORGE M. CRAHAN, also of South Whitley, Ind., of control of such rights through the purchase. Applicants' attorneys: Robert C. Smith, 620 Illinois Building, Indianapolis, Ind., 46204, and Ferdinand Born, 601 Chamber of Commerce Building, Indianapolis, Ind., 46204. 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 Fort Wayne, Ind., and Warsaw, Ind., serving all intermediate points, and certain specified off-route points; and under a certificate of registration, in Docket No. MC-13784 (Sub No. 6), covering the transportation of general commodities, with the usual exceptions, and property, as a *common carrier*, in intrastate com-

merce, within the State of Indiana. Vendee is authorized to operate under a certificate of registration, in Docket No. MC-97255 (Sub No. 3), in the State of Indiana. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9326. Authority sought for purchase by NEW ENGLAND MOTOR FREIGHT, INC., Grove Street and Erie Railroad, Paterson, N.J., of the operating rights of RICHARD'S TRANSIT, INC., 395 C Street, Boston, Mass., and for acquisition by MAE SCHWARTZ, also of Paterson, N.J., of control of such rights through the purchase. Applicants' attorney and representative: Morton E. Kiel and Bert Collins, both of 140 Cedar Street, New York, N.Y. Operating rights sought to be transferred: Under a certificate of registration, in Docket No. MC-121344 (Sub-No. 1), covering the transportation of general commodities, as a common carrier, in intrastate commerce, within the State of Massachusetts. Vendee is authorized to operate as a common carrier in Massachusetts, New Jersey, Rhode Island, and Connecticut. Application has been filed for temporary authority under section 210a(b). Note: No. MC-112107 Sub-No. 4, a matter directly related.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1152; Filed, Feb. 1, 1966;
8:46 a.m.]

[Notice No. 1294]

MOTOR CARRIER TRANSFER PROCEEDINGS

JANUARY 28, 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 up by petitioners must be specified in their petitions with particularity.

No. MC-FC-68433. By order of January 26, 1966, the Transfer Board approved the transfer to Lester M. Prange, Inc., Kirkwood, Pa., of the operating rights in Certificates Nos. MC-74416, MC-74416 (Sub-No. 2), and MC-74416 (Sub-No. 3), issued November 25, 1941, February 14, 1951, and November 27, 1957, respectively, to Lester M. Prange, Christiana, Pa., authorizing the transportation, over regular and irregular routes, of various farm commodities, fertilizer, insecticides, etc., between points in Delaware, Maryland, and Pennsylvania. John M. Musselman, 400

North Third Street, Harrisburg, Pa., attorney for applicants.

No. MC-FC-68435. By order of January 26, 1966, the Transfer Board approved the transfer to Lavin's Trucking Co., Inc., Framingham, Mass., the operating rights in Certificate of Registration No. MC-13558 (Sub-No. 2), issued June 1, 1964, and in Certificate No. MC-13558, issued June 9, 1941, to George F. Lavin and Edward J. Lavin, doing business as Lavin's Trucking Co., Framingham, Mass., covering the transportation over regular and irregular routes, of general commodities, with exceptions, and property, between specified points in Massachusetts. John J. Sheehan, 100 Concord Street, Framingham, Mass., attorney for applicants.

No. MC-FC-68441. By order of January 26, 1966, the Transfer Board approved the transfer to Anna C. Wirtz, doing business as Calumet District Express, Hammond, Ind., 46323, of the operating rights in Certificate No. MC-18688 issued by the Commission March 25, 1941, to Mathew J. Wirtz, doing business as Calumet District Express, Hammond, Ind., 46323, authorizing the transportation, over irregular routes, of general commodities, excluding household goods, commodities in bulk, and other specified commodities, between Chicago, Ill., Whiting, East Chicago, Indiana Harbor, Hammond and Gary, Ind. Jerome J. Reppa, First Federal Building, 707 Ridge Road, Munster, Ind., attorney for applicants.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1153; Filed, Feb. 1, 1966;
8:46 a.m.]

[S.O. No. 973; Pfahler's Car Dist. Dir. No. 1]

ATLANTIC COAST LINE RAILROAD CO. ET AL.

Freight Car Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Interstate Commerce Commission Service Order No. 973.

It is ordered, That: (1) The Atlantic Coast Line Railroad Co., the Louisville & Nashville Railroad Co., and the Chicago, Burlington & Quincy Railroad Co. shall observe, enforce, and obey the following directions, rules, regulations, and practices with respect to freight car distribution:

(a) The Atlantic Coast Line Railroad Co. shall deliver to the Louisville & Nashville Railroad Co. a weekly total of 350 empty plain serviceable boxcars with inside length less than 44'8" and doors less than 8 feet wide. Exception: Canadian ownerships.

(b) Cars received by the Louisville & Nashville Railroad Co. under this order shall be delivered to the Chicago, Burlington & Quincy Railroad Co.

It is further ordered, That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery

required for that period shall have been made.

It is further ordered, That cars applied under this direction shall be carded to the Chicago, Burlington & Quincy Railroad Co. and each car shall be identified by the Atlantic Coast Line Railroad Co., and Louisville & Nashville Railroad Co. on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.

(2) No common carrier by railroad subject to the Interstate Commerce Act shall intercept, appropriate, or divert any empty cars moving under the provisions of this direction.

(a) The Atlantic Coast Line Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m., to the Louisville & Nashville Railroad Co.

(b) The Louisville & Nashville Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars received and delivered, as requested by this order, during the preceding week.

(c) The Chicago, Burlington & Quincy Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, received during the preceding week, ending each Sunday at 11:59 p.m.

(3) Application. The provisions of this direction shall apply to intrastate, interstate, and foreign commerce.

(4) Regulations suspended. The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.

(5) Effective date. This direction shall become effective at 12:01 a.m., January 30, 1966.

(6) Expiration date. This direction shall expire at 11:59 p.m., April 30, 1966, unless otherwise modified, changed or suspended by order of this Commission.

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

Issued at Washington, D.C., January 27, 1966.

INTERSTATE COMMERCE
COMMISSION,
R. D. PFAHLER,
Agent.

[SEAL]

[F.R. Doc. 66-1154; Filed, Feb. 1, 1966;
8:46 a.m.]

[S.O. No. 973; Pfahler's Car Dist. Dir. No. 4]

BALTIMORE AND OHIO RAILROAD CO. ET AL.

Freight Car Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and au-

thority vested in me by Interstate Commerce Commission Service Order No. 973.

It is ordered, That:

(1) The Baltimore and Ohio Railroad Co., the Chicago, Milwaukee, St. Paul and Pacific Railroad Co., and the Great Northern Railway Co. shall observe, enforce, and obey the following directions, rules, regulations, and practices with respect to freight car distribution:

(a) The Baltimore and Ohio Railroad Co. shall deliver to the Chicago, Milwaukee, St. Paul and Pacific Railroad Co. a weekly total of 350 empty plain serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships.

(b) Cars received by the Chicago, Milwaukee, St. Paul and Pacific Railroad Co. shall be delivered to the Great Northern Railway Co.

It is further ordered, That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

It is further ordered, That cars applied under this direction shall be carded to the Great Northern Railway Co. and each car shall be identified by The Baltimore and Ohio Railroad Co., and Chicago, Milwaukee, St. Paul and Pacific Railroad Co. on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.

(2) No common carrier by railroad subject to the Interstate Commerce Act shall intercept, appropriate, or divert any empty cars moving under the provisions of this direction.

(a) The Baltimore and Ohio Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m., to the Chicago, Milwaukee, St. Paul and Pacific Railroad Co.

(b) The Chicago, Milwaukee, St. Paul and Pacific Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars received and delivered, as requested by this order, during the preceding week.

(c) The Great Northern Railway Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, received during the preceding week, ending each Sunday at 11:59 p.m.

(3) *Application.* The provisions of this direction shall apply to intrastate, interstate, and foreign commerce.

(4) *Regulations suspended.* The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.

(5) *Effective date.* This direction shall become effective at 12:01 a.m., January 30, 1966.

(6) *Expiration date.* This direction shall expire at 11:59 p.m., April 30, 1966, unless otherwise modified, changed, or suspended by order of this Commission.

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

Issued at Washington, D.C., January 27, 1966.

INTERSTATE COMMERCE
COMMISSION,
R. D. PFAHLER,
Agent.

[SEAL]

[F.R. Doc. 66-1155; Filed, Feb. 1, 1966;
8:46 a.m.]

[S.O. No. 973; Pfahler's Car Dist. Dir. No. 5]

ERIE-LACKAWANNA RAILROAD CO. ET AL.

Freight Car Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Interstate Commerce Commission Service Order No. 973.

It is ordered, That:

(1) The Erie-Lackawanna Railroad Co., the Chicago Great Western Railroad Co., and the Northern Pacific Railway Co. shall observe, enforce, and obey the following directions, rules, regulations, and practices with respect to freight car distribution:

(a) The Erie-Lackawanna Railroad Co. shall deliver to the Chicago Great Western Railroad Co. a weekly total of 350 empty plain serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships.

(b) Cars received by the Chicago Great Western Railroad Co. under this order shall be delivered to the Northern Pacific Railway Co.

It is further ordered, That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

It is further ordered, That cars applied under this direction shall be carded to the Northern Pacific Railway Co. and each car shall be identified by the Erie-Lackawanna Railroad Co., and Chicago Great Western Railroad Co. on empty car cards, movement slips, and interchange records as moving under the provision of this direction.

(2) No common carrier by railroad subject to the Interstate Commerce Act shall intercept, appropriate, or divert any empty cars moving under the provisions of this direction.

(a) The Erie-Lackawanna Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m., to the Chicago Great Western Railroad Co.

(b) The Chicago Great Western Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars received and delivered, as requested by this order, during the preceding week.

(c) The Northern Pacific Railway Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, received during the preceding week, ending each Sunday at 11:59 p.m.

(3) *Application.* The provisions of this direction shall apply to intrastate, interstate, and foreign commerce.

(4) *Regulations suspended.* The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.

(5) *Effective date.* This direction shall become effective at 12:01 a.m., January 30, 1966.

(6) *Expiration date.* This direction shall expire at 11:59 p.m., April 30, 1966, unless otherwise modified, changed or suspended by order of this Commission.

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

Issued at Washington, D.C., January 27, 1966.

INTERSTATE COMMERCE
COMMISSION,
R. D. PFAHLER,
Agent.

[SEAL]

[F.R. Doc. 66-1156; Filed, Feb. 1, 1966;
8:46 a.m.]

[S.O. No. 973; Pfahler's Car Dist. Dir. No. 7]

ILLINOIS CENTRAL RAILROAD CO. AND GREAT NORTHERN RAILWAY CO.

Freight Car Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Interstate Commerce Commission Service Order No. 973.

It is ordered, That:

(1) The Illinois Central Railroad Co. and the Great Northern Railway Co. shall observe, enforce, and obey the following directions, rules, regulations, and practices with respect to freight car distribution:

(a) The Illinois Central Railroad Co. shall deliver to the Great Northern Railway Co. a weekly total of 350 empty plain serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships.

It is further ordered, That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

It is further ordered, That cars applied under this direction shall be carded to the Great Northern Railway Co. and each car shall be identified by the Illinois Central Railroad Co. on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.

(2) No common carrier by railroad subject to the Interstate Commerce Act shall intercept, appropriate, or divert any empty cars moving under the provisions of this direction.

(a) The Illinois Central Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m., to the Great Northern Railway Co.

(b) The Great Northern Railway Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars received as requested by this order, during the preceding week.

(3) *Application.* The provisions of this direction shall apply to intrastate, interstate, and foreign commerce.

(4) *Regulations suspended.* The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.

(5) *Effective date.* This direction shall become effective at 12:01 a.m., January 30, 1966.

(6) *Expiration date.* This direction shall expire at 11:59 p.m., April 30, 1966, unless otherwise modified, changed or suspended by order of this Commission.

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

Issued at Washington, D.C., January 27, 1966.

INTERSTATE COMMERCE
COMMISSION,
[SEAL] R. D. PFAHLER,
Agent.

[F.R. Doc. 66-1158; Filed, Feb. 1, 1966;
8:46 a.m.]

[S.O. No. 973; Pfahler's Car Dist. Dir. No. 6]

**MISSOURI-KANSAS-TEXAS RAILROAD
CO. ET AL.**

Freight Car Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Interstate Commerce Commission Service Order No. 973.

It is ordered, That:

(1) The Missouri-Kansas-Texas Railroad Co., the Chicago, Rock Island & Pacific Railroad Co., and the Northern Pacific Railroad Co. shall observe, enforce, and obey the following directions, rules, regulations, and practices with respect to freight car distribution:

(a) The Missouri-Kansas-Texas Railroad Co. shall deliver to the Chicago, Rock Island & Pacific Railroad Co. a weekly total of 350 empty plain serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships.

(b) Cars received by the Chicago, Rock Island & Pacific Railroad Co. under this order shall be delivered to the Northern Pacific Railroad Co.

It is further ordered, That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

It is further ordered, That cars applied under this direction shall be carded to the Northern Pacific Railway Co. and each car shall be identified by the Missouri-Kansas-Texas Railroad Co., and Chicago, Rock Island & Pacific Railroad Co. on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.

(2) No common carrier by railroad subject to the Interstate Commerce Act shall intercept, appropriate, or divert any empty cars moving under the provisions of this direction.

(a) The Missouri-Kansas-Texas Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m., to the Chicago, Rock Island and Pacific Railroad Co.

(b) The Chicago, Rock Island, and Pacific Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars received and delivered, as requested by this order, during the preceding week.

(c) The Northern Pacific Railway Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, received during the preceding week, ending each Sunday at 11:59 p.m.

(3) *Application.* The provisions of this direction shall apply to intrastate, interstate, and foreign commerce.

(4) *Regulations suspended.* The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.

(5) *Effective date.* This direction shall become effective at 12:01 a.m., January 30, 1966.

(6) *Expiration date.* This direction shall expire at 11:59 p.m., April 30, 1966, unless otherwise modified, changed or suspended by order of this Commission.

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

Issued at Washington, D.C., January 27, 1966.

INTERSTATE COMMERCE
COMMISSION,
[SEAL] R. D. PFAHLER,
Agent.

[F.R. Doc. 66-1159; Filed, Feb. 1, 1966;
8:46 a.m.]

[S.O. No. 973; Pfahler's Car Dist. Dir. 8]

**NEW YORK CENTRAL RAILROAD CO.,
CHICAGO & NORTH WESTERN
RAILWAY CO.**

Freight Car Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Interstate Commerce Commission Service Order No. 973.

It is ordered, That:

(1) The New York Central Railroad Co. and the Chicago & North Western Railway Co. shall observe, enforce, and obey the following directions, rules, regulations, and practices with respect to freight car distribution:

(a) The New York Central Railroad Co. shall deliver to the Chicago & North Western Railway Co. a weekly total of 350 empty plain serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships.

It is further ordered, That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

It is further ordered, That cars applied under this direction shall be carded to the New York Central Railroad Co. and each car shall be identified by the Chicago & North Western Railway Co. on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.

(2) No common carrier by railroad subject to the Interstate Commerce Act shall intercept, appropriate, or divert any empty cars moving under the provisions of this direction.

(a) The New York Central Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m., to the Chicago & North Western Railway Co.

(b) The Chicago & North Western Railway Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars received, as requested by this order, during the preceding week.

(3) *Application.* The provisions of this direction shall apply to intrastate, interstate, and foreign commerce.

(4) *Regulations suspended.* The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.

(5) *Effective date.* This direction shall become effective at 12:01 a.m., January 30, 1966.

(6) *Expiration date.* This direction shall expire at 11:59 p.m., April 30, 1966.

unless otherwise modified, changed or suspended by order of this Commission.

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

Issued at Washington, D.C., January 27, 1966.

INTERSTATE COMMERCE
COMMISSION,
[SEAL] R. D. PFAHLER,
Agent.

[F.R. Doc. 66-1160; Filed, Feb. 1, 1966;
8:46 a.m.]

[S.O. No. 973; Pfahler's Car Dist. Dir. No. 3]

PENNSYLVANIA RAILROAD CO., CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

Freight Car Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Interstate Commerce Commission Service Order No. 973.

It is ordered, That:

(1) The Pennsylvania Railroad Co. and the Chicago, Milwaukee, St. Paul & Pacific Railroad Co. shall observe, enforce, and obey the following directions, rules, regulations, and practices with respect to freight car distribution:

(a) The Pennsylvania Railroad Co. shall deliver to the Chicago, Milwaukee, St. Paul & Pacific Railroad Co. a weekly total of 350 empty plain serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships.

It is further ordered, That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

It is further ordered, That cars applied under this direction shall be carded to the Chicago, Milwaukee, St. Paul & Pacific Railroad Co. and each car shall be identified by the Pennsylvania Railroad Co. on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.

(2) No common carrier by railroad subject to the Interstate Commerce Act shall intercept, appropriate, or divert any empty cars moving under the provisions of this direction.

(a) The Pennsylvania Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m., to the Chicago, Milwaukee, St. Paul and Pacific Railroad Co.

(b) The Chicago, Milwaukee, St. Paul and Pacific Railroad Co. must advise

Agent R. D. Pfahler each Wednesday as to the number of cars received as requested by this order, during the preceding week.

(3) *Application.* The provisions of this direction shall apply to intrastate, interstate, and foreign commerce.

(4) *Regulations suspended.* The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.

(5) *Effective date.* This direction shall become effective at 12:01 a.m., January 30, 1966.

(6) *Expiration date.* This direction shall expire at 11:59 p.m., April 30, 1966, unless otherwise modified, changed, or suspended by order of this Commission.

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

Issued at Washington, D.C., January 27, 1966.

INTERSTATE COMMERCE
COMMISSION,
[SEAL] R. D. PFAHLER,
Agent.

[F.R. Doc. 66-1161; Filed, Feb. 1, 1966;
8:46 a.m.]

[S.O. No. 973; Pfahler's Car Dist. Dir. No. 2]

SEABOARD AIR LINE RAILROAD CO. ET AL.

Freight Car Distribution

Pursuant to section I (15) and (17) of the Interstate Commerce Act and authority vested in me by Interstate Commerce Commission Service Order No. 973.

It is ordered, That:

(1) The Seaboard Air Line Railroad Co., the Southern Railway Co., and the Chicago, Burlington & Quincy Railroad Co. shall observe, enforce, and obey the following directions, rules, regulations, and practices with respect to freight car distribution:

(a) The Seaboard Air Line Railroad Co. shall deliver to the Southern Railway Co. a weekly total of 350 empty plain serviceable boxcars with inside length less than 44 feet 8 inches and doors less than 8 feet wide. Exception: Canadian ownerships.

(b) Cars received by the Southern Railway Co. under this order shall be delivered to the Chicago, Burlington & Quincy Railroad Co.

It is further ordered, That the rate of delivery specified in this direction shall be maintained within weekly periods ending each Sunday at 11:59 p.m., so that at the end of each 7 days the full delivery required for that period shall have been made.

It is further ordered, That cars applied under this direction shall be carded to

the Chicago, Burlington & Quincy Railroad Co. and each car shall be identified by the Seaboard Air Line Railroad Co., and the Southern Railway Co. on empty car cards, movement slips, and interchange records as moving under the provisions of this direction.

(2) No common carrier by railroad subject to the Interstate Commerce Act shall intercept, appropriate, or divert any empty cars moving under the provisions of this direction.

(a) The Seaboard Air Line Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, delivered during the preceding week, ending each Sunday at 11:59 p.m., to the Southern Railway Co.

(b) The Southern Railway Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars received and delivered, as requested by this order, during the preceding week.

(c) The Chicago, Burlington & Quincy Railroad Co. must advise Agent R. D. Pfahler each Wednesday as to the number of cars, covered by this direction, received during the preceding week, ending each Sunday at 11:59 p.m.

(3) *Application.* The provisions of this direction shall apply to intrastate, interstate, and foreign commerce.

(4) *Regulations suspended.* The operation of all rules and regulations, insofar as they conflict with the provisions of this direction, is hereby suspended.

(5) *Effective date.* This direction shall become effective at 12:01 a.m., January 30, 1966.

(6) *Expiration date.* This direction shall expire at 11:59 p.m., April 30, 1966, unless otherwise modified, changed, or suspended by order of this Commission.

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

Issued at Washington, D.C., January 27, 1966.

INTERSTATE COMMERCE
COMMISSION,
[SEAL] R. D. PFAHLER,
Agent.

[F.R. Doc. 66-1162; Filed, Feb. 1, 1966;
8:46 a.m.]

[Sec. 5a Application No. 3; (Amdt. No. 5)]

EASTERN RAILROADS

Agreement

JANUARY 28, 1966.

The Commission is in receipt of an application in the above-entitled and numbered proceeding for approval of amendments to the agreement therein approved under the provisions of section 5a of the Interstate Commerce Act.

Filed January 21, 1966 by:

C. S. Barter, chairman, Traffic Executive Association, Eastern Railroads, 1 Park Avenue, New York, N.Y., 10016.

Amendments involved: Change the agreement by abolishing the presently established Coal, Coke and Iron Ore Committees of both Central Territory Railroads and Trunk Line Territory Railroads, and combine their functions in the newly established Coal, Coke and Iron Ore Committee—Eastern Railroads.

The application may be inspected at the Office of the Commission in Washington, D.C.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 20 days from the date of this notice. As provided by the general rules of practice of the Commission, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, division 2.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1157; Filed, Feb. 1, 1966;
8:46 a.m.]

FOURTH SECTION APPLICATION FOR RELIEF

JANUARY 28, 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. 40269—Ethylene glycol to and from Lowland, Tenn. Filed by Southwestern Freight Bureau, agent (No. B-8812), for interested rail carriers. Rates on ethylene glycol, and used or recovered ethylene glycol, suitable only for further refining, returned from original destination, in tank carloads, from specified points in Louisiana and Texas, to Lowland, Tenn., and from Lowland, Tenn., returned to same points in Louisiana and Texas.

Grounds for relief—Market competition.

Tariff—Supplement 360 to Southwestern Freight Bureau, agent, tariff ICC 4064.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-1163; Filed, Feb. 1, 1966;
8:46 a.m.]

DEPARTMENT OF THE TREASURY

Coast Guard

[CGFR 65-51]

EQUIPMENT, INSTALLATIONS, OR MATERIALS

Termination of Approval Notice

1. Various items of lifesaving, firefighting, and miscellaneous equipment, installations, and materials used on merchant vessels subject to Coast Guard inspection or on certain motorboats and other pleasure craft are required by law and various regulations in 46 CFR Chapter I to be of types approved by the Commandant, U.S. Coast Guard. The procedures governing the granting of approvals, and the cancellation, termination, or withdrawal of approvals are set forth in 46 CFR 2.75-1 to 2.75-50, inclusive. For certain types of equipment, installations, and materials, specifications have been prescribed by the Commandant and are published in 46 CFR Parts 160 to 164, inclusive (Subchapter Q—Specifications), and detailed procedures for obtaining approvals are also described therein.

2. The Commandant's approval of a specific item is intended to provide a control over its quality. Therefore, such approval applies only to the item constructed or installed in accordance with the applicable requirements and the details described in the specific approval. If a specific item when manufactured does not comply with the details in the approval, then such item is not considered to have the Commandant's approval, and the certificate of approval issued to the manufacturer does not apply to such modified item. For example, if an item is manufactured with changes in design or material not previously approved, the approval does not apply to such modified item.

3. After a manufacturer has submitted satisfactory evidence that a particular item complies with the applicable laws and regulations, a Certificate of Approval (Form CGHQ-10030) will be issued to the manufacturer certifying that the item specified complies with the applicable laws and regulations and approval is given, which will be in effect for a period of 5 years from the date given unless sooner canceled or suspended by proper authority.

4. The purpose of this document is to notify all concerned that certain approvals were granted or terminated, as described in this document, during the period from June 21, 1965, to August 18, 1965 (List Nos. 20-65 and 21-65). These actions were taken in accordance with procedures set forth in 46 CFR 2.75-1 to 2.75-50, inclusive.

5. The delegations of authority for the Coast Guard's actions with respect to approvals may be found in section 632 of Title 14, U.S. Code, and in Treasury De-

partment Orders 120 dated July 31, 1950 (15 F.R. 6521), 167-14 dated November 26, 1954 (19 F.R. 8026), 167-15 dated January 3, 1955 (20 F.R. 840), 167-20 dated June 18, 1956 (21 F.R. 4894), CGFR 56-28 dated July 24, 1956 (21 F.R. 5659), or 167-38 dated October 26, 1959 (24 F.R. 8857), and the statutory authority may be found in R.S. 4405, as amended, 4462, as amended, 4488, as amended, 4491, as amended, secs. 1, 2, 49 Stat. 1544, as amended, sec. 17, 54 Stat. 166, as amended, sec. 3, 54 Stat. 346, as amended, sec. 3, 70 Stat. 152 (46 U.S.C. 375, 416, 481, 489, 367, 526p, 1333, 390b), sec. 4(e), 67 Stat. 462 (43 U.S.C. 1333(e)), or sec. 3(c), 68 Stat. 675 (50 U.S.C. 198), and implementing regulations in 46 CFR Chapter I or 33 CFR Chapter I.

6. In Part I of this document are listed the approvals which have been terminated. Notwithstanding this termination of approvals of the items of equipment as listed in Part I such equipment may be used so long as such equipment is in good and serviceable condition.

PART I—TERMINATIONS OF APPROVALS OF EQUIPMENT, INSTALLATIONS, OR MATERIALS

WINCHES, LIFEBOAT

The Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., no longer manufactures a particular mechanical davit and therefore Approval No. 160.015/82/0 has expired and is terminated, effective August 16, 1965.

DAVITS

The Marine Safety Equipment Corp., Point Pleasant Beach, N.J., no longer manufactures a particular mechanical davit and therefore Approval No. 160.032/92/1 has expired and is terminated, effective August 18, 1965.

The Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., no longer manufactures a particular gravity davit and therefore Approval No. 160.032/164/0 has expired and is terminated, effective August 16, 1965.

LIFEBOATS

The Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., no longer manufactures a particular steel, oar-propelled lifeboat and therefore Approval No. 160.035/31/2 has expired and is terminated, effective August 16, 1965.

The Lane Lifeboat & Davit Corp., 8920 26th Avenue, Brooklyn 14, N.Y., no longer manufactures a particular steel hand-propelled lifeboat and therefore Approval No. 160.035/414/0 has expired and is terminated, effective August 9, 1965.

BUOYANT VESTS, KAPOK OR FIBROUS GLASS, ADULT AND CHILD

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

The Atlas Products, 2459 University Avenue, St. Paul 14, Minn., no longer

manufactures certain buoyant vests and therefore Approval Nos. 160.047/345/0, 160.047/346/0, and 160.047/347/0 have expired and are terminated, effective June 21, 1965.

The Badgley Manufacturing Co., 2637 Northeast Union Avenue, Portland Oreg., 97212, no longer manufactures certain kapok buoyant vests and therefore Approval Nos. 160.047/360/0, 160.047/361/0, and 160.047/362/0 have expired because the items are no longer manufactured, effective June 21, 1965.

The Sears, Roebuck and Co., 925 South Homan Avenue, Chicago, Ill., 60607, no longer manufactures certain kapok buoyant vests and therefore Approval Nos. 160.047/387/0, 160.047/388/0, and 160.047/389/0 have expired because the items are no longer manufactured, effective July 2, 1965.

The Polyco, Inc., 312 Dobbs Street, Marietta, Ga., no longer distributes certain kapok buoyant vests and therefore Approval Nos. 160.047/442/0, 160.047/443/0, and 160.047/444/0 have expired and are terminated, effective August 16, 1965.

The Holiday Line, Inc., 50 Washington Street, Brooklyn 1, N.Y., no longer manufactures certain kapok buoyant vests and therefore Approval Nos. 160.047/448/0, 160.047/449/0, and 160.047/450/0 have been terminated because the items are no longer manufactured, effective August 16, 1965.

BUOYANT CUSHIONS, UNICELLULAR PLASTIC FOAM

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

The Ero Manufacturing Co., Crystal Lake, Ill., no longer manufactures a particular unicellular plastic foam buoyant cushion and Approval No. 160.049/43/0 was therefore terminated, effective August 1, 1965.

BOILERS (HEATING)

The Bryan Steam Corp., Peru, Ind., Approval Nos. 162.002/173/0, 162.003/174/0, 162.003/175/0, 162.003/176/0, 162.003/177/0, 162.003/178/0, 162.003/179/0, and 162.003/180/0 for certain heating boilers have expired and are therefore terminated, effective August 13, 1965.

VALVES, PRESSURE-VACUUM RELIEF AND SPILL

The Chr. Nielsens Eftf., Hoegh-Guldbergsgade 14, Horsens, Denmark, Approval No. 162.017/88/0 for a certain pressure vacuum relief valve has expired and is terminated, effective August 16, 1965.

GAUGING DEVICES, LIQUID LEVEL, LIQUEFIED COMPRESSED GAS

The Metal Goods Manufacturing Co., 106-110 South Park Avenue, Bartlesville, Okla., Approval No. 162.019/6/0 for a particular liquid level gauge has expired and is therefore terminated, effective August 13, 1965.

BULKHEAD PANELS

The Dansk Eternit-Fabrik A/S, Aalborg, Denmark, Approval Nos. 164.008/

41/0, 164.008/43/0, 164.008/45/0, and 164.008/47/0 for certain bulkhead panels have expired and are therefore terminated, effective August 16, 1965.

Dated: January 25, 1966.

E. J. ROLAND,
Admiral,

U.S. Coast Guard Commandant.

[F.R. Doc. 66-1146; Filed, Feb. 1, 1966;
8:45 a.m.]

Office of Foreign Assets Control HUMAN HAIR ITEMS Importation From Certain European Countries

Notice is hereby given that effective February 10, 1966, Customs will detain wigs and other human hair products imported from the United Kingdom, France, Belgium, Federal Republic of Germany, and Italy unless either a Foreign Assets Control license or a certificate of origin appropriate for Foreign Assets Control purposes is presented.

Appropriate certificates of origin are not presently available from any of the above named countries. Announcement will be made in the FEDERAL REGISTER when such certificates become available.

Human hair products from the above mentioned European countries will be denied unlicensed entry into the United States in conjunction with the November 10, 1965, amendment to Appendix Item 12 of § 500.204 of the Foreign Assets Control Regulations because it has now been determined that substantial quantities of Communist Chinese hair are being used in the production of wigs and other hair products sent to the United States from the affected countries. Unlicensed purchase and importation of such hair products have been prohibited since November 10, 1965.

[SEAL] MARGARET W. SCHWARTZ,
Director,
Office of Foreign Assets Control.

[F.R. Doc. 66-1201; Filed, Feb. 1, 1966;
10:47 a.m.]

DEPARTMENT OF THE INTERIOR Bureau of Land Management COLORADO

Notice of Proposed Withdrawal and Reservation of Lands

JANUARY 26, 1966.

The Bureau of Reclamation, Department of Interior, has filed an application, Serial Number Colorado 0127157 for the withdrawal from location and entry under the General Mining Laws, and from mineral leasing, except for oil and gas, subject to existing valid rights, as provided by section 3, Act of June 17, 1902 (32 Stat. 388), certain public lands in the section and township shown below.

The Bureau of Reclamation desires the land for reclamation purposes in connection with the Silver Jack Reservoir of the

Bostwick Park Project. The land is located in the Uncompahgre National Forest.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the Land Office Manager of the Bureau of Land Management, Department of the Interior, Colorado Land Office, Room 15019 Federal Building, 1961 Stout Street, Denver, Colo., 80202.

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

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

NEW MEXICO PRINCIPAL MERIDIAN, COLORADO
T. 46 N., R. 6 W.,

In Sections 21 and 28.

Lands proposed to be withdrawn in the above designated areas aggregate approximately 50 acres.

W. F. MEEK,
Land Office Manager.

[F.R. Doc. 66-1186; Filed, Feb. 1, 1966;
8:45 a.m.]

ALASKA

Notice of Proposed Withdrawal and Reservation of Lands

JANUARY 24, 1966.

The Alaska Railroad, Department of the Interior, has filed an application, serial number Anchorage 064236, for withdrawal of the lands described below, from all forms of appropriation under the public land laws, except the mineral leasing laws. The applicant desires the land for the protection of a microwave repeater station.

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

The Departmental regulations (43 CFR 2311.1-3(c)) provide that the authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demands 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 the applicant's needs, to provide the maximum concurrent utilization of the lands for purposes other than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

The authorized officer will prepare a report for the consideration of the Secretary of the Interior who will determine

whether the lands will be withdrawn as requested by the Alaska Railroad. The determination of the Secretary will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

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

The lands involved in the application are:

ANCHORAGE, ALASKA

T. 12 N., R. 4 W., S.M.,
Sec. 8, NE $\frac{1}{4}$ SE $\frac{1}{4}$ lying above mean high tide.

The area described aggregates approximately 39.50 acres.

ROBERT J. COFFMAN,
Acting State Director.

[F.R. Doc. 66-1187; Filed, Feb. 1, 1966;
8:45 a.m.]

Fish and Wildlife Service

DEPREDATING GOLDEN EAGLES

Order Permitting Taking To Seasonally Protect Domestic Livestock in Certain Wyoming Counties

Pursuant to authority in section 2 of the Act of June 8, 1940 (54 Stat. 250; 16 U.S.C. 668), as amended, and in accordance with regulations under Part 11, Title 50, Code of Federal Regulations, the Secretary of the Interior has authorized the taking of golden eagles without a permit to seasonally protect domesticated livestock during the period from February 1, 1966, through June 30, 1966, in Wyoming, subject to the following conditions:

1. Golden eagles may be taken without a permit only for the protection of domesticated livestock and only by livestock owners and their agents.

2. Golden eagles may be taken by any suitable means or methods except by the use of poison or from aircraft.

3. Golden eagles or any parts thereof taken pursuant to this authorization may not be possessed, purchased, sold, traded, bartered, or offered for sale, trade, or barter.

4. Taking without a permit is authorized only in the counties of Campbell, Carbon, Crook, Weston, Natrona, Big Horn, Niobrara, and Albany.

5. Any person taking golden eagles pursuant to this authorization must at all reasonable times, including during actual operations, permit any Federal or State game law enforcement officer free and unrestricted access over the premises on which such operations have been or are being conducted; and shall furnish promptly to such officer whatever information he may require concerning such operations.

ABRAM V. TUNISON,
Acting Director, Bureau of Sport Fisheries and Wildlife.

JANUARY 28, 1966.

[F.R. Doc. 66-1200; Filed, Feb. 1, 1966;
9:44 a.m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

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

MISSISSIPPI

Coahoma

Dunn

NORTH DAKOTA

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 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 28th day of January 1966.

ORVILLE L. FREEMAN,
Secretary.

[F. R. Doc. 66-1190; Filed, Feb. 1, 1966;
8:45 a.m.]

DEPARTMENT OF COMMERCE

National Bureau of Standards

NATIONAL BUREAU OF STANDARDS RADIO STATIONS

Notice of U.S. Standard Frequency and Time Broadcasts

In accordance with the National Bureau of Standards policy of giving monthly notices regarding changes of phases in seconds pulses, notice is hereby given that there will be an adjustment in the phase of seconds pulses emitted from radio station WWVB, Fort Collins, Colo. On March 1, 1966, the clock at the station will be retarded by 200 ms at 0000 hours UT (7 p.m., e.s.t., of February 28). The successive time pulses emitted from station WWVB are one second apart. The carrier frequency is 60 kHz and is broadcast without offset.

Notice is also hereby given that there will be no adjustment in the phases of time signals emitted from radio stations WWV, Greenbelt, Md., and WWVH, Maui, Hawaii, on March 1, 1966. During 1966, the pulses will occur at intervals which are longer than one second by 300 parts in 10⁹, due to the offset to be maintained in carrier frequencies, as coordinated by the Bureau International de l'Heure (BIH).

Phase adjustments, when made, insure that the emitted pulses from all stations will remain within about 100 ms of the UT2 scale. They are made necessary because of changes in the speed of rotation of the earth with which the UT2 scale is associated. Daily UT2 information is obtained from weekly forecasts of UT2 provided by the U.S. Naval Observatory in accordance with the close cooperation maintained between the two agencies.

Dated: January 26, 1966.

A. V. ASTIN,
Director.

[F.R. Doc. 66-1224; Filed, Feb. 1, 1966;
11:26 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

ETHICON, INC.

Notice of Filing of Amended Petition Regarding Color Additive Logwood-Fustic Mixtures

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 706(d), 74 Stat. 403; 21 U.S.C. 376(d)), notice is given that an amended petition (CAP 10) has been filed by Ethicon, Inc., Somerville, N.J., 08876, proposing the issuance of a regulation to provide for the safe use and exemption from certification of logwood-fustic mixtures as a color for silk and nylon surgical sutures including ophthalmic sutures. The original petition proposed the issuance of a regulation to provide for the safe use of the color additive on silk surgical sutures only. Filing notice of this petition was published in the FEDERAL REGISTER of March 20, 1965 (30 F.R. 3724).

Dated: January 25, 1966.

J. K. KIRK,
Assistant Commissioner for Operations.

[F.R. Doc. 66-1143; Filed, Feb. 1, 1966;
8:45 a.m.]

HAZELTON LABORATORIES, INC., ET AL.

Notice of Filing of Petition Regarding Color Additive Ultramarine Blue

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 706(d), 74 Stat. 403; 21 U.S.C. 376(d)), notice is given that a petition (CAP 17) has been filed by Diamond Crystal Salt Co., International Salt Co., Inc., and Standard Ultramarine & Color Co., care of Hazelton Laboratories, Inc., Post Office Box 30, Falls Church, Va., 22046, proposing the issuance of a regulation to provide for the safe use and exemption

from certification of ultramarine blue as a color for use in salt for animal feed.

Dated: January 25, 1966.

J. K. KIRK,
Assistant Commissioner
for Operations.

[F.R. Doc. 66-1144; Filed, Feb. 1, 1966;
8:45 a.m.]

MORTON CHEMICAL CO.

Notice of Filing of Petition for Food Additives Adhesives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 6B1952) has been filed by Morton Chemical Co., Division of Morton International, Inc., 110 North Wacker Drive, Chicago, Ill., 60606, proposing an amendment to § 121.2520 *Adhesives* to provide for the safe use of cyclized rubber as a component of food-packaging adhesives. The cyclized rubber proposed for this use is that identified under § 121.2526(b)(2).

Dated: January 26, 1966.

J. K. KIRK,
Assistant Commissioner
for Operations.

[F.R. Doc. 66-1145; Filed, Feb. 1, 1966;
8:45 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-183]

GENERAL ELECTRIC CO.

Notice of Issuance of Facility Operating License

Please take notice that, no request for a hearing or petition to intervene having been filed following publication of the notice of proposed action in the FEDERAL REGISTER, the Atomic Energy Commission has issued, effective as of the date of issuance, Operating License No. DR-10 to the General Electric Co. authorizing operation of the ESADA Vallecitos Experimental Superheat Reactor for a period of 10 years. The reactor is located on the company's Vallecitos Atomic Laboratory near Pleasanton, Calif.

The license was issued substantially as set forth in the notice of proposed issuance published in the FEDERAL REGISTER December 24, 1965, 30 F.R., with the exception of (1) incorporation of authority to receive, possess and use certain source material and special nuclear material in fabricated test fuel elements, and (2) minor editorial modifications to the license.

For the Atomic Energy Commission.

Dated at Bethesda, Md., this 26th day of January 1966.

R. L. DOAN,
Director,
Division of Reactor Licensing.

[F.R. Doc. 66-1106; Filed, Feb. 1, 1966;
8:45 a.m.]

STATE OF NEW HAMPSHIRE

Proposed Agreement for Assumption of Certain AEC Regulatory Authority

Notice is hereby given that the U.S. Atomic Energy Commission is publishing for public comment, prior to action thereon, a proposed agreement received from the Governor of the State of New Hampshire for the assumption of certain of the Commission's regulatory authority pursuant to section 274 of the Atomic Energy Act of 1954, as amended.

A résumé, prepared by the State of New Hampshire and summarizing the State's proposed program, was also submitted to the Commission and is set forth below as an appendix to this notice. Attachments referenced in the appendix are included in the complete text of the program. A copy of the program, including proposed New Hampshire regulations, is available for public inspection in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C., or may be obtained by writing to the Director, Division of State and Licensee Relations, U.S. Atomic Energy Commission, Washington, D.C., 20545. All interested persons desiring to submit comments and suggestions for the consideration of the Commission in connection with the proposed agreement should send them, in triplicate, to the Secretary, U.S. Atomic Energy Commission, Washington, D.C., 20545, within 30 days after initial publication in the FEDERAL REGISTER.

Exemptions from the Commission's regulatory authority which would implement this proposed agreement, as well as other agreements which may be entered into under section 274 of the Atomic Energy Act, as amended, were published as Part 150 of the Commission's regulations in FEDERAL REGISTER issuance of February 14, 1962; 27 F.R. 1351. In reviewing this proposed agreement, interested persons should also consider the aforementioned exemptions.

Dated at Washington, D.C., this 24th day of January 1966.

For the Atomic Energy Commission.

W. B. McCool,
Secretary.

PROPOSED AGREEMENT BETWEEN THE U.S. ATOMIC ENERGY COMMISSION AND THE STATE OF NEW HAMPSHIRE FOR DISCONTINUANCE OF CERTAIN COMMISSION REGULATORY AUTHORITY AND RESPONSIBILITY WITHIN THE STATE PURSUANT TO SECTION 274 OF THE ATOMIC ENERGY ACT OF 1954, AS AMENDED

Whereas, the U.S. Atomic Energy Commission (hereinafter referred to as the Commission) is authorized under section 274 of the Atomic Energy Act of 1954, as amended (hereinafter referred to as the Act), to enter into agreements with the Governor of any State providing for discontinuance of the regulatory authority of the Commission within the State under Chapters 6, 7, and 8 and section 161 of the Act with respect to byproduct materials, source materials, and special nuclear materials in quantities not sufficient to form a critical mass; and

Whereas, the Governor and Council of the State of New Hampshire is authorized under Chapter 229, New Hampshire Laws of 1963, to enter into this Agreement with the Commission; and

Whereas, the Governor of the State of New Hampshire certified on -----, that the State of New Hampshire (hereinafter referred to as the State) has a program for the control of radiation hazards adequate to protect the public health and safety with respect to the materials within the State covered by this Agreement, and that the State desires to assume regulatory responsibility for such materials; and

Whereas, the Commission found on -----, that the program of the State for the regulation of the materials covered by this Agreement is compatible with the Commission's program for the regulation of such materials and is adequate to protect the public health and safety; and

Whereas, the State and the Commission recognize the desirability and importance of cooperation between the Commission and the State in the formulation of standards for protection against hazards of radiation and in assuring that State and Commission programs for protection against hazards of radiation will be coordinated and compatible; and

Whereas, the Commission and the State recognize the desirability of reciprocal recognition of licenses and exemption from licensing of those materials subject to this Agreement, and

Whereas, this Agreement is entered into pursuant to the provisions of the Atomic Energy Act of 1954, as amended;

Now therefore, it is hereby agreed between the Commission and the Governor of the State, acting in behalf of the State, as follows:

ARTICLE I. Subject to the exceptions provided in Articles II, III, and IV, the Commission shall discontinue, as of the effective date of this Agreement, the regulatory authority of the Commission in the State under Chapters 6, 7, and 8, and section 161 of the Act with respect to the following materials:

A. Byproduct materials;
B. Source materials; and
C. Special nuclear materials in quantities not sufficient to form a critical mass;

ART. II. This Agreement does not provide for discontinuance of any authority and the Commission shall retain authority and responsibility with respect to regulation of:

A. The construction and operation of any production or utilization facility;

B. The export from or import into the United States of byproduct, source, or special nuclear material, or of any production or utilization facility;

C. The disposal into the ocean or sea of byproduct, source, or special nuclear waste materials as defined in regulations or orders of the Commission;

D. The disposal of such other byproduct, source, or special nuclear material as the Commission from time to time determines by regulation or order should, because of the hazards or potential hazards thereof, not be so disposed of without a license from the Commission.

ART. III. Notwithstanding this Agreement, the Commission may from time to time by rule, regulation, or order, require that the manufacturer, processor or producer of any equipment, device, commodity or other product containing source, byproduct, or special nuclear material shall not transfer possession or control of such product except pursuant to a license or an exemption from licensing issued by the Commission.

ART. IV. This Agreement shall not affect the authority of the Commission under subsection 161 b. or l. of the Act to issue rules, regulations, or orders to protect the common defense and security, to protect restricted data or to guard against the loss or diversion of special nuclear material.

ART. V. The Commission will use its best efforts to cooperate with the State and other agreement States in the formulation of

standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that State and Commission programs for protection against hazards of radiation will be coordinated and compatible. The State will use its best efforts to cooperate with the Commission and other agreement States in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that the State's program will continue to be compatible with the program of the Commission for the regulation of like materials. The State and the Commission will use their best efforts to keep each other informed of proposed changes in their respective rules and regulations and licensing, inspection and enforcement policies and criteria, and to obtain the comments and assistance of the other party thereon.

ART. VI. The Commission and the State agree that it is desirable to provide for reciprocal recognition of licenses for the materials listed in Article I licensed by the other party or by any agreement State. Accordingly, the Commission and the State agree to use their best efforts to develop appropriate rules, regulations, and procedures by which such reciprocity will be accorded.

ART. VII. The Commission, upon its own initiative after reasonable notice and opportunity for hearing to the State, or upon request of the Governor of the State, may terminate or suspend this agreement and reassert the licensing and regulatory authority vested in it under the Act if the Commission finds that such termination or suspension is required to protect the public health and safety.

ART. VIII. This Agreement shall become effective on -----, and shall remain in effect unless, and until such time as it is terminated pursuant to Article VII.

Done at Concord, State of New Hampshire, in triplicate, this day of -----

For the United States Atomic Energy Commission.

GLENN T. SEABORG,
Chairman.

For the State of New Hampshire.

JOHN W. KING,
Governor.
WILLIAM A. STYLES,
AUSTIN F. QUINNEY,
EMILE SIMARD,
ROBERT L. MALLAT, Jr.,
JAMES H. HAYES,
Executive Council.

NEW HAMPSHIRE RADIATION PROTECTION AND
RADIATION CONTROL PROGRAM

POLICIES AND PROCEDURES FOR THE CONTROL OF
IONIZING RADIATION

FOREWORD

The following narrative sets forth a brief description of the history, practices, capabilities, and proposed activities of the New Hampshire State Radiation Control Agency (hereafter referred to as "the Agency") of the New Hampshire State Department of Health and Welfare, Division of Public Health Services, as they relate to the assumption of certain regulatory functions of the U.S. Atomic Energy Commission and to the control of all sources of ionizing radiation, including naturally occurring isotopes and radiation producing machines.

The U.S. Atomic Energy Commission is authorized by section 274 of the Atomic Energy Act of 1954, as amended, to enter into an agreement with the Governor of a State to transfer to the State certain functions of licensing and regulatory control of by-product, source, and special nuclear ma-

terial in quantities not sufficient to form a critical mass. The transfer of responsibility with respect to these sources of ionizing radiation is made upon the determination by the Atomic Energy Commission that the State has the competency to administer licensing and regulatory authority of such sources.

The New Hampshire regulatory program for the control of sources of ionizing radiation will be conducted in such a manner as to effectively protect the public health and safety, and to further the economic growth of the State through the encouragement of the constructive and safe and proper uses of radiation. The program will be maintained so as to ensure compatibility with the regulatory program of the U.S. Atomic Energy Commission and with the programs of other agreement States insofar as possible.

Authority. The New Hampshire General Court, in 1963, enacted enabling legislation (RSA125, Chapter 229) designating the New Hampshire Department of Health and Welfare, Division of Public Health Services, as the New Hampshire State Radiation Control Agency, with the authority to promulgate, amend, and repeal codes and rules and regulations, subject to public hearing; to require the registration of sources of radiation as may be necessary to prohibit and prevent unnecessary radiation exposure; to enter at all reasonable times upon any private or public property for the purpose of determining whether there is compliance with or violations of the provisions of RSA 125 and the rules and regulations issued thereunder; and to conduct inspections and surveys of radiation sources and their shielding and immediate surroundings.

RSA 125 further authorizes the Governor and Council, on behalf of the State, to enter into an agreement with the U.S. Atomic Energy Commission providing for the discontinuance of certain licensing responsibilities of the Federal Government with respect to sources of ionizing radiation and the assumption thereof by the State.

History. The New Hampshire State Department of Health and Welfare became involved with radiological health in 1938 when the Division of Industrial Hygiene was established. The Department's activities in this field were limited initially to the industrial uses of X-ray and radium for the most part, with some work being done in hospitals and in physicians' and dentists' offices on request.

Emphasis on radiation safety became greater with the advent of the atomic energy program and the availability of radiolabels in the late 1940's; and in 1950 one of the Division engineers attended a 6-week course in radiation safety at the Brookhaven National Laboratory. The Division staff also took advantage of the training programs in radiological health and safety sponsored by the U.S. Department of Health, Education, and Welfare at Cincinnati, Ohio.

Division personnel were employed on a part-time basis in the Radiological Defense Program of the New Hampshire Civil Defense Agency in the early 1950's and were authorized to acquire and use Cobalt 60 sources in the training of radiological monitors within State departments in 1953. Two of these personnel attended an instructor's school sponsored by the Federal Civil Defense Administration and one engineer was temporarily attached to the Civil Effects Test Group of the AEC's Operation Plumbob at Mercury, Nev., in 1957. These personnel have since participated on a part-time basis in a formal training program for community radiological monitoring teams and have been licensed by the AEC for the use of a 5-curie

Cobalt 60 source and a 120-curie Cesium 137 source, for instrument calibration purposes.

When the AEC's licensing program was established in 1957, Division personnel began accompanying the Commission's inspectors on joint inspections of licensed users of radiolabels in both the industrial and medical fields. At about this time inspections and surveys of the medical uses of X-ray were intensified and in 1959 a survey of all dental office personnel in the State was conducted at the request of the New Hampshire Dental Society.

Training in health physics has been furthered by the attendance of two of the Division personnel, a chemist and an engineer, at a 10-week course at the Oak Ridge Institute of Nuclear Studies in 1964 and training in the AEC's licensing procedures was accomplished through a 2-week course at the AEC offices in Bethesda, Md.

The recommendations of the National Bureau of Standards with regard to radiation shielding and limits of radiation exposure for humans have been adhered to until the present time and primary emphasis has been placed on radiation sources not regulated or otherwise under the jurisdiction of the Atomic Energy Commission.

Personnel. The backgrounds of training and experience in radiation of persons employed in the future to fill vacancies on the New Hampshire Radiation Control Agency staff will be equivalent to those of the present prospective staff. Following are the résumés of the backgrounds of the proposed Agency staff:

FORREST H. BUMFORD

EDUCATION

University of New Hampshire—1937, B.S., Mech. Eng.
Special courses in Industrial Hygiene, Radiological Defense, and Radiological Health, USPHS—DOD—AEC.

MILITARY

U.S. Army Reserve 1936-1944 (1st Lieut.).
U.S. Public Health Service (R), Active Duty 1941-1946 (Lieut., S.G.).
U.S. Public Health Service (R), 1946-Date (Comm.).

EXPERIENCE

1937-1940—The Trane Co., La Crosse, Wis., Heating, Ventilating and A.C. Engineer.
1940-1941—State of New Hampshire, Dept. of Health, Division of Industrial Hygiene, Industrial Hygiene Engineer.
1941-1946—U.S. Public Health Service, Industrial Hygiene Engineer, Stationed N.H., District of Columbia, Tenn.
1946-1947—State of Ohio, Youngstown, Ohio, District Industrial Hygiene Engineer.
1947-1952—State of New Hampshire, Concord, N.H., Industrial Hygiene Engineer, Acting Director of Division 1951.
1952-Date—State of New Hampshire, Director, Division of Industrial Hygiene or Bureau of Occupational Health.

RADIATION EXPERIENCE

1941-Date—Experience in industrial, diagnostic, therapeutic, and fluoroscopic X-ray machines—safety and health. Health and safety in use of radium in hospitals, clinics, and industry.
1951-Date—State RADEF Officer in Civil Defense program. Charge of radiological defense for State; training of monitors and care and maintenance of instruments.
1957-Date—Hold AEC licenses for use of sealed sources for use in training and calibration of instruments, including multi-curie (5) Cobalt 60 sources, Cesium 137 source (120 curie), including leak testing.
1961-Date—Appointed Director, State Radiation Control Agency, Division of Public Health, Department of Health and Welfare.

RICHARD S. DUMM

EDUCATION

University of New Hampshire—1951, B.S., Agr. Engineering.

Special courses:

Industrial Ventilation, Michigan State Univ., 1954 (1 week).
Radiological Defense Instructor, OCDM, 1957 (1 week).
Civil Effects Test Group, AEC Nevada Test Site, 1957 (2 weeks).
Civil Defense for Food and Drug Officials, USFDA, 1963 (1 week).
Radiological Health Physics, Oak Ridge Institute of Nuclear Studies, 1964 (10 weeks).

MILITARY

Enlisted USNR Nov. 1943–June 1946 (27 mos. active).
Enlisted USNR Apr. 1950–Jan. 1952 (12 mos. active).
Commissioned USNR Jan. 1952–date (13 mos. active).

EXPERIENCE

U.S. Naval Reserve (active) Feb. 1951–Mar. 1953.
State of New Hampshire, Dept. of Health, Division of Industrial Hygiene, Apr. 1953–date.

RADIATION

Health and safety of medical and industrial uses of X-ray and radium; 1953–date.
Teaching radiological defense to local town and city organizations; 1957–date.
Special courses (see Education).

JOHN R. STANTON

EDUCATION

St. Anslem's College, Manchester, N.H.—1955, A.B. Chemistry. Member St. Anslem's Chemical Society, 1952–55.

MILITARY

Two years active duty with U.S. Army, 1955–57; duty, weather observer. Seven years with New Hampshire National Guard, 1957 to date.

SPECIAL TRAINING

Weather Observer School, Fort Monmouth, N.J., 1956 (13 weeks).
Industrial Hygiene Chemistry Course—DOH USPHS Cincinnati, Ohio, 1963 (2 weeks).
Dust Evaluation Techniques Course—DOH USPHS Cincinnati, Ohio, 1963 (1 week).
Civil Defense for Food and Drug Officials course—USFDA, Concord, N.H., 1963 (1 week).
Radiological Health course—AEC—ORINS—Oak Ridge, Tenn., 1964 (10 weeks).

EXPERIENCE

Chemist (Highway Materials Testing)—New Hampshire Department of Public Works and Highways, 1957–1962. Immediate Supervisor, Paul S. Otis. Principal duties: chemical analysis of paints, tar, asphalt and other highway construction materials.
Industrial Hygiene Chemist—Occupational Health Service, New Hampshire Department of Health and Welfare, 1962 to present. Immediate Supervisor, Forrest H. Bumford. Principal duties: (1) Chemical analysis of trace metals, solvents and metabolic products of toxins using infrared spectroscopy, ultraviolet spectrophotometry and gas chromatography; (2) monitoring of daily air samples for beta activity.

GOVERNOR'S RADIATION ADVISORY COMMITTEE

Robert Normandi, Ph. D., Chairman, Professor of Biology and Radiation Biology, St. Anslem's College, Manchester, N.H. Holds AEC license.

Frank Lane, M.D., Chief Roentgenologist, Mary Hitchcock Memorial Hospital, Hanover, N.H., Radiation Safety Officer, Mary Hitchcock Memorial Hospital, Hanover, N.H. Charge of 1,000 curie cobalt 60 teletherapy units. Holds AEC licenses.

Laurence Bixby, M.D., Roentgenologist, Dover City Hospital, Dover, N.H., Roentgenologist, Frisbie Memorial Hospital, Rochester, N.H.

John Lockwood, Sc. D., Chairman, Department of Physics, University of New Hampshire, Durham, N.H. Considerable experience with various isotopes and member of University Radiation Committee. Holds AEC license.

J. Copenhaver, Ph. D., Chairman, Dept. of Biological Sciences, Dartmouth College, Hanover, N.H. Holds AEC license.

Gene Likens, Ph. D., Dept. of Biological Sciences, Dartmouth College, Hanover, N.H. Holds AEC license.

Richard D. Brew, President, Brew Co., Concord, N.H. Representing industrial interests on committee.

Paul Simpson, Sanders Associates, Nashua, N.H. Representing industrial interests on committee.

Leonard Hill, Comptroller, State of New Hampshire, State House, Concord, N.H. Representing Governor on State Committee.

The committee membership will be changed somewhat after January 1966, to give a more balanced membership amongst the various professions concerned with radiological health. This committee will keep the Governor and Council informed on matters relative to radiation problems within the State.

They will also recommend programs and policies to the Radiation Control Agency and act as advisors to the Director of the Agency. They or certain members of the committee will also serve the Agency as an isotope committee similar to that in use by the AEC.

Licensing and registration. The State program provides for the issuance of both specific and general licenses for radioactive materials. The specific license will be issued to authorize the possession of such quantities of special nuclear material, source material, byproduct material, and other naturally occurring radioactive materials, such as radium, as are not generally licensed or exempted from licensing under the regulations. General licenses are established in the regulations for the possession of such quantities of certain radioactive materials as are considered to be unlikely to present a hazard to the health and safety of the public under the filing of applications with the Agency or the issuance of licensing documents to the particular persons using the radioactive material.

Persons possessing less than certain quantities of radioactive materials, as stated in the regulations, or who possess items containing certain specified radioactive materials are exempted from the licensing requirements of the regulations.

The program also requires that persons having possession of any source of ionizing radiation other than exempt radioactive material and radioactive material licensed under the regulations, including machines or devices capable of producing ionizing radiation, shall register such machines or devices with the Agency on a form provided by the Agency.

The Agency is responsible for evaluating applications for and the issuing of licenses. Provision has been made, however, for a radiation advisory committee to assist the Agency in evaluations which require technical consultation. The board will consist of persons highly qualified in the fields of the medical uses of radiation, physics, and industry whenever possible. In addition, the Agency

will utilize the applicable licensing criteria of the U.S. Atomic Energy Commission in making its evaluations.

Inspection. Inspections of activities using radiation sources will be made on a periodic basis. The most hazardous uses of radiation will be inspected at least once in each 6-month period, and other uses on a less frequent basis, depending upon the relative hazard. All licensed or registered activities will be inspected at least once in each 2-year period.

Announcement of an intended inspection may or may not be made prior to its execution.

Inspection visits will usually include a comprehensive review by the inspector of the licensee's equipment, facilities, and handling or storage of radioactive material, the procedures, in effect, including actual operation, and interviewing of personnel actually involved. The inspector will review the user's survey methods and results, personnel monitoring practices and results, the posting and labeling used, the instructions to personnel, and the methods and apparent effectiveness of maintaining control of people in the controlled area. He will review the user's records of receipts, transfers, and inventory of licensed materials, if any. He may physically check the inventory. He will examine records concerning any disposal of radioactive material which might have been made. He may make measurements of radiation levels. Prior to the termination of each inspection, the inspector will meet with the management to discuss the results of his inspection. At this time he will present tentative oral recommendations or suggestions, and will attempt to answer questions concerning the regulatory program.

The inspector will prepare a detailed report to inform his superior and the licensee or registrant of all the facts and circumstances observed during the inspection, including recommendations for the abatement of non-compliance matters. The report will provide the basis for any necessary enforcement action by the Agency.

In addition, there will be investigations of incidents and complaints involving licensed or registered sources of radiation to determine the cause, and measures taken by the licensee or registrant to cope with the incident, whether or not there was non-compliance with the regulations, and the steps the licensee or registrant is taking to ensure that a recurrence of the incident will not take place.

Enforcement. Minor items of non-compliance, such as improper signs, failure to label, etc., will be included in the inspector's report and, if the licensee or registrant agrees to correct these irregularities at the time of the inspection, the corrective action taken will be reviewed with the licensee or registrant during the next periodic inspection. If the inspection reveals a non-compliance of a more serious nature, the licensee or registrant will be required to accomplish corrective action prior to a time fixed by the director of the Agency, which time shall be not more than ten days subsequent to formal written notification of the item of non-compliance by the Agency. The licensee or registrant will be required to inform the Agency in writing, usually within 15 days of formal notification, as to corrective action taken and the date it was accomplished. In these cases, the Agency's representative will either conduct a prompt follow-up inspection or the matter will be reviewed during the next regular inspection to insure that corrective action has, in fact, been accomplished. If the reply does not satisfactorily explain the non-compliance and assure that further violations will be prevented, the Agency will take such administrative actions as are available to it.

Where administrative enforcement of the rules and regulations of the Agency does not prove successful, a civil action may be instituted on behalf of the Agency for injunctive relief to prevent the violation of the provisions of the rules and regulations.

The director of the Agency has legal authority, in an emergency situation, to issue an order reciting that such an emergency does, in fact, exist and requiring that such action as he deems necessary be taken to meet the emergency. Any person to whom such an order is directed is required by law to comply with the order immediately.

Any person who receives a notice of violation of the regulations of the Agency and

an order of abatement of the violation, or who is required to comply immediately with the orders of the director of the Agency, in an emergency situation, may apply for a hearing before the director of the Division of Public Health Services, New Hampshire State Department of Health and Welfare, and a hearing will be afforded within 15 days.

Any person who wilfully violates any of the provisions of the rules and regulations of the Agency, or who violates an order of the Agency, may be guilty of a crime and upon conviction may be punished by a fine or imprisonment or both, as provided by law.

Reciprocity. The Agency will exempt persons from the licensing requirement of the regulations who use, transfer, possess, or

receive byproduct, source, or special nuclear material in quantities not sufficient to form a critical mass pursuant to a license issued by the U.S. Atomic Energy Commission or by another agreement state provided that such persons notify the Agency immediately of the presence of such materials within the state.

Compatibility. It is the policy of the State of New Hampshire to institute and maintain a regulatory program for sources for ionizing radiation so as to provide for a system consonant insofar as possible with the standards and regulatory programs of the Federal government and with those of other agreement States.

[F.R. Doc. 66-937; Filed, Jan. 25, 1966; 8:49 a.m.]

CUMULATIVE LIST OF CFR PARTS AFFECTED—FEBRUARY

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