

VIRGIN ISLANDS		Average value
County		
Christiansted	-----	\$13,000
Frederiksted	-----	13,000

(Sec. 41 (1), 60 Stat. 1066; 7 U. S. C. 1015 (1). Interpret or applies sec. 3 (a), 60 Stat. 1074; 7 U. S. C. 1003 (a))

Issued this 6th day of April 1954.

[SEAL] R. B. McLEAISH,
Administrator,
Farmers Home Administration.

[P. R. Doc. 54-2722; Filed, Apr. 12, 1954; 8:48 a. m.]

PART 311—BASIC REGULATIONS SUBPART B—LOAN LIMITATIONS

AVERAGE VALUES OF FARMS; NEW JERSEY

For the purposes of title I of the Bankhead-Jones Farm Tenant Act, as amended, the average value of efficient family-type farm-management units for the county identified below is determined to be as herein set forth; and § 311.29, Chapter III, Title 6 of the Code of Federal Regulations, is amended by adding said county and average value to the tabulations appearing in said section under the State of New Jersey.

NEW JERSEY		Average value
County:		
Union	-----	\$20,000

(Sec. 41 (1), 60 Stat. 1066; 7 U. S. C. 1015 (1). Interpret or applies sec. 3 (a), 60 Stat. 1074; 7 U. S. C. 1003 (a))

Issued this 6th day of April 1954.

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Chapter IV—Commodity Stabilization Service and Commodity Credit Corporation, Department of Agriculture

Subchapter B—Loans, Purchases, and Other Operations

[1954 C. C. C. Grain Price Support Bulletin 1, Supp. 1, Grain Sorghums]

PART 421—GRAINS AND RELATED COMMODITIES

SUBPART—1954-CROP GRAIN SORGHUMS PRICE SUPPORT PROGRAM

A price support program has been announced for the 1954 crop of grain sorghums. The 1954 C. C. C. Grain Price Support Bulletin 1 (19 P. R. 967), issued by the Commodity Credit Corporation and containing the regulations of a general nature with respect to price support operations for grains and certain other commodities produced in 1954 is supplemented as follows:

Sec.	
421.426	Purpose.
421.427	Availability of price support.
421.428	Eligible grain sorghums.
421.429	Warehouse receipts.
421.430	Determination of quantity.
421.431	Determination of quality.
421.432	Maturity of loans.

Sec.	
421.433	Support rates.
421.434	Warehouse charges.
421.435	Settlement.

AUTHORITY: §§ 421.426 to 421.435 issued under sec. 4, 62 Stat. 1070, as amended; 15 U. S. C. 714b. Interpret or apply sec. 5, 62 Stat. 1072; secs. 301, 401, 63 Stat. 1053; 15 U. S. C. 714; 7 U. S. C. 1447, 1421.

§ 421.426 Purpose. Sections 421.426 to 421.435 state additional specific regulations which, together with the general regulations contained in the 1954 C. C. C. Grain Price Support Bulletin 1, apply to loans and purchase agreements under the 1954 Crop Grain Sorghums Price Support Program.

§ 421.427 Availability of price support—(a) Method of support. Price support will be made available through farm-storage and warehouse-storage loans and through purchase agreements.

(b) Area. Farm-storage and warehouse-storage loans and purchase agreements will be available wherever grain sorghums are grown in the continental United States, except that farm-storage loans will not be available in areas where the ASC State committee determines that grain sorghums cannot be safely stored on the farm.

(c) Where to apply. Application for price support should be made at the office of the ASC county committee which keeps the farm-program record for the farm.

(d) When to apply. Loans and purchase agreements will be available from the time of harvest through January 31, 1955 and the applicable documents must be signed by the producer and delivered to the county committee not later than such date.

(e) Eligible producer. An eligible producer shall be an individual, partnership, association, corporation, or other legal entity producing grain sorghums in 1954 as landowner, landlord, tenant or share-cropper.

§ 421.428 Eligible grain sorghums. At the time the grain sorghums are placed under loan or delivered under a purchase agreement, they must meet the following requirements:

(a) The grain sorghums must have been produced in the continental United States in 1954 by an eligible producer.

(b) The beneficial interest in the grain sorghums must be in the eligible producer tendering the grain sorghums for loan or for delivery under a purchase agreement, and must always have been in him, or must have been in him and a former producer whom he succeeded before the grain sorghums were harvested.

(c) Grain sorghums of any class grading No. 4 or better, or No. 4 "Smutty" or better, and containing not in excess of 13 percent moisture shall be eligible, except that grain sorghums represented by warehouse receipts which indicate that the grain sorghums are ineligible because of moisture content only, will be eligible if the warehouseman certifies on the supplemental certificate or on a statement attached to the warehouse receipt that "the grain sorghums have been processed at the request of the eligible producer, and delivery will be made of eligible grain sorghums containing not

in excess of 13 percent moisture content and no lien for processing will be claimed by the warehouseman from Commodity Credit Corporation or any subsequent holder of said warehouse receipt."

(d) The grain sorghums must not grade discolored, or weevily.

(e) If offered as security for a farm-storage loan, the grain sorghums must have been stored in the bin or granary at least 30 days prior to inspection for measurement, sampling, and sealing unless otherwise approved by the ASC State committee.

§ 421.429 Warehouse receipts. Warehouse receipts, representing grain sorghums in approved warehouse storage to be placed under loan or delivered under a purchase agreement, must meet the following requirements:

(a) Warehouse receipts must be issued in the name of the producer, must be properly endorsed in blank so as to vest title in the holder and must be receipts issued on a warehouse approved by CCC under the uniform Grain Storage Agreement which indicate that the grain sorghums are insured, or must be receipts issued on warehouses operated by Eastern common carriers under tariffs approved by the Interstate Commerce Commission for which custodian agreements are in effect.

(b) (1) Each warehouse receipt or the warehouseman's supplemental certificate (in duplicate) properly identified with the warehouse receipt must show (i) gross weight, (ii) class, (iii) grade (including special grades), (iv) test weight, (v) moisture, (vi) dockage, and (vii) any other grading factor(s) when such factor(s) and not test weight, determine the grade.

(2) The warehouse receipt or the warehouseman's supplemental certificate also must show whether the grain sorghums arrived by rail, truck or barge. In the case of warehouse receipts issued for grain sorghums delivered by rail or barge, the grading factors on the warehouse receipt must agree with the inbound inspection certificate for the car or barge when such certificate is issued.

(c) A separate warehouse receipt must be submitted for each grade, class, and subclass of grain sorghums.

(d) The warehouse receipt may be subject to liens for warehouse charges only to the extent indicated in § 421.434.

(e) Warehouse receipts representing grain sorghums which have been shipped by rail or water from a country shipping point to a designated terminal point, or shipped by rail or water from a country shipping point and stored in transit to a designated terminal point must be accompanied by registered freight bills, or by a certificate containing similar information in a form prescribed by the CSS Commodity office which shall be signed by the warehousemen and which may be a part of the supplemental certificate.

(f) If the warehouseman has processed the grain sorghums as provided in § 421.428 (c), the supplemental certificate must show the numerical grade and grading factors changed because of the grain sorghums being processed. When the grade and grading factors shown on

the supplemental certificate do not agree with the warehouse receipt, the factors shown on the supplemental certificate shall take precedence.

§ 421.430 Determination of quantity.

(a) The quantity of grain sorghums placed under farm-storage loan may be determined either by weight or by measurement. The quantity of grain sorghums placed under a warehouse-storage loan or delivered under a farm-storage loan or under a purchase agreement shall be determined by weight.

(b) When a quantity is determined by weight, a unit of 100 pounds shall be determined to be 100 pounds of grain sorghums free of dockage. In determining the quantity of sacked grain sorghums by weight, a deduction of three-fourths of a pound for each sack shall be made.

(c) When the quantity of grain sorghums is determined by measurement, 100 pounds shall be 2.25 cubic feet of grain sorghums testing 56 pounds per bushel. The quantity determined by measurement of grain sorghums having a test weight of less than 56 pounds per bushel shall be adjusted by applying the applicable percentage as shown in the following table:

For grain sorghums testing:	Percent
56 pounds or over	100
55 pounds or over, but less than 56 pounds	98
54 pounds or over, but less than 55 pounds	96
53 pounds or over, but less than 54 pounds	95
52 pounds or over, but less than 53 pounds	93
51 pounds or over, but less than 52 pounds	91
50 pounds or over, but less than 51 pounds	89
49 pounds or over, but less than 50 pounds	87

(d) The percentage of dockage shall be determined and the weight of such dockage shall be deducted from the gross weight of the grain sorghums in determining the net quantity available for loan or purchase.

§ 421.431 Determination of quality. The class, subclass, grade, grading factors, and all other quality factors shall be determined in accordance with the methods set forth in the Official Grain Standards of the United States for Grain Sorghums, whether or not such determinations are made on the basis of an official inspection.

§ 421.432 Maturity of loans. Loans mature on demand but not later than March 31, 1955.

§ 421.433 Support rates. Basic support rates for grain sorghums placed under loan or delivered under a purchase agreement will be as set forth in this section.

(a) Basic support rates at designated terminal markets. (1) Basic support rates per 100 pounds for grain sorghums of the Classes I to IV inclusive, grading No. 2 or better, and containing not in excess of 13 percent moisture, stored in approved warehouses at the terminal markets listed below are as follows:

Terminal market:	Rate per 100 pounds
Omaha, Nebr.	\$2.68
Sioux City, Iowa	2.68
Kansas City, Mo.	2.75
Galveston, Tex.	2.88
Houston, Tex.	2.88
New Orleans, La.	2.88
Memphis, Tenn.	2.98
Los Angeles, Calif.	3.14
San Francisco, Calif.	3.14
St. Louis, Mo.	2.93
Corpus Christi, Tex.	2.88

(2) Grain sorghums eligible for loan or purchase at the support rates shown in the above schedule must have been shipped on a domestic interstate freight rate basis. On any grain sorghums shipped at other than the domestic interstate freight rate, the support rate at the designated terminal market shall be reduced by the difference between the rate of the freight paid (plus tax) and the domestic interstate freight rate (plus tax).

(3) The support rates established for designated terminal markets apply to grain sorghums which have been shipped by rail or water from a country shipping point to one of the designated terminal markets, as evidenced by paid freight bills duly registered for transit privileges: *Provided*, That in the event the amount of paid in freight is insufficient to guarantee the minimum proportional domestic interstate freight rate from the terminal market, there shall be deducted from the applicable terminal support rate the difference between the amount of freight actually paid in and the amount required to be paid in to guarantee outbound movement at the minimum proportional domestic interstate freight rate.

(4) When shipped by rail or water and stored at any designated terminal market, grain sorghums for which neither registered freight bills nor registered freight certificates are presented to guarantee outbound movement at the minimum proportional domestic interstate freight rate, shall have a support rate equal to the terminal rate minus 14 cents per 100 pounds.

(5) For grain sorghums received by truck and stored at any designated terminal market, the support rate shall be determined by making a deduction from the terminal rate as follows:

Terminal market:	Amount of deduction (cents per 100 pounds)
Los Angeles, Calif., San Francisco, Calif.	22
Omaha, Nebr., Sioux City, Iowa, Kansas City, Mo., St. Louis, Mo., Corpus Christi, Tex., Galveston, Tex., Houston, Tex., New Orleans, La., Memphis, Tenn.	25

(b) Support rates for grain sorghums in approved warehouse storage at other than designated terminal markets. (1) The support rates for grain sorghums stored in approved warehouses (other than those situated in the designated terminal markets) which are shipped by rail or water, shall be determined by deducting from the appropriate designated terminal market rate an amount equal to the transit balance, if any (plus tax) of the through-freight rate from point of

origin for such grain sorghums to such terminal market: *Provided*, That on any grain sorghums shipped at other than the domestic interstate freight rate, the support rate shall be further reduced by the difference between the rate of freight paid (plus tax) and the domestic interstate freight rate (plus tax) from the point of origin of such grain sorghums to the point of storage: *And provided further*, That in the case of grain sorghums stored at any railroad transit point taking a penalty by reason of out-of-line movement, or for any other reason to the appropriate designated market, there shall be added to such transit balance an amount equal to any out-of-line costs or other costs incurred in storing grain sorghums in such position.

(2) The warehouse receipts must be accompanied by the original paid freight bills or certificates of the warehouseman and other required documents as set forth in § 421.429.

(c) Basic county support rates. (1) The following basic county support rates are established per 100 pounds of grain sorghums of the Classes I to IV, inclusive, grading No. 2 or better and containing not in excess of 13 percent moisture. Both farm-storage and country warehouse-storage loans will be based on the support rate established for the county in which the grain sorghums are stored. If two or more warehouses are located in the same or adjoining towns, villages, or cities having the same domestic interstate freight rate, such towns, villages, or cities shall be deemed to constitute one shipping point, and the same support rate shall apply even though such warehouses are not all located in the same county. Such support rate shall be the highest support rate of the counties involved. Support rates per 100 pounds for grain sorghums are set forth below:

ALABAMA		Rate per cwt.
County		
All counties		\$2.40
ARIZONA		Rate per cwt.
County	County	Rate per cwt.
Apache	Navajo	\$2.03
Cochise	Pima	2.55
Gila	Pinal	2.66
Graham	Santa Cruz	2.49
Greenlee	Yavapai	2.28
Maricopa	Yuma	2.69
All counties		\$2.40
ARKANSAS		Rate per cwt.
All counties		\$2.40
CALIFORNIA		Rate per cwt.
County	County	Rate per cwt.
Alameda	Sacramento	\$2.87
Butte	San Benito	2.86
Colusa	San Bernar-	
Contra Costa	dino	2.87
El Dorado	San Diego	2.83
Fresno	San Joaquin	2.83
Glenn	Santa Clara	2.92
Imperial	Santa Cruz	2.87
Kern	Shasta	2.70
Kings	Siskiyou	2.56
Lake	Solano	2.90
Los Angeles	Stanislaus	2.86
Madera	Sutter	2.83
Merced	Tehama	2.75
Napa	Tulare	2.80
Orange	Yola	2.86
Placer	Yuba	2.84
Riverside		2.83

COLORADO

County	Rate per cwt.	County	Rate per cwt.
Adams	\$2.16	Kit Carson	\$2.19
Arapahoe	2.16	La Plata	1.88
Archuleta	1.88	Larimer	2.16
Baca	2.18	Las Animas	2.15
Bent	2.17	Lincoln	2.16
Boulder	2.16	Logan	2.16
Cheyenne	2.19	Mesa	1.88
Costilla	2.00	Montrose	1.88
Crowley	2.16	Morgan	2.16
Custer	2.07	Otero	2.16
Delta	1.88	Phillips	2.20
Douglas	2.16	Prowers	2.19
Elbert	2.16	Pueblo	2.16
El Paso	2.16	Sedgwick	2.16
Fremont	2.09	Washington	2.16
Huerfano	2.13	Weld	2.16
Jefferson	2.16	Yuma	2.18
Kiowa	2.18		

FLORIDA

All counties.....	\$2.40
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GEORGIA

All counties..... \$2.45

INDIANA

All counties.....	\$2.30
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IOWA

All counties.....	\$2.25
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KANSAS

County	Rate per cwt.	County	Rate per cwt.
Allen	\$2.40	Linn	\$2.41
Anderson	2.42	Logan	2.24
Atchison	2.45	Lyon	2.39
Barber	2.30	McPherson	2.32
Barton	2.30	Marion	2.33
Bourbon	2.41	Marshall	2.39
Brown	2.42	Meade	2.24
Butler	2.39	Miami	2.44
Chase	2.37	Mitchell	2.33
Chautauqua	2.37	Montgomery	2.39
Cherokee	2.39	Morris	2.36
Cheyenne	2.23	Morton	2.19
Clark	2.24	Nemaha	2.40
Clay	2.35	Neosho	2.40
Cloud	2.34	Ness	2.28
Coffey	2.40	Norton	2.29
Comanche	2.27	Osage	2.41
Cowley	2.33	Osborne	2.32
Crawford	2.40	Ottawa	2.33
Decatur	2.26	Pawnee	2.30
Dickinson	2.33	Phillips	2.30
Doniphan	2.41	Pottawatomie	2.40
Douglas	2.45	Pratt	2.30
Edwards	2.30	Rawlins	2.24
Elk	2.37	Reno	2.32
Ellis	2.30	Republic	2.34
Ellsworth	2.32	Rice	2.32
Finney	2.24	Riley	2.39
Ford	2.27	Rooks	2.30
Franklin	2.45	Rush	2.30
Geary	2.37	Russell	2.30
Gove	2.26	Saline	2.33
Graham	2.29	Scott	2.24
Grant	2.23	Sedgwick	2.33
Gray	2.26	Seward	2.22
Greeley	2.23	Shawnee	2.41
Greenwood	2.37	Sheridan	2.26
Hamilton	2.23	Sherman	2.33
Harper	2.32	Smith	2.32
Harvey	2.33	Stafford	2.30
Haskell	2.24	Stanton	2.22
Hodgeman	2.28	Stevens	2.22
Jackson	2.41	Sumner	2.33
Jefferson	2.45	Thomas	2.24
Jewell	2.33	Trego	2.29
Johnson	2.47	Wabaunsee	2.39
Kearney	2.23	Wallace	2.23
Kingman	2.32	Washington	2.36
Kiowa	2.30	Wichita	2.23
Labette	2.39	Wilson	2.36
Lane	2.26	Woodson	2.40
Leavenworth	2.47	Wyandotte	2.48
Lincoln	2.32		

Kentucky

All counties..... \$2.40

LOUISIANA

County	cwt.
All counties.....	\$2.40

MINNESOTA

All counties..... \$2.20

MISSISSIPPI

All counties.....	\$2.40
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MISSOURI

All counties.....	\$2.40
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NETILASKA

County	Rate per cwt.	County	Rate per cwt.
Adams	\$2.32	Jefferson	\$2.37
Antelope	2.30	Johnson	2.38
Arthur	2.16	Kearney	2.31
Banner	2.13	Keith	2.16
Bialne	2.23	Keya Paha	2.23
Boone	2.33	Kimball	2.19
Box Butte	2.15	Knox	2.28
Boyd	2.26	Lancaster	2.39
Brown	2.22	Lincoln	2.21
Buffalo	2.29	Logan	2.23
Burt	2.38	Loup	2.27
Butler	2.37	McPherson	2.20
Cass	2.40	Madison	2.33
Cedar	2.29	Merrick	2.33
Chase	2.20	Morrill	2.13
Cherry	2.19	Nance	2.33
Cheyenne	2.16	Nemaha	2.38
Clay	2.33	Nuckolls	2.33
Colfax	2.37	Otoe	2.38
Cuming	2.37	Pawnee	2.39
Custer	2.26	Perkins	2.21
Dakota	2.34	Phelps	2.30
Dawes	2.11	Pierce	2.32
Dawson	2.26	Platte	2.35
Deuel	2.16	Polk	2.34
Dixon	2.33	Red Willow	2.26
Dodge	2.39	Richardson	2.40
Douglas	2.41	Rock	2.23
Dundy	2.20	Saline	2.37
Fillmore	2.36	Sarpy	2.41
Franklin	2.30	Saunders	2.39
Frontier	2.26	Scotts Bluff	2.10
Furnas	2.28	Seward	2.37
Gage	2.38	Sheridan	2.14
Garden	2.15	Sherman	2.29
Garfield	2.28	Sioux	2.09
Gosper	2.28	Stanton	2.34
Grant	2.16	Thayer	2.35
Greene	2.31	Thomas	2.21
Hall	2.31	Thurston	2.36
Hamilton	2.33	Valley	2.28
Harlan	2.30	Washington	2.40
Hayes	2.21	Wayne	2.31
Hitchcock	2.23	Webster	2.32
Holt	2.28	Wheeler	2.32
Hooker	2.19	York	2.34
Howard	2.31		

New Mexico

Bernalillo	2.00	McKinley	2.00
Catron	1.83	Mora	2.00
Chaves	2.13	Otero	2.00
Colfax	2.03	Quay	2.14
Curry	2.17	Rio Arriba	1.86
De Baca	2.11	Roosevelt	2.18
Dona Ana	2.00	Sandoval	2.00
Eddy	2.10	San Juan	1.56
Grant	1.74	San Miguel	2.00
Guadalupe	2.03	Santa Fe	1.93
Harding	2.07	Sierra	2.00
Hidalgo	2.01	Socorro	1.96
Lea	2.16	Torrance	1.90
Lincoln	2.00	Union	2.03
Luna	2.00	Valencia	2.00

OUTER CARGO

NORTH CAROLINA	
All counties	82.41

James B. ...

43. counties 82. 14

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OKLAHOMA			
County	Rate per cwt.	County	Rate per cwt.
Adair	\$2.32	Beaver	\$2.1
Alfalfa	2.26	Beckham	2.2
Atoka	2.27	Blaine	2.2

OKLAHOMA—Continued

County	Rate per cwt.	County	Rate per cwt.
Bryan	\$2.25	Love	\$2.24
Caddo	2.24	McClain	2.24
Canadian	2.24	McCurtain	2.27
Carter	2.24	McIntosh	2.31
Cherokee	2.30	Major	2.24
Choctaw	2.27	Marshall	2.24
Cimarron	2.15	Mayes	2.33
Cleveland	2.24	Murray	2.24
Coal	2.27	Muskogee	2.31
Comanche	2.24	Noble	2.27
Cotton	2.24	Nowata	2.36
Craig	2.36	Oklfuskee	2.27
Creek	2.27	Oklahoma	2.24
Custer	2.23	Oklmulgee	2.28
Delaware	2.35	Osage	2.30
Dewey	2.21	Ottawa	2.36
Ellis	2.20	Pawnee	2.26
Garfield	2.26	Payne	2.23
Garvin	2.24	Pittsburg	2.31
Grady	2.24	Pontotoc	2.26
Grant	2.27	Pottawatomie	2.24
Greer	2.20	Pushmataha	2.31
Harmon	2.20	Roger Mills	2.20
Harper	2.21	Rogers	2.33
Haskell	2.32	Seminole	2.26
Hughes	2.27	Sequoyah	2.32
Jackson	2.24	Stephens	2.24
Jefferson	2.24	Texas	2.15
Johnston	2.24	Tillman	2.24
Kay	2.29	Tulsa	2.32
Kingfisher	2.24	Wagoner	2.31
Kiowa	2.24	Washington	2.35
Latimer	2.32	Wachita	2.24
Le Flore	2.34	Woods	2.26
Lincoln	2.24	Woodward	2.20
Logan	2.24		

SOUTH CAROLINA

All counties..... \$2.45

SOUTH DAKOTA

All counties..... \$2.20

CT scan of the chest

All counties	\$2.40
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TEXAS.			
County	Rate per cwt.	County	Rate per cwt.
Anderson	\$2.45	Coke	\$2.21
Andrews	2.19	Coleman	2.28
Angelina	2.15	Collin	2.32
Aransas	2.62	Collingsworth	2.21
Archer	2.21	Colorado	2.58
Armstrong	2.21	Comal	2.41
Atascosa	2.51	Comanche	2.29
Austin	2.61	Concho	2.28
Bailey	2.21	Cooke	2.28
Bandera	2.36	Coryell	2.38
Bastrop	2.51	Cottle	2.21
Baylor	2.21	Crane	2.14
Bee	2.61	Crockett	2.16
Bell	2.43	Crosby	2.21
Bexar	2.46	Culberson	2.09
Blanco	2.41	Dallam	2.13
Borden	2.21	Dallas	2.34
Bosque	2.35	Dawson	2.21
Bowie	2.38	Deaf Smith	2.21
Brazoria	2.62	Delta	2.29
Brazos	2.56	Denton	2.30
Brewster	2.09	De Witt	2.52
Briscoe	2.21	Dickens	2.21
Brooks	2.57	Dimmit	2.26
Brown	2.29	Donley	2.21
Burleson	2.55	Duval	2.59
Burnet	2.36	Eastland	2.28
Caldwell	2.47	Ector	2.16
Calhoun	2.56	Edwards	2.21
Callahan	2.23	Ellis	2.35
Cameron	2.49	El Paso	2.08
Camp	2.33	Erath	2.30
Carson	2.21	Falls	2.45
Cass	2.35	Fannin	2.28
Castro	2.21	Payette	2.55
Chambers	2.53	Fisher	2.21
Cherokee	2.45	Floyd	2.21
Childress	2.21	Foard	2.21
Clay	2.24	Fort Bend	2.62
Cochran	2.21	Franklin	2.33

TEXAS—Continued

County	Rate per cwt.	County	Rate per cwt.
Freestone	\$2.44	Medina	\$2.42
Frio	2.37	Menard	2.28
Gaines	2.21	Midland	2.17
Galveston	2.63	Milam	2.50
Garza	2.21	Mills	2.33
Gillespie	2.34	Mitchell	2.21
Glasscock	2.21	Montague	2.24
Goliad	2.58	Montgomery	2.61
Gonzales	2.48	Moore	2.16
Gray	2.20	Morris	2.32
Grayson	2.29	Motley	2.21
Gregg	2.34	Nacogdoches	2.47
Grimes	2.58	Navarro	2.39
Guadalupe	2.43	Newton	2.48
Hale	2.21	Nolan	2.21
Hall	2.21	Nueces	2.62
Hamilton	2.33	Ochiltree	2.15
Hanford	2.15	Oldham	2.20
Hardeman	2.21	Orange	2.56
Hardin	2.56	Palo Pinto	2.28
Harris	2.62	Panola	2.38
Harrison	2.34	Parker	2.30
Hartley	2.16	Parmer	2.20
Haskell	2.21	Pecos	2.10
Hays	2.43	Polk	2.57
Hemphill	2.16	Potter	2.21
Henderson	2.36	Presidio	2.08
Hidalgo	2.30	Rains	2.33
Hill	2.36	Randall	2.21
Hockley	2.21	Rangan	2.16
Hood	2.30	Real	2.28
Hopkins	2.29	Red River	2.32
Houston	2.53	Reeves	2.11
Howard	2.21	Refugio	2.58
Hudspeth	2.09	Roberts	2.17
Hunt	2.30	Robertson	2.50
Hutchinson	2.16	Rockwall	2.33
Iron	2.17	Runnels	2.21
Jack	2.28	Rusk	2.35
Jackson	2.55	Sabine	2.42
Jasper	2.52	San Augustine	2.41
Jeff Davis	2.09	San Jacinto	2.60
Jefferson	2.57	San Patricio	2.62
Jim Hogg	2.56	San Saba	2.33
Jim Wells	2.62	Schleicher	2.17
Johnson	2.34	Scurry	2.21
Jones	2.21	Shackelford	2.21
Karnes	2.56	Shelby	2.43
Kaufman	2.33	Sherman	2.13
Kendall	2.35	Smith	2.37
Kenedy	2.60	Somervell	2.32
Kent	2.21	Starr	2.41
Kerr	2.30	Stephens	2.21
Kimble	2.28	Sterling	2.17
King	2.21	Stonewall	2.21
Kinney	2.25	Sutton	2.16
Kleberg	2.61	Swisher	2.21
Knox	2.21	Tarrant	2.33
Lamar	2.28	Taylor	2.21
Lamb	2.21	Terrell	2.09
Lampasas	2.34	Terry	2.21
La Salle	2.36	Throckmorton	2.21
Lavaca	2.52	Titus	2.32
Lee	2.53	Tom Green	2.21
Leon	2.49	Travis	2.44
Liberty	2.61	Trinity	2.56
Limestone	2.45	Tyler	2.52
Lipscomb	2.15	Upshur	2.34
Live Oak	2.59	Upton	2.13
Llano	2.34	Uvalde	2.28
Loving	2.11	Val Verde	2.18
Lubbock	2.21	Van Zandt	2.34
Lynn	2.21	Victoria	2.56
McCulloch	2.29	Walker	2.59
McLennan	2.41	Waller	2.62
McMullen	2.55	Ward	2.14
Madison	2.56	Washington	2.58
Marion	2.33	Webb	2.49
Martin	2.19	Wharton	2.59
Mason	2.29	Wheeler	2.20
Matagorda	2.57	Wichita	2.23
Maverick	2.19	Wilbarger	2.21

TEXAS—Continued

County	Rate per cwt.	County	Rate per cwt.
Willacy	\$2.52	Wood	\$2.33
Williamson	2.45	Yoakum	2.21
Wilson	2.48	Young	2.21
Winkler	2.15	Zapata	2.43
Wise	2.29	Zavala	2.26

WASHINGTON

All counties.....\$2.34

WYOMING

All counties.....\$2.20

(2) Where the State committee determines that State or district weed control laws affect the grain sorghums crop the support rate will be 15 cents per cwt. below the applicable county support rate set forth in the schedule in subparagraph (1) of this paragraph. If upon delivery of the grain sorghums to CCC, the producer supplies a certificate indicating that the grain sorghums comply with the weed control laws, the producer will be credited with the amount of the differential in determining the settlement value.

(d) *Discounts.* (1) The discount for grain sorghums which grade No. 3 and contain not in excess of 13 percent moisture shall be 8 cents per 100 pounds; and for grain sorghums which grade No. 4 and contain not in excess of 13 percent moisture, 16 cents per 100 pounds.

(2) Grain sorghums which grade "smutty" shall be discounted 5 cents per 100 pounds.

(3) The support rates for mixed grain sorghums (Class V) shall be 3 cents per 100 pounds less than the support rates for grain sorghums of the classes I to IV inclusive.

(4) The discounts in this paragraph shall be cumulative.

§ 421.434 *Warehouse charges.* (a) Warehouse receipts and the grain sorghums represented thereby stored in approved warehouses operating under the Uniform Grain Storage Agreement may be subject to liens for warehouse handling and storage charges at not to exceed the Uniform Grain Storage Agreement rates from the date the grain is deposited in the warehouse for storage. Where the date of deposit (the date of the warehouse receipt if the date of deposit is not shown) on warehouse receipts representing grain sorghum stored in warehouses operating under the Uniform Grain Storage Agreement is on or before March 31, 1955, there shall be deducted in computing the amount of the loan or purchase price the storage charges as determined in accordance with the table of deductions for warehouse charges to be issued at a later date, unless written evidence is submitted with the warehouse receipt that all warehouse charges, except receiving and loading out charges have been prepaid through March 31, 1955.

(b) Warehouse receipts and the grain sorghums represented thereby stored in approved warehouses operated by East-

ern common carriers may be subject to liens for warehouse elevation (receiving and delivering) and storage charges from the date of deposit at rates approved by the Interstate Commerce Commission. There shall be deducted in computing the loan or purchase price the amount of the approved tariff rate for storage (not including elevation), which will accumulate from the date of deposit through March 31, 1955 unless written evidence is submitted with the warehouse receipt that the storage charges have been prepaid. The county committee shall request the CSS commodity office to determine the amount of such charges.

§ 421.435 *Settlement.*—(a) *Settlement value.* (1) (i) In the case of eligible grain sorghums delivered to CCC from farm-storage under the loan program, settlement shall be made at the applicable support rate determined in accordance with §§ 421.433 and 421.418 (e). The support rate shall be for the grade and quality of the total quantity of grain sorghums eligible for delivery.

(ii) If, upon delivery, the grain sorghums under farm-storage loan are of a grade and/or quality for which no support rate has been established, the settlement value shall be computed at the support rate established for the grade and/or quality of the grain sorghums placed under loan, less the difference, if any, at the time of delivery, between the market price for the grade and/or quality placed under loan and the market price of the grain sorghums delivered, as determined by CCC: *Provided, however,* That if such grain sorghums are sold by CCC in order to determine their market price the settlement value shall not be less than such sales price.

(2) In the case of eligible grain sorghums delivered to CCC under purchase agreement, settlement shall be made at the applicable support rate determined in accordance with §§ 421.433 and 421.418 (e).

(b) *Storage deduction for early delivery.* Whenever farm-stored grain sorghums under loan or purchase agreement are delivered to CCC prior to March 31, 1955, a deduction for storage shall be made in accordance with the schedule of deductions for warehouse charges (§ 421.434), except that no such deduction shall be made if such early delivery is made because the loan is called solely for the convenience of CCC, or if it is determined by CCC at the time of delivery that the grain sorghums will be sold rather than stored, or if CCC requires early delivery on an area basis.

(c) *Refund of prepaid handling charge.* In case a warehouseman charges the producer for the receiving or the receiving and loading out charges on grain sorghums under loan or purchase agreement (or charges for elevation in the case of warehouses operated by Eastern common carriers), the producer

shall, upon delivery of the grain sorghums to CCC, be reimbursed or given credit by the county office for such pre-paid charges in an amount not to exceed the charges authorized under the Uniform Grain Storage Agreement (or approved tariff in the case of warehouses operated by Eastern common carriers) provided, the producer furnishes to the county committee written evidence signed by the warehouseman that such charges have been paid.

(d) *Track-loading.* A track-loading payment of 6 cents per 100 pounds will be made to the producer on grain sorghums delivered to CCC on track at a country point.

Issued this 7th day of April 1954.

[SEAL] J. A. McCONNELL,
Executive Vice President,
Commodity Credit Corporation.

[P. R. Doc. 54-2740; Filed, Apr. 12, 1954;
8:52 a. m.]

PART 464—TOBACCO

SUBPART—1953 TOBACCO LOAN PROGRAM

Set forth below are schedules of advance rates, by grades, for the 1953 crop of types 32 and 32b, Maryland tobacco, under the 1953 Tobacco Loan Program published May 14, 1953 (18 F. R. 2779).

§ 464.535 1953 crop; Maryland Tobacco, Type 32, advance schedule.¹

[Dollars per hundred pounds, farm sales weight]

Grade	Advance rate	Grade	Advance rate
B1F	73.12	T4V	28.12
B2F	71.12	T5V	17.12
B3F	69.12	T4D	14.12
B4F	64.12	T5D	13.12
B5F	53.12	T4M	32.12
B3R	46.12	T5M	22.12
B4R	30.12	T4G	14.12
B5R	21.12	T5G	13.12
B3V	52.12	C1L	74.12
B4V	42.12	C2L	74.12
B5V	29.12	C3L	72.12
B3D	29.12	C4L	70.12
B4D	20.12	C5L	65.12
B5D	15.12	C1F	75.12
B3M	58.12	C2F	74.12
B4M	50.12	C3F	73.12
B5M	36.12	C4F	71.12
B3G	23.12	C5F	66.12
B4G	16.12	C3R	70.12
B5G	14.12	C4R	64.12
T3F	64.12	C5R	52.12
T4F	50.12	C3V	65.12
T5F	34.12	C4V	59.12
T3R	42.12	C5V	43.12
T4R	26.12	C4D	44.12
T5R	17.12	C5D	28.12

¹The Cooperative Associations through which price support is made available are authorized to deduct from the amount paid to growers 12 cents per hundred pounds to apply against overhead costs. Only the original producer is eligible to receive advances. Tobacco graded W (unsafe keeping order), U (unsound), DAM (damaged), N2L, N2D, N2G, N-K, or REWORK will not be accepted.

[Dollars per hundred pounds, farm sales weight]

Grade	Advance rate	Grade	Advance rate
C3M	64.12	X5R	29.12
C4M	55.12	X3V	52.12
C5M	48.12	X4V	42.12
C4G	29.12	X5V	30.12
C5G	18.12	X4D	28.12
X1L	72.12	X5D	15.12
X2L	70.12	X4G	20.12
X3L	67.12	X5G	13.12
X4L	61.12	P4L	48.12
X5L	48.12	P5L	28.12
X1F	72.12	P4F	44.12
X2F	70.12	P5F	24.12
X3F	67.12	P4R	26.12
X4F	60.12	P5R	16.12
X5F	46.12	N1L	14.12
X3R	59.12	N1D	13.12
X4R	47.12	N1G	13.12

§ 464.536 1953 crop; Maryland Tobacco, Type 32b, advance schedule.¹

[Dollars per hundred pounds, farm sales weight]

Grade	Advance rate	Grade	Advance rate
B1F	51.12	C5F	46.12
B2F	50.12	C3R	49.12
B3F	48.12	C4R	45.12
B4F	45.12	C5R	36.12
B5F	37.12	C3V	45.12
B3R	32.12	C4V	41.12
B4R	21.12	C5V	30.12
B5R	15.12	C4D	31.12
B3V	36.12	C5D	20.12
B4V	29.12	C3M	45.12
B5V	20.12	C4M	38.12
B3D	20.12	C5M	34.12
B4D	14.12	C4G	20.12
B5D	10.12	C5G	13.12
B3M	41.12	X1L	50.12
B4M	35.12	X2L	49.12
B5M	25.12	X3L	47.12
B3G	16.12	X4L	43.12
B4G	11.12	X5L	34.12
B5G	10.12	X1F	50.12
T3F	45.12	X2F	49.12
T4F	35.12	X3F	47.12
T5F	24.12	X4F	42.12
T3R	29.12	X5F	32.12
T4R	18.12	X3R	41.12
T5R	12.12	X4R	33.12
T4V	20.12	X5R	20.12
T5V	12.12	X3V	36.12
T4D	10.12	X4V	29.12
T5D	9.12	X5V	21.12
T4M	22.12	X4D	20.12
T5M	15.12	X5D	10.12
T4G	10.12	X4G	14.12
T5G	9.12	X5G	9.12
C1L	52.12	P4L	34.12
C2L	52.12	P5L	20.12
C3L	50.12	P4F	31.12
C4L	49.12	P5F	17.12
C5L	45.12	P4R	18.12
C1F	52.12	P5R	11.12
C2F	52.12	N1L	10.12
C3F	51.12	N1D	9.12
C4F	50.12	N1G	9.12

(Sec. 4, 62 Stat. 1070, as amended; 15 U. S. C. 714b. Interprets or applies sec. 5, 62 Stat. 1072, secs. 101, 401, 63 Stat. 1051, as amended, 1054; 15 U. S. C. 714c, 7 U. S. C. 1441, 1421)

Issued this 6th day of April 1954.

[SEAL] J. A. McCONNELL,
Executive Vice President,
Commodity Credit Corporation.

[P. R. Doc. 54-2708; Filed, Apr. 12, 1954;
8:45 a. m.]

TITLE 29—LABOR

Chapter X—National Mediation Board

PART 1206—HANDLING OF REPRESENTATION DISPUTES UNDER RAILWAY LABOR ACT

TIME LIMITS ON APPLICATIONS

Due notice having been given and hearing having been held, the National Mediation Board, by virtue of the authority vested in it by section 2, Ninth, of the Railway Labor Act (44 Stat. 577, 48 Stat. 1185 U. S. C. paragraph 151 et seq.) hereby issues the following rule which it finds necessary to carry out the provisions of said act in place of and instead of Rule 4 (§ 1206.4) of the existing rules and regulations issued May 1, 1947:

§ 1206.4 Time limit on applications.

(a) The National Mediation Board will not commence the investigation of a representation dispute for a period of two (2) years from the date of a certification hereafter issued covering the same craft or class of employees on the same carrier in which a representative was certified, except in unusual or extraordinary circumstances.

(b) Except in unusual or extraordinary circumstances, the National Mediation Board will not accept for investigation under section 2, Ninth, of the Railway Labor Act an application for its services covering a craft or class of employees on a carrier for a period of one (1) year after the date on which:

(1) An election among the same craft or class on the same carrier has been conducted and no certification was issued account less than a majority of eligible voters participated in the election; or

(2) A docketed representation dispute among the same craft or class on the same carrier has been dismissed by the Board account no dispute existed as defined in § 1206.2 (Rule 2); or

(3) The applicant has withdrawn an application covering the same craft or class on the same carrier which has been formally docketed for investigation.

(44 Stat. 577, as amended; 49 U. S. C. 151-163)

Rule 4 (B) (§ 1206.4 (b)) will not apply to employees of a craft or class who are not represented for purposes of collective bargaining.

Said rules and regulations shall become effective from the date hereof and upon publication thereof in the FEDERAL REGISTER.

By order of the National Mediation Board at Washington, D. C., this 13th day of April 1954.

E. C. THOMPSON,
Secretary.

[P. R. Doc. 54-2683; Filed, Apr. 12, 1954;
8:45 a. m.]

TITLE 14—CIVIL AVIATION

Chapter II—Civil Aeronautics Administration, Department of Commerce

[Amdt. 77]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

PROCEDURE ALTERATIONS

The standard instrument approach procedure alterations appearing hereinafter are adopted to become effective when indicated in order to promote safety of the flying public. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Part 609 is amended as follows:

1. The low frequency range procedures prescribed in § 609.6 are amended to read in part:

1. The low frequency range procedures prescribed in § 609.6 are amended to read in part:

1. The low frequency range procedures prescribed in § 609.6 are amended to read in part:

Bearings, headings, and courses are magnetic. Distances are in statute miles unless otherwise indicated. Elevations and altitudes are in feet. MSL. Collisions are in feet above airport elevation. If an IFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator for Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below.

City and State; airport name, elevation; facility; class and identification; procedure No.; effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and direction to facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified, or if landing not accomplished
							Condition	Type aircraft	75 m. p. h. or less	
1	2	3	4	5	6	7	8	9	10	11
KANSAS CITY, KANS., FEMA, 767 SEAZ-VDTX-MKO Procedure No. 1 April 5, 1964	Kansas City VOR..... Linkville FM final.....	134-3.0 145-11.5	2,400 1,600	E side NW course: 138° outbound, 145° inbound, 2.6M within 10 miles. Not authorized beyond 10 miles.	1,600	134-1.0	T-4m C-4m A-4m	300-1 300-1 300-2	300-1 700-14 800-2	Within 1.0 mile, immediately turn right, climb to 2,300 on SW course within 35 miles, or when directed by ATC, immediately turn right, climb to 2,300 and intercept 310° ADF track to Farley Rtn and book. CAUTION: Obstructions 1,430' MSL, located 3 miles SE of airport. Cracking plant 911' MSL and stack 830' MSL 1/4 mile ESE approach and runway 35. TV tower 1,670' MSL 4 1/4 miles S of airport.
KANSAS CITY, MO., Municipal, 758 SEAZ-VDTX-MKO Procedure No. 1 April 5, 1964	Kansas City VOR..... Linkville FM final.....	134-3.0 145-11.5	2,400 1,600	E side NW course: 138° outbound, 145° inbound, 2.6M within 10 miles. Not authorized beyond 10 miles.	1,600	145-2.9	T-4m# C-4m A-4m	300-1 300-1 300-2	300-1 700-14 800-2	Within 2.9 miles, immediately turn right, climb to 2,300 on SW course within 35 miles, or when directed by ATC, immediately turn right, climb to 2,300 and intercept 310° ADF track to Farley Rtn and book. CAUTION: Grain elevators 900' MSL and railroad floodlights 850' MSL 3 1/4 miles N.E. of runway 15. Cracking plant and stack 830' MSL 1/4 mile W.N.W. of airport. TV tower 1,670' MSL 2 1/4 miles S of airport. Congested buildings 1,420' MSL 1 mile SSE of airport. #Takeoff to S or SW when weather is below 1,000-3. Will intercept a 210° ADF track from ILS-LAM or 135° outbound course from MKC-VOR as soon as practical after takeoff until reaching 2,500' feet, then making left turn.
LOS ANGELES, CALIF., International, 115 SEAZ-DTXV-LAX Procedure No. 1 April 5, 1964	Hollywood Hqs FM..... Downey FM (Rtn)..... Los Angeles LOM (final)..... Int. S course LAX and SW course LGB.	145-13.0 254-11.0 254-2.0 258-20.0	3,000 1,500 1,000 3,000	S side E course: 105° outbound, 235° inbound, 2.0M within 10 miles and in no case further E than the Downey Rtn.	3,000	245-2.9	T-4m C-4m S-4m 23L/R A-4m	300-1 500-1 500-1 500-2	300-1 600-14 500-1 500-2 800-2	Within 3.9 miles, climb to 2,000' on W course within 25 miles. *Procedure turn S for more favorable turn. #1,500 must be maintained until past LAX LOM inbound.

LFR STANDARD INSTRUMENT APPROACH PROCEDURES—Continued

City and State; airport name; elevation; facility; class and identification; procedure No.; effective date	Initial approach to facility from—	Course and dis- tance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting dis- tances	Minimum altitude over facility on final approach course (ft.)	Course and distance to facility to airport	Ceiling and visibility minimums			If visual contact not established at sub- sided landing minimums after passing facility within distance specified, or if landing not accomplished
							Condition	Type aircraft		
								75 m. p. h. or less	More than 75 m. p. h.	
1	2	3	4	5	6	7	8	9	10	11
MOLINE, ILL. Quad City, MO SRAZ-DIV Procedure No. 1 April 15, 1954	Moline VOR.....	208-21.5	2,300'	S side of W course: 205° inbound, 185° inbound, 2,000' within 25 miles.	1,000	140-10.7	T-dm C-dm A-dm	300-1 1,000-2 1,000-2	300-1 1,000-2 1,000-2	If not contact over MLI-LFR, climb to 2,000' on E course within 25 miles. CAUTION: Radio tower 1,964' MSL 6 miles NW of airport; radio tower 1,067' MSL 5 miles NE of airport. Radio tower 1,385' MSL 7 miles NNE of airport.
TERRE HAUTE, IND. Huffman Field, MO SRAZ-DIV Procedure No. 1 April 15, 1954	HUF-VOR.....	223-8.0	1,900	S side W course: 240° inbound, 160° inbound, 1,800' within 25 miles.	1,300	072-5.8	T-dm C-dm A-dm	300-1 400-1 500-2 800-2	300-1 400-2 500-2 800-2	Within 5.5 miles, climb to 2,000' on E course HUF-LFR within 25 miles. ADP pro- cedure using range not authorized.
WINSLOW, ARIZ. Municipal, 4,380' SRAZ-VDT-INW Procedure No. 1 April 15, 1954	Joseph City FM.....	255-20.0	7,000	W side N course: 340° inbound, 190° inbound, 7,000' within 25 miles.	*4,600	160-1.5	T-dm C-dm A-dm	300-1 400-2 500-2	300-1 400-2 500-2	Within 1.5 miles, climb to 7,000' on E course within 25 miles. Deviation from standard criteria authorized in item 6. *CAUTION: 5,000' provides 400' clearance over terrain 4.5 miles W of N course 2 miles N of LFR.

2. The automatic direction finding procedures prescribed in § 609.9 are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURES

Beacons, headings, and courses are magnetic. Distances are in statute miles unless otherwise indicated. Elevations are in feet above airport elevation. If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator for Civil Aeronautics for such airport. Initial approach shall be made over specified routes. Minimum altitude (ft.) shall correspond with those established for an route operation in the particular area or as set forth below.

City and State; airport name, elevation; facility; class and identification; procedure No.; effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance to facility to airport	Ceiling and visibility minimums		If visual contact not established at authorized landing minimums after passing facility within distance specified, or if landing not accomplished	
							Condition	Type aircraft		
1	2	3	4	5	6	7	8	9	10	11
SUPERSEDED BY COMBINATION ACF-ILS PROCEDURE NO. 1, DATED APRIL 17, 1954.										
CHARLOTTE, N. C. Douglas, 745' Charlotte Outer Campus Loebur CL Procedure No. 2 August 1, 1951	Kansas City LFR.....	025-5.0	2,500	W side of course: 054° outbound, 154° inbound, 2,500' within 10 miles. Not authorized beyond 10 miles.	2,500	From Bluff FM 224-0.8	T-dm C-dm A-dm	300-1 700-1 800-2	300-1 700-1 800-2	Within 4.3 miles or at Bluff FM, make right climbing turn, climb to 2,500' and intercept 310° ADF track and proceed to Fairley Run and hold, or when directed by ATC make right climbing turn, climb to 2,500' on SW course MRC-LFR. CAUTION: Obstruction 1,409' MSL 3 miles SE of airport. Obstruction 1,350' MSL and stack 800' MSL 14 miles ESE approach and runway. 444' tower SE of TV tower 1,000' MSL 444' miles SE. #Procedure not authorized when Bluff FM inoperative.
	Kansas City VOR.....	152-4.0	2,500							
	Liberty FM and Rdn.....	245-12.0	2,500							
	Fairley Rdn.....	105-15.0	2,500							
	Linkville FM.....	124-15.0	2,500							

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

City and State; airport name, elevation, facility, class and identification; procedure No.; effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance, facility to airport	Ceiling and visibility minimums		If visual contact not established at authorized landing minimums after passing facility within distance specified, or if landing not accomplished
							Condition	Type aircraft	
							75 m. p. h. or less	More than 75 m. p. h.	
1 LANSING, MICH. Capital City, 888' LOM-LA Procedure No. 1 December 30, 1953	3	3	4	5	6	7	8	9	10
SUPERSEDED BY COMBINATION ILS-ADF PROCEDURE, DATED MARCH 19, 1954.									
LOS ANGELES, CALIF. International, 129' LOM-LA Procedure No. 1 August 14, 1953									11
SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE, DATED APRIL 5, 1954.									
LOS ANGELES, CALIF. International Airport, 129' SRAZ-DTXV-LAX Procedure No. 2 August 4, 1953	PROCEDURE CANCELED, EFFECTIVE APRIL 5, 1954.								
MEMPHIS, TENN. Municipal, 269' Outer Compass Locator ME Procedure No. 2 August 1, 1952	SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE NO. 1, DATED MARCH 17, 1954.								

3. The instrument landing system procedures prescribed in § 609.11 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Readings, headings, and courses are magnetic. Distances are in statute miles unless otherwise indicated. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator for Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

City and State; airport name, elevation, facility, class and identification; procedure No.; effective date	Transition to ILS			Minimum altitude at glide slope intercept (ft.)	Altitude of glide slope and distance to approach end of runway ft.—	Ceiling and visibility minimums		If visual contact not established upon descent to authorized landing minimums or if landing not accomplished
	From—	To—	Course and distance			Condition	Type aircraft	
							75 m. p. h. or less	More than 75 m. p. h.
1 LANSING, MICH. Capital City, 888' ILS-LAN LOM-LA Procedure No. 1 Combination ILS-ADF March 19, 1954	Landing VOR..... Landing LFR..... Int. 290° Bearing from FNT "H" and LAN ILS course.	LOM..... LOM..... LOM.....	671-11.0 681-2.0 273-28.0	2,400 2,400 2,400	2,085-4.3 1,064-0.63	T-dm C-dm S-dm ILS ADF A-dm	300-1 300-1 400-14 300-1 300-2	13 Within 4.3 miles climb to 2,200' on W course LAN-LFR or on SBE course from LOM within 25 miles, or if directed by ATO make right climbing turn, climb to 2,000' and proceed NW on track of 340° within 25 miles of LOM. No approach lights.

4. The very high frequency omnirange procedures prescribed in § 609.15 (a) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, and courses are magnetic. Distances are in statute miles unless otherwise indicated. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator for Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

City and State; airport name; elevation; facility; class and identification; procedure No.; effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance, facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified, or if landing not accomplished
							Condition	Type aircraft	More than 75 m. p. h.	
1	2	3	4	5	6	7	8	9	10	11
BUTTE, MONT. Butte, 4,180' BVOE-BTM Procedure No. 1 April 15, 1954	BTM LFR.....	112-13.8	9,000	E side of course: 345° outbound, 145° inbound, 9,000' within 15 miles. 20,000' within 25 miles not authorized.	7,000	95-12.3	T-d T-e C-d C-e A-d A-e	1,500-1 1,500-2 2,000-3 2,000-114 2,000-2	1,500-1 1,500-2 2,000-3 2,000-114 2,000-2	Within 1.5 miles climb to 10,000' on course 95° within 12 miles. *Procedure turn E side for more favorable terrain. Ceiling: High terrain 8,300' MSL 2 miles E of Butte Airport.
KANSAS CITY, MO. Municipal, 798' BVOE-MKO Procedure No. 1 April 4, 1954	Kansas City LFR.....	004-8.0	2,500	W side of course: 331° outbound, 171° inbound, 2,500' within 25 miles.	2,500	171-10.0	T-d T-e C-d A-d	200-1 1,000-3 1,000-3 1,000-3	200-1 1,000-3 1,000-3 1,000-3	Within 10 miles, immediately turn right climb to 2,500' on track of 234° within 25 miles of MKC-VOR. Ceiling: Grain elevators 900' MSL and railroad floodlights 850' MSL ¾ mile NNE of runway 18. Cracking plant and stack 850' MSL ¼ mile WNW of airport. TV tower 1,670' MSL 2.9 miles S of airport. Congested buildings 1,425' MSL 1 mile SSE of airport. *T-alks to S or SW when weather is below 1,000-3 will intercept 135° outbound course from MKC-VOR as soon as practical after takeoff and maintain course until reaching 2,500' prior to making left turn.
MANSFIELD, OHIO Mansfield, 1,290' BVOE-VDT-MFD Procedure No. 1 April 22, 1954				N side of course: 134° outbound, 314° inbound, 2,500' within 10 miles.	2,000	214-5.6	T-d C-d S-d A-d	200-1 500-1 500-1 500-2	200-1 500-1 500-1 500-2	Within 6.5 miles, climb to 2,500' on course 311° from Mansfield VOR.
MEDFORD, OREG. Medford, 1,230' BVOE-MFR Procedure No. 1 April 15, 1954	Medford LFR..... Trail FM (final).....	317-5.0 133-9.0	6,000 4,000	E side of course: 333° outbound, 133° inbound, 6,000' within 25 miles.	4,000	144-7.2	T-d C-d A-d	200-1 1,000-2 1,000-2	200-1 1,000-2 1,000-2	Within 7.2 miles execute climbing right turn climb to 4,000' on course 333° within 25 miles. Procedure turn E side for more favorable terrain. *Procedure turn E due high terrain W. *Note landing minimums authorized 500-3 all aircraft day only provided top of stratus overcast in Medford Valley is not in excess of 3,500' MSL. Aircraft must be on top and shall not descend below 3,500' until after passing Medford VOR inbound. Alternate minimum 1,000-2.
SAN ANGELO, TEX. Municipal, 1,910' BVOE-SIT Procedure No. 1 April 17, 1954	San Angelo LFR.....	243-4.4	3,000	N side of course: 061° outbound, 241° inbound, 3,400' within 25 miles.	LFR-2 2,400' VOR 2,500'	204-2.1	T-d C-d S-d A-d	200-1 500-1 500-1 500-2	200-1 500-1 500-1 500-2	Within 2.1 miles climb to 2,500' on 204° radial within 25 miles.
TERRE HAUTE, IND. Municipal, 1,080' BVOE-HUF Procedure No. 1 April 15, 1954	HUF-LFR..... Climson Int..... Int. E course HUF-LFR and 200° course to HUF VOR.	043-8.0 143-9.0 200-20.0	1,600 1,600 2,000	W side of course: 061° outbound, 131° inbound, 1,600' within 25 miles.	1,600	131-3.4	T-d C-d S-d A-d	200-1 500-1 500-2 500-2	200-1 500-1 500-2 500-2	Within 3.4 miles climb to 1,600' on outbound course 101° within 25 miles.

5. The ground controlled approach procedures prescribed in § 609.13 are amended to read in part:

GCA STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, and courses are magnetic. Distances are in statute miles unless otherwise indicated. Elevations and altitudes are in feet. MSL. Ceiling are in feet above airport elevation. If a GCA instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator for Civil Aeronautics for such airport. Instrument approaches shall be made using specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From any contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

City and State; airport name, elevation; effective date	Radar terminal area; maneuvering altitudes by sectors and limiting distances	Ceiling and visibility minimums							Except when the ground controller may direct otherwise prior to final approach, a missed approach procedure shall be executed as provided below when (a) communication on final approach is lost for more than 2 seconds; (b) directed by ground controller; (c) visual reference is not established upon descent to the authorized landing minimums; or (d) landing is not accomplished
		Runway No.	Condition	Precision approach (P.A.R.)		Surveillance approach (A.S.R.)		Climb to 2,000' on W course of Los Angeles L.F.R.	
				75 m. p. h. or less	More than 75 m. p. h.	75 m. p. h. or less	More than 75 m. p. h.		
1	2	3	4	5	6	7	8	9	
LOS ANGELES, CALIF. International, 1937 Procedure No. 1 April 5, 1954	All bearings are to the radar with sector altitudes progressing clockwise. Within 5 miles: 145°-155°, 1,700' 155°-165°, 1,500' Within 10 miles: 155°-165°, 2,000' 165°-175°, 1,500' 175°-185°, 2,000' 185°-195°, 1,500' 195°-205°, 2,000' 205°-215°, 1,500' 215°-225°, 2,000' 225°-235°, 1,500' 235°-245°, 2,000' 245°-255°, 1,500' 255°-265°, 2,000' 265°-275°, 1,500' 275°-285°, 2,000' 285°-295°, 1,500' 295°-305°, 2,000' Within 15 miles: 095°-155°, 3,000' 155°-245°, 2,000' 245°-315°, 1,500' 315°-305°, 2,000' 305°-095°, 1,500' 095°-225°, 3,000' 225°-095°, 3,000' Within 20 miles: 095°-165°, 5,000' 165°-225°, 7,000' 225°-265°, 3,500' 265°-315°, 3,000' 315°-305°, 4,000' 305°-095°, 4,000'	25 L/R.....	T-dn C-dn S-dn A-dn	300-1 500-1 400-14 800-2	300-1 600-14 800-2	300-1 500-1 800-2	300-1 600-14 800-2		
		7 L/R, 11, 25 L/R, 29	T-dn C-dn A-dn	300-1 500-1 400-14 800-2	300-1 500-1 800-2	300-1 600-14 800-2			

Except when the ground controller may direct otherwise prior to final approach, a missed approach procedure shall be executed as provided below when (a) communication on final approach is lost for more than 5 seconds; (b) directed by ground controller; (c) visual reference is not established upon descent to the authorized landing minimums; or (d) landing is not accomplished.

These procedures shall become effective on the dates indicated in Column 1 of the procedures.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551.)

[SEAL]

F. B. LEE
Administrator of Civil Aeronautics.

[P. R. Doc. 54-2579; Filed, Apr. 12, 1954; 8:45 a. m.]

TITLE 7—AGRICULTURE

Chapter IX—Agricultural Marketing
Service (Marketing Agreements and
Orders), Department of Agriculture

PART 962—FRESH PEACHES GROWN IN
GEORGIA

ORDER AMENDING ORDER, AS AMENDED,
REGULATING HANDLING

§ 962.0 Findings and determinations.
The findings and determinations herein-
after set forth are supplementary and in
addition to the findings and determi-

nations made in connection with the issuance of this order and each of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) Findings upon the basis of the hearing record. Pursuant to the Agricultural Marketing Agreement Act of 1937, as amended (48 Stat. 31, as amended; 7 U. S. C. 601 et seq.), and the applicable rules of practice and procedure effective thereunder (7 CFR Part 900), a public hearing was held on December 17, 1953, at Macon, Georgia, upon a proposed amendment to Marketing Agreement No. 99, as amended, and Order No. 62, as amended (7 CFR 962), regulating the handling of fresh peaches grown in Georgia. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as amended, and as hereby further amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the act;

(2) The said order, as amended, and as hereby further amended, regulates the handling of fresh peaches grown in Georgia in the same manner as, and is applicable only to persons in the respective classes of industrial and commercial activity specified in the marketing agreement upon which hearings have been held;

(3) The said order, as amended, and as hereby further amended, is limited in its application to the smallest regional production area that is practicable, consistently with carrying out the declared policy of the act; and the issuance of

several orders applicable to subdivisions of such production area would not effectively carry out the declared policy of the act; and

(4) The said order, as amended, and as hereby further amended, prescribes such different terms applicable to different marketing areas, as are necessary to give due recognition to such differences in the marketing of such peaches.

(b) *Determinations.* It is hereby determined that:

(1) The agreement amending the marketing agreement, as amended, regulating the handling of fresh peaches grown in Georgia, upon which the aforesaid public hearing was held, has been signed by handlers (excluding cooperative associations of producers who were not engaged in processing, distributing, or shipping the peaches covered by this order) who, during the calendar year 1953, handled not less than 50 percent of the volume of peaches covered by said order as hereby amended;

(2) The aforesaid agreement, amending the said marketing agreement, as amended, has been executed by handlers who were signatory parties to said marketing agreement and who during the determined representative period (the calendar year 1953) shipped not less than 50 percent of the peaches grown in Georgia, shipped by all signatory handlers to said marketing agreement during such representative period;

(3) The issuance of this order, amending the aforesaid order, as amended, is favored or approved by at least two-thirds of the producers who participated in a referendum on the question of its approval and who, during the aforesaid representative period have been engaged, within the State of Georgia, in the production of peaches for market; and

(4) The issuance of this order, amending the aforesaid order, as amended, is

favored or approved by producers who, during said representative period, have produced for market at least two-thirds of the volume of such peaches produced for market within the State of Georgia.

It is therefore ordered, That, on and after the effective date hereof, the handling of fresh peaches grown in Georgia shall be in conformity to, and in compliance with, the terms and conditions of the aforesaid order, as amended, and as hereby further amended as follows:

1. Delete the proviso in the first sentence of § 962.41 and insert in lieu thereof the following: "Provided, That no assessment shall be levied against peaches that are exempt from regulation pursuant to § 962.71 or against peaches that are exempt from inspection pursuant to § 962.64."

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Issued at Washington, D. C., this 8th day of April 1954, to become effective 30 days after publication in the *FEDERAL REGISTER*.

[SEAL]

JOHN H. DAVIS,
Assistant Secretary.

[P. R. Doc. 54-2721; Filed, Apr. 12, 1954;
8:48 a. m.]

TITLE 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

Subchapter C—Carriers by Water

PART 301—REPORTS

ANNUAL REPORT FORM PRESCRIBED FOR MARITIME CARRIERS

At a session of the Interstate Commerce Commission, Division 1, held at its

office in Washington, D. C., on the 2d day of April A. D. 1954.

The matter of Annual Reports from Carriers by Water being under consideration, and it appearing that the changes in existing regulations to be effectuated by this order are only minor changes with respect to the data to be furnished and that public rule-making procedures are unnecessary;

It is ordered, That the order dated February 13, 1953 (17 F. R. 1475), in the matter of Annual Reports from Carriers by Water (49 CFR 301.20) be, and it is hereby modified with respect to annual reports for the year ended December 31, 1953, and subsequent years, as follows:

§ 301.20 *Annual report form prescribed for Maritime Carriers.* Each Maritime Carrier subject to the provisions of section 313, Part III of the Interstate Commerce Act, is hereby required to file annual reports for the year ended December 31, 1953, and for each succeeding year until further order, in accordance with Annual Report Form M, which is hereby approved and made a part of this section.¹ The annual report shall be filed, in duplicate, in the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington, D. C., on or before May 31 of the year following the one to which it relates.

(54 Stat. 933; 49 U. S. C. 904. Interprets or applies 54 Stat. 944; 49 U. S. C. 913)

NOTE: Budget Bureau No. 41-R1414.2.

By the Commission, Division 1.

[SEAL] GEORGE W. LAIRD,
Secretary.

[P. R. Doc. 54-2720; Filed, Apr. 12, 1954;
8:47 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 51]

UNITED STATES STANDARDS FOR RADISHES¹

NOTICE OF PROPOSED RULE MAKING

Notice is hereby given that the United States Department of Agriculture is considering the revision of United States Standards for Bunched Radishes pursuant to the authority contained in the Agricultural Marketing Act of 1946 (60 Stat. 1087 et seq., 7 U. S. C. 1621 et seq.) and the Department of Agriculture Appropriation Act, 1954 (Pub. Law 156, 83d Cong., approved July 28, 1953).

All persons who desire to submit written data, views or arguments for con-

¹ Packing of the product in conformity with the requirements of these standards shall not excuse failure to comply with the provisions of the Federal Food, Drug, and Cosmetic Act.

sideration in connection with the proposed standards should file the same with the Chief, Fresh Products Standardization and Inspection Branch, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, South Building, Washington 25, D. C., not later than 30 days after publication hereof in the *FEDERAL REGISTER*.

The proposed standards are as follows:

STYLES	
Sec. 51.2395	Bunched radishes.
51.2396	Topped radishes.
GRADES	
51.2397	U. S. No. 1.
51.2398	U. S. Commercial.
UNCLASSIFIED	
51.2399	Unclassified.
APPLICATION OF TOLERANCES	
51.2400	Application of tolerances.

STANDARD BUNCHING

Sec. 51.2401	Standard bunching.
SIZE TERMS	
51.2402	Size terms.
DEFINITIONS	
51.2403	Similar varietal characteristics.
51.2404	Clean.
51.2405	Well formed.
51.2406	Smooth.
51.2407	Firm.
51.2408	Tender.
51.2409	Damage.
51.2410	Fresh.
51.2411	Diameter.

AUTHORITY: §§ 51.2395 to 51.2411 issued under sec. 205, 60 Stat. 1090, 7 U. S. C. 1624; Pub. Law 156, 83d Cong.

STYLES

§ 51.2395 *Bunched radishes.* "Bunched radishes" means radishes with full length tops which are tied in bunches.

¹ Filed as part of the original document.