

# THE NATIONAL ARCHIVES

# FEDERAL REGISTER



VOLUME 23

1934

NUMBER 36

Washington, Thursday, February 20, 1958

## TITLE 3—THE PRESIDENT

### EXECUTIVE ORDER 10753

#### DESIGNATION OF CERTAIN OFFICERS OF THE DEPARTMENT OF THE INTERIOR TO ACT AS SECRETARY OF THE INTERIOR

By virtue of the authority vested in me by section 179 of the Revised Statutes of the United States (5 U. S. C. 6), and as President of the United States, it is ordered as follows:

In case of the death, resignation, absence, or sickness of the Secretary of the Interior, the following-designated officers of the Department of the Interior shall, in the order of succession indicated, act as Secretary of the Interior until a successor is appointed or until the absence or sickness of the incumbent shall cease:

1. Under Secretary of the Interior.
2. Assistant Secretaries of the Interior and Assistant Secretary for Fish and Wildlife, in the order fixed by their length of service as such.
3. Solicitor of the Department of the Interior.

This order supersedes Executive Order No. 10156 of August 26, 1950, entitled "Designation of Certain Officers of the Department of the Interior to Act as Secretary of the Interior."

DWIGHT D. EISENHOWER

THE WHITE HOUSE,

February 15, 1958.

[F. R. Doc. 58-1323; Filed, Feb. 18, 1958; 1:14 p. m.]

## TITLE 6—AGRICULTURAL CREDIT

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

#### Subchapter D—Regulations Under the Soil Bank Act

##### PART 485—SOIL BANK

##### SUBPART—CONSERVATION RESERVE PROGRAM

##### MISCELLANEOUS AMENDMENTS

Pursuant to the authority vested in the Secretary of Agriculture pursuant to the Soil Bank Act (70 Stat. 188) the regulations for the conservation reserve program issued August 16, 1956 (21 F. R.

6289), as amended, are hereby amended as follows:

1. Section 485.156 (c) (2) is amended to read as follows:

(2) If the county committee determines that the acreage on the farm designated as the conservation reserve requires the establishment of protective vegetative cover (other than trees or shrubs), water storage facilities, or other soil-, water-, or wildlife-conserving uses, the contract period shall be five years, except that it may be ten years at the election of the producer, but may not extend beyond December 31, 1969.

2. Section 485.163 (d) (3) is amended by adding the following sentence at the end thereof: "Notwithstanding the other provisions of this section, for 1958 and subsequent years the acreage of any grain crop (including a crop subject to acreage allotments) which is planted on the conservation reserve only for wildlife feed plantings as a part of an approved G-1 practice and no part of which is harvested will not be considered as devoted to soil bank base crops for the purpose of determining compliance with the farm permitted acreage. For the purpose of determining compliance with acreage allotments, the acreage of any crop subject to acreage allotments shall be determined in accordance with applicable acreage allotment and marketing quota program regulations."

3. Section 485.184 (a) (5) is amended by adding at the end thereof the following sentences: "Any offer may be withdrawn by any producer party to such offer by notifying the county committee in writing of such withdrawal not later than the closing date established for the submission of offers. No offer may be withdrawn after the closing date. No further offer will be accepted for a farm for which an offer is withdrawn if the person requesting withdrawal of an offer is a party to the new offer. If more than one offer is submitted for the same farm only the offer containing the lowest price per acre will be considered. In filling out the contract form (CSS-811 (Soil Bank) (8-28-57)) if the producers signing the contract cannot at the time the offer is submitted designate the various fields on the farm, they may indicate in the spaces provided for the designation of

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Published daily, except Sundays, Mondays, and days following official Federal holidays, by the Federal Register Division, National Archives and Records Service, General Services Administration, pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U. S. C., ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President. Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

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The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended August 5, 1953. The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements vary.

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### CFR SUPPLEMENTS

(As of January 1, 1958)

The following Supplement is now available:

**Titles 10-13 (\$1.00)**

Previously announced: Title 18 (\$0.50);  
Title 20 (\$1.00)

Order from Superintendent of Documents,  
Government Printing Office, Washington  
25, D. C.

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fields that all eligible land on the farm is included and that the conservation use to which each field will be devoted will be entered after the fields have been designated. If fields are not designated on the contract at the time the offer is submitted, a statement shall be made to the effect that the entire annual payment will be made to a designated producer party to the contract if he is the

only producer who will share in the annual payment; if more than one producer will share in the annual payments on a fixed percentage for all the eligible acreage on the farm, a statement shall be made indicating the percentage of the annual payment each such producer shall receive; and if the percentage of each producer's share of the annual payment will vary by fields, a statement shall be made that each producer's share of the annual payment for each field will be entered on the contract form after the fields have been designated, in which case each such entry shall be initialed by all the producers signatory to the contract."

(Sec. 124, 70 Stat. 198; 7 U. S. C. 1812)

Done at Washington, D. C., this 14th day of February 1958.

[SEAL] TRUE D. MORSE,  
Acting Secretary.

[F. R. Doc. 58-1317; Filed, Feb. 19, 1958;  
8:48 a. m.]

[Amdt. 2]

#### PART 485—SOIL BANK

##### SUBPART—ACREAGE RESERVE PROGRAM

##### SUPPLEMENT II—SPRING-PLANTED COMMODITIES

Section 485.378 of Supplement II (22 F. R. 9644, as amended in 22 F. R. 10887 and 23 F. R. 355) to the general regulations governing the 1958 acreage reserve part of the Soil Bank Program is hereby amended to read as follows:

§ 485.378 *Closing date for filing agreements.* The closing date for filing agreements with respect to spring wheat, corn and cotton shall be February 20, 1958. The closing date for filing agreements with respect to rice and tobacco shall be March 7, 1958. If a farm is in an area in which wheat is normally planted in the fall, the producers may participate in the program for spring wheat only if wheat was planted on the farm in the spring of 1955, 1956, or 1957.

(Sec. 124, 70 Stat. 198; 7 U. S. C. 1812)

Issued at Washington, D. C., this 14th day of February 1958.

[SEAL] TRUE D. MORSE,  
Acting Secretary.

[F. R. Doc. 58-1318; Filed, Feb. 19, 1958;  
8:48 a. m.]

#### TITLE 14—CIVIL AVIATION

##### Chapter II—Civil Aeronautics Administration, Department of Commerce

[Amdt. 4]

##### PART 507—AIRWORTHINESS DIRECTIVES

##### MISCELLANEOUS AMENDMENTS

This amendment to Part 507 contains the Airworthiness Directives amended or issued during January 1958. Individual notice of the Airworthiness Directives contained herein has been given to operators and other interested persons who are subscribers to a Civil Aeronautics Administration mailing service.

In the interest of safety, compliance with the notice, procedures and effective date provisions of section 4 of the Administrative Procedures Act is impracticable and contrary to the public interest, and therefore, is not required.

Section 507.10 (a) is amended as follows:

1. 57-13-9 Piper PA-23 as it appeared in 23 F. R. 434 is amended by deleting all references to P/N 17093-00 (stabilizer—fuselage attachment fitting) that appear in the directive; i. e., in Section II a line 10; Section II c line 8 and Section III line 5. Reference AD 58-1-6 for material covering P/N 17093-00.

The following new airworthiness directives are added:

58-1-1 AERO DESIGN applies to all Aero Commander aircraft with serial numbers 231 through 580 except 315, 468, 471, 485, 492, 509, 523, 547, 568, 570, 572, 574, 578, 579.

Compliance required as soon as possible but not later than July 1, 1958.

A number of failures of the vent lines located above the nacelle upper fire shield have resulted in the release of fuel and/or fuel vapor in the engine compartment creating a dangerous fire hazard. These failures are a result of interference or chafing between wing structure and the carburetor return and the fuel tank vent lines. Also, failures have occurred at the carburetor vapor return elbow located in the upper fire shield.

Replace the portions of the carburetor vapor vent and fuel tank vent lines located above the upper fire shield with flexible hose assemblies, Parts Nos. 6630086-237, 6630086-223, and 6630086-229, or equivalent. Securely fasten the hose assemblies to the wing structure with hose clamps to prevent interference or chafing.

Replace the existing carburetor vapor return line elbows located at the upper fire shield with anti-rotation fittings, Part Nos. 5630085-21 and 5630085-29, and install upper fire shield channels, Part Nos. 5630086-25 and 5630086-23.

(Additional details relative to this rework are included in Aero Design Service Bulletin No. 45 dated September 20, 1957).

58-1-3 CONVAV applies to the following aircraft equipped with PR-58E5-17 carburetors in P&W Double Wasp CB16 and 17 engines: Convair 440 serial 312 through 420 and all CV-340 with CV-440 nacelles.

Compliance required by first engine overhaul after March 1, 1958, but not later than October 1, 1958.

The PR-58E5-17 carburetor setting originally provided in the aircraft has an undesirable leaning tendency. To overcome this deficiency the PR-58E5-29 carburetor setting has been developed and must be incorporated in the above aircraft.

Normal fuel metering in carburetors incorporating the PR-58E5-29 "Transport Setting" may result in powers lower than those employed for aircraft certification. This occurs in the high power range with the control in the Auto-Rich position in cases where the carburetor meters on the rich side of the allowable limits. The amount of power loss will vary with different carburetors.

Performance information in the CAA approved Airplane Flight Manual is based upon the maximum certificated power ratings of the engine. To obtain full rated power at manifold pressure limits for maximum continuous power, it is necessary to adjust the fuel mixture by the mixture control (takeoff power is not adversely affected by use of the full rich mixture position). P&WA Engine Operation Information Letter No. 28 covers this subject in further detail.

In order to insure obtaining the power used in aircraft certification, accomplish the following:

1. For MC power during one-engine out operation use Auto-Lean mixture setting. Insert revised pages in the pertinent Airplane Flight Manuals in accordance with Convair Service Bulletins Nos. 340-144A and 440-58.

2. Modify the PR-58E5-17 carburetor setting to the PR-58E5-29 carburetor setting in accordance with Bendix Aircraft Carburetor Service Bulletin No. 820.

3. The Auto-Lean mixture control position should be plainly marked and identified.

58-1-4 HELLO applies to Model H-391B aircraft, serial numbers 003 to 063 inclusive.

Several aileron-interceptor actuator bellcranks have been found to be cracked. Accordingly, the following inspection and replacement programs are required as indicated:

Compliance required within the next 100 hours.

Visually inspect the aileron-interceptor actuator bellcranks at the attachment of the control cables. Cracked bellcranks must be replaced.

(Hello Service Bulletin No. 16 covers this subject).

58-1-5 LOCKHEED applies to all Lockheed Models 49-46, 149, 649, 649A, 749, 749A and 1049-54 aircraft.

Compliance required as indicated:

As a result of cracks discovered in Lockheed 749-A wing skin and stringers, the following inspections shall be accomplished on the various model aircraft as indicated, and if any cracks are discovered, they must be repaired prior to further operation. Any CAA/LAC approved repair may be used.

Inspect and reinspect for cracks in the lower wing skin and stringers, left and right, from Wing Station 125 through Station 215 between the front and rear beams. Inspections to be conducted at the following specified times and intervals using X-ray and visual, or visual means. The X-ray inspection method is recommended if equipment is available, since cracks under the stringers would be detected.

I. For Models 649, 649A, 749, 749A and 1049-54:

A. The first inspection should be performed before 20,500 hours have been accumulated on the aircraft. For aircraft on which inspections of STA 191 through 206 have already been made in accordance with AD 56-3-1, initial inspections of additional indicated areas need not be earlier than and may be correlated with reinspections required by B1, B2, and B3.

B. Reinspections must be accomplished in accordance with one of the following programs:

1. X-ray at 2,500 hours (maximum) intervals without opening the fuel tanks following the recommendations and technique outlined on Lockheed Sketch No. 101057 or a CAA/LAC approved equivalent. In addition to the X-ray inspection at this time, the bottom side of the wing skin must be visually inspected from front to rear beam beneath the nacelle to wing fillets on the inboard and outboard sides of #2 and #3 nacelles. This necessitates opening the kidney plate inspection holes in these fillets and/or removal of the tail cone assembly. See Lockheed Sketch No. 101057 for location of cracks which have previously been discovered; or

2. X-ray at 3,200 hours (maximum) intervals by opening the fuel tanks and following the technique outlined on Lockheed Sketches No. 101057 and No. 101058, or CAA/LAC approved equivalent. In addition to the X-ray inspections at 3,200 hours, aircraft with over 20,000 hours must be visually inspected at 200 hours (maximum) intervals as follows:

Inspect the bottom side of lower wing skin, for leaks resulting from cracks, from front beam to rear beam between W. S. 125 and W. S. 145 and between W. S. 191 and W. S. 215. This necessitates opening the kidney plate inspection holes in the nacelle to wing fillets on the inboard and outboard sides and/or removal of the tail cone assembly of nacelles #2 and #3. This area should be given special attention. If leaks are discovered and cracks suspected, tanks must be opened and stripped of sealant to visually inspect upper side of skin. Inspect the upper side of lower wing skin for cracks in the dry area from front beam to rear beam between W. S. 145 and W. S. 191. See Lockheed Sketches No. 101057 and No. 101058 for location of cracks which have been previously discovered; or

3. When X-ray equipment is not available, a visual inspection must be made at 800 hours (maximum) intervals after opening the fuel tanks and removing the sealant from the designated areas. It should be noted that cracks under stringers cannot be detected by the visual inspection method.

C. The reinspections required as per paragraph B1, B2, or B3, may be discontinued when permanent reinforcement per Lockheed Drawing No. 550236 has been accomplished, except that:

In the area from W. S. 125 to W. S. 191 where the size and kind of material remains unchanged (i. e., the old material is merely replaced with new) the reinspection program noted above must be reinstated not later than 20,000 hours after rework.

D. Lockheed Drawing Nos. 11755, 490668, 492806, and 493312, describe approved permanent repairs for individually affected areas in which cracks have been previously discovered. Reinspections in the area between W. S. 191 and W. S. 215 may be discontinued if permanent repair is made per Lockheed Drawing No. 11755. The reinspection program must be reinstated not later than 20,000 hours after rework is accomplished in the individually affected areas per drawing numbers 490668, 492806, or 493312.

II. For Models 49-46 and 149.

A. The first inspection should be performed before 25,500 hours have been accumulated on the aircraft. For aircraft on which inspections of STA 191 through 206 have already been made in accordance with AD 56-3-1, initial inspections of additional indicated areas need not be earlier than and may be correlated with reinspection required by B1, B2, and B3.

B. Same as paragraph I.B.

1. Same as paragraph I.B.1.

2. Same as paragraph I.B.2. (except substituted 25,000 hours for 20,000 hours).

3. Same as paragraph I.B.3.

C. The reinspections required as per paragraph B1, B2, or B3, may be discontinued when permanent reinforcement per Lockheed Drawing No. 550236 has been accomplished, except that:

In the area from W. S. 125 to W. S. 191 where the size and kind of material remains unchanged (i. e., the old material is merely replaced with new) the reinspection program noted above must be reinstated not later than 25,000 hours after rework.

D. Lockheed Drawing Nos. 11755, 490191, 490668, 492806, and 493312, describe approved permanent repairs for individually affected areas in which cracks have been previously discovered. Reinspections in the area between W. S. 191 and W. S. 215 may be discontinued if permanent repair is made per Lockheed drawing No. 11755 or 490191. The reinspection program must be reinstated not later than 25,000 hours after rework is accomplished in the individually affected areas per drawing nos. 490668, 492806, or 493312.

This supersedes AD 56-3-1.

58-1-6 PIPER applies to Model PA-23 aircraft, serial numbers 23-1 to 23-1219, inclusive.

Compliance required as indicated:

Due to the installation of the front stabilizer-to-fuselage attachment fitting P/N 17093-00, on additional aircraft to those covered by AD 57-13-9 and since special inspections are not required when the redesigned fitting P/N 17093-03 is installed, this supersedes the portions of AD 57-13-9 concerning this fitting and revision issued on Card No. 57-22.

Inspect visually for cracks, the front stabilizer fitting, P/N 17093-00 every 100 hours until replaced with the redesigned fitting P/N 17093-03. Fittings found cracked must be replaced.

(Piper Service Bulletin No. 160 dated October 7, 1957, covers the same subject.)

58-1-7 PIPER applies to all J-3 series and J-5 series aircraft.

Compliance required by February 1, 1958.

To preclude the possibility of failures of the fork end of the turnbuckles in the control system, the following inspection and rework is necessary. Failures of the fork end of the turnbuckles have occurred in the area covered by the safety wire. This results from binding caused by the attaching bolt being drawn up too tightly on the fork end of the turnbuckle.

Inspect the turnbuckle to horn attachment at the elevators, rudder and ailerons to determine that an AN 23-12 clevis bolt is installed with one AN 960-10 washer under the nut. This assembly should swivel freely.

58-1-8 VICKERS applies to all Viscount 700 series aircraft.

Compliance required as indicated:

As a result of cracks found in the joint angles, P/N 60927-891 and 60927-893, forming part of the bottom frame in both the forward and aft fuselage spar frames at fuselage station 414 and in the joint angles, P/N 60927-893 and 60927-885, located at 10 o'clock and 2 o'clock positions of this same fuselage spar frame, Vickers-Armstrongs, Ltd., has recommended the following inspection and rework which the British Air Registration Board classifies essential. The CAA concurs with this action and considers compliance therewith mandatory:

1. Bottom joint angles (6 o'clock position) of the forward and aft fuselage spar frames at fuselage station 414.

a. Visually inspect the horizontal and vertical flanges of joint angles P/N's 60927-891 and 60927-893 for cracks at the next return to base unless already accomplished, in accordance with PTL No. 92, and every 400 hour flight time thereafter until reinforcements per modification D. 1947 or equivalent are installed;

b. If continuous cracks through both the horizontal and vertical flanges are found, a repair must be made within the next 75 hours. Reference PTL No. 92 and Modification D. 1947;

c. If cracks are found less in extent than in (b) above, they must be visually inspected every 30 hours flying time until the repair referenced in (b) is made.

2. Top point angles P/N 60927-893 and 60927-885 at the 10 o'clock and 2 o'clock positions of the forward and aft fuselage spar frames at fuselage station 414.

At the next regular scheduled inspection but not later than the next 2000 hours, visually inspect the joint angles for cracks and add reinforcements per Vickers-Armstrongs, Ltd., Modification D. 2103 or equivalent; or, inspect joint angles for cracks at intervals of approximately 400 flight hours until Modification D. 2103 or equivalent is accomplished which is not to exceed the first block overhaul occurring after March 1, 1958. If cracks are found, the joint angles

must be replaced with similar angles in addition to providing reinforcements per Modification D. 2103 or equivalent.

58-2-1 BELL HELICOPTERS applies to all Model 47J Helicopters, using Main Rotor Blade P/N 47-110-401-7, -9 and -11.

Due to the possibility of a faulty bond between the butt plate laminates and the wood portion of the blade, causing a subsequent separation of the subject parts with possible catastrophic results, the following mandatory inspection is required:

1. Inspect butt plate laminates for indication of bond separation by grasping blade at tip and coning blade downward slightly after static stop is contacted, then coning blade upward to extent that tip is above level line of yoke. If separation found no repair allowed, remove blades and notify Bell Helicopter Corporation. Inspection required after each refueling until blades accumulate a total of 50 hours flight time and then daily thereafter.

2. Inspect on one-time basis butt plate laminates for bonding voids by tapping (light) completely around exposed surface of each laminate with a four or six inch wrench. Each laminate will have a different sound; however, an obvious variation in sound on an individual laminate tends to indicate a void. If void indicated, notify Bell Helicopter Corporation immediately.

This supersedes AD 58-1-2.

58-2-2 HAMILTON STANDARD applies to all Hamilton Standard Models 23260, 24260, 34D50, 34D51, 34E60, 43E60, and 43H60 propellers incorporating pitch locks.

Compliance required as indicated:

Two cases have been reported wherein the dome cap of propellers incorporating a pitch lock became partially disengaged in flight, resulting in complete loss of propeller control and loss of engine oil. Overspeeding occurred, and feathering could not be accomplished.

To preclude additional failures of this nature, it is necessary to improve the thread relationship between the dome cap and stop lever sleeve bushing by conducting the following inspections, rework, and/or replacements:

1. *New Propellers Incorporating Pitch Locks.* All new propellers installed after February 15, 1958, must comply with Service Bulletin No. 496 or No. 496A.

2. *Propellers in Service Incorporating Pitch Locks.* (a) If interchangeability of parts is desired, Service Bulletin No. 496A must be complied with at the first overhaul after February 15, 1958. (b) If interchangeability of parts is not desired, Service Bulletin No. 496 must be complied with at the first overhaul after February 15, 1958. In this case the matching parts must be suitably identified.

(Hamilton Standard Service Bulletins Nos. 496, 496A, and 496B cover this same subject). Supersedes AD 57-1-1.

58-2-3 HILLER applies to UH-12 series helicopters equipped with Marvel-Shebler Automatic Altitude Compensating Carburetor Model MA-4-5AA (Aircooled Part No. 19588).

Compliance required by June 1, 1958.

With a Marvel-Shebler Model MA-4-5AA carburetor installed, it is possible to start and run the engine with the carburetor mixture control in the idle cutoff position if the throttle is partially or fully opened. However, as soon as the throttle is fully closed, the idle cutoff will operate and shut off the engine. Therefore, it would be possible to start the engine, take off, and fly with the mixture in idle cutoff, as long as the throttle is never closed. The first time the throttle is closed, however, as in autorotation, an immediate engine stoppage would occur.

To prevent inadvertent engine stoppage in flight due to failure to place the carburetor mixture control in the "ALT. COMP" position before takeoff, the following measure is necessary:

Delete the carburetor mixture control from the cockpit and secure the carburetor setting at "ALT. COMP" at the carburetor.

Hiller will issue a service bulletin covering this subject. Appropriate CAA approved Helicopter Flight Manual revision required.

58-2-4 VICKERS applies to all Viscount 700 series aircraft.

Compliance required as indicated:

A case has occurred on a Viscount aircraft of inability to extend the nose wheel resulting in a crash landing. Subsequent investigation revealed that the nose gear trunnion 60926-525 had failed at the attachment of the retraction cylinder to the nose oleo assembly. During inspections of other aircraft, numerous cases of cracked trunnions were found. Cracks were all similar and occurred at the radius of the pin boss to trunnion body and extend circumferentially around the trunnion body and at right angles to the axis of the attachment bolt hole. Vickers-Armstrongs have issued the following corrective measures with concurrence of the British Air Registration Board. The CAA also concurs and considers compliance therewith mandatory.

#### I. INSPECTION

A. Retraction Cylinder (Jack) to Oleo Strut Attachment

(1) Trunnions Part No. 74426-25 and 60926-525 which have exceeded 300 flights must be changed. The replacement items should be as follows:

(a) To Modification D. 2235 standard, i. e., trunnion 70126-651. In such cases, the existing bolt 70126-137 or 74426-23 and pin 60926-529 should be crack detected by an approved method prior to re-assembly, or

(b) To Modification D. 2265 standard, i. e., trunnion 70126-661, Pin 70126-659 and retaining ring 70126-657. In such cases where the original bolt is to be used, it should be crack detected by an approved method prior to re-assembly.

(c) Where replacement parts to Modification D. 2235 or D. 2265 are not immediately available, trunnions 60926-525 or 74426-25 may be fitted subject to a life limitation of 300 flights.

(2) Trunnions to Modification D. 2235 standard, i. e., Part No. 70126-651 together with pin 60926-529 and bolt 74426-23 which have exceeded 1500 hours should be periodically crack detected by an approved method at a convenient check period not exceeding each 520 hours. A maximum safe life for these items will be established from the results of fatigue tests.

(3) Trunnion 70126-661, pin 70126-659 and bolt 74426-23 to Modification D. 2265. There is at present no inspection called for on these items. A maximum safe life will be established from the results of fatigue tests.

B. Retraction Cylinder (Jack) to Structure Attachment

(1) The following parts which have exceeded 1,500 flying hours since new should be inspected for cracks by magnafux or approved equivalent not later than the next 135 flying hours. Trunnion 70126-97; Pin 70026-25; Bolt 70126-187.

(2) The above inspection on these items should be repeated every 1,500 flying hours.

#### II. REPLACEMENT

A. If any cracked parts are found at the jack to nose oleo attachment, all three components, i. e., trunnion, bolt, and pin, should be replaced at the same time. In addition, it is considered desirable to replace the three similar components at the jack to structure attachment as soon as parts are available.

B. If cracked parts are found at the jack to structure attachment, all relevant parts, i. e., trunnion, bolts and pins at both jack to structure and jack to nose oleo attachments should be replaced.

(Vickers Viscount 700 series PTL No. 161, Issue 3, covers this subject.)

This supersedes AD 57-25-3.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interprets or applies secs. 601, 603, 52 Stat. 1007, 1009, as amended; 49 U. S. C. 561, 553)

[SEAL] JAMES T. PYLE,  
Administrator of Civil Aeronautics.

FEBRUARY 14, 1958.

[F. R. Doc. 58-1319; Filed, Feb. 19, 1958; 8:48 a. m.]

## TITLE 30—MINERAL RESOURCES

### Chapter II—Geological Survey, Department of the Interior

#### PART 222—REPORTS AND INSPECTIONS OF FACILITIES AND AGENCIES FOR THE PRODUCTION, PROCESSING, STORAGE AND TRANSPORTATION OF PETROLEUM AND PETROLEUM PRODUCTS

Incident to the transfer to the Geological Survey of all functions of the Office of Oil and Gas relating to the act of February 22, 1935 (49 Stat. 30, as amended; 15 U. S. C. 715-715k), including supervision of the operations of the Federal Petroleum Board, the following amendments are made to Title 30—Mineral Resources:

Chapter III is revoked. Part 302 is transferred to Chapter II and redesignated as Part 222. Sections 302.1-302.12 and 302.20 are redesignated as §§ 222.1-222.12 and 222.20, respectively. The words "Office of Oil and Gas" wherever they appear are changed to read "Geological Survey".

No further changes are made in the text of Part 222, which shall read as set forth below. Since these amendments are made because of a change in the internal organization of the Department, notice and public procedure thereon have been deemed unnecessary and the amendments shall become effective at the close of business on February 21, 1958.

Sec.	
222.1	Designated areas.
222.2	Federal Petroleum Board designated to administer the regulations in this part.
222.3	Definitions.
222.4	Inspection books and records; examination properties and facilities.
222.5	Measurements; records.
222.6	Records.
222.7	Accurate billing.
222.8	Way bills.
222.9	Monthly bills.
222.9a	Forms for monthly reports.
222.9b	Diagrams.
222.10	Sworn or certified reports and statements.
222.11	Shipment by barge, tanker, or other vessel; reports; certificates.
222.12	Saving clause.
222.20	Official records.

AUTHORITY: §§ 222.1 to 222.20 issued under sec. 5, 49 Stat. 31; 15 U. S. C. 715d. E. O. 10752, 23 F. R. 973.

§ 222.1 Designated areas. Until further order, the regulations in this part

shall be applicable only to that part of the State of New Mexico included within the counties of Lea and Eddy, to that part of the State of Texas included within the counties of:

Anderson, Andrews, Angelina, Aransas, Austin, Bee, Borden, Bowie, Brazoria, Brazos, Brooks, Burleson, Calhoun, Cameron, Camp, Cass, Chambers, Cherokee, Cochran, Colorado, Crane, Crockett, Dawson, DeWitt, Duval, Ector, Fayette, Fisher, Fort Bend, Franklin, Gaines, Galveston, Garza, Glascock, Goliad, Gonzales, Gregg, Grimes, Hardin, Harris, Harrison, Hidalgo, Hockley, Houston, Howard, Jackson, Jasper, Jefferson, Jim Hogg, Jim Wells, Karnes, Kenedy, Kleberg, Lavaca, Lee, Liberty, Live Oak, Loving, Lynn, Madison, Marlon, Martin, Matagorda, Midland, Mitchell, Montgomery, Morris, Nacogdoches, Newton, Nueces, Orange, Panoia, Pecos, Polk, Reagan, Red River, Reeves, Refugio, Rusk, Sabine, San Augustine, San Jacinto, San Patricio, Scurry, Shelby, Smith, Starr, Terry, Titus, Trinity, Tyler, Upshur, Upton, Victoria, Walker, Waller, Ward, Washington, Webb, Wharton, Willacy, Wilson, Winkler, Wood, Yoakum, and Zapata, and to the entire State of Louisiana, which area is hereinafter referred to as the designated area.

§ 222.2 *Federal Petroleum Board designated to administer the regulations in this part.* The Federal Petroleum Board, hereinafter referred to as the board, is hereby designated to administer the regulations prescribed in this part, under the supervision of the Secretary of the Interior.

§ 222.3 *Definitions.* When used in this part or in subsequent orders and regulations prescribed pursuant to said act and Executive orders, or in any forms prescribed thereunder, the term:

(a) "Person" shall include any individual, partnership, corporation, or joint stock company.

(b) "Producer" shall include every person having any part in the control or management of any operation by which petroleum is produced from any property. Every person in possession of crude petroleum who refuses to identify the prior owner thereof, from whom he acquired the same, shall be deemed the producer of such petroleum within the meaning of this part.

(c) "Refiner" shall include every person who has any part in the control or management of any operation by which the physical or chemical characteristics of petroleum or petroleum products are changed, but exclusive of the operations of passing petroleum through separators to remove gas, placing petroleum in settling tanks to remove basic sediment and water, dehydrating petroleum and generally cleaning and purifying petroleum. Within the term shall be included every person who blends petroleum with any product of petroleum.

(d) "Reclamation plant" shall include every plant operated in the process of reclaiming, treating or washing waste petroleum, wash oil, pit oil, fugitive oil, basic sediment, or tank bottoms.

(e) "Casinghead gasoline plant" shall include every plant or device by the use of which gasoline or natural gasoline or casinghead gasoline (as those terms are commonly understood in the industry), or any of them, is extracted by any process or method from natural gas or cas-

inghead gas, or from any gas liberated from petroleum in the process of refining.

(f) "Pipe line" shall include every line of pipe, however constructed and regardless of length, and all receiving, storage and delivery tanks and facilities used in the operation thereof, by which petroleum or any petroleum product is transported, regardless of whether or not such line of pipe is owned, in whole or in part, by the person producing, refining, processing, manufacturing, purchasing, cleansing, or marketing such petroleum or such petroleum product, or by any or all such persons jointly, or by any other person or combination of persons, except that the term "pipe line" shall not include any line from a well to lease storage, or any line used in actual plant operations, and not used in the receipt or delivery of petroleum or petroleum products. The terms "pipe line system" and "gathering system" are included within the term "pipe line."

(g) "Transporting agency" shall include railroads, pipe lines, gathering systems, tankers, barges, trucks, or any other means of conveyance used for transporting petroleum or petroleum products.

(h) "Storer" shall include every person who places petroleum or any petroleum product in any receptacle and keeps the same in any such receptacle for any period of time longer than is usually required in the ordinary conduct of business to move the same currently into the channels of trade and commerce; but excluding the ordinary working stocks of refiners and transporters by pipe line.

(i) "Petroleum" when used singly and separate and apart from "product" shall include petroleum in its crude form, and the terms "product (or products) of petroleum" or "petroleum product (or products)" shall include any article produced or derived in whole or in part from petroleum or any product thereof by refining, processing, manufacturing or otherwise. Whenever natural gas is produced in conjunction or coincidentally with petroleum, such natural gas and all products derived therefrom shall be considered petroleum products. The terms "oil," "crude oil," and "crude petroleum" shall be considered synonymous with petroleum in the regulations in this part.

(j) "Barrel of petroleum" means 42 United States gallons of petroleum, measured and calculated to net or gross quantities in accordance with the regulations of the State authorities in force at the point of production, or in the absence of such regulations, measured and calculated in the manner generally in use in the industry at such point of production. The term "barrel" as used otherwise in the regulations in this part shall mean 42 United States gallons of the article referred to.

(k) "Contraband oil" means petroleum which, or any constituent part of which, was produced, transported, or withdrawn from storage in excess of the amounts permitted to be produced, transported, or withdrawn from storage under the laws of a State or under any regulation or order prescribed thereunder by

any board, commission, officer, or other duly authorized agency of such State, or any of the products of such petroleum.

(l) "Interstate commerce" means commerce between any point in a State and any point outside thereof, or between points within the same State but through any place outside thereof, or from any place in the United States to a foreign country, but only in so far as such commerce takes place within the United States.

§ 222.4 *Inspection books and records: examination properties and facilities.* All persons producing, refining, processing, manufacturing, transporting, withdrawing from storage or otherwise handling petroleum or any petroleum product in the designated area shall permit any person or persons authorized by the Secretary of the Interior or by the board to enter upon their properties, plants and facilities, and to examine all the books and records kept or required to be kept in accordance with this part, and all other books, papers, records, vouchers, run-tickets, bills of lading, way bills, charges, memoranda, diagrams showing the location of each lease, the location and identifying number of each well, the location, capacity and identifying number of each tank, the size of all pipe lines, flow lines and gathering systems and other outlets attached to their properties, and every method by which oil is delivered to and from their properties, or other documents which are used by them in connection with producing, refining, processing, manufacturing, transporting, withdrawing from storage or otherwise handling petroleum or any petroleum products, and to inspect such plants, facilities and properties, and to gauge tanks, and to examine wells, pipe lines, gathering systems, flow lines, pipe connections, storage tanks, loading racks, separators, pumps, meters or other measuring devices, and any other equipment or instruments.

§ 222.5 *Measurements; records.* Every producer, transporter, storer and refiner in the designated area shall accurately gauge and measure all petroleum and petroleum products before any part thereof leaves his possession or control. No means or device which prevents or hinders such accurate measurement shall be used. Complete and accurate records of all such measurements shall be kept up to date and retained as provided in § 222.6, and shall be open to the inspection of any person authorized by the Secretary of the Interior or by the Board.

§ 222.6 *Records.* From the effective date of this part the following records shall be made and retained accurately and completely showing the following facts with respect to production, refining, processing, manufacturing, transporting, withdrawing or otherwise handling petroleum or petroleum products in the designated area: *Provided,* That when such records have been retained for a period of not less than 3 years the board may, upon written request of the operator, grant permission to destroy or dispose of such records:

## (a) By producers:

(1) *Location, wells, allowable production.* The location of the producing properties, the number and location of wells thereon, and the allowable production for each property and well as prescribed by the proper State agency.

(2) *Inventories.* An opening and closing inventory of the crude petroleum on hand each 24-hour day.

(3) *Production.* The daily production in barrels of petroleum produced from each lease and well (ascertained by the application of acceptable operating practice as to wells which are produced into common tankage and of which no separate daily gauge is made), with a notation of the allowance made for basic sediment and water, and the tanks, identified by number and location into which the petroleum is run.

(4) *Consumption.* The amount of petroleum consumed upon each property daily.

(5) *Deliveries.* A daily record of all deliveries of petroleum or petroleum products, showing the names and places of business of all persons to whom such petroleum or petroleum products are delivered, whether purchasers, consignees or transporting agencies, the quantity involved in each delivery, transportation or other disposition, the identity of the means of transportation by which the petroleum or products are removed.

(6) *Tickets.* Gauge tickets, and run tickets, as made by the employees actually performing or observing the operations to which such records relate.

(7) *Other records.* Such other records as may now be required under the rules and regulations of other governmental agencies, State or Federal, which supervise, regulate or tax the production of petroleum.

(b) By every purchaser, refiner, storer, shipper or consignor of petroleum or petroleum products, by every casinghead gasoline plant, and by every person dealing in petroleum or petroleum products as a factor, broker, buyer or seller.

(1) *Inventories.* An opening and closing inventory of petroleum and petroleum products on hand each 24-hour day.

(2) *Receipts.* The daily receipts of petroleum and the petroleum products showing the amount received, the place and date of each receipt, the tanks identified by location and number into which received, the names and addresses of all producers or other persons from whom the crude petroleum and the petroleum products were received, a description identifying the transporting agency by which received.

(3) *Consumption.* The amount of petroleum and petroleum products used or otherwise disposed of daily showing the amount run to stills and to cracking units and the amount and type of petroleum products refined, processed or manufactured.

(4) *Deliveries; purchasers; transporter.* A daily record of all deliveries of petroleum and petroleum products including the names and addresses of purchasers and a description identifying the transporting agency delivering the same.

(5) *Reports of operations.* Crude, pumping, still, transfer, and yield reports as made by the employees actually performing or observing the operations to which such records relate.

(6) *Other records.* Such other records as may now be required under the rules and regulations of other governmental agencies, State or Federal, which supervise, regulate or tax the purchasing, refining, storing, shipping or consigning or otherwise dealing in as a factor, broker, buyer or seller of petroleum and petroleum products.

(c) By every person operating a reclamation plant:

(1) *Inventories.* An opening and closing inventory of all petroleum and petroleum products on hand each 24-hour day.

(2) *Receipts.* The number of barrels of each kind of petroleum and petroleum products which came into the possession of such plant daily, the name and address of each person from whom possession was acquired, the location from which the petroleum and petroleum products were acquired, the quantities acquired from each prior possessor and from each location, a description identifying the transporting agency by which such petroleum and petroleum products were acquired. In case any petroleum or petroleum product is picked up or reclaimed by such plant from any creek, river, stream or the bed thereof, such record shall also contain information as to the apparent source of the petroleum or petroleum product before it went into such creek, river, stream or the bed thereof.

(3) *Reclamation; destination; identification.* The number of barrels reclaimed by such plant daily and the disposition thereof showing the names and addresses of purchasers, a description identifying the transporting agency used in making delivery.

(4) *Original operating records.* The original records made by the employees actually performing or observing the operations to which such records relate as required by subparagraphs (1), (2), and (3) of this paragraph.

(5) *Other records.* Such other records as may now be required under the rules and regulations of all other governmental agencies, State or Federal, which supervise, regulate or tax the reclaiming or handling of petroleum or petroleum products.

(d) By pipe lines:

(1) *Inventories.* An opening and closing inventory including averages of crude petroleum and petroleum products on hand each 24-hour day.

(2) *Receipts; consignors, consignees; origin; destination.* The daily receipts of all petroleum and petroleum products showing the kind, grade and quantity received, the names and addresses of the consignors, the names and addresses of the consignees, the points of origin and destination.

(3) *Locations; persons; transporting agencies.* In case of the first transporting pipe line, and where possible in cases of subsequent transporting pipe lines, the location of the properties where the petroleum or petroleum products were produced, refined, processed or manufactured, the names and addresses of

persons removing the petroleum or petroleum products from the properties where produced, refined, processed or manufactured, and a description identifying the transporting agency used in making delivery from such properties.

(4) *Diversion, stoppage.* A record of all shipments of petroleum or petroleum products diverted prior to reaching the original point of destination or stopped in the course of transportation, showing the disposition thereof.

(5) *Shipping documents.* Copies of all run-tickets, way bills, division and transfer orders and other documents used in the transportation of petroleum or petroleum products.

(6) *Other records.* Such other records as may now be required under the rules or regulations of other governmental agencies, State or Federal, which supervise, regulate or tax the transportation of petroleum or petroleum products.

(e) By transporting agencies, other than pipe lines:

(1) *Shipments.* The daily shipments of all petroleum and petroleum products showing the kind, grade and quantity transported, the names and addresses of the consignors, the names and addresses of the consignees, the points of origin and destination, and in the case of railroads the car initials and numbers identifying the various shipments.

(2) *Diversion or stoppage.* A record of all shipments of petroleum or petroleum products diverted prior to reaching the original point of destination, or stoppage in the course of transportation, showing the disposition thereof.

(3) *Shipping documents.* Copies of all way bills, bills of lading and other documents used in the transportation of petroleum or petroleum products.

(4) *Other records.* Such other records as may now be required under the rules or regulations of other governmental agencies, State or Federal, which supervise, regulate or tax the transportation of petroleum or petroleum products.

(f) The records required by this regulation to be made and preserved shall be made currently as the transactions involved occur. Such records prescribed in paragraph (a) (1), (2), (3), (4) and (5) of this section shall be kept on the lease or property to which they relate, or shall be kept in the field office or field headquarters from which the operations on such properties are conducted. Such records prescribed under paragraph (b) (1), (2), (3), (4), (c) (1), (2), and (3), and (d) (1), (2), (3), and (5) of this section shall be kept at the field office or field headquarters from which the operations involved are conducted. Such records prescribed under paragraph (e) (1) and (3) of this section shall be kept at the freight office where the shipping papers for any shipment originate.

§ 222.7 *Accurate billing.* No transporting agency transporting petroleum or petroleum products from the designated area in interstate commerce shall accept for shipment any petroleum or any petroleum product unless the billing and other records of transportation covering such shipment truly and accurately describe by its proper and generally accepted name the commodity so

shipped. Every transporting agency shall be held responsible for the truth of its records, way bills, bills of lading, division or transfer orders and other papers relating to such shipment, and shall be answerable as for a violation of the regulations in this part for each false billing of any such petroleum or petroleum product.

§ 222.8 *Way bills.* Each transporting agency, other than pipe lines, transporting petroleum or petroleum products in or from the designated area shall make available daily to the board for inspection copies of all way bills, or other papers fulfilling the functions thereof, covering the movement during the preceding day of petroleum or petroleum products in or from said area, both interstate and intrastate. Upon request of the board such way bills or other papers shall be attached to an affidavit executed by a duly authorized agent of the transporting agency stating that the way bills or other papers cover all shipments of petroleum or petroleum products moved by the transporting agency during the period named therein.

§ 222.9 *Monthly reports.* Except as otherwise provided in this section, every producer, refiner, reclamation plant, casinghead gasoline plant, transporting agency, and storer of petroleum or petroleum products in the designated area shall file with the board monthly reports on forms approved by the Secretary of the Interior. Each report on such forms shall be subscribed and certified to by the person required to file the same, using the form of certification therein contained, and the person required to file the report must make therein a full, truthful and complete disclosure of all the information required on the form and necessary to the full use thereof. If the board determines that the reports required of any person under this section serve no useful purpose, it may by written notice to such person relieve him of the obligation to submit such reports for any specified period of time or until further notice.

§ 222.9a *Forms for monthly reports.* The following forms, which may be obtained from the Federal Petroleum Board, Kilgore, Texas, must be used in filing the monthly reports required by § 222.9.

(a) By operators of natural gasoline, cycling, and other similar plants—Form G, requiring information on total intake volume of natural gas, disposition of intake volume, and barrels of petroleum and petroleum products produced, delivered, received, and in stock.

(b) By petroleum producers—Form P, requiring information on lease data, lease operations, allowables, and production and disposition of petroleum.

(c) By refiners of petroleum—Form R, requiring information on stock on hand, runs to stills, re-runs, products manufactured, plant use and losses, receipts, and deliveries.

(d) By transporters and storers—Form T, requiring information on stock on hand, receipts, deliveries, shortages, and overages.

§ 222.9b *Diagrams.* Whenever directed by written order of the board so to do, every producer, refiner, pipe line, gathering system, reclamation plant and casinghead gasoline plant in the designated area shall, within 30 days from the service of such order, furnish the board with a diagram or diagrams accurately and completely showing to scale, so far as is applicable to the business of the person furnishing the diagram, the location of each lease, the location and identifying number of each well, the location, capacity and identifying numbers of all tanks, the location and size of all pipe lines, flow lines and gathering systems operated by him, and the location and sizes of all pipe lines, flow lines, gathering systems and other outlets attached to his properties, and every method by which oil is or can be delivered to and from his properties.

§ 222.10 *Sworn or certified reports and statements.* When any sworn or certified report or statement is required by this part, or by orders promulgated pursuant hereto or to the act of February 22, 1935 (49 Stat. 30; 15 U. S. C. 715-715k) as amended, or Executive orders, to be made or filed by any person, such report or statement must be made or filed by any real person in interest owning, producing, refining, processing, manufacturing, transporting, withdrawing from storage, or otherwise handling petroleum or petroleum products involved in the transaction or transactions which are the subject of such report or statement. Such report or statement, however, may be made or filed by a duly authorized agent of such real party in interest if, on or before the date of filing the same, proof of his authorization has been filed with the board or other agency with which the report or statement is to be filed.

§ 222.11 *Shipment by barge, tanker, or other vessel; reports; certificates.* The shipper, or duly authorized agent of the shipper, a copy of whose authorization has been filed with the Geological Survey, Department of the Interior, Washington 25, D. C., of a cargo of petroleum or petroleum products, or any part thereof, which has been loaded at any port in the States of Texas, Louisiana, Arkansas,

or Mississippi, for shipment by tanker, barge, or other vessel, in whole or in part in interstate or foreign commerce, shall transmit by mail to the Geological Survey, Department of the Interior, Washington 25, D. C., with full postage paid, not later than 24 hours after the date of sailing, a report and certification in duplicate on form designated OCR-1, made and executed in accordance with instructions prescribed and approved by the Secretary of the Interior and appearing thereon. No such report on Form OCR-1 is required covering the shipment of petroleum or petroleum products where the cargo is loaded and unloaded wholly within a State.

§ 222.12 *Saving clause.* If any provision of this part or any clause, sentence or part hereof is held unauthorized or invalid for any reason, or the application thereof to any person, circumstance, commodity or class of transactions with respect to any commodity be held unauthorized or invalid for any reason, the validity of the remainder of this part and the application of such provisions to other persons, circumstances, commodities and classes of transactions shall not be affected thereby.

§ 222.20 *Official records.* Official records to be kept confidential, except when otherwise ordered by the Director, Geological Survey, shall include the following types of records: reports, diagrams and other papers submitted, and records of inspections made, pursuant to this part; records of investigations and hearings; and recommendations in the enforcement of the Connally "Hot Oil" Act. (See also 43 CFR Part 2.)

HATFIELD CHILSON,  
Acting Secretary of the Interior.

FEBRUARY 14, 1958.

[F. R. Doc. 58-1306; Filed, Feb. 19, 1958; 8:47 a. m.]

### Chapter III—Office of Oil and Gas, Department of the Interior

#### TRANSFER OF REGULATIONS

CROSS REFERENCE: For transfer of Part 302 and revocation of Chapter III, see Chapter II, F. R. Doc. 58-1306, *supra*.

## NOTICES

### INTERSTATE COMMERCE COMMISSION

[Notice No. 204]

#### MOTOR CARRIER APPLICATIONS

FEBRUARY 14, 1958.

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 and by brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other procedural matters with respect thereto (49 CFR 1.241).

All hearings will be called at 9:30 o'clock a. m., United States standard time, unless otherwise specified.

#### APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

##### MOTOR CARRIERS OF PROPERTY

No. MC 719 (Sub No. 7), filed December 19, 1957, COLUMBIA TRANSPORT, INC., 1330 North 205th Street, Seattle 33, Wash. Applicant's attorney: Jack R. Turney, Jr., 2001 Massachusetts Avenue NW., Washington 6, D. C. For authority to operate as a common carrier, over irregular routes, transporting: Formaldehyde in solution, in bulk, in tank

vehicles, from Tacoma, Wash., to the International Boundary between the United States and Canada at Blaine, Wash. Applicant is authorized to conduct operations in Oregon and Washington.

**HEARING:** April 3, 1958, at the Federal Office Bldg., First and Marion Streets, Seattle, Wash., before Joint Board No. 237, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 7156 (Sub No. 1), filed January 31, 1958. Applicant: ALBERT M. BARTZAT, doing business as WILLIAMS TRANSFER, 83 East Fifth Avenue, Eugene, Ore. Applicant's attorney: Earle V. White, 1401 Northwest 19th Avenue, Portland 9, Ore. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Structural and reinforcing iron and steel*, including but not limited to *tees, zeels, angles, bars, beams, channels, rods, lathing and grounds, forms, pipe, plates, sheets, stampings, wire and mesh*, in shipments of not less than 15,000 pounds, from points in Lane County, Ore., to points in California in and north of Mendocino, Lake, Colusa, Sutter, Yuba, and Nevada Counties, Calif. Applicant is authorized to transport household goods in Oregon and Washington and general commodities, with exceptions, in Oregon.

**HEARING:** April 2, 1958, at 538 Pittock Block, Portland, Ore., before Joint Board No. 11, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 7746 (Sub No. 89), filed September 13, 1957, UNITED TRUCK LINES, INC., East 915 Springfield Avenue, Spokane, Wash. Applicant's attorney: George R. La Bissoniere, 654 Central Building, Seattle 4, Wash. For authority to operate as a common carrier, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Pasco, Wash., and Lewiston, Idaho, from Pasco over U. S. Highways 395 and 410 to Burbank, Wash., thence over Washington Highway 3D to the junction of U. S. Highway 410 at or near Waitsburg, Wash. (also from Pasco over U. S. Highway 395 and 410 to Wallula junction, thence over U. S. Highway 410 to Lewiston, and return over the above routes, serving no intermediate points, as an alternate route for operating convenience only. Applicant is authorized to conduct operations in Washington, Oregon, Idaho, and Montana.

**HEARING:** April 7, 1958, at the Davenport Hotel, Spokane, Wash., before Joint Board No. 169, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 7746 (Sub No. 91), filed September 30, 1957, UNITED TRUCK LINES, INC., East 915 Springfield Avenue, Spokane 2, Wash. For authority to operate as a common carrier, over a regular route, transporting: *General commodities, including mining machinery,*

between Spokane, Wash., and Eastport, Idaho, from Spokane over Washington Highway 2H to the Washington-Idaho State line, thence over Idaho Highway 53 to Garwood, Idaho, thence over U. S. Highway 95 to Eastport, and return over the same route, serving no intermediate points, restricted to International traffic only. Applicant is authorized to conduct operations in Washington, Oregon, Idaho, and Montana.

**HEARING:** April 8, 1958, at the Davenport Hotel, Spokane, Wash., before Joint Board No. 169, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 42487 (Sub No. 353), filed January 7, 1958. Applicant: CONSOLIDATED FREIGHTWAYS, INC., 2116 Northwest Savier Street, Portland, Ore. Applicant's attorney: Donald A. Schafer, 1026 Public Service Building, Portland 4, Ore. For authority to operate as a common carrier, transporting: *General commodities, including Class A and B explosives*, and excepting commodities requiring special equipment, livestock, and household goods as defined by the Commission, between Gooding, Idaho, and Idaho Falls, Idaho, from Gooding over Temporary U. S. Highway 20 to junction U. S. Highway 20, thence over U. S. Highway 20 to Idaho Falls, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations (1) between Portland, Ore., and Twin Falls, Idaho; (2) between Twin Falls, Idaho, and Idaho Falls, Idaho; and (3) between Idaho Falls, Idaho, and St. Anthony, Idaho.

**HEARING:** March 25, 1958, at the Idaho Public Utilities Commission, State House, Boise, Idaho, before Joint Board No. 49, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 42487 (Sub No. 354), filed January 20, 1958. Applicant: CONSOLIDATED FREIGHTWAYS, INC., 2116 Northwest Savier Street, Portland, Ore. Applicant's attorney: William B. Adams, Pacific Building, Portland 4, Ore. For authority to operate as a common carrier, over irregular routes, transporting: *Tallow*, animal edible or inedible, in bulk, in tank vehicles, from points in Montana to points in Washington, Oregon and California. Applicant is authorized to conduct operations in Arizona, California, Idaho, Illinois, Indiana, Iowa, Minnesota, Montana, Nebraska, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, Wisconsin, and Wyoming.

**HEARING:** April 11, 1958, at the Board of Railroad Commissioners, Helena, Mont., before Examiner Harold P. Boss.

No. MC 52858 (Sub No. 73), filed December 26, 1957. Applicant: CONVOY COMPANY, a Corporation, 3900 Northwest Yeon Avenue, Portland 10, Ore. Applicant's attorneys: Marvin Handler and Daniel W. Baker, 465 California Street, San Francisco 4, Calif. For authority to operate as a common carrier, over irregular routes, transporting: *Wheel-mounted agricultural machinery and implements, and parts therefor,*

when they accompany shipments thereof, from the site of the J. A. Freeman & Son Implement Co., plant, located at Portland, Ore., to points in Arizona, California, Idaho, Montana, Nevada, Colorado, Utah, Oregon, Wyoming, North Dakota, South Dakota, Washington, and Minnesota. Applicant is authorized to conduct operations in Arizona, California, Colorado, Idaho, Kansas, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming.

**HEARING:** March 27, 1958, at 538 Pittock Block, Portland, Ore., before Examiner Harold P. Boss.

No. MC 82861 (Sub No. 6), filed January 7, 1958. Applicant: BROOKS TRUCK LINE, INC., 609 14th Street SE., Puyallup, Wash. Applicant's representative: Joseph O. Earp, 1912 Smith Tower, Seattle 4, Wash. For authority to operate as a common carrier, over irregular routes, transporting: *Clay products*, such as *brick, tile, pipe, flue lining, and empty pallets and empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities on return, (1) From Clay City, Wash., to points in Idaho and Montana; (2) between points on the International Boundary line between the United States and Canada at or near Blaine, Wash., and points in Washington (restricted to traffic moving to or from points in British Columbia, Canada); (3) Between Granger, Wash., and points in Idaho and Montana. Applicant is authorized to transport similar commodities in Oregon and Washington.

**HEARING:** April 4, 1958, at the Federal Office Building, First and Marion Streets, Seattle, Wash., before Joint Board No. 79, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 92983 (Sub No. 273) (Correction), filed January 24, 1958, published page 889, issue of February 11, 1958. Applicant: ELTON MILLER, INC., 330 East Washington Street, Iowa City, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Acids, chemicals and fertilizers*, in bulk, between the plant site of the Olin-Mathieson Chemical Corporation at or near Ordill, Ill., on the one hand, and, on the other, points in Arkansas, Indiana, Iowa, Kansas, Kentucky, Missouri, Oklahoma, and Tennessee. Applicant is authorized to transport similar commodities in Alabama, Arkansas, Colorado, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, West Virginia, and Wisconsin.

**NOTE:** Previous publication erroneously designated the plant site sought to be served as the Olin-Mathieson Plant located near Mapleton, Ill., and incorrectly indicated Chicago, Ill., as the terminal.

**HEARING:** March 14, 1958, at the Mark Twain Hotel, St. Louis, Mo., before Examiner Thomas F. Kilroy.

No. MC 95920 (Sub No. 11), filed December 23, 1957, D. D. SANTRY, doing business as SANTRY TRUCKING COMPANY, 1525 Southwest Alder Street, Portland 5, Oreg. Applicant's attorney: William B. Adams, Pacific Building, Portland 4, Oreg. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Malt beverages, malt beverage containers and cartons, bottle openers, advertising matter and brewery products*, moving incidentally to the movement of malt beverages, from Olympia, Wash., to points in Oregon, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities and *advertising matter* on return. Applicant is authorized to conduct operations in Idaho, Oregon, and Washington.

NOTE: Applicant states it presently has authority to transport the subject commodities from Olympia, Wash., to Marshfield, Eugene, Albany, Salem, Newport, and Tillamook, Oreg., under Docket No. MC 95920, and from Olympia to Medford, Klamath Falls, and Roseburg, Oreg., under Docket No. MC 95920 Sub 5, and from Olympia to Bend and Burns, Oreg., under Docket No. MC 95920 Sub 8, and from Olympia to Portland, Oreg., under MC 95920 Sub 9. Applicant further states that if the instant application is authorized and a permit issued, applicant would surrender its MC 95920 and Subs 5, 8 and 9 authorities. Applicant seeks no duplicating authority.

HEARING: April 1, 1958, at 538 Pittock Block, Portland, Oreg., Joint Board No. 45, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 105187 (Sub No. 5), (Amendment) published issue February 5, 1958, on page 775, as requesting authority to operate as a *common carrier*, No. MC 117048, filed November 19, 1957. Applicant: CHARLES FARKAS, 101 Parkway, White Oak, McKeesport, Pa. Applicant's attorney: Charles F. McKenna, 508 Grant Street, Pittsburgh 19, Pa. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Refined sugar* in bags, barrels, or in bulk, from Brooklyn, N. Y., to that part of Pennsylvania on and west of a line beginning at U. S. Highway 220 on the Pennsylvania-Maryland State line, thence north along U. S. Highway 220 to junction U. S. Highway 322, thence west along U. S. Highway 322 to junction U. S. Highway 19, thence north along U. S. Highway 19 to Erie, Pa., including Erie, and Martins Ferry, Ohio, and Wheeling, W. Va.

HEARING: Remains as assigned March 10, 1958, at the Fulton Building, 101-115 Sixth Street, Pittsburgh, Pa., before Examiner William J. Cave.

No. MC 107107 (Sub No. 94), filed January 31, 1958. Applicant: ALTERMAN TRANSPORT LINES, INC., 2424 North-west 16th Street, Mail: P. O. Box 65, Allapattah Station, Miami 42, Fla. Applicant's attorney: Frank B. Hand, Jr., Transportation Building, Washington 6, D. C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods and meat, meat products, and meat by-products*, as described by the Com-

mission in *Descriptions in Motor Carrier Certificates*, 61 M. C. C. 209, from Richmond, Va., to points in Florida. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

HEARING: March 25, 1958, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Walter R. Lee.

No. MC 107541 (Sub No. 3), filed December 23, 1957, MAGEE TRUCK SERVICE, INC., Riverside Drive, P. O. Box 36, Klickitat, Wash. Applicant's attorney: John M. Hickson, Failing Building, Portland, Oreg. For authority to operate as a *common carrier*, over irregular routes, transporting: *Lumber and box shooks*, from Klickitat, Wash., to Sacramento, Fresno and Los Angeles, Calif. Applicant is authorized to transport similar commodities in Idaho, Oregon, and Washington.

HEARING: April 1, 1958, at 538 Pittock Block, Portland, Oreg., before Joint Board No. 5, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 109141 (Sub No. 22), filed November 20, 1957, L. P. GAS TRANSPORT CO., a Corporation, 3739 Montana Avenue, Billings, Mont. Applicant's attorney: Jerome Anderson, Electric Building, P. O. Box 1472, Billings, Mont. For authority to operate as a *common carrier*, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, from Mandan and Tioga, N. Dak., and points within five miles of each, to points in Garfield, Phillips, Carbon, Wheatland, Cascade, Gallatin, Liberty, Flathead, Silver Bow, Missoula, Chouteau, Rosebud, Petroleum, Stillwater, Fergus, Judith Basin, Broadwater, Toole, Powell, Beaverhead, Lincoln, Deer Lodge, Treasure, Musselshell, Sweet Grass, Blaine, Meagher, Lewis and Clark, Glacier, Jefferson, Granite, Sanders, Lake, Big Horn, Yellowstone, Golden Valley, Hill, Park, Teton, Pondera, Madison, Ravalli, and Mineral Counties, Mont.; and *contaminated or rejected shipments of liquefied petroleum gas* on return. Applicant is authorized to transport the commodity specified in Colorado, Idaho, Montana, Nebraska, North Dakota, South Dakota, Utah, and Wyoming.

HEARING: April 10, 1958, at the Board of Railroad Commissioners, Helena, Mont., before Joint Board No. 84, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 111586 (Sub No. 4), filed January 23, 1958. Applicant: ARNE C. FRIESTAD, doing business as FRIESTAD COMPANY, Hailey, Idaho. Applicant's attorney: Raymond D. Givens, 1530 Idaho Street, P. O. Box 964, Boise, Idaho. For authority to operate as a

*common carrier*, over irregular routes, transporting: *Ore and ore concentrates*, from points in that portion of Custer County, Idaho, lying north of Township 7 North, and West of Range 16 East of the Boise Meridian to Salt Lake City, Utah and points within 10 miles of Salt Lake City. Applicant is authorized to transport similar commodities in Idaho and Utah.

HEARING: March 25, 1958, at the Idaho Public Utilities Commission, State House, Boise, Idaho, before Joint Board No. 258, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 112446 (Sub No. 17), filed December 26, 1957. Applicant: REFINERS TRANSPORT, INC., 1300 51st Avenue North, Nashville 9, Tenn. For authority to operate as a *common carrier*, over irregular routes, transporting: *Vegetable and animal oils and fats and blends thereof*, in bulk, in tank vehicles between points in Tennessee on the one hand, and, on the other, points in Ohio, Georgia, Illinois, Kentucky, and New Jersey. Applicant is authorized to transport commodities other than those applied for herein in Alabama, Georgia, Illinois, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia.

HEARING: March 26, 1958, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner Richard H. Roberts.

No. MC 112446 (Sub No. 18), filed January 2, 1958. Applicant: REFINERS TRANSPORT, INC., 1300 51st Avenue North, P. O. Box 1165, Nashville 9, Tenn. For authority to operate as a *common carrier*, over irregular routes, transporting: *Acids and chemicals, coal tar and coal tar products, and wood tar and wood tar products*, in bulk, from points in Hamilton and Hickman Counties, Tenn., to points in Alabama, Arkansas, Colorado, Connecticut, Delaware, South Carolina, Virginia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, South Dakota, West Virginia, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Texas, Wisconsin, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, Tennessee, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, Vermont, and the District of Columbia, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities on return. Applicant is authorized to conduct operations in Alabama, Illinois, Kentucky, Mississippi, and Tennessee.

HEARING: March 27, 1958, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner Richard H. Roberts.

No. MC 113165 (Sub No. 4), filed November 12, 1957, PENINSULA TRUCK LINES, INC., 3414 Second Avenue South, Seattle, Wash. Applicant's attorney: Carl A. Jonson, 400 Central Building, Seattle 4, Wash. For authority to operate as a *common carrier*, transporting: *General commodities*, including *Class A and B explosives*, between Seattle, Wash., and Port Townsend and Port Angeles, Wash.: (1) From Seattle over U. S. High-

way 99 to Tacoma, Wash., thence across the Narrows Bridge and over Washington Highway 14 to junction Washington Highway 21, thence over Washington Highway 21 via Bremerton to Lofall, Wash., thence by ferry across Hood Canal to South Point, Wash., thence over unnumbered highway to junction Washington Highway 9E, thence over Washington Highway 9E to junction Washington Highway 9, thence over Washington Highway 9 to Port Townsend, and return over Washington Highway 9 to junction U. S. Highway 101, and thence over U. S. Highway 101 to Port Angeles, and return over the same route, serving no intermediate points; (2) from Seattle over U. S. Highway 99 to Tacoma, Wash., thence across Narrows Bridge over Washington Highway 14 to junction Washington Highway 21, thence over Washington Highway 21 to junction U. S. Highway 101, thence over U. S. Highway 101 to Discovery Bay Junction, Wash., and thence to Port Townsend and Port Angeles by ferry and over the highways specified in (1) above, and return over the same route, serving no intermediate points; (3) from Seattle over U. S. Highway 99 to Olympia, Wash., thence over U. S. Highway 101 to Discovery Bay Junction, Wash., and thence over the highways specified in (1) above to Port Townsend and Port Angeles, and return over the same route, serving no intermediate points; (4) from Seattle by Washington State Ferry across Puget Sound to Bremerton, Wash., and thence over Washington Highway 21 to Lofall, and thence by ferry and over the highways specified in (1) above to Port Townsend and Port Angeles, and return over the same route, serving no intermediate points; (5) from Seattle by Washington State Ferry across Puget Sound to Harper, Wash., thence over Washington Highway 14 to junction Washington Highway 21, thence over Washington Highway 21 to Lofall, and thence by ferry and over highways specified in (1) above to Port Townsend and Port Angeles; and return over the same route, serving no intermediate points; (6) from Seattle by Washington State Ferry across Puget Sound to Harper, Wash., thence over Washington Highway 14 to junction Washington Highway 21, thence over Washington Highway 21 to junction U. S. Highway 101, thence over U. S. Highway 101 to Discovery Bay Junction, and thence over the highways specified in (1) above to Port Townsend and Port Angeles, and return over the same route, serving no intermediate points; and (7) from Seattle over U. S. Highway 99 to Tacoma, thence across Narrows Bridge over Washington Highway 14 to Purdy and junction Washington Highway 14A, thence over Washington Highway 14A to junction Washington Highway 21, thence over Washington Highway 21 to junction U. S. Highway 101, thence over U. S. Highway 101 to Discovery Bay Junction, thence over the highways specified in (1) above to Port Townsend and Port Angeles, and return over the same route, serving no intermediate points. All of the above numbered routes are alternate routes for operating convenience only in

connection with applicant's authorized regular routes between Seattle, Wash., and Port Angeles and Port Townsend, Wash.

**HEARING:** April 3, 1958, at the Federal Office Building, First and Marion Streets, Seattle, Wash., before Joint Board No. 80, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 113396 (Sub No. 5) (Correction), published issue January 22, 1958, at page 419, filed January 2, 1958. Applicant: NADEAU TRANSPORTS, LTD., 8 Academic Street, Danville, Quebec, Canada. Applicant's attorney: S. Harrison Kahn, 726 Investment Building, Washington, D. C. For authority to operate as a *common or contract carrier*, over irregular routes, transporting: *Ground wood pulp*, in bulk, from ports of entry on the United States-Canada International Boundary at or near Norton Mills and Derby Line, Vt., Rouses Point, Champlain, and Trout River, N. Y., and at the junction of Maine Highway 27 with said boundary, to points in New York, Vermont, New Hampshire, Maine, Massachusetts, and Connecticut; and *pulpboard*, in rolls, from Groveton, N. H., to ports of entry on the United States-Canada International Boundary at Norton Mills, Vt. Applicant is authorized to transport ground wood pulp in Maine, Massachusetts, New Hampshire, New York, and Vermont.

**NOTE:** Applicant has a pending BOR-66 application on file and if said pending application is granted prior to hearing on this application, this application should be construed as one in which applicant seeks common carrier. The purpose of this republication corrects the designation of the origin point shown in the previous publication as Groveton, VERMONT to the correct location of Groveton, NEW HAMPSHIRE. No duplicating authority is requested.

**HEARING:** Remains as assigned March 10, 1958, at the Washington County Court House, Montpelier, Vt., before Examiner Herbert L. Hanback.

No. MC 115641 (Sub No. 3), filed December 23, 1957, ROY JACOBSEN and W. C. JACOBSEN, a Partnership, doing business as JACOBSEN BROS., 326 Maill Street, P. O. Box 237, Silverton, Ore. Applicant's attorney: John M. Hickson, Failing Building, Portland 4, Ore. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Lumber*, from points in Oregon and Washington to points in New Mexico; and *rejected shipments of lumber and empty containers or other such incidental facilities* (not specified), used in transporting lumber, on return. Applicant is authorized to transport lumber in Idaho, Oregon, and Utah.

**HEARING:** March 23, 1958, at 538 Pittock Block, Portland, Ore., before Examiner Harold P. Boss.

No. MC 116077 (Sub No. 33), filed November 25, 1957, ROBERTSON TANK LINES, INC., 5700 Polk Avenue, Houston, Tex. Applicant's attorney: Charles D. Mathews, Brown Building, Austin 1, Tex. For authority to operate as a *common carrier*, over irregular routes, transporting: *Hydrochloric (muriatic) acid*, in bulk, in tank vehicles, from Norco, La., to points in Texas. Applicant is author-

ized to conduct operations in Louisiana, Arkansas, Mississippi, Oklahoma, Idaho, Oregon, Washington, Alabama, Florida, Tennessee, Georgia, Illinois, Missouri, Kansas, and Texas.

**HEARING:** March 17, 1958, at the Federal Office Building, Franklin and Fannin Streets, Houston, Tex., before Joint Board No. 32, or, if the Joint Board waives its right to participate before Examiner Allen W. Hagerty.

No. MC 116565 (Sub No. 3), filed December 26, 1957, ORVILLE STEVENSON, 316 Southwest K Street, Grants Pass, Ore. For authority to operate as a *common carrier*, over irregular routes, transporting: *Lumber*, from points in Jackson, Josephine, Lane, and Douglas Counties, Ore., to Glen Canyon Dam Site located approximately 70 miles east of Kanab, Utah, a portion of said dam site being located in Utah and a portion in Arizona.

**HEARING:** March 23, 1958, at 538 Pittock Block, Portland, Ore., before Examiner Harold P. Boss.

No. MC 116757 (Sub No. 1), filed October 14, 1957, AL REAH, doing business as MIDWAY AUTO AND TRAILER SALES, Route 3, Caldwell, Idaho. For authority to operate as a *common carrier*, over irregular routes, transporting: *Trailer houses or mobile homes*, between points in Idaho, and those in Malheur and Baker Counties, Ore., on the one hand, and, on the other, points in Idaho, Nevada, Montana, Oregon, Washington, and Wyoming.

**HEARING:** March 24, 1958, at the Idaho Public Utilities Commission, State House, Boise, Idaho, before Examiner Harold P. Boss.

No. MC 116895, filed August 26, 1957, E. A. TOLMAN, doing business as E. A. TOLMAN LIVESTOCK TRANSPORTATION, Route 2, Kimberly Road, Twin Falls, Idaho. Applicant's attorney: Raymond D. Givens, 1530 Idaho Street, P. O. Box 964, Boise, Idaho. For authority to operate as a *common carrier*, over irregular routes, transporting: *Dried beet pulp and pellets, and exempt commodities*, between points in Oregon and Idaho.

**HEARING:** March 24, 1958, at the Idaho Public Utilities Commission, State House, Boise, Idaho, before Joint Board No. 6, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 117085, filed December 13, 1957, MINOR J. TAYLOR, JR., 205 South Park Road, Spokane, Wash. For authority to operate as a *common carrier*, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in secondary movements, in truck-away service, from points in Washington east of the Cascade Mountains to all points in the United States.

**HEARING:** April 9, 1958, at the Davenport Hotel, Spokane, Wash., before Examiner Harold P. Boss.

No. MC 117104, filed December 23, 1957. Applicant: MADISON STORAGE & CARTAGE CO., LTD., a Corporation, 3904 First Street NE., Calgary, Alberta, Canada. Applicant's attorney: R. H. Jeacock, 210 13th Street South, Lethbridge, Alberta, Canada. For authority to operate as a *common carrier*, over ir-

regular routes, transporting: *Household goods*, as defined by the Commission, between ports of entry on the International Boundary line between the United States and Canada at or near Eastport, Idaho, and Blaine, Wash., on the one hand, and, on the other, points in that portion of Washington and Idaho beginning at Eastport, Idaho, and extending along U. S. Highway 95 to junction U. S. Highway 10, thence west along U. S. Highway 10 to Spokane, Wash., thence along U. S. Highway 2 to junction U. S. Highway 99, near Everett, Wash., and thence north along U. S. Highway 99 to Blaine, Wash., including all points located on the highways specified.

**HEARING:** April 9, 1958, at the Davenport Hotel, Spokane, Wash., before Joint Board No. 169, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 117125, filed January 13, 1958. Applicant: REMPEL TRANSPORT LIMITED, a Corporation, 8503 118th Avenue, Edmonton, Alberta, Canada. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Bulk lubricating oil stock*, between ports of entry on the International Boundary between the United States and Canada located in Washington, Oregon, and Idaho, and Sandpoint, Idaho, Spokane and Pasco, Wash., and Umatilla, Boardman, and Portland, Ore.

**HEARING:** April 4, 1958, at the Federal Office Building, First and Marion Streets, Seattle, Wash., before Joint Board No. 81, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 117129, filed January 18, 1958. Applicant: ROY D. WRIGHT, 2846 Southeast 50th Avenue, Portland 15, Ore. Applicant's attorney: Earle V. White, 1401 Northwest 19th Avenue, Portland 9, Ore. For authority to operate as a *common carrier*, over irregular routes, transporting: *Lumber*, except plywood, from points in Multnomah, Washington, Clackamas, Yamhill, Polk, Marion, Benton, Linn, and Lane Counties, Ore., to points in Los Angeles and Orange Counties, Calif.

**HEARING:** March 31, 1958, at 538 Pittock Block, Portland, Ore., before Joint Board No. 11, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 117137, filed January 24, 1958. Applicant: N. J. MATLOCK, doing business as ALASKA AUTO TRANSPORT, Box 1800, Fairbanks, Alaska. Applicant's attorney: James T. Johnson, 1111 Northern Life Tower, Seattle 1, Wash. For authority to operate as a *common carrier*, over irregular routes, transporting: *New and used automobiles and pickup trucks*, between Seattle, Wash., on the one hand, and, on the other, points on the United States-Canadian International Boundary Line at or near Sumas, Wash.

**HEARING:** April 3, 1958, at the Federal Office Building, First and Marion Streets, Seattle, Wash., before Joint Board No. 237, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 117158, filed February 3, 1958. Applicant: GROVER MOTORWAYS LIMITED, a Canadian Corporation, 327 Murray Street, Brantford, Ontario, Canada. Applicant's representative: Raymond A. Richards, 13 Lapham Park, P. O. Box 25, Webster, N. Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural implements, contractors' machinery and parts of agricultural implements and contractors' machinery, road building machinery, plumbing supplies and hardware*, between ports of entry on the International Boundary Line between the United States and Canada at or near Detroit and Port Huron, Mich., and Buffalo and Niagara Falls, N. Y., on the one hand, and, on the other, points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, New York, Ohio, Pennsylvania, and Wisconsin. Applicant is authorized to transport similar commodities in Michigan, Missouri, Ohio, and Wisconsin.

**NOTE:** Applicant has contract carrier rights in MC 114043. Section 210 (dual operations) may be involved.

**HEARING:** March 21, 1958, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Leo W. Cunningham.

No. MC 117164, filed February 4, 1958. Applicant: TOM MCKEE, 9910 West 44th Avenue, Wheatridge, Colo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Beer*, from Golden, Colo., to Boise, Idaho Falls, Malad City, Pocatello, and Twin Falls, Idaho, and *empty kegs and bottles* on return.

**HEARING:** March 26, 1958, at the Idaho Public Utilities Commission, State House, Boise, Idaho, before Examiner Harold P. Boss.

No. MC 117172, filed February 7, 1958. Applicant: HERBERT M. SOHMER AND RALPH M. KAHN, doing business as PRESS X-PRESS, 5034 Chalgrove Avenue, Baltimore 15, Md. Applicant's attorney: Henry R. Wolfe, 310 American Building, Baltimore 2, Md. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Circulars, handbills, advertising tabloid newspapers, and other related printed matter*, from Baltimore, Md., to New York, N. Y., and points in New York, Kings, and Nassau Counties, N. Y., Newark, and Camden, N. J., and points in Middlesex, Union, Essex, Salem, Morris, Gloucester, Camden, Burlington, Mercer, and Monmouth Counties, N. J., Philadelphia, Pa., and points in Chester, Delaware, Montgomery, and Bucks Counties, Pa., Wilmington, Del., and points in New Castle County, Del., and the District of Columbia.

**HEARING:** March 21, 1958, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Reece Harrison.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 3677 (Sub No. 38), filed February 6, 1958. Applicant: W. M. A. TRANSIT COMPANY, a Corporation, 4421 Southern Avenue SE., Bradbury

Heights, Md. Applicant's attorneys: Earl M. Foreman and D. Jay Hyman, Tower Building, Washington 5, D. C. Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *Passengers and their baggage and express and newspapers* in the same vehicle with passengers, between Kent Village, Md., and Radiant Valley, Md., from the intersection of 73d Avenue and Forest Road, right on 73d Avenue to Landover Road, thence left on Landover Road to Old Landover Road, thence right on Old Landover Road to Warner Avenue, thence left on Warner Avenue to Parkwood Street, thence right on Parkwood Street to Randolph Street, thence left on Randolph Street to Fairwood Road, thence left on Fairwood Road to Thornwood Drive, thence right on Thornwood Drive to Barton Road, thence right on Barton Road to the terminal on Barton Road and Shepherd Street, and return over the same route, serving no intermediate points. Applicant is authorized to conduct operations in Maryland and the District of Columbia.

**HEARING:** March 21, 1958, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Joint Board No. 112.

#### APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

##### MOTOR CARRIERS OF PROPERTY

No. MC 65802 (Sub No. 11), filed February 5, 1958. Applicant: LYNDEN TRANSFER, INC., P. O. Box 488, Lynden, Wash. Applicant's attorney: James T. Johnson, 1111 Northern Life Tower, Seattle 1, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay*, from Black Diamond, Wash., and points within five miles thereof, to the port of entry on the International boundary line between the United States and Canada at or near Sumas, Wash., and *clay products* on return. Applicant is authorized to conduct operations in Washington.

No. MC 105636 (Sub No. 17), filed February 4, 1958. Applicant: HOLLAND HIGHWAY EXPRESS, INC., P. O. Box 1246, Delray Beach, Fla. Applicant's attorney: Norman J. Bolinger, Suite 713 Professional Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Baskets, boxes, crates and hampers* used in packing and shipping fruits and vegetables, from Murfreesboro, N. C., to Delray Beach, Fla., and points within 50 miles of Delray Beach. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, and the District of Columbia.

No. MC 107403 (Sub No. 255), filed February 3, 1958. Applicant: E. BROOKE MATLACK, INC., 33d and

Arch Streets, Philadelphia 4, Pa. Applicant's attorney: Paul F. Barnes, 811-819 Lewis Tower Building, 225 South 15th Street, Philadelphia 2, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum coke*, in bulk, from Delaware City, Del., to points in Maryland, New York, New Jersey, Pennsylvania, Virginia, West Virginia, and the District of Columbia. Applicant is authorized to conduct operations in Connecticut, Delaware, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

No. MC 109834 (Sub No. 13), filed February 5, 1958. Applicant: NOVICK TRANSFER CO., INC., 700 North Cameron Street, Winchester, Va. Applicant's attorney: Irving Klein, 280 Broadway, New York 7, N. Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cellulose acetate*, in bulk, between Celco (Giles County), Va., and Meadville, Pa. Applicant is authorized to conduct operations in Maryland, New Jersey, New York, North Carolina, Pennsylvania, Virginia, West Virginia, and the District of Columbia.

No. MC 112989 (Sub No. 2), filed February 5, 1958. Applicant: JOHNSON TRUCK SERVICE, INC., Tillamook, Oreg. Applicant's attorney: Norman E. Sutherland, 1100 Jackson Tower, Portland 5, Oreg. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, between points in Clatsop, Tillamook, Lincoln, Lane, Douglas, and Coos Counties, Oreg. Applicant is authorized to transport lumber in Oregon and Washington.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 1501 (Sub No. 143), filed February 3, 1958. Applicant: THE GREYHOUND CORPORATION, 5600 Jarvis Avenue, Chicago 31, Ill. Applicant's attorney: Earl A. Bagby, Western Greyhound Lines, Market and Fremont Streets, San Francisco 5, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express, newspapers and mail* in the same vehicle with passengers, (1) between Brigham City, Utah, and Idaho Falls, Idaho, from Brigham City over U. S. Highway 91 via Logan, Utah, and Preston, Idaho, to Downey, Idaho (also from Preston over unnumbered highway via Dayton and Clifton, Idaho, to junction U. S. Highway 91; also from Brigham City over U. S. Highway 308 to Tremonton, Utah, thence over U. S. Highway 191 to Downey), and thence over U. S. Highway 91 to Idaho Falls, Idaho, and return over the same route, serving all intermediate points; and (2) between Idaho Falls, Idaho, and West Yellowstone, Mont., during the season extending approximately from

June 10 to September 10 of each year, from Idaho Falls over U. S. Highway 191 to West Yellowstone, and return over the same route, serving all intermediate points.

NOTE: Applicant states this application was filed for the purpose of changing all-year operating authority to summer-season authority only, between Idaho Falls, Idaho, and West Yellowstone, Mont.; and that it is desired that this application, if granted, become effective concurrently with the approval of an application of Teton State Lines, about to be filed, to extend its authority from Sugar City, Idaho, to Ashton, Idaho, over U. S. Highway 191, if the requested extension is granted. Duplicating authority should be eliminated.

#### 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 procedural matters with respect thereto (49 CFR 1.240).

#### MOTOR CARRIERS OF PROPERTY

No. MC-F 6661, published in the August 14, 1957, issue of the FEDERAL REGISTER on page 6546. Application filed February 6, 1958, for temporary authority under section 210a (b).

No. MC-F 6834. Authority sought for control by SCHWERMAN TRUCKING CO., 620 South 29th Street, Milwaukee 46, Wis., of SCHWERMAN TRUCKING CO. OF TEXAS, 620 South 29th Street, Milwaukee 46, Wis., and for acquisition by FRED SCHWERMAN, SR., FRED J. SCHWERMAN, RICHARD D. SCHWERMAN and CARL SCHWERMAN, all of Milwaukee, of control of SCHWERMAN TRUCKING CO. OF TEXAS through the acquisition by SCHWERMAN TRUCKING CO. Applicant's attorney: Adolph E. Solie, 715 First National Bank Building, Madison 3, Wis. Operating rights sought to be controlled: *Cement and mortar*, as a *contract carrier* over irregular routes from Dallas and Houston, Tex., to points in Arkansas, Louisiana, and Oklahoma. SCHWERMAN TRUCKING CO. OF TEXAS has applied for the foregoing authority in a pending application. SCHWERMAN TRUCKING CO. is authorized to operate as a *contract carrier* in Indiana, Illinois, and Wisconsin. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6835. Authority sought for control by GASOLINE TRANSPORT CO., 4107 Bells Lane, Louisville 11, Ky., of LOUISIANA TANK LINES, INC., 3227 Furman Boulevard, Louisville 5, Ky., and for acquisition by J. A. GAMMON, 4107 Bells Lane, Louisville 11, Ky., and J. F. BEAIRD, 1006 Ashley Street, Tampa, Fla., of control of LOUISIANA TANK LINES, INC., through the acquisition by GASOLINE TRANSPORT CO. Applicant's attorney: M. F. Bishop, 325 Frank Nelson Building, Birmingham, Ala. Operating rights sought to be controlled: *Animal and vegetable oils and greases*, as a *common carrier*, over regular routes from points in Louisiana,

Arkansas, Mississippi, Alabama, and Florida to Good Hope and Avondale, La.; *alcohol and alcohol products*, from New Orleans, La., to points in Alabama, Arkansas, Florida, Georgia, Mississippi, and Tennessee; *fish oil*, from Port Arthur, Tex., to Good Hope and Avondale, La. LOUISIANA TANK LINES, INC., has applied for the foregoing authority in a pending application. GASOLINE TRANSPORT CO. is authorized to operate as a *common carrier* in Illinois, Kentucky, Indiana, Tennessee, Ohio, Alabama, Florida, Georgia, Louisiana, Michigan, Minnesota, Mississippi, Missouri, North Carolina, Texas, West Virginia, Wisconsin, and Iowa. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6837. Authority sought for purchase by BEATTY MOTOR EXPRESS, INC., Jefferson Avenue Extension, Washington, Pa., of the operating rights of C. J. URLING (MAE G. URLING, ADMINISTRATRIX), Wyngate Drive, Murraysville 2, Pa., and for acquisition by ROBERT C. BEATTY, also of Washington, of control of such rights through the purchase. Applicants' attorney: William S. Yard, 200 Washington Trust Building, Washington, Pa. Operating rights sought to be transferred: *Corrugated fibre products*, as a *contract carrier* over irregular routes, from Pittsburgh, Pa., to certain points in Ohio and West Virginia; *paper products and materials, supplies and equipment* (except machinery) used or useful in the manufacture of paper products, between Pittsburgh and Washington, Pa., on the one hand, and, on the other, Clarksburg and Grafton, W. Va., and from Pittsburgh and Washington, Pa., to certain points in Virginia and West Virginia. Vendee is authorized to operate as a *contract carrier* in Pennsylvania, West Virginia, Maryland, Ohio, Indiana, New Jersey, Kentucky, Delaware, Illinois, New York, Virginia, and the District of Columbia. Application has been filed for temporary authority under section 210a (b).

No. MC-F 6838. Authority sought for control by SOUTHWEST FREIGHT LINES, INC., 1621 West 50th Street, Kansas City 2, Mo., of FREIGHT WAYS, INC., 1309 North Mosley, Wichita, Kans., and for acquisition by JOSEPH E. GRINPAS, also of Kansas City, of control of FREIGHT WAYS, INC., through the acquisition by SOUTHWEST FREIGHT LINES, INC. Applicant's attorney: Don S. Hulst, P. O. Box 225, Jayhawker Building, Lawrence, Kans. Operating rights sought to be controlled: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a *common carrier* over regular routes between Oklahoma City, Okla., and Chicago, Ill., between Oklahoma City, Okla., and Springfield, Ill., between Wichita, Kans., and Springfield, Mo., and between Kingdom City, Mo., and St. Louis, Mo., serving certain intermediate and off-route points; two alternate routes for operating convenience only; *general commodities*, with certain exceptions including household goods and commodities in bulk, over irregular routes, between certain points in Kansas, on the

one hand, and, on the other, certain points in Oklahoma, Missouri, and Illinois, and between certain points in Oklahoma on the one hand, and, on the other, certain points in Kansas, Missouri, and Illinois; *clothing*, from Kankakee, Ill., to certain points in Kansas, Oklahoma, Missouri, and Illinois; *canned goods and groceries*, from De Kalb, Norton, and Rochelle, Ill., to certain points in Kansas, Oklahoma, Missouri, and Illinois; *farm implements and machinery and parts thereof, and automobile parts*, from Canton, Moline, and Peoria, Ill., to certain points in Kansas and Oklahoma and to points in the ST. LOUIS, MO.-EAST ST. LOUIS, ILL., COMMERCIAL ZONE as defined by the Commission. SOUTHWEST FREIGHT LINES, INC., is authorized to operate as a common carrier in Illinois, Kansas, Missouri, Iowa, Arkansas, Oklahoma, Nebraska, Colorado, Wyoming, Indiana, South Dakota, and Kentucky. Application has been filed for temporary authority under section 210a (b).

No. MC-F 6839. Authority sought for control by CONSOLIDATED FREIGHTWAYS, INC., 2116 Northwest Savier Street, Portland 8, Ore., of KNAUS TRUCK LINES, INC., 21st and Wyandotte, Kansas City 8, Mo. Applicant's attorney: Donald A. Schafer, 1026 Public Service Building, Portland 4, Ore. Operating rights sought to be controlled: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a common carrier over regular routes including routes between Kansas City, Kans., and Des Moines, Iowa, Indianapolis, Ind., Chicago, Ill., Davenport, Iowa, Burlington, Iowa, and Wichita, Kans., between Davenport, Iowa, and Spring Valley, Ill., between Taylor, Mo., and Peoria, Ill., between specified points in Iowa, between Kansas City, Mo., and Liberal, Hutchinson, and Wichita, Kans., between specified points in Kansas, and between Denver, Colo., and Oakley, Kans., serving certain intermediate and off-route points; several alternate routes for operating convenience only; *canned goods*, between Kansas City, Mo., and Terre Haute, Ind., serving certain intermediate points; *dried beans*, from Kansas City, Mo., to Terre Haute, Ind., serving no intermediate points; *meat and eggs*, from Florence, Kans., to Kansas City, Mo., from Peabody, Kans., to Kansas City, Mo., and from Hillsboro, Kans., to Kansas City, Mo., serving the intermediate point of Kansas City, Kans., for delivery only; *salt*, from Lyons, Kans., to Kansas City, Mo., serving certain intermediate and off-route points; *dairy products, dressed poultry, and eggs*, from Newton, Kans., to Kansas City, Mo., serving the intermediate point of Kansas City, Kans., restricted to delivery only; *petroleum products*, from McPherson, Kans., to Kansas City, Mo., serving the intermediate point of Kansas City, Kans., for delivery only; *carbon black*, serving points within 15 miles of Hickok, Kans., as off-route points in connection with carrier's authorized regular-route operations, restricted to pick-up only; *general commodities*, with certain exceptions in-

cluding household goods and commodities in bulk, over irregular routes, serving points in the CHICAGO, ILL., COMMERCIAL ZONE, as defined by the Commission, as off-route points in connection with carrier's presently authorized regular-route operations; *soap*, from Kansas City, Kans., to points in Missouri north of U. S. Highway 40; *macaroni*, from Kansas City, Mo., to Sioux City and Laurens, Iowa; *canned goods*, from Princeville, Eoa, and Milford, Ill., to Kansas City, Mo., and from certain points in Indiana to Kansas City, Mo.; *glassware*, from Muncie, Ind., to Kansas City, Mo.; *wool*, in containers, from certain points in Kansas and certain points in Colorado to Denver, Colo. CONSOLIDATED FREIGHTWAYS, INC., is authorized to operate as a common carrier in Oregon, Washington, California, Idaho, Utah, Nevada, Montana, North Dakota, Minnesota, Wisconsin, Illinois, Arizona, Michigan, Wyoming, and Iowa. Application has been filed for temporary authority under section 210a (b).

By the Commission.

[SEAL] HAROLD D. MCCOY,  
Secretary.

[P. R. Doc. 58-1279; Filed, Feb. 19, 1958;  
8:45 a. m.]

## SECURITIES AND EXCHANGE COMMISSION

[File No. 70-3677]

COLUMBIA GAS SYSTEM, INC.

NOTICE OF PROPOSAL TO CHANGE AUTHORIZED COMMON SHARES FROM NO PAR VALUE TO \$10 PAR VALUE BY AMENDMENT OF CERTIFICATE OF INCORPORATION

FEBRUARY 14, 1958.

Notice is hereby given that The Columbia Gas System, Inc. ("Columbia"), a registered holding company, has filed a declaration pursuant to the Public Utility Holding Company Act of 1935 ("act"), designating sections 6, 7, and 12 (e) thereof and Rule U-62 thereunder, as applicable to the proposed transaction, which is summarized as follows:

Columbia proposes, by amendment of its Certificate of Incorporation, to change its authorized 29,500,000 shares of Common Stock from shares without nominal or par value into shares of the par value of \$10 each, which is the present stated value of the Common Stock. Columbia proposes to solicit proxies in favor of such amendment, which will require the approval of the holders of a majority of the outstanding Common Stock.

It is stated that no other regulatory commission has jurisdiction over the proposed transaction.

Columbia does not expect to incur any additional expenses over those which it would normally incur in soliciting proxies for the annual stockholders' meeting.

Notice is further given that any interested person may, not later than March 3, 1958, at 5:30 p. m., request in writing that a hearing be held on such matter, stating the nature of his interest,

the reasons for such request, and the issues of fact or law, if any, raised by said declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D. C. At any time after said date the declaration, as filed or as amended, may be permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may grant exemption from its rules as provided in Rules U-20 (a) and U-100, or take such other action as it may deem appropriate.

By the Commission.

[SEAL] ORVAL L. DUBOIS,  
Secretary.

[P. R. Doc. 58-1315; Filed, Feb. 19, 1958;  
8:47 a. m.]

[File No. 70-3675]

UNION ELECTRIC CO.

NOTICE OF FILING OF DECLARATION REGARDING INCREASE IN AUTHORIZED COMMON STOCK

FEBRUARY 14, 1958.

Notice is hereby given that Union Electric Company ("Union"), a public utility company and a registered holding company, has filed a declaration with this Commission pursuant to the provisions of the Public Utility Holding Company Act of 1935 ("act") and the rules and regulations promulgated thereunder. Union has designated sections 6 (a) and 7 of the act as applicable to the proposed transaction.

All interested persons are referred to the declaration on file in the offices of the Commission for a statement of the transaction, which is summarized as follows:

Subject to approval by its stockholders at their annual meeting to be held on April 21, 1958, Union proposes to amend its Articles of Incorporation to increase the authorized number of shares of its common stock of \$10 par value from 10,500,000 shares to 12,000,000 shares. Of the 10,500,000 shares of common stock now authorized, 10,356,887 shares are outstanding, leaving less than 150,000 authorized shares available for the raising of new capital. Union estimates that its cash requirements for construction and other purposes in 1958 and 1959 will require the issuance and sale of common stock in the latter part of 1958 or in the first quarter of 1959.

The declaration states that no State commission, or any Federal commission other than this Commission, has jurisdiction over the proposed transaction.

It is estimated that Union's expenses in connection with the transaction will not exceed in the aggregate \$170.50.

Notice is further given that any interested person may not later than March 3, 1958, request the Commission in writing that a hearing be held on such matter, stating the nature of his inter-

est, the reasons for such request, and the issues of fact or law raised by said filing which he desires to controvert, or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25,

D. C. At any time after said date, the declaration, as filed, or as it may hereafter be amended, may be permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under the act or the Commission may grant exemption from its rules as provided in Rules U-20 (a) and U-100

or take such other action as it may deem appropriate.

By the Commission.

[SEAL]

ORVAL L. DUBOIS,  
*Secretary.*

[F. R. Doc. 58-1316; Filed, Feb. 19, 1958;  
8:47 a. m.]



