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IN THE
EXECUTIVE BRANCH**

**Appointed January 20-
March 20, 1961**

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Rules and Regulations

Title 7—AGRICULTURE

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

[Milk Order 94]

PART 994—MILK IN COLORADO SPRINGS-PUEBLO MARKETING AREA

Order Amending Order

§ 994.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Colorado Springs-Pueblo marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

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

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

(b) *Additional findings.* It is necessary in the public interest to make this order amending the order effective not later than April 1, 1961. Any delay beyond that date would tend to disrupt the orderly marketing of milk in the marketing area.

The provisions of the said order are known to handlers. The recommended decision of the Deputy Administrator of the Agricultural Marketing Service was issued February 21, 1961, and the decision of the Assistant Secretary containing all amendment provisions of this order, was issued March 14, 1961. The changes effected by this order will not require extensive preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order effective April 1, 1961, and that it would be contrary to the public interest to delay the effective date of this order for 30 days after its publication in the FEDERAL REGISTER (section 4(c), Administrative Procedure Act, 5 U.S.C. 1001-1011).

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

(1) The refusal or failure of handlers (excluding cooperative associations specified in section 8c (9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement, tends to prevent the effectuation of the declared policy of the Act;

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the Act of advancing the interests of producers as defined in the order as herein amended; and

(3) The issuance of the order amending the order is approved or favored by at least two-thirds of the producers who during the determined representative period were engaged in the production of milk for sale in the marketing area.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Colorado Springs-Pueblo marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended, and as hereby further amended as follows:

§ 994.7 [Amendment]

1. In § 994.7(a)(2) after the phrase "from dairy farmers" insert the phrase " , from a cooperative association pursuant to § 994.9(d) ".

2. Amend § 994.9 to read as follows:

§ 994.9 Handler.

"Handler" means:

(a) Any person in his capacity as the operator of a pool plant;

(b) Any person who operates a non-pool plant from which fluid milk products are disposed of on routes in the marketing area;

(c) A cooperative association with respect to the milk of its member producers which is diverted from a pool plant to a nonpool plant for the account of such cooperative association; or

(d) A cooperative association with respect to milk of its member producers which is received from the farm for delivery to the pool plant of another handler in a tank truck owned and operated by, or under contract to, such cooperative association, if the cooperative association notifies the market administrator and the handler to whom the milk is delivered in writing prior to the first day of the month in which the milk is delivered, that it elects to be the handler for such milk.

3. Amend § 994.12 to read as follows:

§ 994.12 Producer milk.

"Producer milk" means all skim milk and butterfat in milk produced by a producer and:

(a) With respect to the operator of a pool plant:

(1) Received directly from such producers at such pool plant; and

(2) Diverted from such pool plant to a nonpool plant for the account of the operator of the pool plant, subject to the limitations and conditions provided in § 994.10.

(b) With respect to receipts of a cooperative association at a plant other than one it operates:

(1) For which the cooperative association is the handler pursuant to § 994.9(c), subject to the limitations and conditions provided in § 994.10; and

(2) For which the cooperative association is the handler pursuant to § 994.9(d).

§ 994.13 [Amendment]

4. Amend § 994.13(a) to read as follows:

(a) Receipts during the month of fluid milk products except (1) receipts from other pool plants; (2) producer milk; or (3) receipts from a cooperative association pursuant to § 994.9(d).

§ 994.41 [Amendment]

5. Amend § 994.41(b)(5) to read as follows:

(5) In shrinkage of skim milk and butterfat, respectively, not to exceed the following:

(i) Two percent of receipts of producer milk described in § 994.12(a)(1); plus

(ii) 1.5 percent of receipts from a cooperative association in its capacity as a handler pursuant to § 994.9(d), except that if the handler operating the pool plant files with the market administrator notice that he is purchasing such milk on the basis of farm weights determined by farm bulk tank calibrations, the applicable percentage shall be two percent; plus

(iii) 1.5 percent of receipts in bulk tank lots from pool plants of other handlers; less

(iv) 1.5 percent of disposition in bulk tank lots from pool plants to other milk plants; and plus

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 72—TEXAS (SPLENETIC) FEVER IN CATTLE

Area Regulated in Florida

Pursuant to the provisions of the Act of March 3, 1905, as amended, sections 1 and 2 of the Act of February 2, 1903, as amended, and sections 4 through 7 of the Act of May 29, 1884, as amended (21 U.S.C. 111-113, 115, 117, 120, 121, 123, 125), subdivision (iv) of subparagraph (5), paragraph (a), § 72.5a, Part 72, Title 9, Code of Federal Regulations, is hereby amended to read as set forth below:

§ 72.5a Area regulated in Florida.

(a) The following described areas in the State of Florida are regulated:

* * * * *

(5) *Palm Beach County.* * * * * *
(iv) *Infested area in Northern Palm Beach County.* The area bounded by a line beginning at a point where the Atlantic Ocean coastline intersects a street named Palza Circle; thence, northwest 2 mile to the intersection of Plaza Circle and Blue Heron Boulevard; thence, west 5.1 miles on Blue Heron Boulevard, continuing as Blue Heron Boulevard Extension (County Road) to a point where it intersects the Seaboard Airline Railroad Right of Way; thence, northwesterly along the Seaboard Airline Railroad to the Palm Beach-Martin County line; thence, in an easterly direction along said County line to the Atlantic Ocean; thence, southward along the coastline to the point of beginning.

(Secs. 1, 3, 33 Stat. 1264, as amended, 1265, as amended, secs. 1, 2, 32 Stat. 791, as amended, 792, as amended, secs. 4-7, 23 Stat. 32, as amended; 21 U.S.C. 111-113, 115, 117, 120, 121, 123, 125)

Effective date. The foregoing amendment shall become effective upon issuance.

The amendment excludes from the regulated areas a certain area in Palm Beach County in Florida heretofore regulated because of splenetic (tick) fever. Hereafter, the restrictions pertaining to the interstate movement of livestock and pine straw and other litter from quarantined areas contained in 9 CFR, Part 71 and Part 72, will not apply to such area. However, the restrictions pertaining to such movement from non-quarantined areas, contained in said Part 71 and Part 72, as amended, will apply thereto.

The amendment relieves certain restrictions presently imposed, and must be made effective immediately to be of maximum benefit to persons subject to the restrictions which are relieved. Accordingly, under section 4 of the Ad-

ministrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable and contrary to the public interest, and the amendment may be made effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 23d day of March 1961.

M. R. CLARKSON,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 61-2744; Filed, Mar. 28, 1961; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 59-NY-59]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Modification of Federal Airway; Change of Effective Date

On June 25, 1960, there was published in the FEDERAL REGISTER (25 F.R. 5874) an amendment to § 600.6140 of the regulations of the Administrator. This amendment, to be effective January 12, 1961, modified VOR Federal airway No. 140 between Baltimore, Md., and Coyle, N.J., concurrently with the commissioning of a VOR near Millville, N.J.

Subsequent to the publication of the above amendment, a modification of amendments was published on November 30, 1960 (25 F.R. 12234), changing the effective date of Airspace Docket No. 59-NY-59 to April 6, 1961, due to a postponement of the commissioning date of the Millville VOR.

The commissioning date of the Millville VOR has again been rescheduled. Therefore, it is necessary to postpone the effective date of the above-mentioned amendment until June 1, 1961.

Since thirty days will elapse from the time of publication of the rule as initially adopted to this new effective date, this change is made in compliance with Section 4 of the Administrative Procedure Act.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), effective immediately, Airspace Docket No. 59-NY-59 is hereby modified as follows: "effective 0001 e.s.t. April 6, 1961." is deleted and "effective 0001 e.s.t. June 1, 1961." is substituted therefor.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

(v) 0.5 percent of receipts of producer milk by a cooperative association which is the handler pursuant to § 994.9(d), unless the exceptions provided in (ii) of this § 994.41(b) (5) applies.

§ 994.44 [Amendment]

6. Add a new paragraph (f) to § 994.44 to read as follows:

(f) Skim milk and butterfat transferred to the pool plant of another handler by a cooperative association which is the handler for such milk pursuant to § 994.9(d) shall be classified pro rata to the respective amounts thereof remaining in each class for such month at the pool plant(s) of the receiving handler after the computation pursuant to § 994.46(a) (6) and the corresponding step of (b).

§ 994.46 [Amendment]

7. In § 994.46 renumber paragraph "(a) (7)" as "(a) (8)" and add a new paragraph (a) (7) to read as follows:

(a) (7) Subtract pro rata from the remaining pounds of skim milk in each class the pounds of skim milk to be classified pursuant to § 994.44(f).

§ 994.51 [Amendment]

8. In § 994.51(b) change the period at the end of the paragraph to a colon and add the following proviso:

Provided, That from the effective date of this amendment through September 1961 the price for Class II milk used to produce hard cheese and butter shall be 10 cents per hundredweight less than the Class II price.

9. In § 994.70(b) change the phrase "pursuant to § 994.46(a) (7)" to "pursuant to § 994.46(a) (8)".

§ 994.80 [Amendment]

10. In § 994.80 add a new paragraph (e) to read as follows:

(e) Each handler who receives milk for which a cooperative association is the handler pursuant to § 994.9(d) shall, on or before the 2d day prior to the date payments are due individual producers, pay such cooperative association for such milk as follows:

(1) An advance payment for milk received during the first 15 days of the month at not less than the Class II price for the preceding month; and

(2) In final settlement, the value of such milk as classified pursuant to § 994.44(f) at the applicable class prices, less payment made pursuant to subparagraph (1) of this section.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Issued at Washington, D.C., March 23, 1961, to be effective on and after the 1st day of April 1961.

CHARLES S. MURPHY,
Acting Secretary.

[F.R. Doc. 61-2743; Filed, Mar. 28, 1961; 8:47 a.m.]

Issued in Washington, D.C., on March 23, 1961.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 61-2731; Filed, Mar. 28, 1961;
8:46 a.m.]

[Airspace Docket No. 61-KC-8]

PART 602—ESTABLISHMENT OF CODED JET ROUTES AND NAVIGATIONAL AIDS IN THE CONTINENTAL CONTROL AREA

Revocation of Segment of Coded Jet Route

The purpose of this amendment to § 602.584 of the regulations of the Administrator is to revoke that segment of VOR/VORTAC jet route No. 84 from Northbrook, Ill., to the United States-Canadian Border near Windsor, Ont., Canada.

VOR/VORTAC jet route No. 84 is presently designated in part via the Northbrook VORTAC; Pullman, Mich., VORTAC; INT of the Pullman VORTAC 091° True and the Windsor VOR 278° True radials; thence via the Windsor VOR 278° True radial to the United States-Canadian Border.

Since this route is adequately served by segments of jet routes J-16-V and J-70-V, action is taken herein to revoke that segment of J-84-V from Northbrook to the United States-Canadian Border.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), § 602.584 (25 F.R. 862) is amended to read:

§ 602.584 VOR/VORTAC jet route No. 84 (Oakland, Calif., to Northbrook, Ill.).

From the Oakland, Calif., VORTAC via the Sacramento, Calif., VORTAC; Reno, Nev., VOR; INT of the Reno VOR 060° True and the Elko, Nev., VORTAC 255° True radials; Elko VORTAC; Bonneville, Utah, VOR; Salt Lake City, Utah, VOR; Rock Springs, Wyo., VORTAC; Scottsbluff, Nebr., VORTAC; Wolbach, Nebr., VOR; Des Moines, Iowa, VORTAC; INT of the Des Moines VORTAC 067° True and the Northbrook, Ill., VORTAC 276° True radials; to the Northbrook VORTAC.

This amendment shall become effective 0001 e.s.t., May 4, 1961.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on March 23, 1961.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 61-2730; Filed, Mar. 28, 1961;
8:45 a.m.]

Title 19—CUSTOMS DUTIES

**Chapter I—Bureau of Customs,
Department of the Treasury**

[T.D. 55347]

PART 3—DOCUMENTATION OF VESSELS

Rebuilt Vessels and Reports of Such Rebuilding

In order to provide a procedure for establishing that coastwise privileges have not been lost by a vessel of more than 500 gross tons which has been rebuilt under circumstances which would result in such loss under the provisions of the Act of July 5, 1960 (Public Law 86-583; 74 Stat. 321; T.D. 55189), but for the saving provisions of section 4 of that Act, § 3.28(d) of the Customs Regulations is amended by the addition of a new sentence at the end thereof so that the paragraph as amended will read as follows:

(d) No vessel of more than 500 gross tons which has been rebuilt and has thereby lost its coastwise privileges (see § 3.2(f)) shall be documented for nor permitted to engage in the coastwise trade. When it is claimed that any such rebuilt vessel has not lost its coastwise privileges by virtue of the provisions of section 4 of the Act of July 5, 1960 (sec. 4, 74 Stat. 321), the owner in support of such claim shall submit to the collector of customs concerned with the other papers required by paragraph (b) of this section a certified copy of the contract for rebuilding, showing the date of execution, and a certificate of the builder showing the date the work of rebuilding commenced and the date upon which such work was completed.

(R.S. 4155, as amended, 4179, 37 Stat. 189, R.S. 4319, as amended, sec. 27, 41 Stat. 999, as amended, secs. 2, 3, 70 Stat. 544, secs. 2, 3, 4, 74 Stat. 321; 46 U.S.C. 25, 50, 63, 259, 883, 883a, 883b)

[SEAL] LAWTON M. KING,
Acting Commissioner of Customs.

Approved: March 22, 1961.

A. GILMORE FLUES,
Acting Secretary of the Treasury.

[F.R. Doc. 61-2752; Filed, Mar. 28, 1961;
8:48 a.m.]

[T.D. 55345]

**PART 8—LIABILITY FOR DUTIES;
ENTRY OF IMPORTED MERCHANDISE**

Special Invoice Requirements

Under the authority of section 484(a) of the Tariff Act of 1930, as amended (19 U.S.C. 1484(a)), § 8.15 of the Customs Regulations requires that special customs invoices be produced in connection with the entry of certain merchandise and provides for exceptions to that requirement. To restate this paragraph more concisely, and to make clear that the exception from the requirement for a special customs invoice for goods conditionally free of duty and subject to a rate of duty based in any manner on

their value is dependent upon the production of all free entry documents and the evidence required to establish entitlement to free entry either at the time of entry or within 6 months from the date of entry, § 8.15(a) is amended to read as follows:

§ 8.15 Special customs invoices required; exceptions.

(a) Pursuant to the provisions of section 484(b), Tariff Act of 1930, as amended, 18a special customs invoice is hereby required to be produced in connection with each entry of imported merchandise (see § 8.9), if such merchandise is not provided for in paragraph (c) or (d) of this section and is:

(1) Imported in pursuance of a purchase or agreement to purchase and has an aggregate purchase price, including all expenses incident to placing the goods in condition, packed ready for shipment to the United States, over \$500, as determined by the collector, or imported otherwise than in pursuance of a purchase or agreement to purchase and has an aggregate value over \$500, as determined in accordance with § 14.3;

(2) Subject to a rate of duty in any manner dependent upon value or conditionally free of duty and subject to a rate of duty dependent upon value; or

(3) Subject by reason of a national emergency to an import permit requirement of which the Bureau has issued a notice.

However, except for merchandise described in subparagraph (3) of this paragraph, no special customs invoice shall be required for such merchandise which is conditionally free of duty, if all free entry documents and evidence required to establish the exemption from duty are produced at the time of entry. And, if such documents and evidence are produced within 6 months after entry, the bond obligation to produce a special customs invoice shall be canceled without the collection of liquidated damages.

(Sec. 484, 623, 46 Stat. 722, as amended, 759, as amended; 19 U.S.C. 1484, 1623)

[SEAL] D. B. STRUBINGER,
Acting Commissioner of Customs.

Approved: March 22, 1961.

A. GILMORE FLUES,
Acting Secretary of the Treasury.

[F.R. Doc. 61-2751; Filed, Mar. 28, 1961;
8:48 a.m.]

Title 25—INDIANS

**Chapter I—Bureau of Indian Affairs,
Department of the Interior**

SUBCHAPTER U—ELECTRIC POWER SYSTEM

PART 232—FLATHEAD INDIAN IRRIGATION PROJECT, MONTANA

Delinquent Bills

There was published in the FEDERAL REGISTER on December 30, 1960 (25 F.R. 13981), a notice of intention to amend § 232.21 of 25 CFR to provide for a more realistic reconnection charge in those cases where the Project has discontinued

electrical service until the consumer has paid all bills due.

Interested persons were given 30 days within which to submit written comments, suggestions or objections with respect to the proposed amendment. No comments, suggestions or objections have been received, and the proposed amendment is hereby adopted without change and is set forth below. This amendment shall become effective on the 30th day following the date of this publication in the FEDERAL REGISTER.

STEWART L. UDALL,
Secretary of the Interior.

MARCH 23, 1961.

Section 232.21 is amended to read as follows:

§ 232.21 Delinquent bills.

If payment of a bill is not made on or before the fifteenth day of the month following the date of its issue, the project engineer shall discontinue service and shall not restore the same until the consumer has paid all bills then due as well as a \$5.00 reconnection charge, and satisfied any deposit requirement which may exist under § 232.5. The discontinuance of service shall not relieve the consumer of liability for minimum monthly payments guaranteed by him under his contract.

[F.R. Doc. 61-2736; Filed, Mar. 28, 1961; 8:47 a.m.]

Title 32—NATIONAL DEFENSE

Chapter V—Department of the Army

SUBCHAPTER B—CLAIMS AND ACCOUNTS

PART 536—CLAIMS AGAINST THE UNITED STATES

Burial Expenses

1. In § 536.50, revise paragraphs (b) (1) (iii) and (iv), (c) (1) (ii), and revise the introductory portion of paragraph (d), as follows:

§ 536.50 Eligible deceased and authorized benefits.

* * * * *

(b) *Civilian Army employees.* The following civilian employees of the Army paid from appropriated funds:

(1) * * *

(iii) An outer case for shipment, if required, (including when necessary the sealing of such shipping case) when employee dies while traveling on official business in the continental United States. If remains are transported entirely by hearse no allowance will be made for an outside shipping case.

(iv) Transportation of remains to decedent's home or official station or such place as The Quartermaster General may deem appropriate provided such transportation does not exceed cost of transportation to home or official station, whichever is greater.

(c) *Dependents.* (1) * * *

(ii) Transportation of remains to decedent's home or such place as the

Quartermaster General may deem appropriate.

* * * * *

(d) *United States citizens who die outside the United States.* Citizens of the United States in the categories listed below, who die outside the United States, may be furnished on a reimbursable basis, preparation of remains, casket, outer case, and Government transportation to a port of entry in the United States; however, Government air transportation is not authorized when commercial transportation is available, readily obtainable, or satisfactorily capable of meeting requirements.

2. Revise § 536.52(a) (4) (iii), as follows:

§ 536.52 Arrangements for disposition of remains.

(a) *The Army arranges for mortuary services.* * * *

(4) * * *

(iii) *Consignee.* If the superintendent of a national cemetery is the consignee, the shipping installation or port of entry will coordinate the shipment with the superintendent so that the scheduled arrival date is acceptable to the superintendent.

3. In § 536.53, revise paragraphs (h) (2) (i) (b) and (c) and (ii), and (k) (2) (i) (a) and (b) and (ii), as follows:

§ 536.53 Scope of mortuary benefits.

* * * * *

(h) *Transportation.* * * *

(2) * * *

(i) *At Government expense.* The following listed deceased personnel may be shipped at Government expense to the destinations indicated:

* * * * *

(b) Civilian employees described in § 536.50(b) to the decedent's home or official station or such place as The Quartermaster General may deem appropriate, provided cost of transportation does not exceed cost of transportation to the home or official station, whichever is greater. When an employee in a category specified in § 536.50(b) dies while temporarily absent from temporary duty station, transportation of remains to the authorized destination will not exceed the amount which would have been allowable had death occurred at the point from which decedent departed on such temporary absence.

(c) Dependents described in § 536.50(c) (1) to the decedent's home or such place as The Quartermaster General may deem appropriate.

* * * * *

(ii) *On a reimbursable basis.* United States citizens listed in § 536.50(d) who die overseas may be provided Government transportation on a reimbursable basis to a port of entry in the United States; however, Government air transportation is not authorized when commercial transportation is available, readily obtainable, or satisfactorily capable of meeting requirements.

* * * * *

(k) *Interment.* * * *

(2) * * *

(i) *National or post cemetery interment.* * * *

(a) When remains are shipped from, or delivered by, the preparing funeral home, Armed Force mortuary or port of entry contract funeral director direct to the superintendent of a national cemetery or the commanding officer of a post, cemetery, a maximum allowance of \$75.

(b) When remains are shipped from, or delivered by, the preparing funeral home, Armed Force mortuary, or port of entry contract funeral director to a receiving funeral home, designated by the next of kin and subsequently interred in a national or post cemetery, a maximum allowance of \$125. (For interments made prior to July 1, 1959 maximum allowance is \$75.)

(ii) *Private cemetery interment.* When interment is made in a private cemetery all expenses of interment are a responsibility of the next of kin. However, a maximum allowance of \$200 is authorized for services and items incurred by the next of kin incident to interment of the remains. (For interments made prior to July 1, 1959 maximum allowance is \$125.)

4. Revise § 536.54(b) (2) (ii), as follows:

§ 536.54 Cremation and urns.

* * * * *

(b) *Arrangements for cremation.* * * *

(2) *By Army authorities.* * * *

(ii) Normal procedures for preservation and disposition of remains will be followed when remains are to be viewed prior to cremation. However, when remains are not to be viewed prior to cremation, the contracting officer may negotiate with the funeral director for the use of a reusable transfer case, or may procure an inexpensive container to transport the remains to a local crematory. If permitted by health laws, the container may be returned to the funeral director, or it may be cremated with the remains.

5. In § 536.55, revise paragraph (a) (1) (ii) and (iii) and add paragraph (b) (4), as follows:

§ 536.55 Transportation of remains.

(a) *Eligible deceased who are authorized transportation—*(1) *At Government expense.* * * *

(ii) Civilian employees cited in § 536.50(b) to the decedent's home or official station or such place as The Quartermaster General may deem appropriate provided such transportation does not exceed cost of transportation to home or official station, whichever is greater.

(iii) Dependents of members and certain civilian employees of the Army cited in § 536.50(c) (1) to the decedent's home or such other place determined by The Quartermaster General to be the appropriate place of interment.

(2) *On reimbursable basis.* Government transportation is authorized on a reimbursable basis to a port of entry in the United States for certain United States citizens and their dependents cited

in § 536.50(d); however, Government Air transportation is not authorized when commercial transportation is available, readily obtainable, or satisfactorily capable of meeting requirements.

(b) When transportation costs are not authorized. * * *

(4) Expenses for transportation of United States citizens and their dependents cited in § 536.50(d) from a United States port of entry to final destination will not be paid by the Army nor will such transportation be furnished on a reimbursable basis.

6. Revise § 536.56(b) (1) (i) and (ii), as follows:

§ 536.56 Interment allowances and related services.

* * * * *

(b) *Maximum interment allowances.* (1) * * *

(i) When interment is made in a private or civilian cemetery, the maximum allowance is \$200. (For interments made prior to July 1, 1959, maximum allowance is \$125.)

(ii) When interment is in a national or post cemetery, maximum allowances authorized are indicated below:

(a) When remains are shipped from, or delivered by, the preparing funeral home, Armed Force mortuary or port of entry contract funeral director direct to the superintendent of a national cemetery or the commanding officer of a post cemetery, the maximum allowance is \$75.

(b) When remains are shipped from, or delivered by, the preparing funeral home, Armed Force mortuary or port of entry contract funeral director to a receiving funeral home designated by the next of kin and subsequently interred in a national or post cemetery, the maximum allowance is \$125. (For interments made prior to July 1, 1959 maximum allowance is \$75.)

7. In § 536.57, revise paragraph (e) (3) as follows:

§ 536.57 Government headstones and markers.

* * * * *

(e) *Application for headstone or marker.* * * *

(3) *Memorial headstone or marker.* The next of kin may obtain, without cost, a memorial headstone or marker for eligibles cited in paragraph (c) (2) of this section, upon application on DA Form 1815 to The Quartermaster General, ATTN: Memorial Division, Washington 25, D.C.

[C1, AR 638-40, Feb. 27, 1961] (Sec. 3012, 70A Stat. 157; 10 U.S.C. 3012)

R. V. LEE,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 61-2726; Filed, Mar. 28, 1961; 8:45 a.m.]

SUBCHAPTER D—MILITARY RESERVATIONS AND NATIONAL CEMETERIES

PART 552—REGULATIONS AFFECTING MILITARY RESERVATIONS

Administration

In § 552.18, revise paragraphs (e), (g), and (o) (3), to read as follows:

§ 552.18 Administration.

* * * * *

(e) *Motor vehicle and traffic regulations.* The installation commander will publish regulations governing the operation of motor vehicles on the installation. The regulations will embody the essential applicable principles contained in the Uniform Vehicle Code published by the National Committee on Uniform Traffic Laws and Ordinances. Motor vehicles privately owned and operated on a military installation by personnel quartered or employed on or making regular visits to the installation will be registered with the provost marshal or other staff section designated by the installation commander. Public liability insurance coverage will be one of the prerequisites for registration. Installation motor vehicle registration records will make no reference to the amount of public liability insurance coverage carried by an individual.

* * * * *

(g) *Official personnel register.* DA Form 647 (Official Personnel Register) will be used in registering military personnel upon arrival at or departure from Army installations. Registration of visits of less than 12 hours will be at the discretion of the installation commander except when such visits are at a place where United States troops are on duty in connection with a civil disorder. Also, at the discretion of the installation commander, the register may be used for registering the arrival and departure of civilian personnel who visit the installation for temporary duty.

* * * * *

(o) *Employment of civilian mess personnel.* * * *

(3) The use of civilians as mess attendants (KP's) in enlisted messes (field and garrison), or in officer's field ration messes in the continental United States is authorized under the following conditions:

(i) For direct hire (Government employees):

(a) In class I installations and activities approval of the commander of the major command must be obtained.

(b) In class II installations and activities approval of the head of the appropriate Headquarters Department of the Army agency must be obtained.

(c) Civilians will be paid from appropriated funds only.

(d) Sufficient appropriated funds for this purpose must be available within the annual funding program of the installation commander or the approving authority concerned.

(e) Employees hired for this purpose will be within the civilian ceilings of the commander concerned.

(ii) Civilian mess attendant services may be provided on a contractual basis under the following criteria:

(a) Where it is established that positive military manpower savings will result and where the displacement of civilian (direct hire) employees is not involved.

(b) Continued unit field proficiency will not be adversely affected.

(c) Sufficient funds for this purpose must be available to the installation commander and within the current annual funding program.

(d) Contracts entered into for this purpose will require the contractors to furnish adequate supervision over the civilian mess attendants. The supervisors thus provided will be the medium for any necessary instructions or directions from military personnel responsible for mess operations.

(iii) Civilian mess attendants are to be used only as kitchen police, dining room orderlies, or dishwashers. At no time are they to be used as cooks (MOS 941), bakers (MOS 943), or meat cutters (MOS 942).

(iv) The above conditions are not applicable to the employment of civilian food handler personnel at hospital messes operated pursuant to pertinent directives of The Surgeon General.

[C3, AR 210-10, Jan. 18, 1961] (Sec. 3012, 70A Stat. 157; 10 U.S.C. 3012)

R. V. LEE,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 61-2727; Filed, Mar. 28, 1961; 8:45 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 203—BRIDGE REGULATIONS

Dead River, Fla., and Indian River, Fla.

1. Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U.S.C. 499), § 203.434 governing the operation of the Seaboard Air Line Railway Company bridge across Dead River at Tavares, Florida, is hereby revised to read as follows, effective on publication in the FEDERAL REGISTER since the bridge has been operated under these regulations for several years:

§ 203.434 Dead River, Fla.; bridge of Seaboard Air Line Railway Company near Tavares.

(a) The owner of or agency controlling the bridge will not be required to open the drawspan between 10:00 p.m. and 6:00 a.m. the following day.

(b) The owner of or agency controlling the bridge shall place signs, of such size and description as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Florida, at each side of the bridge indicating the nature of the regulations.

[Regs., Mar. 13, 1961, 285/91 (Dead River, Fla.)—ENG CW-O] (Sec. 5, 28 Stat. 362; 33 U.S.C. 499)

2. Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U.S.C. 499), § 203.436 governing the operation of certain bridges across Indian River, Florida, is hereby amended changing the title and paragraph (a) to include the State Road Department of Florida bridge at Titusville, Florida, effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 203.436 Indian River, Fla.; State Road Department of Florida bridges at Titusville, Cocoa, Eau Gallie and Melbourne.

(a) Except as provided in paragraphs (b) and (c) of this section, the owner of or agency controlling the bridges at Titusville, Cocoa, Eau Gallie and Melbourne shall not be required to open the drawspans between 6:45 a.m. and 7:45 a.m. and between 4:15 p.m. and 5:45 p.m., Monday through Friday of each week.

[Regs., Mar. 10, 1961, 285/91 (Indian River, Fla.)—ENG CW-O] (Sec. 5, 28 Stat. 362; 33 U.S.C. 499)

R. V. LEE,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 61-2728; Filed, Mar. 28, 1961; 8:45 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 13904 (RM-205); FCC 61-390]

PART 3—RADIO BROADCAST SERVICES

Table of Assignments; Television Broadcast Stations, Newark and Lancaster, Ohio

1. The Commission has before it for consideration the notice of proposed rule making (FCC 60-1551) issued December 27, 1960 in response to the petition for rule making filed by the Newark Public Schools, Newark, Ohio, to amend the Television Table of Assignments in the following respects:

City	Channels	
	Present	Proposed
Lancaster, Ohio-----	28-	68-
Newark, Ohio-----	60-	*28-, 60-

2. The instant proposal stems from the desire of the Newark Public Schools to institute a locally owned educational television station for Newark. The Joint Council on Educational Television filed supporting comments herein and state that considerable interest for a local Newark station has been expressed. In addition to a local educational station,

Newark Public Schools has plans to apply for a UHF translator for the area so that the programs of WOSU-TV, Channel 34, Ohio State University, may be brought to Licking County.

3. Petitioner is aware that it could apply for Channel 60 and operate it on a noncommercial basis, but states that when it is authorized to commence broadcasting it wishes a channel that will provide maximum coverage. It believes that this may more easily be achieved on a low UHF channel.

4. No comments other than those of the Joint Council were received by the Commission. In view of the fact that there are no construction permits outstanding or applications on file for the stations affected and that the public interest would be served by the establishment of an educational television station for the Newark area, the Commission agrees that the proposed changes in the Television Table of Assignments should be made.

5. Authority for the adoption of the amendment herein is contained in sections 1, 4 (i) and (j), 301, 303 and 308 (b) of the Communications Act of 1934, as amended, and section 4 of the Administrative Procedure Act.

6. In view of the foregoing: *It is ordered*, That effective May 1, 1961, the Table of Assignments contained in § 3.606 of the Commission's rules and regulations is amended, insofar as the communities named are concerned, to read as follows:

City	Channel No.
Lancaster, Ohio-----	68-
Newark, Ohio-----	*28-, 60-

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interpret or apply secs. 301, 303, 48 Stat. 1081, 1082; 47 U.S.C. 301, 303)

Adopted: March 22, 1961.

Released: March 24, 1961.

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

[F.R. Doc. 61-2764; Filed, Mar. 28, 1961; 8:50 a.m.]

[FCC 61-389]

PART 4—EXPERIMENTAL, AUXILIARY, AND SPECIAL BROADCAST SERVICES

Special Requirements for Pre-existing VHF Repeaters; Extension of Time for Filing Applications

At a session of the Commission at its offices in Washington, D.C., on the 22d day of March 1961;

The Commission has under consideration the provisions of § 4.790(d) of its rules, under which operators of VHF television repeater stations constructed on or before July 7, 1960, and temporarily authorized by the Commission to continue operation, must file an application on or before April 1, 1961, on FCC Form 346, for authority to replace or modify said VHF television repeater stations so as to conform to all the requirements set

out in §§ 4.701 through 4.784 of Subpart G of Part 4 of the Commission's rules:

It appearing that the Commission deems it desirable to extend the time for an additional period of sixty days within which such applications may be filed; and

It further appearing that the amendment herein ordered is procedural in nature and effects a relaxation of the Commission's rules and, therefore, that compliance with the requirements of section 4 of the Administrative Procedure Act is not required; and

It further appearing that authority for the amendment adopted herein is contained in sections 303 (f) and (r) and 4(i) of the Communications Act of 1934, as amended;

It is ordered, That, effective March 27, 1961, § 4.790(d) of our rules is amended to read as follows:

§ 4.790 Special requirements for pre-existing VHF repeaters.

* * * * *

(d) An applicant for a temporary authorization under this section shall certify in his application that on or before June 1, 1961, he will file an application on FCC Form 346 for authority to replace or modify the facility for which temporary authorization is sought, so as to conform to all the requirements set out in §§ 4.701 through 4.784 with respect to television broadcast translators.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: March 24, 1961.

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

[F.R. Doc. 61-2762; Filed, Mar. 28, 1961; 8:50 a.m.]

[Docket No. 13851; FCC 61-396]

PART 10—PUBLIC SAFETY RADIO SERVICES

Frequency Coordination Requirements for Applicants Seeking Intersystem Frequencies in Fire Radio Service

1. On November 14, 1960, the Commission released a notice of proposed rule making (FCC 60-1355) in the above-entitled matter requesting comments from interested parties as to whether the coordination requirements for the intersystem frequencies 45.88 Mc and 154.280 Mc should be relaxed. Said notice was duly published in the FEDERAL REGISTER (25 F.R. 10948, November 17, 1960) and the time for filing such comments has elapsed.

2. All of the comments received in the proceeding were in favor of adoption of the proposed amendment. In essence, the proposal would permit Fire Radio Service applicants for either of these intersystem frequencies to satisfy the required frequency coordination by compliance with the provisions of § 10.8 (c) of the Commission's rules. With regard to the frequency 154.280 Mc which

is located in a block of frequencies now available to the Fire Radio Service, the notice of proposed rule making pointed out that an appropriate letter from the Fire Frequency Advisory Committee would be sufficient. Therefore, the uniformity of favorable comments received from users in the Fire Radio Service would seem to indicate that the Commission's proposal as to this frequency should be adopted.

3. The notice of proposed rule making specifically called attention to the fact that the frequency 45.88 Mc is located between frequencies available to the Police Radio Service and that as a result a letter from the Fire Frequency Advisory Committee alone is not sufficient. In addition, applicants for this frequency would also have to comply with that part of § 10.8(c) which requires notification to licensees operating on these adjacent police frequencies. The Associated Police Communications Officers, Inc. filed a comment supporting the Commission's proposal stating that "it would appear logical to place the responsibility for this coordination in the hands of the groups already established within the Police Radio Service and Fire Radio Service who are responsible for this function". Therefore, since there is every indication that these two services will coordinate and cooperate in the assignment of the affected frequencies, the Commission is of the opinion that the proposed amendment should also be adopted as to the frequency 45.88 Mc.

4. In view of the foregoing: *It is ordered*, Under the authority contained

in sections 4(i) and 303 of the Communications Act of 1934, as amended, that Part 10 of the Commission's rules is amended, effective May 8, 1961, as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Adopted: March 22, 1961.

Released: March 24, 1961.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL]

BEN F. WAPLE,

Acting Secretary.

Part 10 of the Commission's rules is amended as follows:

In § 10.305, the table in paragraph (f) is amended to change the entries for the frequencies 45.88 and 154.280 Mc to read as follows:

§ 10.305 Frequencies available to the Fire Radio Service.

* * * * *

(f) * * *

Frequency or band	Class of station(s)	Limitations
* * *	* *	*
45.88.....	Base and mobile.....	13
* * *	* *	*
154.28.....	Base and mobile.....	8, 13

[F.R. Doc. 61-2763; Filed, Mar. 28, 1961; 8:50 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 1018]

[Docket No. AO 286-A4]

MILK IN SOUTHEASTERN FLORIDA MARKETING AREA

Notice of Recommended Decision and Opportunity to File Written Exceptions on Proposed Amendments to Tentative Marketing Agreement and to Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of the filing with the Hearing Clerk of this recommended decision of the Deputy Administrator, Agricultural Marketing Service, United States Department of Agriculture, with respect to proposed amendments to the tentative marketing agreement, and order regulating the handling of milk in the Southeastern Florida marketing area. Interested parties may file written exceptions to this decision with the Hearing Clerk, United States Department of Agriculture, Washington 25, D.C., not later than the close of business the 3d day after publication of this decision in the FEDERAL REGISTER. The exceptions should be filed in quadruplicate.

Preliminary statement. The hearing on the record of which the proposed amendments, as hereinafter set forth, to the tentative marketing agreement and to the order, were formulated, was conducted at Fort Lauderdale, Florida on March 9, 1961, pursuant to notice thereof which was issued February 28, 1961 (26 F.R. 1920).

The material issue on the record of the hearing relates to the computation of uniform base and excess prices.

Findings and conclusions. The following findings and conclusions on the material issue are based on evidence presented at the hearing and the record thereof:

The basis of pricing excess milk under the order should be revised. Excess milk should be assigned to the lowest available utilization of producer milk, in series beginning with Class IV. The price for such excess milk should be computed by multiplying the volume of excess milk thus assigned to each class by the applicable class prices and dividing the aggregate value by the volume of excess milk. The price for base milk should be determined by deducting the aggregate value of excess milk from the total value of the pool and dividing by the volume of base milk. Such price, however, should not be permitted to exceed the Class I price and any value in excess of the Class I

price should be added to the aggregate value of excess milk in the computation of the excess price.

Since March 1958, when the base plan first became operative under the order, the price for excess milk has reflected the lowest available utilization value of an equivalent amount of producer milk. In most months this has approximated the Class II price. Until December 1, 1960, the order provided for the classification of milk in only two classes. An order amendment, effective December 1, established a four-class classification scheme. Because no substantive change was made in the language of the provision prescribing the computation of the base and excess price, the excess price with the order amendment became the Class II price. The Secretary pointed out in his decision that the effect of continuing the pricing of excess milk at the Class II price would tend to reduce the effectiveness of the base plan. However, the record of the hearing did not provide a basis for changing the excess price.

Producer proponents proposed that the excess price be the Class IV price except in situations where an adjustment of the resulting base price would be necessary to preclude such price from exceeding the Class I price. They pointed out that under the existing order provisions which price excess milk at the Class II price, the base price has been unduly depressed because of the volume of producer milk utilized and priced in Class III and Class IV. The base price has also been depressed since July 1960, by the action of the supply-demand adjuster on the Class I price. Consequently, proponents contend, the existing relationship between the base price and the excess price is neither deterring production which is already substantially in excess of market needs nor is it encouraging the desired seasonality of production.

The Class I price is established at that level which is deemed necessary to bring forth an adequate but not excessive supply of milk for the fluid market. Because the seasonality of production normally is greater than the seasonality of sales, there is a greater volume of milk in excess of fluid needs during certain months than in other months. The only purpose of the base plan is to encourage a more even production of milk throughout the year. Its purpose is not to deter production.

The basic problem to be met is the devising of a reasonable procedure for the equitable distribution of returns among producers compatible with the purpose of the base plan. This can best be accomplished by providing that excess milk shall be assigned in series first to the available utilization in Class IV, then to Class III, and finally to Class II and possibly to Class I. Excess milk is seasonal surplus and is hence over and above the normal or long range utilization. Such

seasonal surplus will thus be that which is in the lowest priced classes. By assigning excess milk to the lowest available utilization first a price will be returned on excess milk which is actually commensurate with its utilization value. In each of the months since November 1960 the volume of excess milk has exceeded the volume of producer milk allocated to both Class III and Class IV. Also during the period since the base plan first became effective (March 1958) and prior to the December 1, amendment, the volume of excess milk exceeded the volume of producer milk in Class II. Hence, it is apparent that the assignment of excess milk in series to the lowest available class utilization and the computation of the excess price on the basis of the proportionate assignment to each class will reflect more equitable returns to producers for such milk than the use of the Class IV price which producers proposed.

As previously indicated, the Class I price is established at that level which is necessary to bring forth the needed market supply. It would be inappropriate, therefore, to permit the base price to exceed the Class I price. On the other hand, for obvious reasons the excess price should not be permitted to exceed the base price. The amendatory language hereinafter provided implements these conclusions and prescribes the procedure for distributing monies should either of these situations occur.

It is concluded that the above outlined procedure for pricing base and excess milk will better implement the intent of the base rating plan than the pricing presently provided. At the same time each producer will have assurance that his returns will reflect the actual use value of his milk. Had the proposed amendment been effective during the months of December 1960 and January and February 1961 the price for excess milk would have been lowered \$1.17, \$0.87 and \$0.42 cents, respectively.

Rulings on proposed findings and conclusions. No briefs or proposed findings and conclusions were filed by interested parties.

General findings. The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) The tentative marketing agreement and the order, as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk as determined pursuant to section 2 of the Act

are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the marketing area, and the minimum prices specified in the proposed marketing agreement and the order, as hereby proposed to be amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(c) The tentative marketing agreement and the order, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in, a marketing agreement upon which a hearing has been held.

Recommended marketing agreement and order amending the order. The following order amending the order regulating the handling of milk in the Southeastern Florida marketing area is recommended as the detailed and appropriate means by which the foregoing conclusions may be carried out. The recommended marketing agreement is not included in this decision because the regulatory provisions thereof would be the same as those contained in the order, as hereby proposed to be amended:

Delete § 1018.72 and substitute therefor the following:

§ 1018.72 Computation of uniform base and excess prices.

For each month, the market administrator shall compute the uniform prices per hundredweight for base milk and excess milk, each of 4.0 percent butterfat content, at the market as follows:

(a) *Excess milk price.* (1) Assign the total hundredweight of excess milk for all handlers whose receipts are included in the computation pursuant to § 1018.71 to producer milk in each class, in series beginning with Class IV milk;

(2) Multiply the pounds of excess milk assigned to each class pursuant to subparagraph (1) of this paragraph by the applicable class price and add the resulting totals;

(3) Add the amount of any adjustment applicable pursuant to the proviso of paragraph (b) (2) of this section; and

(4) Divide the resulting total by the hundredweight of excess milk. The result rounded to the nearest full cent shall be the uniform price for excess milk.

(b) *Base milk price.* (1) From the aggregate value determined pursuant to § 1018.71 deduct the amount determined pursuant to paragraph (a) (2) of this section;

(2) Divide the resulting amount by the total hundredweight of base milk for all handlers whose receipts are included in the computation pursuant to § 1018.71: *Provided*, That if the resulting price is greater than the Class I price, the aggregate amount in excess thereof shall be included in the computation of the excess price pursuant to paragraph (a) of this section, except that if by such

addition the excess price should exceed the base price then the aggregate amount of the excess shall be prorated to the aggregate values of base and excess milk on the basis of the respective volumes of base and excess milk used in the computation of the base and excess prices; and

(3) Subtract not less than 4 cents nor more than 5 cents from the price computed pursuant to subparagraph (2) of this paragraph. The result shall be the uniform price for base milk.

Issued at Washington, D.C., March 24, 1961.

ROY W. LENNARTSON,
Deputy Administrator.

[F.R. Doc. 61-2766; Filed, Mar. 28, 1961; 8:50 a.m.]

DEPARTMENT OF COMMERCE

Federal Maritime Board

[46 CFR Ch. II]

[Docket No. 934]

PREDATED BILLS OF LADING

Notice of Proposed Rule Making

Notice is hereby given pursuant to sections 17 and 22, Shipping Act, 1916, as amended (46 U.S.C. 816 and 821), and 204, Merchant Marine Act, 1936, as amended (46 U.S.C. 1114), and in accordance with the requirements of section 4, Administrative Procedure Act (5 U.S.C. 1003), of proposed rule making regarding the practice by common carriers by water, as defined in section 1, Shipping Act, 1916, as amended (46 U.S.C. 801), of issuing and dating bills of lading prior to the time of receipt of the goods covered thereby by the shipper.

Such practice appears to be unjust, unreasonable, and in violation of section 17, Shipping Act, 1916, as amended, because the misrepresentation of fact contained in the predated bills of lading creates a material risk that may cause persons to extend credit or otherwise rely upon to their detriment.

The proposed rule shall read as follows: "The issuance of an 'on board' bill of lading by a common carrier by water as defined in section 1, Shipping Act, 1916, as amended (46 U.S.C. 801), before the cargo described therein is actually placed on board the vessel, constitutes an unjust and unreasonable practice related to or connected with the receiving of property in violation of section 17, Shipping Act, 1916, as amended (46 U.S.C. 816)."

Interested persons may participate in this proposed rule making by submitting written views, data, and/or arguments, in triplicate, to the Secretary, Federal Maritime Board, within thirty (30) days after the publication hereof in the FEDERAL REGISTER. All relevant matter and communications received within the specified time will be considered by the Board before final action on the proposed rule is taken.

Dated: March 23, 1961.

By order of the Federal Maritime Board.

THOMAS LIST,
Secretary.

[F.R. Doc. 61-2753; Filed, Mar. 28, 1961; 8:49 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 19]

SWISS CHEESE, EMMENTALER CHEESE

Standard of Identity

Notice is given that petitions have been filed by Ohio Swiss Cheese Association, Inc., Sugarcreek, Ohio; Federated Ohio Swiss Cheese Producers, Wilmot, Ohio; and Wisconsin Swiss and Limburger Cheese Producers Association, Monroe, Wisconsin, proposing the amendment of the standard of identity for swiss cheese to provide for the optional use of artificial color, so that the color of the product may be maintained uniformly, without seasonal variation. Such amendment would be effected by inserting in § 19.540(b), immediately after the first sentence, a new sentence reading as follows: "Authorized artificial coloring may be added."

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055 as amended 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371) and in accordance with the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (25 F.R. 8625), all interested persons are invited to submit their views in writing regarding the proposal published below. Such views and comments should be submitted in quintuplicate, addressed to the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., prior to the thirtieth day following the date of publication of this notice in the FEDERAL REGISTER.

Dated: March 23, 1961.

[SEAL] J. K. KIRK,
Assistant to the Commissioner of Food and Drugs.

[F.R. Doc. 61-2835; Filed, Mar. 28, 1961; 11:55 a.m.]

ATOMIC ENERGY COMMISSION

[10 CFR Part 140]

FINANCIAL PROTECTION REQUIREMENTS AND INDEMNITY AGREEMENTS

Notice of Proposed Rule Making

Section 170 of the Atomic Energy Act of 1954, as amended, requires that each license issued by the Commission for a production or utilization facility shall

have as a condition thereof a requirement that the licensee maintain financial protection of such type and in such amounts as the Commission shall require to cover public liability claims arising out of a nuclear incident. With respect to licenses for source, special nuclear, and byproduct materials, however, the Act gives the Commission discretionary authority to require financial protection.

The Act also requires that, with respect to licenses for which financial protection is required, the Commission indemnify the licensee and other persons indemnified from public liability, arising from nuclear incidents, which is in excess of the required level of financial protection. The Act provides that the aggregate indemnity with respect to each nuclear incident shall not exceed \$500,000,000.

Pursuant to the provisions of the Act, the Commission has established in Part 140 of its regulations ("Financial Protection Requirements and Indemnity Agreements") amounts of financial protection required of nuclear reactor licensees.

The Commission has for some time been studying the question whether it should exercise its authority to require proof of financial protection of and to indemnify licensees, such as reactor fuel processors and fabricators who possess and use substantial quantities of unirradiated enriched uranium. In the course of this study, the Commission entered into a contract with the Convair Division of General Dynamics Corporation for the preparation of a report on the possible consequences of nuclear accidents in licensed plants which process unirradiated enriched uranium (NYO 2980, AEC Research and Development Report, "Safety Analysis of Enriched Uranium Processing," March 18, 1960, a copy of which is available for examination in the Commission's Public Document Room).

In addition to the Convair report, the Commission has examined applications on file for special nuclear materials licenses; studied data submitted by approximately sixteen special nuclear material licensees pursuant to Commission request, as to the nature and consequences of the maximum nuclear accident which they believe credible for their own particular operations; and solicited the views of representatives of approximately seventeen special nuclear material licensees and representatives of the two nuclear energy insurance pools (Nuclear Energy Liability Insurance Association and Mutual Atomic Energy Liability Underwriters) at an industry advisory conference held November 10, 1960.

On January 11, 1961, the Commission received a report on this subject prepared by a representative of the Atomic Industrial Forum and representatives of a number of members of the Atomic Industrial Forum. Essentially, this report recommends that the Commission extend the financial protection and indemnity requirements of section 170 of the Act to licensed fuel element fabricators and processors; and that \$10,000,000 be specified as the amount of financial protection

to be furnished by such licensees. The report proposes that the suggested level of financial protection become effective three years from the date the Commission decides to extend Price-Anderson indemnification to special nuclear material licensees; in the interim present licensees would maintain amounts of insurance carried as of December 31, 1960, and new licensees would be subject to the \$10 million financial protection requirement.

The Commission has received letters dated February 10, 1961, from Nuclear Energy Liability Insurance Association and Mutual Atomic Energy Liability Underwriters commenting upon the report received from the Atomic Industrial Forum group. The letter from MAELU states, among other things, that:

For the reasons above stated, we submit it is not in the public interest for the Commission to bring within Price-Anderson indemnification every licensee who is processing enriched uranium or fabricating fuel. We do recognize that in an occasional case a licensee under section 53, 63 or 81 may be engaged in operations the nature of which makes indemnification advisable.

If, in its discretion, the Commission decides it is in the public interest to give indemnification to some or all fuel fabricators, we agree with the Forum recommendation that the Commission should establish simple criteria for determining the level of financial protection to be maintained by fuel fabricators. We express no opinion on whether the amount of financial protection should be the same in every case. In any event, it should not be less, in any case, than the amount of insurance a prudent man would carry if government indemnity were not available.

Essentially similar views are expressed in the NELIA letter.

As an aid in completing its study, the Commission has concluded that it would be desirable to obtain public comments from the atomic energy industry, the nuclear energy insurance industry, and other interested persons and organizations concerning matters involved in the question whether the financial protection and indemnity requirements of section 170 of the Act should be extended to licensees who use substantial quantities of unirradiated, enriched uranium. The Commission also desires public comments on the question whether the financial protection and indemnity requirements of section 170 of the Act should provide a flat amount of financial protection, such as \$10 million, or a variable amount, depending on the nature of the licensed operation.

According to information from the NELIA and MAELU insurance pools, nineteen licensees authorized to possess and use unirradiated enriched uranium have purchased liability insurance in amounts ranging from 2 to 60 million dollars.

This notice of proposed rule making relates only to the fabrication and processing of unirradiated uranium enriched in the isotope 235. The indemnification of users of plutonium, uranium 233, and of megacurie quantities of isotopes appear to present special problems which will require further analysis and study by the Commission before the views of the public are solicited.

Notice is hereby given that the Atomic Energy Commission has under consideration the question whether it should adopt rules extending the financial protection and indemnity requirements of Section 170 of the Atomic Energy Act of 1954, as amended, to persons licensed by the Commission to possess and use substantial quantities of unirradiated uranium enriched in the isotope 235.¹ All interested persons who desire to submit written comments and suggestions for consideration by the Commission in connection with this subject should send them to the Secretary, United States Atomic Energy Commission, Washington 25, D.C. Attention: Acting Director, Division of Licensing and Regulation, within sixty days after publication of this notice in the FEDERAL REGISTER. Comments received after that period will be considered if it is practicable to do so, but assurance of consideration cannot be given except as to comments filed within the period specified.

It is suggested that comments and suggestions filed pursuant to this notice discuss, among other things, the following questions:

1. The nature and extent of nuclear hazards incident to the activities of licensees authorized to possess and use quantities of unirradiated uranium enriched in the isotope 235 in quantities sufficient to form a critical mass.

2. Whether the financial protection and indemnity requirements of section 170 of the Atomic Energy Act of 1954, as amended, should be extended to Commission licensees authorized to possess and use unirradiated uranium enriched in the isotope 235 in quantities sufficient to form a critical mass.

3. If the financial protection and indemnity should be extended, what amount(s) of financial protection, or methods for deriving amounts of financial protection should be adopted. Should the financial protection required be set at a flat amount, such as \$10 million, or a variable amount, depending on the nature of the licensed operation?

Comments and suggestions concerning the report filed by the Atomic Industrial Forum group in January, 1961, and the letters dated February 10, 1961, from the Nuclear Energy Liability Insurance Association and the Mutual Atomic Energy Liability Underwriters would also be helpful to the Commission.

Copies of the report and letters referred to are available for examination in the Commission's Public Document Room, 1717 H Street NW., Washington 25, D.C., and may be obtained upon request addressed to the Acting Director, Division of Licensing and Regulation, United States Atomic Energy Commission, Washington 25, D.C.

¹ For the purposes of this notice it may be assumed that no quantity of solid uranium of less than 5 percent enrichment can form a critical mass in the absence of a moderator such as water or graphite. Similarly, it may be assumed that less than 16 kilograms of U-235 in one percent enriched uranium in any form and configuration with natural water moderation and reflection will not form a critical mass.

Dated at Germantown, Md., this 22d day of March 1961.

For the Atomic Energy Commission.

WOODFORD B. MCCOOL,
Secretary.

[F.R. Doc. 61-2725; Filed, Mar. 28, 1961;
8:45 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Parts 600, 601]

[Airspace Docket No. 60-WA-212]

FEDERAL AIRWAYS, CONTROLLED AIRSPACE AND REPORTING POINTS

Supplemental Notice of Public Hearing

In a notice of proposed rule making published as Airspace Docket No. 60-WA-212, on September 17, 1960 (25 F.R. 8961), it was stated that the Federal Aviation Agency proposed to revoke the segment of Green Federal airway No. 2, its associated control areas and reporting points, from Seattle, Washington, to Miles City, Montana. In a Supplemental Notice of Proposed Rule Making, Notice of Public Hearing, published in the FEDERAL REGISTER as Airspace Docket No. 60-WA-212, on March 17, 1961, the original Notice was altered to include the revocation of the segment of Green 2, its associated control areas and reporting points from Miles City, Montana, to Minneapolis, Minnesota (26 F.R. 2252). It was further stated that in response to comments received to the original Notice, the Federal Aviation Agency proposed to conduct a public hearing in two parts, the first part to be held April 13, 1961, at 9:00 a.m., local time at the City Light Building, 1015 Third Avenue, Seattle, Washington; the second part to be held April 17, 1961, at 9:00 a.m., local time, at the Radisson Hotel, 45 South Seventh Street, Minneapolis, Minnesota.

Subsequent to publication of the Supplemental Notice of Proposed Rule Making, Notice of Public Hearing, a request was received to conduct a part of this hearing in Bismarck, North Dakota. This request indicated considerable public interest in North Dakota in the subject matter of the hearing. Accordingly, the Federal Aviation Agency has determined to conduct the hearing in three parts. The third part is to be held April 19, 1961, at 9:00 a.m., local time, at the State Capitol, Bismarck, North Dakota. This hearing is scheduled under § 409.14 of the regulations of the Administrator (14 CFR 409.14) for the purpose of affording interested persons an opportunity to present views, data or arguments relevant to the proposal contained in the notice as altered.

Persons desiring to be heard in Part 3 of this hearing to be held in Bismarck, North Dakota, are requested to notify the Chief, Air Traffic Management Field Division, by April 10, 1961, at 4825 Troost Avenue, Kansas City 10, Missouri.

Issued in Washington, D.C., on March 24, 1961.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 61-2750; Filed, Mar. 28, 1961;
8:48 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 60-WA-154]

FEDERAL AIRWAYS, CONTROLLED AIRSPACE

Alteration

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6042 and 601.6042 of the regulations of the Administrator, the substance of which is stated below.

VOR Federal airway No. 42 presently extends in part from Flint, Mich., to Windsor, Ont. The Federal Aviation Agency has under consideration the designation of an east alternate to Victor 42 from the Flint VOR to the Windsor VOR via the intersection of the Flint VOR 122° and the Windsor VOR 344° True radials. The designation of this east alternate would provide a bypass route for separating climbing and descending aircraft from en route traffic on the main airway between Flint and Windsor. The Department of Transport of the Canadian Government agrees to this proposal and will act to designate the Canadian portion of this east alternate.

In addition, to implement in part, Civil Air Regulations, Part 60, Air Traffic Rules, Amendment 60-21 (26 F.R. 570), the Federal Aviation Agency is considering designating the control area associated with Victor 42E to extend upwards from 1,200 feet above the surface, but excluding the airspace within the United States between this east alternate and the main airway segment between Flint and Windsor. Preliminary terrain study indicates that a minimum instrument flight rules en route altitude of approximately 3,100 feet MSL would be assigned this airway segment, based on the highest terrain obstruction of approximately 1,420 feet MSL.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Field Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Field Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25,

D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Field Division Chief.

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

Issued in Washington, D.C., on March 23, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61-2732; Filed, Mar. 28, 1961;
8:46 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 60-NY-127]

FEDERAL AIRWAYS, CONTROLLED AIRSPACE AND REPORTING POINTS

Alteration and Revocation

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering amendments to Parts 600 and 601 and §§ 600.6146, 600.6167, 601.6146 and 601.6167 of the regulations of the Administrator, the substance of which is stated below.

Red Federal airway No. 94 extends from Providence, R.I., to Hyannis, Mass. VOR Federal airway No. 146 extends in part from Providence to Nantucket, Mass. VOR Federal airway No. 167 extends in part from Hartford, Conn., to Providence.

The Federal Aviation Agency is considering revoking Red 94. It is the policy of this Agency to revoke L/MF airways wherever adequate VOR airways are available, and it appears that the route from Providence to Hyannis would be adequately served by an extension of VOR Federal airway No. 167 from the Providence VOR to the Hyannis VOR as proposed herein. Therefore, it appears that the retention of this airway is unjustified as an assignment of airspace. Accordingly, the Federal Aviation Agency proposes to revoke Red 94, its associated control areas and reporting points. Adoption of this proposal would not necessarily result in discontinuance of the low frequency navigational aids associated with this airway. Any proposal to discontinue one or more of these aids would be processed in accordance with current Agency procedures.

In addition, as stated above, the Federal Aviation Agency is considering the extension of Victor 167 from the Provi-

dence VOR via the intersection of the Providence VOR 101° and the Hyannis VOR 224° True radials to the Hyannis VOR. This proposed segment of Victor 167 would serve as a replacement route for Red 94.

Concurrently with these actions, it is proposed to alter the segment of Victor 146 between Providence and Nantucket, by realigning it to extend from the Providence VOR via the Martha's Vineyard, Mass., VOR to the Nantucket VOR. The portion of this altered airway segment which would coincide with the Nashawena, Mass., Restricted Area (R-4104) would be used only after obtaining prior approval from the appropriate authority. This alteration would provide more precise navigational guidance on this segment of Victor 146. In addition, it would also provide sufficient angular separation between this segment of Victor 146 and the proposed segment of Victor 167 at the Providence VOR.

In addition, to implement in part, Civil Air Regulations, Part 60, Air Traffic Rules, Amendment 60-21 (26 F.R. 570), the Federal Aviation Agency is considering designating the control areas associated with the proposed segment of Victor 146 from the Providence VOR via Martha's Vineyard VOR to the Nantucket VOR and the proposed segment of Victor 167 from the Providence VOR to the Hyannis VOR to extend upwards from 1200 feet above the surface. Preliminary terrain study indicates that a minimum Instrument Flight Rules en route altitude of approximately 2000 feet MSL would be assigned to the segment of Victor 146, based upon the highest terrain obstruction of approximately 300 feet MSL, and a minimum Instrument Flight Rules en route altitude of approximately 2100 feet MSL would be assigned to the segment of Victor 167, based upon the highest terrain obstruction of approximately 400 feet MSL.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this

notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Division Chief.

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

Issued in Washington, D.C., on March 23, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61-2734; Filed, Mar. 28, 1961;
8:46 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 60-NY-151]

FEDERAL AIRWAYS, CONTROLLED AIRSPACE AND REPORTING POINTS

Revocation and Alteration

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering amendments to Parts 600, 601, §§ 600.6293 and 601.6293 of the regulations of the Administrator, the substance of which is stated below.

Blue Federal airway No. 41 extends from Concord, N.H., to Portland, Maine, and from Bangor, Maine, to the intersection of the northeast course of the Bangor radio range and the United States/Canadian border. VOR Federal airway No. 93 extends in part from Princeton, Maine, to Presque Isle, Maine.

The Federal Aviation Agency is considering revoking Blue 41. It is the policy of this Agency to revoke L/MF airways wherever adequate VOR airways are available, and it appears that the route from Concord to Portland is adequately served by VOR Federal airway No. 39. In addition it appears that the route from Bangor to the United States/Canadian border would be adequately served by VOR Federal airway No. 93 as proposed for modification herein. Therefore, it appears that the retention of this airway is unjustified as an assignment of airspace. Accordingly, the Federal Aviation Agency proposes to revoke Blue 41 and its associated control areas. Adoption of this proposal would not necessarily result in discontinuance of the low frequency navigational aids associated with Blue 41. Any proposals to discontinue one or more of these aids would be processed in accordance with current Agency procedures. In addition § 601.4641 relating to reporting points associated with Blue 41 would be revoked.

Concurrently with this action the Federal Aviation Agency is considering the revocation of the segment of Victor 93 from Princeton to Presque Isle and the extension of Victor 93 from the Princeton VOR to the intersection of the Princeton VOR 057° True radial and the United States/Canadian border. This realigned airway segment would provide a replacement route east of Princeton for Blue 41 proposed for revocation.

In addition, to implement in part, Civil Air Regulations, Part 60, Air Traffic Rules, Amendment 60-21 (26 F.R. 570), the Federal Aviation Agency is considering designating the control areas associated with the proposed realigned segment of Victor 93 from the Princeton VOR to the United States/Canadian border to extend upwards from 1200 feet above the surface. Preliminary terrain study indicates that a minimum instrument flight rules enroute altitude of approximately 2200 feet MSL would be assigned to this segment of Victor 93, based upon the highest terrain obstruction of approximately 500 feet MSL.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Division Chief.

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

Issued in Washington, D.C., on March 23, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61-2733; Filed, Mar. 28, 1961;
8:46 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[N.M. 0100821]

NEW MEXICO

Notice of Proposed Withdrawal and Reservation of Lands

MARCH 21, 1961.

The Corps of Engineers, U.S. Department of the Army, on behalf of the Department of the Air Force, has filed an application, Serial Number NM 0100821 for the withdrawal of the lands described below, from all forms of appropriation, including denial of ingress and egress to the surface of said land and prohibition of drilling to a depth of five hundred feet below the surface of the land for the purpose of extracting or exploring for oil and gas, mining, or for other purposes, and in no event will explosives be used in any oil or gas operations.

The applicant desires the land for the Atlas Missile program of the Department of the Air Force.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, P.O. Box 1251, Santa Fe, New Mexico.

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

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

The lands involved in the application are:

NEW MEXICO PRINCIPAL MERIDIAN

Tract A and Amendments

A tract of land situate in the SW $\frac{1}{4}$ NW $\frac{1}{4}$ of Sec. 7, T. 11 S., R. 21 E., of the New Mexico Principal Meridian, Chaves County, New Mexico, being more particularly described as follows: Beginning at a point that bears North, a distance of 113.35 feet, and N. 89°57'58" E., a distance of 271.25 feet from the quarter ($\frac{1}{4}$) corner common to Sec. 12, T. 11 S., R. 20 E., N.M.P.M., and Sec. 7 T. 11 S., R. 21 E., N.M.P.M., thence N. 0°00'14" E., a distance of 790.03 feet to a point, thence 89°58'09" E., 200.00 feet to a point, thence S. 0°00'14" W., a distance of 190.00 feet to a point, thence N. 89°58'09" E., a distance of 399.76 feet to a point, thence S. 0°00'58" E., a distance of 599.98 feet to a point, thence S. 89°57'58" W., a distance of 599.98 feet to the point of beginning, containing an area of 9.13 acres, more or less.

Tract B

A tract of land situate in the NW $\frac{1}{4}$ SW $\frac{1}{4}$ of Sec. 14, T. 11 S., R. 19 E., of the New Mexico Principal Meridian, Lincoln County, New Mexico, being more particularly described as follows: Beginning at a point

that bears East, a distance of 293.06 feet from the quarter ($\frac{1}{4}$) corner common to Secs. 14 and 15, T. 11 S., R. 19 E., N.M.P.M., thence E., a distance of 600.00 feet to a point; thence S., a distance of 489.74 feet to a point; thence W., a distance of 600.00 feet to a point; thence N., a distance of 489.74 feet to the point of beginning, containing an area of 6.74 acres, more or less.

Tract H

A tract of land situate in the SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Sec. 19, T. 8 S., R. 26 E., of the New Mexico Principal Meridian, Chaves County, New Mexico, being more particularly described as follows: Beginning at a point that bears West, a distance of 674.35 feet from the quarter ($\frac{1}{4}$) corner common to Secs. 19 and 30, T. 8 S., R. 26 E., N.M.P.M., thence W., a distance of 600.00 feet to a point; thence N., a distance of 103.90 feet to a point; thence E., a distance of 600.00 feet to a point; thence S., a distance of 103.90 feet to the point of beginning, containing an area of 1.43 acres, more or less.

Tract O

A tract of land situate in the NW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ Sec. 27, T. 14 S., R. 28 E., of the New Mexico Principal Meridian, Chaves County, New Mexico, beginning at a point that bears South, a distance of 2,644.93 feet from the quarter ($\frac{1}{4}$) corner common to Secs. 22, 27, T. 14 S., R. 28 E., thence E., a distance of 169.28 feet to a point; thence S., a distance of 600.00 feet to a point; thence W., a distance of 169.28 feet to a point; thence N., a distance of 600.00 feet to the point of beginning, containing an area of 2.33 acres, more or less.

W. J. ANDERSON,
Acting State Supervisor.

[F.R. Doc. 61-2737; Filed, Mar. 28, 1961;
8:47 a.m.]

Bureau of Reclamation ARIZONA

Amendment of Notice of Sale of Commercial and Residential Lots

Notice was published in the FEDERAL REGISTER of August 4, 1960 (25 F.R. 7339), amending certain of the sale procedures previously established for the disposition of commercial and residential lots in Page, Arizona.

That sale procedure is hereby further amended to provide that interested purchasers may, at the time of execution of the land purchase agreement, to the extent warranted in the opinion of the contracting officer for the United States, by the size and character of the construction plan contemplated for the particular site under consideration, be afforded a 120-, 150-, or 180-day period in which said purchaser must arrange for construction financing, secure a building permit from the Page City Administrator, and conclude final arrangements for payment of the balance due on the purchase price. The down payment shall equal five percent of the appraised value of the property if a 120-day period is involved, with 6 $\frac{1}{2}$ percent and eight percent respectively applicable to 150- and 180-day periods, except that

in no event shall the down payment be less than \$300.

Except as modified by the foregoing, all other conditions and provisions governing the sale of property in Page, Arizona, shall remain as heretofore established.

FLOYD E. DOMINY,
Commissioner of Reclamation.

MARCH 23, 1961.

[F.R. Doc. 61-2738; Filed, Mar. 28, 1961;
8:47 a.m.]

ATOMIC ENERGY COMMISSION

[Byproduct Material License No. 12-733-2]

VOLK RADIOCHEMICAL CO.

Order for Modification of License

I. Pursuant to Byproduct Material License No. 12-733-2, Volk Radiochemical Company, 5412 North Clark Street, Chicago 40, Illinois, hereinafter referred to as the licensee, is authorized to utilize byproduct material, particularly Iodine 131 (I-131) and Phosphorous 32 (P-32), for sale and distribution and for pharmaceutical processing, both at its facility in Chicago and a facility in Los Angeles, California. The licensee formerly operated under License No. 12-733-1 issued on June 28, 1956. License No. 12-733-2 was originally issued on April 30, 1958, and renewed on May 11, 1960. It will expire on February 28, 1962. There is now pending decision in the Division of Licensing and Regulation of the Atomic Energy Commission an application by the licensee for amendments of the current license authorizing removal of its present laboratory facility in Chicago to 8260 Elmwood Avenue, Skokie, Illinois; approval of new individual users, and approval of certain other procedures to govern its operations.

II. On May 6, November 3, and December 29, 1959, inspections of the licensee's activities at Chicago under the license were conducted by the Atomic Energy Commission. Violations disclosed by these inspections were the subject of a notice of violation issued by the Commission pursuant to § 2.201 of the Commission's rules of practice, 10 CFR 2, dated September 28, 1960.

III. From inspections of the licensee's activities conducted at 5412 North Clark Street, Chicago, Illinois on February 16, 17, 23, and March 16, 1961, it appears that radiation safety conditions in the licensee's facilities are such as to constitute a hazard to health and safety of employees and members of the public in that:

1. As reflected by the licensee's records of measurements made approximately weekly between November 29, 1960, and March 10, 1961, the licensee caused certain of its employees to accumulate quantities of Iodine 131 in the thyroid in excess of the amounts established by the

National Committee on Radiation Protection, which for the thyroid is an average quantity of 0.14 microcuries.

2. Operations involving byproduct material were performed in such a manner, as determined by smear samples taken by the Commission on February 17, 1961, that public hallways and stairways in the building in which the facilities are located were contaminated with quantities of removable radioactive contamination ranging from 5,150 disintegrations per minute per square foot (dpm/ft²) to 59,750 dpm/ft²; that the unrestricted areas of the licensee's facilities including offices, lunch rooms, and storage and shipping rooms were contaminated with quantities of removable radioactive contamination ranging from 7,380 dpm/ft² to 84,600 dpm/ft²; and that in the restricted areas of the licensee's facilities, the laboratories were contaminated with quantities of removable radioactive contamination ranging from 36,000 dpm/ft² to 374,000 dpm/ft², and adequate measures were not taken to assure containment of such contamination within the restricted area. On March 16, 1961, measurements with a thin end-window Geiger-Mueller survey instrument reflected that the hallways and stairways of the building and unrestricted areas of the licensee's facilities still were contaminated.

IV. From the aforesaid inspection conducted on February 16, 17, and 23 and on March 16, 1961, of the licensee's activities it further appears that such activities were conducted in violation of the Commission's regulations "Standards for Protection Against Radiation", 10 CFR Part 20, issued pursuant to the Atomic Energy Act of 1954, as amended, in that:

1. In violation of § 20.105(b) the licensee permitted quantities of radiation emanating from the byproduct material stored in its laboratories to exist in unrestricted areas, namely, the public hallways adjacent to the licensee's facilities, in excess of the limits prescribed in § 20.105(b).

2. In violation of § 20.201, the licensee failed to conduct adequate surveys of the unrestricted areas adjacent to its laboratory and storage facilities to determine that quantities of external radiation in such areas did not exceed the limits prescribed in § 20.105(b).

3. In violation of § 20.201:

(a) The licensee failed to conduct prior to February 16, 1961, any surveys to determine concentrations of airborne radioactive material to which its employees were exposed.

(b) Such surveys as the licensee began on February 16, 1961, were inadequate to determine the exposure of employees to airborne concentrations of radioactive material.

4. In violation of § 20.201, the licensee failed to conduct adequate surveys of material transferred to a refuse collector to assure that no radioactive material was disposed of by the transfer.

5. In violation of § 20.401(b) the licensee failed to maintain records of:

(a) Disposal of byproduct material in solid, liquid or gaseous form.

(b) Surveys to determine airborne concentrations of radioactive material prior to February 23, 1961.

(c) Surveys made in unrestricted areas to determine quantities of external radiation prior to February 16, 1961.

6. In violation of § 20.201, the licensee failed to conduct an adequate personnel monitoring program to determine whether or not employees were exposed to radiation in excess of the limits prescribed in § 20.101.

V. It is hereby found that the conditions described in sections III and IV of this order cause unnecessary and excessive exposure of employees and members of the public to radioactive material, and that the health, interest and safety of members of the public, including the licensee's employees, require that:

(1) No prior notice pursuant to § 30.51, 10 CFR Part 30, or § 2.201, 10 CFR Part 2, be given; and

(2) Byproduct material License No. 12-733-2, under which the licensee operates, be amended pursuant to § 30.31(b), 10 CFR Part 30, by the imposition of the additional requirements and conditions to protect health and to minimize danger to health and property set forth in section VI of this order.

(3) The requirements of section VI of this order be effective immediately.

VI. In view of the foregoing and pursuant to the Atomic Energy Act of 1954, as amended, and the regulations in Parts 2, 20, and 30, 10 CFR, (A): *It is hereby ordered, That:* The licensee may show cause at a hearing to commence in a room to be assigned in the United States District Courthouse, Chicago, Illinois, on April 18, 1961, at 10:00 a.m. c.s.t., why license No. 12-733-2 should not be modified by the addition of the following specified conditions:

1. The licensee shall cause bioassays of each employee working in the radioisotope laboratories to be made monthly to determine the total amounts of beta and gamma radioactivity and the amounts of I-131 and P-32 in the body of each such employee. In addition, a determination of the Iodine 131 in the thyroid of each employee working in the radioisotope laboratories shall be made weekly. Until the further order of the Commission the licensee shall not, except in case of emergency, cause any employee who is properly the subject of any report required by this order to ingest either Lugol's solution or any substance having a similar effect. The licensee shall require each such employee to report to it promptly any ingestion of Lugol's solution or substance having a similar effect. In the event of emergency or other ingestion of Lugol's solution or any such substance, or in the event that any employee shall report to the licensee the ingestion of Lugol's solution or any such substance, the licensee shall report the fact in the next report required by this order. Also the licensee shall submit to the Director, Division of Licensing and Regulation, the results of the bioassays within five days after the receipt thereof and shall at such time submit all weekly thyroid measurements not already submitted.

2. The licensee shall not permit any person to accumulate a quantity of Iodine 131 in excess of 0.14 microcuries in the thyroid as averaged over each work week as a result of any operations conducted under the license. The licensee shall not permit any person to engage in any operations involving Iodine 131 if the quantity of Iodine 131 in the thyroid is such that the weekly average would exceed 0.14 microcuries.

3. Byproduct material shall be stored, weighed and otherwise used within radiochemical hoods or glove boxes only, provided, however, that the following operations may be performed outside of such hoods or glove boxes within the confines of the laboratory restricted areas:

a. Byproduct material contained in uncontaminated and sealed containers may be stored and may be packaged for shipment.

b. Samples of byproduct material may be assayed.

4. The licensee shall, within thirty days of the date hereof, equip each radiochemical hood and ventilated glove box in which byproduct material is placed with an absolute particulate type filter.

5. The licensee shall determine the quantities and concentration of byproduct material contained in liquids and gases released from the facility and the quantities of byproduct material contained in solids released from the facility. The licensee shall maintain a complete written record of each survey conducted to make such determination. No radioactive wastes shall be transferred to any person not specifically licensed by the Commission to receive the same.

6. The licensee shall require all persons entering any restricted area in its facilities to wear protective clothing including shoe covers, or protective shoes, and laboratory coats and all employees handling byproduct material in any restricted area to wear gloves while doing so.

7. The licensee shall demarcate its restricted areas as defined in 10 CFR Part 20 in order to assure that individuals are aware of the areas in which they must wear protective laboratory clothing.

8. The licensee shall assure that individuals remove their protective laboratory clothing before moving from a restricted area to an unrestricted area.

9. The licensee shall cause to be made surveys of each person who has entered any restricted area before permitting him to leave such area in order to assure that contamination is not transferred to unrestricted areas. The licensee shall, within the restricted area, establish a zone or zones adjacent to an unrestricted area in which personnel shall put on and remove protective clothing and conduct surveys required by this paragraph.

10. Except for the inside of radiochemical hoods and glove boxes, the licensee shall permit no removable radioactive contamination to exist in its restricted areas in excess of 1000 disintegrations per minute per one hundred square centimeters.

11. The licensee shall permit no removable radioactive contamination to exist in any unrestricted area of its facilities in excess of 200 disintegrations per minute per one hundred square centimeters.

12. The licensee shall take such steps as are necessary to assure that there is no readily removable radioactive contamination at any time in any part of the hallways, stairways and other public portions of any building occupied by the licensee.

13. The licensee shall not surrender possession of any premises occupied under the license until

(a) Any radioactive contamination within the premises has been reduced to the following permissible limits:

(i) The radioactive contamination must not be readily removable from the facilities.

(ii) The radiation level shall not exceed two millirad per hour at three inches from any surface.

(iii) The radiation level shall not exceed 0.25 millirad per hour at eighteen inches from any surface.

(iv) No radiation attributable to by-product material contained in drain lines or pipes within the building servicing the licensee's facilities shall be detectable by surface measurements made with a scintillation type survey meter, and

(b) The licensee has provided the Director, Division of Licensing and Regulation, Washington 25, D.C. notice at least fifteen (15) days prior to vacating the facilities certifying that the limits specified in subparagraph (a) of this paragraph have been met.

B. And it further appearing that the public health, interest and safety requires such action as heretofore found in section V: *It is hereby further ordered*, That the licensee shall immediately comply with the requirements of section VI(A) of this order, pending further order of the Commission.

VII. The issues to be considered at the hearing are:

1. Whether or not the licensee caused employees to receive quantities of Iodine 131 in the thyroid and performed its operations in such manner as to contaminate the premises at 5412 North Clark Street, Chicago 40, Illinois, as specified in section III of this order.

2. Whether or not the licensee violated the Commission's regulations as specified in section IV of this order.

3. Whether or not License No. 12-733-2 should be modified by the addition of the conditions specified in section VI of this order.

VIII. A hearing will be conducted by a Presiding Officer to be designated by the Chief Hearing Examiner, Office of the Hearing Examiner, Washington 25, D.C. The Presiding Officer will render a decision pursuant to § 2.751(a).

IX. An answer shall be filed and served by the licensee pursuant to § 2.736 of the rules of practice, 10 CFR Part 2 on or before April 10, 1961, on failure of the licensee to file and serve an answer within the time provided herein or to appear at the hearing, and order may be issued without further notice modifying

License No. 12-733-2 as set in section VI of this order.

Dated at Germantown, Md., this 23d day of March 1961.

For the Atomic Energy Commission.

ROBERT LOWENSTEIN,
Acting Director Division of
Licensing and Regulation.

[F.R. Doc. 61-2765; Filed, Mar. 28, 1961;
8:50 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 12225]

BRITISH OVERSEAS AIRWAYS CORP.

Notice of Prehearing Conference and Hearing

In the matter of the application of British Overseas Airways Corporation for an amendment to its foreign air carrier permit to extend its international route beyond New York, New York, to Santiago, Chile, via Cuba, Panama, Ecuador, and Lima, Peru.

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a prehearing conference in the above-entitled matter is assigned to be held on March 30, 1961, at 10:00 a.m., e.s.t., Room 911, Universal Building, Connecticut and Florida Avenues, Northwest, Washington, D.C., before Chief Examiner Francis W. Brown. The hearing in the above-entitled matter is assigned to be held on March 31, 1961, at 10:00 a.m., e.s.t., Room 725, Universal Building, Connecticut and Florida Avenues, Northwest, Washington, D.C., before Chief Examiner Francis W. Brown.

Dated at Washington, D.C., March 23, 1961.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 61-2754; Filed, Mar. 28, 1961;
8:49 a.m.]

[Docket 12244; Order E-16556]

CAPITOL AIRWAYS, INC.

Tariff Proposing Military Charters Between Honolulu and Travis Air Force Base; Order of Investigation and Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 24th day of March 1961.

On March 7, 1961, Capitol Airways, Inc., filed a Charter Tariff, C.A.B. No. 26, to become effective April 6, 1961, providing a charge of \$11,024.02 for L-1049 aircraft round trip between Honolulu, Hawaii, and Travis Air Force Base, California. The tariff is limited in its applicability to military traffic. On March 21, 1961, Overseas National Airways, Inc. filed in this proceeding a complaint requesting investigation and suspension of this tariff.

The Board finds that the rates, fares, or charges to be charged, collected or

received, and the rules, regulations, or practices affecting such rates, fares, or charges, or the value of the service thereunder, in Capitol's tariff, C.A.B. No. 26, may be unjust or unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial. The Board will institute an investigation of these matters.

The rates, fares, and charges pursuant to this tariff would be substantially less than the existing rates, fares, and charges for these transportation services. Therefore, pending hearing and decision in such investigation, the Board will suspend the operation of such tariff and defer the use of such rate, fare, or charge, and such rule, regulation, or practice for a period of ninety days.

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly sections 204(a) and 1002 thereof: *It is ordered:*

1. That an investigation is instituted to determine whether the rates, fares, and charges, and the rules, regulations, and practices affecting such rates, fares, and charges, in the tariff of Capitol Airways, Inc., C.A.B. No. 26, will be unjust or unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial, and, if found to be unlawful, to prescribe the lawful rates, fares, and charges, and the lawful rules, regulations, and practices therefor.

2. That, pending hearing and decision in such investigation, the tariff of Capitol Airways, Inc., C.A.B. No. 26, is suspended and its use deferred to and including July 4, 1961, and no changes shall be made therein during such period of suspension except by order or special permission of the Board.

3. That this investigation shall be assigned for hearing before an examiner of the Board at a time and place hereafter to be designated.

4. Copies of this order shall be filed with the tariff and shall be served upon Capitol Airways, Inc., and Overseas National Airways, Inc., each of which are made parties to this proceeding.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] ROBERT C. LESTER,
Secretary.

[F.R. Doc. 61-2755; Filed, Mar. 28, 1961;
8:49 a.m.]

FEDERAL AVIATION AGENCY

[OE Docket No. 61-LA-6]

CONSTRUCTION OF TELEVISION ANTENNA STRUCTURE

Notice of No Airspace Objection

The Federal Aviation Agency has circularized the following proposal to the aviation industry for comment and has conducted an aeronautical study to determine its effect upon the utilization of airspace:

The Hi-Desert Broadcasting Corporation, Palm Springs, California, proposed to erect a

radio antenna structure 2036 feet MSL (208 feet above ground) approximately 3 miles north of Twentynine Palms, California, at latitude 34°11'01" north, longitude 116°03'31" west.

In response to the circularization, an aeronautical objection was received from the Department of the Navy, however, this objection was subsequently withdrawn.

The aeronautical study by the Agency determined that the structure would be located approximately 2 statute miles south of the Twentynine Palms Marine Airport and would penetrate the horizontal surface of the "Joint Industry/Government Tall Structures Committee Final Report" criteria as applied to this airport by approximately 105 feet. This factor in itself is not disqualifying, but indicates a requirement for aeronautical study. In this instance, the Agency study disclosed that the structure would have no substantial adverse effect upon aeronautical operations, procedures or minimum flight altitudes.

Therefore, I find that this structure at the location and mean sea level elevation specified herein, would have no substantial adverse effect upon aeronautical operations, procedures or minimum flight altitudes and conclude that no objection thereto from an airspace utilization standpoint be interposed by the Agency, provided that the structure be marked and lighted in accordance with applicable rules and standards.

This finding will be effective upon the date of its publication in the FEDERAL REGISTER.

Issued in Washington, D.C., on March 22, 1961.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 61-2729; Filed, Mar. 28, 1961;
8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[List 20; FCC 61-386]

STANDARD BROADCAST APPLI- CATIONS READY AND AVAILABLE FOR PROCESSING

MARCH 24, 1961.

Notice is hereby given, pursuant to § 1.354(c) of the Commission rules, that on May 1, 1961, the standard broadcast applications listed below will be considered as ready and available for processing, and that pursuant to § 1.106(c) (1) and § 1.361(b) of the Commission rules, an application, in order to be considered with any application appearing on the attached list, must be substantially complete and tendered for filing at the offices of the Commission in Washington, D.C., by whichever date is earlier: (a) the close of business on April 28, 1961, or (b) if action is taken by the Commission on any listed application prior to April 28, 1961, no later than the close of business on the day preceding the date on which such action is taken, or (c)

the day on which a conflicting application was "cut off" because it was timely filed for consideration with an application on a previous list.

The attention of any party in interest desiring to file pleadings concerning any pending standard broadcast application pursuant to section 309(d)(1) of the Communications Act of 1934, as amended, is directed to § 1.359(e) of the Commission rules for provisions governing the time of filing and other requirements relating to such pleadings.

Adopted: March 22, 1961.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

Applications From the Top of the Processing Line

- BP-13495 WVLN, Olney, Ill., Illinois Broadcasting Co. Has: 740 kc, 250 w, Day. Req: 740 kc, 5 kw, DA, Day.
- BP-13760 WMEX, Boston, Mass., Richmond Brothers, Inc. Has: 1510 kc, 5 kw, DA-1, U. Req: 1510 kc, 5 kw, 50 kw-LS, DA-2, U.
- BP-13761 NEW, Kershaw, S.C., Kershaw Broadcasting Corp. Req: 1300 kc, 500 w, Day.
- BP-13762 WRDS, Reedsburg, Wis., William C. Forrest. Has: 1400 kc, 250 w, U. Req: 1400 kc, 250 w, 1 kw-LS, U.
- BP-13764 NEW, Rapid City, S. Dak., John L. Breece. Req: 1150 kc, 5 kw, Day.
- BP-13775 WANS, Anderson, S.C., Radio Anderson, Inc. Has: 1280 kc, 1 kw, U. Req: 1280 kc, 1 kw, 5 kw-LS, U.
- BP-13776 NEW, Chadbourn, N.C., William Norman Peal. Req: 1590 kc, 500 w, Day.
- BP-13777 NEW, Makawao, Hawaii, Eugene G. Panissidi. Req: 1310 kc, 1 kw, U.
- BP-13778 NEW, Spring Valley, N.Y., Radio Spring Valley. Req: 1530 kc, 250 w, Day.
- BP-13780 NEW, Temple, Tex., Radio Temple. Req: 1530 kc, 1 kw, Day.
- BMP-8861 WCIN, Cincinnati, Ohio, Rounsaville of Cincinnati, Inc. Has CP: 1480 kc, 500 w, 5 kw-LS, DA-2, U. Req MP: To change antenna-transmitter location and directional antenna.
- BP-13781 KLGR, Redwood Falls, Minn., Harry Willard Linder. Has: 1490 kc, 100 w, U. Req: 1490 kc, 250 w, U.
- BP-13782 KCKC, San Bernardino, Calif., M.V.W. Radio Corp., Has: 1350 kc, 500 w, DA-N, U. Req: 1350 kc, 500 w, 5 kw-LS, DA-2, U.
- BP-13784 NEW, Chardon, Ohio, The Geauga Broadcasting Co. Req: 1560 kc, 250 w, DA, Day.
- BP-13785 NEW, Quantico, Va., Radio One Co. Req: 1530 kc, 250 w, Day.
- BP-13786 NEW, Ashtabula, Ohio, Quests, Inc. Req: 1600 kc, 1 kw, Day.
- BP-13787 WIBV, Belleville, Ill., Belleville Broadcasting Co., Inc. Has: 1260 kc, 1 kw, Day. Req: 1260 kc, 5 kw, DA-2, U.
- BP-13788 NEW, Willows, Calif., Glenn County Broadcasters. Req: 1560 kc, 250 w, Day.
- BP-13789 KBLF, Red Bluff, Calif., Victor Industries Corp. of California. Has: 1490 kc, 250 w, U. Req: 1490 kc, 250 w, 1 kw-LS, U.
- BP-13791 KLIV, San Jose, Calif., Cal-Radio, Inc. Has: 1590 kc, 500 w, 1 kw-LS, DA-N, U. Req: 1590 kc, 500 w, 5 kw-LS, DA-N, U.
- BP-13792 KGPC, Grafton, N. Dak., KGPC Co., Has: 1340 kc, 250 w, U. Req: 1340 kc, 250 w, 1 kw-LS, U.
- BP-13793 WNOW, York, Pa., WNOW, Inc. Has: 1250 kc, 1 kw, Day. Req: 1250 kc, 5 kw, DA-D, U.
- BP-13794 NEW, Atlanta, Ga., Metropolitan Atlanta Radio. Req: 1150 kc, 1 kw, Day.
- BP-13795 NEW, Ashland, Ala., Clay Service Corp. Req: 910 kc, 1 kw, Day.
- BP-13797 WTIF, Tifton, Ga., Radio Station WTIF, Inc. Has: 1340 kc, 250 w, U. Req: 1340 kc, 250 w, 1 kw-LS, U.
- BP-13799 KLBM, La Grande, Ore., Inland Radio, Inc. Has: 1450 kc, 250 w, U. Req: 1450 kc, 250 w, 1 kw-LS, U.
- BP-13800 WBGC, Chipley, Fla., John Sanders. Has: 1240 kc, 250 w, U. Req: 1240 kc, 250 w, 1 kw-LS, U.
- BP-13803 NEW, Marion, Va., The Seward Broadcasting Co., Inc. Req: 1330 kc, 1 kw, Day.
- BP-13806 KWTX, Waco, Tex., KWTX Broadcasting Co. Has: 1230 kc, 250 w, U. Req: 1230 kc, 250 w, 1 kw-LS, U.
- BP-13807 WFYC, Alma, Mich., WFYC, Inc. Has: 1280 kc, 1 kw, Day. Req: 1280 kc, 5 kw, DA, Day.
- BP-13808 KXRO, Aberdeen, Wash., KXRO, Inc. Has: 1320 kc, 1 kw, U. Req: 1320 kc, 1 kw, 5 kw-LS, U.
- BMP-8872 KCJH, Arroyo Grande, Calif., Radio Station KCJH. Has CP: 1280 kc, 500 w, Day (San Luis Obispo, Calif.). Req MP: 1280 kc, 500 w, Day (Arroyo Grande, Calif.).
- BP-13809 NEW, Houston, Tex., Higson-Frank Radio Enterprises. Req: 1520 kc, 500 w (250 w, C.H.), Day.
- BP-13811 NEW, Roswell, N. Mex., Neil N. Levitt. Req: 960 kc, 1 kw, Day.
- BP-13812 NEW, Berlin, N.H., Good Radio, Inc., Req: 1400 kc, 250 w, U.
- BP-13814 WLOB, Portland, Maine, Casco Broadcasters Corp. Has: 1310 kc, 1 kw, Day. Req: 1310 kc, 5 kw, DA-2, U.
- BP-13815 KDOK, Tyler, Tex., KDOK Broadcasting Co. Has: 1330 kc, 1 kw, Day. Req: 1330 kc, 500 w, 1 kw-LS, DA-N, U.
- BP-13824 KACY, Port Hueneme, Calif., Lincoln Dellar. Has: 1520 kc, 250 w, DA-1, U. Req: 1520 kc, 1 kw, 10 kw-LS, DA-2, U.
- BP-13826 NEW, Hollister, Calif., Trotter and Godfrey. Req: 1520 kc, 500 w, Day.
- BP-13827 NEW, Troy, N.Y., Radio Station WRSA, Inc. Req: 900 kc, 250 w, Day.
- BP-13828 WSPN, Saratoga Springs, N.Y., SPA Broadcasters, Inc. Has: 900 kc, 250 w, Day. Req: 1280 kc, 1 kw, Day.
- BP-13829 NEW, Salem, Ore., Salem Broadcasters. Req: 1220 kc, 1 kw, Day.
- BP-13830 KSWI, Council Bluffs, Iowa, Nonpareil Broadcasting Co. Has: 1560 kc, 500 w, Day. Req: 1560 kc, 1 kw, Day.
- BP-13831 NEW, Richmond, Va., Dover Broadcasting Co. Req: 1540 kc, 10 kw (1 kw, C.H.), Day.
- BP-13833 WATO, Oak Ridge, Tenn., Radio-Active Broadcasting, Inc. Has: 1290 kc, 500 w, 1 kw-LS, DA-N, U. Req: 1290 kc, 500 w, 5 kw-LS, DA-N, U.

Applications on Which 309(b) Letters Have Been Issued

- BP-13783 NEW, Jackson, Mich., TV Corp. of Michigan, Inc. Req: 1510 kc, 5 kw, DA, Day.
- BP-13813 NEW, Three Rivers, Mich., Voice of Three Rivers. Req: 1510 kc, 500 w, Day.
- BP-13819 WOSC, Fulton, N.Y., Cassill Radio Corp. Has: 1300 kc, 1 kw, Day. Req: Change antenna system.
- BP-13834 NEW, Kettering, Ohio, Speidel Broadcasting Corp. of Ohio. Req: 1510 kc, 10 kw, Day.
- BP-13835 NEW, Canton, Ohio, Joseph P. Wardlaw, Jr. Req: 1520 kc, 1 kw, DA, Day.

[F.R. Doc. 61-2761; Filed, Mar. 28, 1961; 8:50 a.m.]

[Docket No. 13866; FCC 61M-502]

COLLEGE RADIO

Order Scheduling Hearing

In re application of Augustine L. Cavallaro, Jr., tr/as College Radio, Amherst, Massachusetts, Docket No. 13866, File No. BP-14179; for construction permit.

It is ordered, This 23d day of March 1961, that the following schedule will govern:

Submission of affirmative direct written case of applicant—April 21, 1961.

Receipt of notification of witnesses desired for cross-examination—April 28, 1961.

Hearing—May 3, 1961, at 10 a.m., in the offices of the Commission, Washington, D.C.

Released: March 23, 1961.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE, Acting Secretary.

[F.R. Doc. 61-2756; Filed, Mar. 28, 1961; 8:49 a.m.]

[Docket Nos. 13955-13957; FCC 61M-501]

STUART W. EPPERSON ET AL.

Order Continuing Hearing

In re applications of Stuart W. Epperson, North Wilkesboro, North Carolina, Docket No. 13955, File No. BP-13009; Robert B. Brown, Taylorsville, North Carolina, Docket No. 13956, File No. BP-13564; Felix C. Abernethy, Granite Falls, North Carolina, Docket No. 13957, File No. BP-13773; for construction permits.

As a result of agreements reached upon the record of a prehearing conference held this date in the above-entitled matter: *It is ordered*, This 22d day of March 1961:

1. Engineering cases shall be exchanged in writing on or before May 3, 1961;
2. Lay exhibits shall be exchanged in writing on or before May 3, 1961;
3. Notification of witnesses desired for cross-examination shall be made on or before May 17, 1961; and
4. The hearing in this matter now scheduled for April 19, 1961, is hereby rescheduled for 10:00 a.m., June 6, 1961,

in the Commission's offices in Washington, D.C.

Released: March 23, 1961.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE, Acting Secretary.

[F.R. Doc. 61-2757; Filed, Mar. 28, 1961; 8:49 a.m.]

[Docket No. 13962; FCC 61M-504]

HIGH-FIDELITY BROADCASTERS CORP.

Order After Prehearing Conference

In re application of High-Fidelity Broadcasters Corp., Norristown, Pennsylvania, Docket No. 13962, File No. BP-13386, for construction permit.

A prehearing conference in the above-entitled proceeding having been held March 23, 1961, and the Hearing Examiner having taken into account that a reasonable time should be afforded the applicant, which is a corporation, to retain legal counsel to represent it herein (see Commission's Memorandum Opinion and Order in re Charles P. B. Pinson, Inc., Docket No. 13579, et al., FCC 60-1107, released September 27, 1960),

It is ordered, This 23d day of March 1961, that the following dates, on which the parties have agreed with the Examiner's approval, shall govern the future conduct of this proceeding, it being understood that any requests for extensions of these deadlines will not be favored in the absence of a strong showing of good cause:

(a) *May 10, 1961.* Applicant to exchange among the parties its engineering exhibit material in support of its direct case in draft form;

(b) *May 24, 1961.* Applicant to exchange among the parties (with one copy of each to the Hearing Examiner) its exhibit material in final form;

(c) *May 31, 1961.* Rebuttal exhibits (engineering), if any, to be exchanged among the parties, in draft form;

(d) *June 6, 1961.* Rebuttal exhibits, if any, to be exchanged with copy of each to the Examiner;

(e) *June 8, 1961.* Parties to notify each other informally of witnesses to be produced for cross-examination;

(f) *Monday, June 12, 1961.* Hearing to commence;

It is ordered further, That the transcript of the prehearing conference shall govern with regard to all matters discussed at the said conference and is hereby incorporated herein by reference; and, as indicated in the above listed dates, the hearing which was scheduled to commence on April 17, 1961, is hereby rescheduled to commence on Monday, June 12, 1961, at the Commission's offices, Washington, D.C., at 10 a.m.

Released: March 23, 1961.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE, Acting Secretary.

[F.R. Doc. 61-2758; Filed, Mar. 28, 1961; 8:49 a.m.]

[Docket No. 13940; FCC 61M-509]

EDWARD WALTER PISZCZEK AND JEROME K. WESTERFIELD

Order Continuing Hearing

In re application of Edward Walter Piszczek & Jerome K. Westerfield, Des Plaines, Illinois, Docket No. 13940, File No. BPH-3201; for construction permit (FM).

The Hearing Examiner having under consideration a petition filed March 17, 1961, on behalf of Edward Walter Piszczek & Jerome K. Westerfield requesting that the prehearing conference now scheduled to be held on April 3, 1961, be continued to April 10, 1961; and

It appearing that the reason for the requested extension of time is the fact that counsel for the above applicant has been retained as of a recent date and the additional time is requested to review adequately the numerous pleadings and other material filed in this proceeding; and

It further appearing that there are no objections to the requested extension and that good cause for granting the petition having been shown;

It is ordered, This the 23d day of March 1961, that the petition for extension of time is granted and the prehearing conference now scheduled to begin on April 3, 1961, is continued to April 10, 1961, beginning at 10:00 a.m., in the offices of the Commission, Washington, D.C.;

It is further ordered, That the evidentiary hearing now scheduled to begin on April 10, 1961, is continued to a date to be specified at the conclusion of the hearing conference which will begin on April 10, 1961.

Released: March 24, 1961.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE, Acting Secretary.

[F.R. Doc. 61-2759; Filed, Mar. 28, 1961; 8:49 a.m.]

[Docket No. 13925; FCC 61M-497]

LEO JOSEPH THERIOT

Order Continuing Hearing

Revocation of license of Leo Joseph Theriot for Standard Broadcast Station KLFT, Golden Meadow, Louisiana, Docket No. 13925.

Pursuant to a prehearing conference in this proceeding as of this date: *it is ordered*, This 22d day of March 1961, that the hearing now scheduled for March 30, 1961, be, and the same is hereby rescheduled for May 24, 1961, to be held at New Orleans, Louisiana. The place and hour will be announced in a subsequent order.

Released: March 23, 1961.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE, Acting Secretary.

[F.R. Doc. 61-2760; Filed, Mar. 28, 1961; 8:49 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-20107 etc.]

TRANSCONTINENTAL GAS PIPE LINE CORP. ET AL.

Notice of Hearing and Further Proceedings

MARCH 23, 1961.

Transcontinental Gas Pipe Line Corporation, Docket No. G-20107, G-18511, CP60-13; Cities Service Production Co., et al., Docket No. G-16854; J. Ray McDermott & Co., Inc., et al., Docket Nos. G-17197 and G-18053; Austral Oil Company, Inc., Docket No. G-17563; Trice Production Company, et al., Docket No. G-17635; Humble Oil and Refining Company, Docket No. G-17772; Hurley Oil & Gas Company, et al., Docket No. G-17775; Texaco Seaboard, Inc., Docket No. G-17779; Plymouth Oil Company, et al., Docket No. G-17931; Paul F. Barnhart, Docket No. G-17977; K & H Operating Company, Operator, Docket No. G-18058; George R. Brown, et al., Docket No. G-18131; Shell Oil Company, Docket Nos. G-18334 and G-18402; Zapata Off-shore Company, Operator, et al., Docket No. G-18369; Jupiter Oils, Inc., et al., Docket No. G-18397; Pan American Petroleum Corporation, Docket No. G-18484; Hunt Oil Company, Docket No. G-18596; Roy M. Huffington, Inc., Operator, et al., Docket No. G-18680; Sutton Producing Company, Operator, et al., Docket No. G-18682; Superwell Development Corporation, Docket No. G-18939; Tennessee Gas Transmission Company, Docket No. CP60-6.

On August 1, 1960, the Presiding Examiner issued in these proceedings an initial decision relating to the issues of gas supply and deliverability. Upon exceptions to such decision, the Commission, by order issued August 26, 1960, ordered that:

The above captioned proceedings [be] remanded for the purpose of a joint study by Transco and our staff of Transco's overall gas supply and for the presentation of further testimony by Transco in order that we may determine in a manner fully protective of the public interest what, if any, additional facilities by Transco may be certificated as required by the public convenience and necessity.

By letter dated March 22, 1961, Transcontinental Gas Pipe Line Corporation advised the Commission that:

The joint study of Transco's gas reserves undertaken by the Commission Staff and Transco in accordance with the order issued herein by the Commission on August 26, 1960, has been completed. Both Transco and the Staff are prepared now to submit the results of these studies at a reopened hearing herein.

It is respectfully requested that the hearing be reconvened herein at the earliest possible date.

Take notice that a further hearing in these proceedings relating to the issues of gas supply and deliverability will be held commencing on April 10, 1961 at 10:00 a.m., e.s.t., in a hearing room of the

Federal Power Commission, 441 G Street NW., Washington, D.C.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61-2745; Filed, Mar. 28, 1961;
8:48 a.m.]

FEDERAL RESERVE SYSTEM

NORTHWEST BANCORPORATION

Order Denying Application Under Bank Holding Company Act

In the matter of the application of Northwest Bancorporation for prior approval of acquisition of voting shares of The First National Bank of Pipestone, Pipestone, Minnesota.

There having come before the Board of Governors pursuant to section 3(a)(2) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842) and section 4(a)(2) of the Board's Regulation Y (12 CFR 222.4(a)(2)), an application on behalf of Northwest Bancorporation for the Board's prior approval of the acquisition of 80 percent or more of the 1,500 outstanding voting shares of The First National Bank of Pipestone, Pipestone, Minnesota; a Notice of Tentative Decision referring to a Tentative Statement on said application having been published in the FEDERAL REGISTER on September 22, 1960 (25 F.R. 9129); the said notice having provided interested persons an opportunity, before issuance of the Board's final order, to file objections or comments upon the facts stated and the reasons indicated in the Tentative Statement; and the time for filing such objections and comments having expired and all objections and comments, including those filed by the Applicant, having been carefully considered;

It is hereby ordered, For the reasons set forth in the Board's Statement¹ of this date, that the said application be and hereby is denied.

Dated at Washington, D.C., this 23d day of March 1961.

By order of the Board of Governors.

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 21-2735; Filed, Mar. 28, 1961;
8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 157]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

MARCH 24, 1961.

The following letter-notices of proposals to operate over deviation routes for

¹ Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington 25, D.C., or to the Federal Reserve Bank of Minneapolis.

operating convenience only with service at no intermediate points have been filed with the Interstate Commerce Commission, under the Commission's deviation rules revised, 1957 (49 CFR 211.1(c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

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

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

MOTOR CARRIERS OF PROPERTY

No MC 730 (Deviation No. 10), PACIFIC INTERMOUNTAIN EXPRESS CO., 14th and Clay Streets, Oakland 4, Calif., filed March 9, 1961. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: From Denver, Colo., over U.S. Highway 285 to Montevista, Colo., thence west over U.S. Highway 160 to Cortez, Colo., thence south over U.S. Highway 666 to Gallup, N. Mex., thence west of U.S. Highway 66 to junction U.S. Highway 89 near Ash Fork, Ariz., thence south over U.S. Highway 89 to junction Arizona Highway 71; thence over Arizona Highway 71 to junction U.S. Highway 70, thence west over U.S. Highway 70 to Redlands, Calif., and return over the same route for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Salt Lake City, Utah over U.S. Highway 91 via Nephi and Anderson, Utah to Barstow, Calif., also from Nephi over Utah Highway 189 to junction U.S. Highway 89, thence over U.S. Highway 89 to Mt. Carmel Junction, Utah, thence over Utah Highway 15 to Anderson, Utah, and thence as specified above to Barstow, thence over U.S. Highway 66 via San Bernardino, Calif., to Los Angeles (also from San Bernardino, over U.S. Highway 99 to Los Angeles; from Denver, Colo., over U.S. Highway 287 to Laramie, Wyo., thence over U.S. Highway 30 to junction U.S. Highway 30S, thence over U.S. Highway 30S via Uintah, Utah to Ogden, Utah, thence over U.S. Highway 91 to Salt Lake City; from Denver to Uintah as specified above, thence over U.S. Highway 89 to junction Alternate U.S. Highway 89, thence over Alternate U.S. Highway 89 to junction U.S. Highway 91 and thence over U.S. Highway 91 to Salt Lake City; and from Denver over Colorado Highway 185 to the junction U.S. Highway 87, and return over the same routes.

No. MC 906 (Deviation No. 2), CONSOLIDATED FORWARDING CO., INC.,

1300 North 10th Street, St. Louis, 6, Mo., filed March 6, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Indianapolis, Ind., over U.S. Highway 421 to Greensburg, Ind., thence over Indiana Highway 46 to junction U.S. Highway 52, and return over the same route for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Cincinnati, Ohio, over U.S. Highway 52 to Indianapolis, Ind., and return over the same routes.

No. MC 35320 (Deviation No. 3), T.I.M.E. FREIGHT, INC., Post Office Box 1120, Lubbock, Tex., filed March 13, 1961. Carrier's representative John T. Coon, Post Office Box 1120. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction U.S. Highway 66 and Interstate Highway 44, near Oklahoma City, Okla., over Interstate Highway 44 to junction U.S. Highway 166, near the Oklahoma-Missouri State Line, thence over U.S. Highway 166 to junction U.S. Highway 66, and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Tulsa, Okla., over U.S. Highway 66 to junction unnumbered highway (formerly U.S. Highway 66) near Edmond, Okla., thence over Oklahoma Highway 77 to Oklahoma City; from St. Louis over U.S. Highway 66 to Tulsa, and return over the same routes.

No. MC 35320 (Deviation No. 4), T.I.M.E. FREIGHT, INC., Post Office Box 1120, Lubbock, Tex., filed March 16, 1961. Carrier's representative John T. Coon, Post Office Box 1120, Lubbock, Tex. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From the junction of U.S. Highway 42 and Interstate Highway 264 over Interstate Highway 264 to junction Interstate Highway 65, thence over Interstate Highway 65 to junction U.S. Highway 31W, and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Cincinnati, Ohio over U.S. Highway 42 to junction U.S. Highway 31W, thence over U.S. Highway 31W to Nashville, Tenn., thence over U.S. Highway 41 via Murfreesboro, Tenn., to junction unnumbered highway (formerly U.S. Highway 41), near Cassville, Ga., thence over unnumbered highway to Cartersville, Ga., thence over Georgia Highway 293 (formerly U.S. Highway 41) to junction U.S. Highway 41 near Emerson, Ga., thence over U.S. Highway 41 to Atlanta, Ga. (also from Nashville, Tenn., over Alternate U.S. Highway 41 (for-

merly Tennessee Highway 11), to junction Tennessee Highway 96, thence over Tennessee Highway 96 to Murfreesboro, and return over the same route.

No. MC 35380 (Sub No. 1) (Deviation No. 1), BELNAP FREIGHT LINES, INC., 1605 Chapien Road, Montebello, Calif., filed March 16, 1961. Attorney Wood R. Worsley, 701 Continental Bank Building, Salt Lake City 1, Utah. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Salt Lake City, Utah, over Interstate Highway 15 to San Bernardino, Calif., and return over the same route for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Los Angeles over U.S. Highway 66 to Kingman, Ariz.; from Los Angeles over U.S. Highway 6 to Mojave, Calif.; thence over U.S. Highway 466 to Kingman; from Los Angeles over U.S. Highway 101 to Anaheim, Calif., thence over U.S. Highway 91 to Las Vegas, Nev., thence over U.S. Highway 466 to Kingman; from Salt Lake City over U.S. Highway 91 to junction unnumbered highway (formerly U.S. Highway 91), near Mesquite, Nev., thence over unnumbered highway via Bunkerville, Nev., to junction U.S. Highway 91, thence over U.S. Highway 91 to Las Vegas, Nev., thence over U.S. Highway 93 to Boulder City; and return over the same routes. The carrier also has authority to transport specified commodities over pertinent routes as follows: From Salt Lake City over U.S. Highway 91 to Las Vegas, Nev., thence to Kingman via Boulder City, Nev., and Chloride, Ariz., as specified above; and from Las Vegas over U.S. Highway 91 to Jean, Nev., thence over Nevada Highway 53 to Goodsprings; from Las Vegas over U.S. Highway 91 to Salt Lake City, and return over the same routes.

No. MC 47038 (Deviation No. 1), SHIP-BY-TRUCK COMPANY, 1321 West Eighth Street, Kansas City, Mo., filed February 8, 1961. Attorney Tom B. Kretsinger, Suite 1014-18, Kansas City 6, Mo. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Kansas City, Mo., over Interstate Highway 29 to St. Joseph, Mo., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Kansas City, Mo., over U.S. Highway 71 to St. Joseph and return over the same route.

No. MC 59852 (Deviation No. 1), ALL STATES FREIGHT, INC., 1250 Kelly Avenue, Akron 6, Ohio, filed March 6, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From the junction of U.S. Highway 20 and Indiana Highway 2 near

Rolling Prairie, Ind., over Indiana Highway 2 to South Bend, Ind., and return over the same routes for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between the deviation points over U.S. Highway 20.

No. MC 68183 (Deviation No. 5), YANKEE LINES, INC., 1400 East Archwood Avenue, Akron 6, Ohio, filed March 7, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Interchange No. 25 Norristown, Pa., over the Pennsylvania Turnpike to Interchange No. 38 near Scranton, Pa., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Philadelphia, Pa., over U.S. Highway 611 to Scranton, Pa.; and from Harrisburg, Pa., over U.S. Highway 22 to Allentown, Pa., thence over U.S. Highway 309 to Philadelphia; from Allentown over U.S. Highway 309 to Wilkes Barre, Pa., thence over unnumbered highway to Pittston, Pa.; from Lancaster over U.S. Highway 222 to Allentown, thence over U.S. Highway 22 to Easton, Pa.; and from Kingston, Pa., over Pennsylvania Highway 115 to Wilkes Barre, thence over Pennsylvania Highway 315 to Avoca, Pa., and return over the same routes.

MOTOR CARRIERS OF PASSENGERS

No. MC 1501 (Deviation No. 61), THE GREYHOUND CORPORATION, 2600 Hamilton Avenue, Cleveland 14, Ohio, filed March 8, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over a deviation route as follows: From the junction of U.S. Highways 54 and 30, approximately 4 miles west of Chicago Heights, Ill., over U.S. Highway 30 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 66, approximately 8 miles southwest of Joliet, Ill., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport passengers over pertinent service routes as follows: From Chicago, Ill., over U.S. Highway 41 to Hammond, Ind., thence over U.S. Highway 20 via Gary, Rolling Prairie, South Bend, and Elkhart, Ind.; from Chicago over U.S. Highway 66 to junction Alternate U.S. Highway 66 at a point approximately 10 miles northeast of Joliet, Ill., thence over Alternate U.S. Highway 66 via Joliet to junction U.S. Highway 66 at the outskirts of Gardner, Ill., from junction Alternate U.S. Highway 66 and U.S. Highway 66 north of Joliet over U.S. Highway 66 to junction Alternate U.S. Highway 66 near Gardner; also from Chicago over U.S. Highway 41 to Hammond, Ind., thence over Sibley Blvd., to junction Torrence Avenue, thence over Torrence Avenue to junction U. S. Highway 6, thence over U.S. Highway 6 to

junction Illinois Highway 1, thence over Illinois Highway 1 to Chicago Heights, Ill., and thence over U.S. Highway 30 to U.S. Highway 54, and return over the same routes.

No. MC 1940 (Deviation No. 8), TRAILWAYS OF NEW ENGLAND, INC., 400 Trailways Building, 1200 Eye Street NW., Washington 5, D.C., filed March 7, 1961. Attorney William A. Roberts, Continental Building, 14th and K Streets NW., Washington 5, D.C. Carrier proposes to operate as a *common carrier*, by motor vehicle of *passengers and their baggage*, over a deviation route as follows: From the junction of Massachusetts Highways 9 and 128 over Massachusetts Highway 128 to junction Massachusetts Highway 28, and return over the same route for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport passengers over pertinent service routes as follows: From Worcester, Mass., over Massachusetts Highway 9 to Boston; and from Boston over Massachusetts Highway 28 to Lawrence, Mass., and return over the same route.

No. MC 2866 (Deviation No. 3), EDWARDS MOTOR TRANSIT COMPANY, 56 East Third Street, Williamsport, Pa., filed March 13, 1961. Attorney Robert H. Griswold, Commerce Building, Harrisburg, Pa. Carrier proposes to operate as a *common carrier*, by motor vehicle of *passengers and their baggage*, over a deviation route as follows: From Pottsville, Pa., over U.S. Highway 122 to junction U.S. Highway 22, thence over U.S. Highway 22 to junction Northeast Extension of the Pennsylvania Turnpike at Interchange No. 33 (Lehigh Valley), and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From junction Pennsylvania Highway 29 and U.S. Highway 209 near Lehigh, Pa., over U.S. Highway 209 to Pottsville, and return over the same route.

No. MC 2866 (Deviation No. 4), EDWARDS MOTOR TRANSIT COMPANY, 56 East Third Street, Williamsport, Pa., filed March 13, 1961. Attorney Robert H. Griswold, Commerce Building, Harrisburg, Pa. Carrier proposes to operate as a *common carrier*, by motor vehicle of *passengers and their baggage*, over a deviation route as follows: From Interchange No. 25 (Norristown), of the Pennsylvania Turnpike over the Pennsylvania Turnpike to Interchange No. 24 (Valley Forge), thence over Pennsylvania Highway 43 (Schuylkill Expressway) to Philadelphia, Pa., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport passengers, over a pertinent service route as follows: From Interchange No. 27 (Willow Grove) over U.S. Highway 611 to Philadelphia and return over the same route.

No. MC 2890 (Deviation No. 9), AMERICAN BUSLINES, INC., 1805 Levenworth Street, Omaha 2, Nebr., filed March 3, 1961. Carrier proposes to op-

erate as a *common carrier*, by motor vehicle of *passengers and their baggage*, over a deviation route as follows: From Toledo, Ohio, over Interstate Highway 75 to junction U.S. Highway 25, approximately 5 miles northeast of Flat Rock, Mich., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From Toledo, over U.S. Highway 24 or U.S. Highway 25 to junction of said highways approximately 5 miles north of Monroe, Mich., thence over U.S. Highway 25 to Detroit and return over the same routes.

No. MC 84728 (Deviation No. 2), SAFEWAY TRAILS, INC., 820 T Street NE., Washington 18, D.C., filed March 6, 1961. Attorney William A. Roberts, Continental Building, 14th and K Streets NW., Washington 5, D.C. Carrier proposes to operate as a *common carrier*, by motor vehicle of *passengers and their baggage*, over a deviation route as follows: From Chester, Pa., over Pennsylvania Highway 291 to Philadelphia, Pa., and return over the same route for operating convenience only, serving no intermediate points. The notice indicates that carrier is presently authorized to transport passengers between the same points over U.S. Highway 13.

No. MC 109598 (Deviation No. 4) CAROLINA SCENIC STAGES, 217 North Converse Street, Spartanburg, S.C., filed March 16, 1961. Carrier proposes to operate as a *common carrier*, by motor vehicle of *passengers and their baggage*, over a deviation route as follows: From the junction of Interstate Highway 26 and South Carolina Highway 296 in Spartanburg, S.C., over Interstate Highway 26 to junction Interstate Highway 126, thence over Interstate Highway 126 to Columbia, S.C., and return over the same route, for operating convenience only serving no intermediate points. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From Spartanburg over U.S. Highway 176 to junction South Carolina Highway 215 and thence over South Carolina 215 to Columbia, and return over the same route.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 61-2747; Filed, Mar. 28, 1961;
8:48 a.m.]

[Notice 369]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MARCH 24, 1961.

The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.241) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings and pre-hearing conferences will be called at 9:30 o'clock a.m., United States standard time (or 9:30 o'clock a.m., local daylight saving time, if that time is observed), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 222 (Sub No. 24), filed March 13, 1961. Applicant: NEW YORK CONSOLIDATED FREIGHTWAYS CORPORATION, 1540 West Market Street, Akron 13, Ohio. Applicant's representative: E. R. Kershner, 715 South 25th Avenue, Bellwood, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, livestock, and household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), serving Cockeysville, Md., as an off-route point in connection with carrier's presently authorized regular route operations to and from Baltimore, Md.

NOTE: Applicant states it is a wholly-owned subsidiary of Consolidated Freightways Corporation of Delaware (MC 42487).

HEARING: April 21, 1961, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 112, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

No. MC 263 (Sub No. 130), filed March 2, 1961. Applicant: GARRETT FREIGHTLINES, INC., 2055 Pole Line Road, Pocatello, Idaho. Applicant's attorney: Maurice H. Greene, Boise, Idaho. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gilsulate* (which is a product of Gilsonite), a natural crude asphalt, in bulk, from Salt Lake City, Utah, to the plant site of the Atomic Energy Commission at or near Hanford, Wash.

HEARING: May 11, 1961, at 1:00 o'clock p.m., at the Utah Public Service Commission, Salt Lake City, Utah, before Examiner James H. Gaffney.

No. MC 504 (Sub No. 38), filed March 6, 1961. Applicant: HARPER MOTOR LINES, INC., 213 Long Avenue, Elberton, Ga. Applicant's attorney: Reuben G. Crimm, 1375 Peachtree Street NE., Suite 693, Atlanta 9, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Granite*, from Elberton, Ga. and points within 25 miles thereof, to points in Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, and Maine.

HEARING: May 5, 1961, at 680 West Peachtree Street NW., Atlanta Ga., before Examiner Charles B. Heineman.

No. MC 504 (Sub No. 39), filed March 6, 1961. Applicant: HARPER MOTOR LINES, INC., 213 Long Avenue, Elberton, Ga. Applicant's attorney: Reuben G. Crimm, 1375 Peachtree Street NE., Suite 693, Atlanta 8, Ga. Authority sought to operate as a *common carrier*, by motor

vehicle, over irregular routes, transporting: *Granite*, from points in Kershaw County, S.C., to points in Tennessee, Kentucky, Illinois, Iowa, Missouri, Wisconsin, Indiana, Michigan, Ohio, West Virginia, Georgia, North Carolina, Virginia, Maryland, Delaware, Pennsylvania, New York, New Jersey, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, and Maine.

HEARING: May 5, 1961, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Charles B. Heineman.

No. MC 504 (Sub No. 40), filed March 15, 1961. Applicant: HARPER MOTOR LINES, INC., 213 Long Avenue, Elberton, Ga. Applicant's attorney: Reuben G. Cimm, 1375 Peachtree Street NE., Suite 693, Atlanta 8, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Granite*, from Salisbury, N.C., to points in Delaware, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Virginia, West Virginia, Iowa, Wisconsin, Connecticut, Massachusetts, Rhode Island, Vermont, New Hampshire, Maine, Missouri, South Carolina, District of Columbia.

HEARING: May 5, 1961, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Charles B. Heineman.

No. MC 730 (Sub No. 189), filed December 15, 1960. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, Oakland, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Rawlins, Wyo., and Casper, Wyo.; from Rawlins over U.S. Highway 287 (Wyoming Highway 789) to junction with Wyoming Highway 220 at Muddy Gap, Wyo., thence over Wyoming Highway 220 to Casper, and return over the same route, serving no intermediate points. **RESTRICTION:** Service at Casper restricted to that required in connection with substituted rail trailer-on-flatcar for the highway operations of applicant between Rawlins, Wyo., on the west, and Omaha, Nebr., and points north and east thereof, on the east, as an alternate gateway.

HEARING: May 8, 1961, at the Wyoming Public Service Commission, Cheyenne, Wyo., before Joint Board No. 197, or, if the Joint Board waives its right to participate, before Examiner James H. Gaffney.

No. MC 1658 (Sub No. 45), filed March 17, 1961. Applicant: NORWALK TRUCK LINES INC. OF DELAWARE, 1091 Manheim Pike, Lancaster, Pa. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment); serving

Cockeysville, Md., and points within one mile thereof as off-route points in connection with applicant's regular routes and service points covered by Certificate No. MC 1658 and Subs thereunder.

HEARING: April 21, 1961, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 112, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

No. MC 2202 (Sub No. 201), filed January 18, 1961. Applicant: ROADWAY EXPRESS, INC., 147 Park Street, Akron, Ohio. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Junction U.S. Highway 31 and Relocated U.S. Highway 31, south of Elkton, Tenn., and Junction Relocated U.S. Highway 31 and U.S. Highway 31 south of Athens, Ala.; from Junction U.S. Highway 31 and Relocated U.S. Highway 31, south of Elkton, Tenn., over Relocated U.S. Highway 31 to junction Relocated U.S. Highway 31 and U.S. Highway 31 south of Athens, Ala., serving no intermediate or off-route points, as an alternate route for operating convenience only.

HEARING: May 9, 1961, at the U.S. Court Rooms, Montgomery, Ala., before Joint Board No. 106, or, if the Joint Board waives its right to participate, before Examiner Charles B. Heineman.

No. MC 2202 (Sub No. 204), filed March 1, 1961. Applicant: ROADWAY EXPRESS, INC., 147 Park Street, Akron 9, Ohio. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment); serving Cockeysville, Md., as an off-route point in connection with applicant's presently authorized regular routes from and to Baltimore, Md.

HEARING: April 21, 1961, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 112, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

No. MC 2589 (Sub No. 16), filed February 2, 1961. Applicant: C.A.B.Y. TRANSPORTATION COMPANY, a corporation, 3212 St. Clair Avenue, Cleveland 14, Ohio. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland 13, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission,

commodities in bulk, and those requiring special equipment), serving Medina, Ohio, as an off-route point in connection with applicant's regular route operations to and from Akron, Ohio, and Cleveland, Ohio.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 2962 (Sub No. 25), filed February 1, 1961. Applicant: A & H TRUCK LINE, INC., 1277 Maxwell Avenue, Evansville, Ind. Applicant's attorney: Howell Ellis, Suite 1210-12 Fidelity Building, 111 Monument Circle, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), between the junction of U.S. Highway 50 and Indiana Highway 235, near Brownstown, Ind., and junction of Indiana Highways 235 and 135; from junction U.S. Highway 50 and Indiana Highway 235, near Brownstown, over Indiana Highway 235 to junction Indiana Highways 235 and 135, and return over the same route, serving the intermediate point of Medora, Ind.

HEARING: May 23, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 72, or, if the Joint Board waives its right to participate, before Examiner Henry A. Cockrum.

No. MC 2986 (Sub No. 22), filed January 30, 1961. Applicant: INDIANAPOLIS & SOUTHERN MOTOR EXPRESS, INC., U.S. Highway 41 South, P.O. Box 491, Vincennes, Ind. Applicant's attorney: Ferdinand Born, 1017-19 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Jasper and Celestine, Ind., over Indiana Highway 164, serving no intermediate points. (2) Between Dale and Jasper, Ind., from Dale, over Indiana Highway 62 to junction Indiana Highway 162; thence over Indiana Highway 162 to Jasper, and return over the same route, serving the intermediate point of Ferdinand, Ind. and (3) between Huntingburg, Ind. and the junction of Indiana Highway 357 and Indiana Highway 56, from Huntingburg, over Indiana Highway 64 to junction Indiana Highway 56, and return over the same route, serving the intermediate point of Valpen, Ind.

HEARING: May 22, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 72, or, if the Joint Board waives its right to participate, before Examiner Henry A. Cockrum.

No. MC 3379 (Sub No. 42), filed January 26, 1961. Applicant: SNYDER BROS. MOTOR FREIGHT, INC., P.O.

Box 830, 362 Stanton Avenue, Akron 9, Ohio. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland 13, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, and commodities requiring special equipment), serving Medina, Ohio, as an off-route point in connection with applicant's authorized regular route operations to and from Akron, Ohio.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 9895 (Sub No. 114) (AMENDMENT), filed October 14, 1960, published in the FEDERAL REGISTER, issue of October 26, 1960. Applicant: DENVER CHICAGO TRANSPORT COMPANY, INC., East 45th Avenue at Jackson Street, Denver, Colo. Applicant's attorney: Alvin J. Meiklejohn, Jr., Suite 526, Denham Building, Denver 2, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hydrazine* and *hydrazine mix*, in bulk, in shipper-owned or carrier-owned tank vehicles, (1) between Lake Charles, La., Baltimore, Md., and Saltville, Va., on the one hand, and, on the other, Nimbus and Santa Susana, Calif., and Denver and Waterton, Colo., and (2) between Rocky Mountain Arsenal near Denver, Colo., on the one hand, and, on the other, Missile Sites and Installations and supply points therefor, in Arizona, Arkansas, California, Colorado, Kansas, New York, and Tennessee.

NOTE: The subject amendment broadens the scope of the authority sought. As originally filed the proposed operations involved the transportation of similar commodities from Rocky Mountain Arsenal, Colo., to the site of Martin Aircraft plant near Waterton, Colo.

HEARING: April 5, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James C. Cheseldine.

No. MC 10955 (Sub No. 9), filed January 26, 1961. Applicant: RENNERT MOTOR LINES, INC., 622 West Waterloo Road, Akron, Ohio. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities*, as are manufactured, processed, or dealt in by rubber or rubber products manufacturers, between points in Summit County, Ohio, and Medina, Ohio.

NOTE: For purpose of joinder in Summit County, Ohio, with applicant's presently authorized operations.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 11207 (Sub No. 200), filed March 9, 1961. Applicant: DEATON TRUCK LINE, INC., P.O. Box 1271, 3409

10th Avenue North, Birmingham, Ala. Applicant's attorney: A. Alvis Layne, Pennsylvania Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Roofing and Siding*, and (b) *Roofing and Siding materials*, from Atlanta, Ga., to points in Alabama, North Carolina, South Carolina, and Tennessee.

HEARING: May 4, 1961, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Charles B. Heineman.

No. MC 13123 (Sub No. 26), filed March 13, 1961. Applicant: WILSON FREIGHT FORWARDING COMPANY, a corporation, 3636 Follett Avenue, Cincinnati, Ohio. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Cockeysville, Md., as an off-route point in connection with carrier's regular route operations to and from Baltimore, Md.

HEARING: April 21, 1961, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 112, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

No. MC 17002 (Sub No. 20), filed March 7, 1961. Applicant: CASE DRIVEWAY, INC., 6001 U.S. Route 60, Huntington, W. Va. Applicant's attorney: Charles T. Dodrill, 600 Fifth Avenue, Huntington, W. Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Articles of iron and steel manufacture* as listed in *Descriptions in Motor Carrier Certificates—Appendix 5, 61 M.C.C. 209, including, but not limited to, mine and pit cars, reinforcing steel, and mine roof bolts*, between points in Huntington, W. Va., on the one hand, and, on the other, points in Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia.

HEARING: June 1, 1961, at the U.S. Court House, Charleston, W. Va., before Examiner David Waters.

No. MC 18088 (Sub No. 27), filed February 1, 1961. Applicant: FLOYD AND BEASLEY TRANSFER COMPANY, INC., P.O. Drawer 8, Sycamore, Ala. Applicant's attorney: John W. Cooper, 818-821 Massey Building, Birmingham 3, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, dangerous explosives, household goods as defined by the Commission, commodities in bulk and commodities requiring special equipment), from Lafayette, Ala., to Pepperell (Opelika), Lanett, Shawmut, Riverview, Langdale, and Fairfax, Ala.

NOTE: Applicant states that Pepperell is at Opelika. Lanett, Langdale, Shawmut, Riverview, and Fairfax are mill points of

West Point Manufacturing Company and are within 5 miles of each other.

HEARING: May 10, 1961, at the U.S. Court Rooms, Montgomery, Ala., before Joint Board No. 157, or, if the Joint Board waives its right to participate, before Examiner Charles B. Heineman.

No. MC 20207 (Sub No. 32), filed March 20, 1961. Applicant: CONTINENTAL TRANSPORTATION LINES, INC., Graham Street, McKees Rocks, Pa. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment) serving Cockeysville, Md., as an off-route point in connection with applicant's regular routes contained in Certificates MC 20207 and Subs thereto.

HEARING: April 21, 1961, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 112, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

No. MC 20992 (Sub No. 10) (CLARIFICATION), filed January 6, 1961, published in FEDERAL REGISTER, issue of February 22, 1961. Applicant: WILLIAM DOTSETH, Rural Route, Knapp, Wis. Applicant's attorney: W. P. Knowles, New Richmond, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Rough and saved lumber, poles, ties, pallets, flooring, and manufactured wood products*, from points in that part of Wisconsin north of U.S. Highway 16 and west of U.S. Highway 53, to points in Illinois, Iowa and Minnesota, and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified above, on return.

NOTE: The purpose of this republication is to show that State Trunk Highway 53 should have been shown as U.S. Highway 53.

HEARING: Remains as assigned May 4, 1961, in Room 926, Metropolitan Building, Second Avenue, South and Third, Minneapolis, Minn., before Examiner Frank R. Saltzman.

No. MC 23939 (Sub No. 98), filed March 22, 1961. Applicant: ASBURY TRANSPORTATION CO., a corporation, 2222 East 38th Street, Los Angeles 58, Calif. Applicant's attorney: E. B. Evans, 718 Symes Building, Denver 2, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hydrazine and hydrazine mix*, in bulk, in shipper-owned or carrier-owned tank vehicles; (1) between Lake Charles, La., Baltimore, Md., and Saltville, Va., on the one hand, and, on the other, Nimbus and Santa Susana, Calif., and Denver and Waterton, Colo., and (2) between Rocky Mountain Arsenal near Denver, Colo., on the one hand, and, on the other, Missile Sites and Installations in Ari-

zona, Arkansas, California, Colorado, Kansas, New York, and Tennessee.

HEARING: April 5, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James C. Cheseldine.

No. MC 28478 (Sub No. 13), filed February 6, 1961. Applicant: GREAT LAKES EXPRESS CO., a corporation, 172 Davenport Street, Saginaw, Mich. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland 13, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Medina, Ohio, as an off-route point in connection with applicant's presently authorized regular route operations to and from Detroit, Mich.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 29886 (Sub No. 176), filed February 6, 1961. Applicant: DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample Street, South Bend, Ind. Applicant's attorney: Charles M. Pieroni (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passenger, freight, and combination passenger and freight motor vehicles (jeeps, trucks, and station wagons)* manufactured by Willys Motors, Inc. at Toledo, Ohio, in secondary movements; from the rail heads in Denver, Colo., to points in Colorado, New Mexico, Utah, Idaho, Wyoming, points in Sioux, Dawes, Sheridan, Scotts Bluff, Banner, Kimball, Cheyenne, Morrill, Box Butte, Garden, Deuel, Perkins, Chase, Dundy, Hitchcock, Hayes, Lincoln, and Keith Counties, Nebr., and to Ely and Elko, Nev. **RESTRICTION:** The proposed operation is restricted to movements which have had a prior movement by rail in specially constructed rail cars known as multi-level cars or in T.O.F.C. service.

NOTE: Applicant states it has authority to handle the involved traffic from Toledo, Ohio in initial movements, to all the destinations involved except Nebraska and New Mexico. (By letter dated February 27, 1961, applicant designates the commodities proposed to be transported as: "Jeep" Universals, "Jeep" trucks, and "Jeep" station wagons.) No duplicating authority is sought.

HEARING: May 19, 1961, at the New Customs House, Denver, Colo., before Examiner James H. Gaffney.

No. MC 30887 (Sub No. 106), filed March 13, 1961. Applicant: SHIPLEY TRANSFER, INC., 534 Main Street, Reisterstown, Md. Applicant's attorney: William J. Little, 1513 Fidelity Building, Baltimore, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dry commodities* (except cement, salt, sugar, and flour) in bulk, in tank or hopper type vehicles, and (2) *rejected shipments*, between Walling-

ford, Conn.; Bound Brook, Princeton, Warners, and Woodbridge, N.J.; Pearl River, N.Y.; Hamilton, and Marietta, Ohio; Bridgeville, and New Castle, Pa.; and Ports of Entry on the International Boundary Line, on the Detroit River and on the Niagara River; on the one hand, and, on the other, points in Connecticut, Delaware, Indiana, Illinois, Iowa, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, and the District of Columbia.

HEARING: May 8, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Frank J. Mahoney.

No. MC 30897 (Sub No. 11), filed February 8, 1961. Applicant: CONSOLIDATED FREIGHT COMPANY, a corporation, 321 South Franklin Street, Saginaw, Mich. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland 13, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Medina and Toledo, Ohio, for the purpose of joinder at Toledo, Ohio, with applicant's presently authorized regular route operations from and to Toledo, Ohio.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 31389 (Sub No. 48), filed March 13, 1961. Applicant: McLEAN TRUCKING COMPANY, a corporation, P.O. Box 213, Winston-Salem, N.C. Applicant's attorney: Francis W. McInerny, Commonwealth Building, 1625 K Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment); serving Cockeysville, Md., as an off route point in connection with applicant's presently authorized regular and irregular route service at Baltimore, Md.

HEARING: April 21, 1961, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 112, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

No. MC 31435 (Sub No. 5), filed January 26, 1961. Applicant: OVERLAND TRANSPORTATION COMPANY, a corporation, 184 Massillon Road, P.O. Drawer N, East Akron Station, Akron 5, Ohio. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by

the Commission, commodities in bulk, and those requiring special equipment), from Medina, Ohio, to Akron, Ohio, for joinder at Akron, with applicant's presently authorized operations.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 32562 (Sub No. 17), filed March 6, 1961. Applicant: POINT EXPRESS, INC., 3535 Seventh Avenue, Charleston, W. Va. Applicant's attorney: John C. White, 400 Union Building, Charleston, W. Va. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Webster Springs, W. Va., and Cleveland, W. Va., over West Virginia Highway 20, serving all intermediate points; (2) between Webster Springs, W. Va., and Valley Head, W. Va., over West Virginia Highway 15, serving all intermediate points; (3) between Richwood, W. Va., and the West Virginia-Virginia State line over West Virginia Highway 39, serving all intermediate points and the off-route points of Circleville, Franklin and Sugar Grove, Pendleton County, and (4) between Lewisburg, W. Va., and Valley Head, W. Va., over U.S. Highway 219, serving all intermediate points and the off-route points of Huttonsville, Mill Creek, Pocahontas County, and those in Greenbrier County, North of U.S. Highway 60.

HEARING: May 31, 1961, at the U.S. Court House, Charleston, W. Va., before Joint Board No. 118, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 37896 (Sub No. 13), filed January 26, 1961. Applicant: YOUNGBLOOD TRUCK LINES, INC., Fletcher, N.C. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland 13, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, livestock, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), between Akron, Ohio, and Medina, Ohio, for joinder at Akron, Ohio, in connection with applicant's authorized operations and such other operations authorized to applicant.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 42329 (Sub No. 148), filed March 1, 1961. Applicant: HAYES FREIGHT LINES, INC., P.O. Box 213, Winston-Salem, N.C. Applicant's attorney: David G. Macdonald, Commonwealth Building, 1625 K Street NW., Washington 6, D.C. Authority sought to

operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* including *dangerous explosives* (but not including commodities of unusual value, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), serving the site of B. F. Goodrich Company plant, located at or near Medina, Ohio, as an intermediate or off-route point in connection with carrier's regular-route operations to and from Cleveland, Akron, Canton, and Youngstown, Ohio.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 42487 (Sub No. 492) (AMENDMENT), filed December 19, 1960, published issue December 29, 1960, amended March 7, 1961, and republished as amended March 15, 1961, and further amended March 22, 1961 and republished as further amended this issue. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Applicant's attorney: L. C. Major, Jr., 2001 Massachusetts Avenue NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hydrazine* and *hydrazine mix*, in bulk, in shipper-owned or carrier-owned tank vehicles, (1) between Rocky Mountain Arsenal, near Denver, Colo., on the one hand, and, on the other, Martin Aircraft Plant near Waterton, Colo., and missile sites and installations in Arizona, California, Colorado, Kansas, Florida, New York, and Tennessee; (2) between Lake Charles, La., and Baltimore, Md., on the one hand, and, on the other, Rocky Mountain Arsenal, Colo.; Santa Susana, Calif.; Denver, Colo.; and the Martin Aircraft Plant near Waterton, Colo.; (3) between Saltville, Va., on the one hand, and, on the other, Nimbus and Santa Susana, Calif.; Denver, Colo.; Rocky Mountain Arsenal, Colo.; and Martin Aircraft Plant near Waterton, Colo.

NOTE: The subject amendment broadens the scope of the authority sought. As originally filed the proposed operations involved the transportation of similar commodities from Rocky Mountain Arsenal, Colo.; to the site of Martin Aircraft plant near Waterton, Colo. This amendment adds the State of Florida.

HEARING: Remains as assigned April 5, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James C. Cheseldine.

No. MC 42487 (Sub No. 494), filed December 28, 1960. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring

special equipment, and those injurious or contaminating to other lading), serving the site of Columbia-Geneva Division of U.S. Steel Corporation plant at or near Atlantic City, Wyo., as an off-route point in connection with applicant's authorized regular routes (1) between Rawlins and Little America, Wyo., and (2) between Rawlins and Lander, Wyo.

NOTE: Common control may be involved.

HEARING: May 10, 1961, at the Wyoming Public Service Commission, Cheyenne, Wyo., before Joint Board No. 197, or, if the Joint Board waives its right to participate, before Examiner James H. Gaffney.

No. MC 51146 (Sub No. 7), filed February 7, 1961. Applicant: SCHNEIDER TRANSPORT & STORAGE, INC., 817 McDonald Street, Green Bay, Wis. Applicant's attorney: Edward Solie, 715 National Bank Building, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Corrugated shipping containers, corrugated sheets, and corrugated partitions*; between Manitowoc, Wis., on the one hand, and, on the other, Barrington, Carpentersville, Waukegan, Rockford, and Libertyville, Ill., and (2) *pulpboard*, in rolls; between Manitowoc, Wis., and Rockford, Ill.

HEARING: May 9, 1961, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 13, or, if the Joint Board waives its right to participate, before Examiner Richard H. Roberts.

No. MC 52458 (Sub No. 156), filed March 20, 1961. Applicant: T. I. McCORMACK TRUCKING COMPANY, INC., U.S. Route 9 at Green Street, Woodbridge, N.J. Applicant's attorney: Paul J. Keeler, P.O. Box 457, Woodbridge, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dry commodities* (except cement, salt, sugar, and flour) in bulk, in tank or hopper type vehicles, and (2) *rejected shipments*, between Wallingford, Conn.; Bound Brook, Princeton, Warners, and Woodbridge, N.J.; Pearl River, N.Y.; Hamilton and Marietta, Ohio; Bridgeville and New Castle, Pa.; and Ports of Entry on the International Boundary Line, on the Detroit River and on the Niagara River; on the one hand, and, on the other, points in Connecticut, Delaware, Indiana, Illinois, Iowa, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, and the District of Columbia.

HEARING: April 7, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner J. Thomas Schneider.

No. MC 52709 (Sub No. 128), filed February 10, 1961. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver 5, Colo. Applicant's Representative: Eugene St. M. Hamilton, 3201 Ringsby Court, Denver 5, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vegetable oils and/or animal fats, oils and greases, and blends and products thereof,*

in bulk and in tank vehicles, from Sherman, Tex., and Jacksonville, Ill., to points in Utah, Idaho, Wyoming, and Montana, and *refused or rejected shipments*, on return.

HEARING: May 8, 1961, at the Baker Hotel, Dallas, Tex., before Examiner Armin G. Clement.

No. MC 59680 (Sub No. 130), filed March 2, 1961. Applicant: STRICKLAND TRANSPORTATION CO., INC., P.O. Box 5689, Dallas 2, Tex. Applicant's attorney: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City 3, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, dangerous explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment) between Houston, Tex., and the site of the Monsanto Chemical Co., located near Chocolate Bayou, Tex.; from Houston over Texas Highway 35 to intersection Texas Highway 35 (between Alvin and Angleton, Tex.) with County Road 191, thence over County Road 191 and 194 to plant site of Monsanto Chemical Co., and return over the same route.

HEARING: May 12, 1961, at the Federal Office Building, Franklin and Fannin Street, Houston, Tex., before Joint Board No. 77, or, if the Joint Board waives its right to participate, before Examiner Armin G. Clement.

No. MC 64932 (Sub No. 293), filed February 20, 1961. Applicant: ROGERS CARTAGE CO., a corporation, 1934 South Wentworth Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from Newport, Minn., and points within ten (10) miles thereof, to Chicago, Ill.

HEARING: June 6, 1961, at the Midland Hotel, Chicago, Ill., before Examiner Lacy W. Hinely.

No. MC 64932 (Sub No. 294), filed February 20, 1961. Applicant: ROGERS CARTAGE CO., a corporation, 1934 South Wentworth Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, dry, in bulk, from Odessa, Tex., and points within fifteen (15) miles thereof, to points in the Continental United States.

HEARING: May 11, 1961, at the Baker Hotel, Dallas, Tex., before Examiner Armin G. Clement.

No. MC 68183 (Sub No. 16), filed January 26, 1961. Applicant: YANKEE LINES, INC., 1400 East Archwood Avenue, Akron, Ohio. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Medina,

Ohio, as an intermediate point in connection with applicant's presently authorized regular route operation, between Akron and Elyria, Ohio.

NOTE: Applicant states that he is presently authorized to operate between Akron and Elyria with no authority to serve intermediate points.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 69183 (Sub No. 17), filed March 10, 1961. Applicant: YANKEE LINES, INC., 1400 Archwood Avenue, Akron, Ohio. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue, NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Cockeysville, Md., as an intermediate point on carrier's presently authorized regular route operations between Harrisburg, Pa., and Baltimore, Md., over U.S. Highway 111.

HEARING: April 21, 1961, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 112, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

No. MC 72140 (Sub No. 42), filed February 15, 1961. Applicant: SHIPPERS DISPATCH, INC., 1216 West Sample Street, South Bend, Ind. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland 13, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Medina, Ohio, as an intermediate point in connection with applicant's presently authorized regular-route operations between Fremont, Ohio, and Akron, Ohio.

NOTE: Medina, Ohio, is located on Ohio Highway 18 between Norwalk, Ohio, and Akron, Ohio.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 75185 (Sub No. 228), filed March 13, 1961. Applicant: SERVICE TRUCKING CO., INC., P.O. Box 276, Preston Road, Federalsburg, Md. Applicant's attorney: Francis W. McInerney, Commonwealth Building, 1625 K Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, including *frozen fruits*, *frozen fruit products*, and *frozen tomato products*, from North East Pa., and Middleport, Barker, Williamson, North Rose, Ontario, Webster, Fairport, Elmira, Holley, Morton, Buffalo, Wyo-

ming, Syracuse, Le Roy, Oakfield, Kirkland, Silver Creek, Brocton, Fredonia, Westfield, and Dunkirk, N.Y., to Wilmington, Del., points in Virginia, and points in those portions of Maryland and Delaware located south of the Chesapeake and Delaware Bay Canal and east of Chesapeake Bay.

HEARING: May 5, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Samuel Horwich.

No. MC 80430 (Sub No. 98), filed February 3, 1961. Applicant: GATEWAY TRANSPORTATION CO., a corporation, 2130 South Avenue, La Crosse, Wis. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland 13, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Medina, Ohio, as an intermediate point in connection with applicant's authorized regular-route operations in Illinois, Iowa, Minnesota, Missouri, Wisconsin, Indiana, Ohio, Michigan, Pennsylvania, and New York.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 82861 (Sub No. 11), filed March 15, 1961. Applicant: BROOKS TRUCK LINE, INC., P.O. Box 31, Puyallup, Wash. Applicant's representative: Joseph O. Earp, 1912 Smith Tower, Seattle 4, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Clay brick*, *clay tile*, *clay pipe*, *clay flue lining*, *empty pallets*, *corner boards* and *containers used in transporting the clay products*, between points on the International Boundary line between the United States and Canada at or near Sumas, Wash., and points in Washington (restricted to traffic moving to or from points in British Columbia, Canada); (2) *high temperature bonding mortar and fire clay*, in packages, *dampers*, *brick ties* and *other materials and supplies incidental to the manufacture and use of these commodities, pallets, used in transporting the clay products*, between points on the International Boundary line between the United States and Canada at or near Sumas, Wash., on the one hand, and, on the other, points in Washington (restricted to traffic moving to or from points in British Columbia, Canada).

HEARING: June 7, 1961, at the Federal Office Building, Seattle, Wash., before Joint Board No. 237, or, if the Joint Board waives its right to participate, before Examiner James O'D. Moran.

No. MC 83539 (Sub No. 78), filed February 16, 1961. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, P.O. Box 5976, Dallas, Tex. Applicant's attorney: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City 3, Okla. Authority sought to operate as a *common carrier*,

by motor vehicle, over irregular routes, transporting: (A) *Commodities*, the transportation of which by reason of size or weight, require the use of special equipment; and (B) *Related machinery and related contractors' equipment, materials, and supplies*, when their transportation is incidental to the transportation of the commodities authorized in (A) above, (1) between points in New Jersey and New York, on the one hand, and, on the other, points in Montana, North Dakota, South Dakota, and Wyoming; and (2) between points in Colorado, Idaho, Kansas, Nebraska, Nevada, Oklahoma, Oregon, Utah, and Washington, on the one hand, and, on the other, points in New Jersey, New York, and Pennsylvania.

HEARING: May 15, 1961, at the New Federal Building, Pittsburgh, Pa., before Examiner David Waters.

No. MC 103051 (Sub No. 105), filed March 10, 1961. Applicant: WALKER HAULING CO., INC., P.O. Box 13444—Station K, 340 Armour Drive, NE., Atlanta 24, Ga. Applicant's attorney: R. J. Reynolds, Suite 1424-35 C & S National Bank Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Arsenic acid*, in bulk, in tank vehicles, from Baltimore, Md., to points in Fulton and DeKalb Counties, Ga.

HEARING: May 3, 1961, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Charles B. Heineman.

No. MC 103880 (Sub No. 219), filed February 27, 1961. Applicant: PRODUCERS TRANSPORT, INC., 224 South Buffalo Street, New Buffalo, Mich. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer solutions* and *Liquid ingredients*, including but not limited to anhydrous ammonia, in bulk, in tank vehicles, from Cahokia, Ill., and points within five (5) miles thereof, to points in Ohio, Michigan, Kentucky, Iowa, Indiana, Missouri, Minnesota, and Wisconsin.

NOTE: Applicant states it is the owner of 50 percent of the outstanding stock of Tank Truck Transport, Ltd.

HEARING: May 25, 1961, at the Mark Twain Hotel, St. Louis, Mo., before Examiner Lacy W. Hinely.

No. MC 107107 (Sub No. 165), filed March 15, 1961. Applicant: ALTERNATE TRANSPORT LINES, INC., 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: (1) *Plastic pipe and tubing*, (2) *fittings therefor*, (3) *bonding cement*, in containers, from High Springs, Fla., to points in Alabama, Arkansas, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Mississippi, Minnesota, Missouri, Nebraska, Ohio, Oklahoma, South Carolina, Tennessee, Texas, and Wisconsin.

HEARING: May 9, 1961, at the Mayflower Hotel, Jacksonville, Fla., before Examiner Allen W. Hagerty.

No. MC 107496 (Sub No. 182), filed February 15, 1961. Applicant: RUAN TRANSPORT CORPORATION, 408 Southeast 30th Street, P.O. Box 855, Des Moines, Iowa. Applicant's attorney: H. L. Fabritz, 408 Southeast 30th Street, P.O. Box 855, Des Moines 17, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer solutions and ingredients thereof, liquid, including but not limited to anhydrous ammonia*, in bulk, in tank vehicles, from Cahokia, Ill., to points in Iowa, Missouri, Indiana, Wisconsin, Minnesota, Michigan, Ohio, and Kentucky.

NOTE: Applicant also has pending contract carrier applications under MC 119136 and Subs thereunder. Dual authority and common control may be involved.

HEARING: May 25, 1961, at the Mark Twain Hotel, St. Louis, Mo., before Examiner Lucy W. Hinely.

No. MC 107496 (Sub No. 184), filed February 27, 1961. Applicant: RUAN TRANSPORT CORPORATION, 408 Southeast 30th Street, P.O. Box 855, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum refined wax*, in bulk, in tank vehicles, from Casper, Wyo., to Kansas City, Kans.

NOTE: Applicant has pending applications under MC 119136, for contract carrier authority; therefore, dual operations may be involved.

HEARING: June 6, 1961, at the Midland Hotel, Chicago, Ill., before Examiner Lucy W. Hinely.

No. MC 107544 (Sub No. 38) (AMENDMENT), filed March 14, 1961, published in the FEDERAL REGISTER, issue of March 22, 1961. Applicant: LEMMON TRANSPORT COMPANY, INC., P.O. Box 580, Marion, Va. Applicant's attorney: Wilmer B. Hill, Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hydrazine and hydrazine mix*, in bulk, in shipper-owned or carrier-owned tank vehicles; (1) between Lake Charles, La., Baltimore, Md., and Saltville, Va., on the one hand, and, on the other, Nimbus and Santa Susana, Calif., and Denver and Watertown, Colo.; and (2) between Rocky Mountain Arsenal near Denver, Colo., on the one hand, and, on the other, Missile Sites and Installations in Arizona, Arkansas, California, Colorado, Florida, Kansas, New York, and Tennessee.

NOTE: (1) Applicant holds contract authority under MC 113959, therefore dual operations may be involved. (2) The amendment adds Florida to the group of states in part (2).

HEARING: Remains as assigned April 5, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James C. Cheseldine.

No. MC 108207 (Sub No. 79), filed February 24, 1961. Applicant: FROZEN FOOD EXPRESS, 318 Cadiz Street, P.O.

Box 5888, Dallas, Tex. Applicant's attorney: Leroy Hallman, First National Bank Building, Dallas 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dessert preparations, gelatin, leavening agents, baking powder, teas, dry yeast, coffee, yeast foods, nuts*, and dog food in cans, in mixed shipments with *yeast or oleomargarine or shortening or frozen foods*; from points in the Commercial Zone of Dallas, Tex., to points in New Mexico on and east of a line beginning at the Texas-New Mexico State line and extending along U.S. Highway 85 to Santa Fe, N. Mex., thence along U.S. Highway 285 to the New Mexico-Colorado State line.

HEARING: May 10, 1961, at the Baker Hotel, Dallas, Tex., before Joint Board No. 33, or, if the Joint Board waives its right to participate, before Examiner Armin G. Clement.

No. MC 109095 (Sub No. 11), filed February 2, 1961. Applicant: ANDERSON MOTOR SERVICE, INC., 1516 East 14th Street, St. Louis, Mo. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland 13, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), between Akron, Ohio and Lodi, Ohio; from Akron over Ohio Highway 18 to Medina, Ohio, thence over U.S. Highway 42 to Lodi, and return over the same route, serving the intermediate point of Medina, Ohio.

NOTE: Applicant states that for the purpose of joinder at Lodi, Ohio with its presently authorized regular route operations between Akron, Ohio and St. Louis, Mo., it is presently authorized to operate between Lodi, Ohio, and Akron, Ohio, over the above-described route for operating convenience only, with no service to or from Lodi, nor to or from intermediate points.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 109818 (Sub No. 13), filed February 20, 1961. Applicant: ELDON WENGER, doing business as WENGER TRUCK LINE, Beaver, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving Portage, Ind., as an off-route point in connection with applicant's presently authorized service from and to the Chicago, Ill., Commercial Zone.

HEARING: May 23, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before

Joint Board No. 72, or, if the Joint Board waives its right to participate, before Examiner Henry A. Cockrum.

No. MC 110264 (Sub No. 24), filed February 17, 1961. Applicant: ALBUQUERQUE PHOENIX EXPRESS, INC., 504 Veranda Road NW., P.O. Box 404, Albuquerque, N. Mex. Applicant's attorney: Paul F. Sullivan, Sundial House, 1821 Jefferson Place NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities, including Classes A and B explosives and shipper-owned gas trailers, loaded with compressed or liquefied gas* (other than liquefied petroleum gas) or empty (but excepting commodities in bulk, those of unusual value, household goods as defined by the Commission, and those requiring special equipment), between Albuquerque, N. Mex., and Phoenix, Ariz.; from Albuquerque over U.S. Highway 66 to Flagstaff, Ariz., thence over Arizona Highway 79 to its junction with Arizona Highway 69 at or near Cordes, Ariz., and thence over Arizona Highway 69 to Phoenix, and return over the same route (also over Interstate Highway 17 between Flagstaff and Phoenix, Ariz.), serving no intermediate or off-route points, as an alternate route for operating convenience only.

HEARING: May 25, 1961, at the New Mexico State Corporation Commission, Santa Fe, N. Mex., before Joint Board No. 129, or, if the Joint Board waives its right to participate, before Examiner James H. Gaffney.

No. MC 111956 (Sub No. 5), filed February 3, 1961. Applicant: SUWAK TRUCKING COMPANY, a corporation, 1105-15 Fayette Street, Washington, Pa. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland 13, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), serving Medina, Ohio, as an off-route point in connection with applicant's regular route operations between Washington, Pa., and Cleveland, Ohio.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 112520 (Sub No. 57), filed January 12, 1961. Applicant: MCKENZIE TANK LINES, INC., New Quincy Road, Tallahassee, Fla. Applicant's attorney: Sol H. Proctor, 1730 Lynch Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas and nitrogen solution*, in bulk, in tank vehicles; from points in Bradford County, Fla., to points in Georgia, and empty containers or other such incidental facilities, used in transporting the above-described commodities, on return.

HEARING: May 11, 1961, at the Florida Railroad Commission, Tallahas-

see, Fla., before Joint Board No. 64, or, if the Joint Board waives its right to participate, before Examiner Charles B. Heineman.

No. MC 112520 (Sub No. 60), filed February 27, 1961. Applicant: MC KENZIE TANK LINES, INC., New Quincy Road, Tallahassee, Fla. Applicant's attorney: Sol H. Proctor, 1730 Lynch Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sulphate black liquor skimmings*, in bulk, in tank vehicles, from Naheola, Ala., to Cantonment, Fla.

HEARING: May 12, 1961, at the Florida Railroad Commission, Tallahassee, Fla., before Joint Board No. 98, or, if the Joint Board waives its right to participate, before Examiner Charles B. Heineman.

No. MC 112703 (Sub No. 9) (AMENDMENT), filed January 30, 1961, published in the FEDERAL REGISTER issue of March 9, 1961. Applicant: OIL CARRIERS CO., a corporation, 12030 Pleasant Street, Detroit, Mich. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Resin plasticizer and soy bean oil*, in bulk, in tank vehicles, from Decatur, Ill., to Manville, Belleville, and Newark, N.J.; and (2) *Synthetic resin*, in bulk, in tank vehicles, from Newark, N.J., and ten (10) miles thereof, to Minneapolis and St. Paul, Minn.

Note: This amendment broadens the scope of authority sought, in lieu of previous publication.

HEARING: Remains as assigned May 3, 1961, at the Midland Hotel, Chicago, Ill., before Examiner Lyle C. Farmer.

No. MC 112750 (Sub No. 56), filed February 2, 1961. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, De Bevoise Building, Bayside, N.Y. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Impressions, Models, and Bites, Articulators, Dentures, and products relating to restorative dentistry*, between points in Illinois on and south of U.S. Highway 36, and points in Adams, Brown, and Pike Counties, Ill., on the one hand, and, on the other, St. Louis, Mo.

HEARING: May 29, 1961, at the Missouri Hotel, Jefferson City, Mo., before Joint Board No. 135, or, if the Joint Board waives its right to participate, before Examiner Lacy W. Hinely.

No. MC 113587 (Sub No. 3), filed February 1, 1961. Applicant: WARD RUGH, Box 574, Ellensburg, Wash. Applicant's representative: Joseph O. Earp, 1912 Smith Tower, Seattle 4, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fibreboard boxes, partitions, separators, and parts thereof*, from Quadlok (Olympia), Wash., to points in Oregon, and (2) *Returned shipments* of the commodities described in (1) from points in Oregon to Quadlok (Olympia), Wash.

HEARING: June 5, 1961, at the Federal Office Building, Seattle, Wash., before Joint Board No. 45, or, if the Joint Board waives its right to participate, before Examiner James O'D. Moran.

No. MC 114045 (Sub No. 64), filed February 3, 1961. Applicant: TRANSCOLD EXPRESS, INC., P.O. Box 5842, Dallas, Tex. Applicant's attorney: Leroy Hallman, First National Bank Building, Dallas 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products and meat by-products*, from Shreveport, La., and Texarkana, Tex., to points in Alabama, Georgia, North Carolina, South Carolina, and Florida.

HEARING: May 9, 1961, at the Baker Hotel, Dallas, Tex., before Examiner Armin G. Clement.

No. MC 114194 (Sub No. 31), filed October 6, 1960. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, and blends thereof*, in bulk, in tank vehicles, between Dupon, Ill., on the one hand, and, on the other, points in the United States, including Alaska and Hawaii.

HEARING: May 23, 1961, at the Mark Twain Hotel, St. Louis, Mo., before Examiner Lacy W. Hinely.

No. MC 114533 (Sub No. 25), filed February 20, 1961. Applicant: BANKERS DISPATCH CORPORATION, 4658 South Kedzie Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commercial papers, documents, microfilm, and written instruments*, except coins, currency and negotiable securities as are used in the conduct and operation of banks and banking institutions, and (2) *exposed and processed color film and prints, complimentary replacement film, and incidental dealer handling supplies*, except motion picture film, and materials and supplies used in connection with commercial and TV motion pictures; between points in Utah, Nevada, Arizona, Idaho, and Wyoming.

HEARING: May 15, 1961, at the Utah Public Service Commission, Salt Lake City, Utah, before Examiner James H. Gaffney.

No. MC 114614 (Sub No. 11), filed November 8, 1960. Applicant: T. T. BROOKS TRUCKING COMPANY, INCORPORATED, 112 Chitwood Avenue NE., Fort Payne, Ala. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Such commodities*, as are manufactured, processed or dealt in by rubber and rubber products manufacturers, and *supplies* used in the conduct of such businesses; from Medina, Ohio to Jackson, Laurel, Meridian, and Columbus, Miss., and points in Georgia, Alabama, and Tennessee, and (2) *equipment, materials and supplies* used in the conduct of businesses specified

above; from Jackson, Laurel, Meridian, and Columbus, Miss., and points in Georgia, Alabama and Tennessee, to Medina, Ohio.

HEARING: May 22, 1961, at the New Post Office Building, Columbus, Ohio, before Examiner David Waters.

No. MC 115162 (Sub No. 68), filed February 15, 1961. Applicant: WALTER POOLE, doing business as POOLE TRUCK LINE, Evergreen, Ala. Applicant's attorney: Hugh R. Williams, 407-8-9 Hill Building, P.O. Box 869, Montgomery, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Calcium chloride*, in bags, from Ludington, Mich., to Evergreen, Ala.

HEARING: May 9, 1961, at the U.S. Court Roms, Montgomery, Ala., before Examiner Charles B. Heineman.

No. MC 115915 (Sub No. 6), filed January 3, 1961. Applicant: FRED E. HAGEN, doing business as HAGEN TRUCK LINE, 4120 Floyd Avenue, Sioux City, Iowa. Applicant's attorney: J. Max Harding, IBM Building, 605 South 12th Street, P.O. Box 2041, Lincoln 8, Nebr. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat by-products, dairy products, and articles distributed by meat packinghouses* as described in Ex Parte MC 45, Appendix I, Secs. A, B, & C; from Fremont, Nebr., to points in South Dakota, and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, and *rejected shipments*, on return.

Note: Common control may be involved.

HEARING: May 5, 1961, at the Nebraska State Railway Commission, Capitol Building, Lincoln, Nebr., before Joint Board No. 184, or, if the Joint Board waives its right to participate, before Examiner Henry A. Cockrum.

No. MC 116434 (Sub No. 8), filed February 27, 1961. Applicant: HUGH MAJOR, 150 Sinclair, South Roxana, Ill. Applicant's attorney: Robert H. Levy, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Water well casing, pipe, tubing, pipe fittings and protectors and sheet steel*, from points in Wisconsin, Indiana, Minnesota, Ohio, Iowa, Illinois, Kentucky, Tennessee, Arkansas, Nebraska, and Missouri, to Centralia, Flora, Carlingville and Olney, Ill., and Louisiana, Mo., and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified above, on return.

HEARING: June 5, 1961, at the Midland Hotel, Chicago, Ill., before Examiner Lacy W. Hinely.

No. MC 116791 (Sub No. 10) (AMENDMENT), filed December 15, 1960, published issue of March 22, 1961, amended March 22, 1961, and republished as amended this issue. Applicant: LEONARD R. GREEN, doing business as FARMERS ELEVATOR, Kinsington, Minn. Applicant's representative: A. R. Fowler, 2288 University Avenue, St. Paul 14, Minn. Authority sought to operate as

a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feeds*, from New Richmond, Wis. to points in Beltrami, Clay, Clearwater, Hubbard, Mahanomen, Norman, Crow Wing, and Morrison Counties, Minn.

HEARING: Remains as assigned May 15, 1961, in Room 926, Metropolitan Building, Second Avenue, South and Third, Minneapolis, Minn., before Joint Board No. 142, or, if the Joint Board waives its right to participate, before Examiner Richard H. Roberts.

No. MC 117036 (Sub No. 7), filed March 21, 1961. Applicant: HAROLD M. KELLY, 4325 West Market Street, York, Pa. Applicant's attorney: Andrew Wilson Green, Pennsylvania State Chamber of Commerce Building, 222 North Third Street, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Brick and other clay products* (except refractory brick and refractory products), from Winslow and Iona, N.J., to points in Pennsylvania, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, on return.

HEARING: April 27, 1961, at the U.S. Army Reserve Building, 30 West 44th Street, New York, N.Y., before Examiner J. Thomas Schneider.

No. MC 117344 (Sub No. 68) (AMENDMENT), filed March 9, 1961, published March 22, 1961, amended March 23, 1961 and republished as amended this issue. Applicant: THE MAXWELL CO., a Corporation, 10380 Evendale Drive, P.O. Box 37, Cincinnati 15, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dry commodities* (except cement, salt, sugar, and flour) in bulk, in tank or hopper type vehicles, and (2) *rejected shipments*, and *empty containers or other such incidental facilities* used in transporting the commodities specified, between Wallingford, Conn.; Bound Brook, Princeton, Warners, and Woodbridge, N.J.; Pearl River, N.Y.; Hamilton and Marietta, Ohio; Bridgeville and New Castle, Pa.; Ports of Entry on the International Boundary Line, on the Detroit River and on the Niagara River, and Willow Island, W. Va.; on the one hand, and, on the other, points in Connecticut, Delaware, Indiana, Illinois, Iowa, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, and the District of Columbia.

NOTE: This amendment broadens the scope of authority sought by adding Willow Island, W. Va., as an origin point.

HEARING: Remains as assigned April 7, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner J. Thomas Schneider.

No. MC 117696 (Sub No. 1), filed March 8, 1961. Applicant: PETER J. FLORIO, 58-41, 103d Street, Corona, L.I., N.Y. Authority sought to operate as a *common carrier*, by motor vehicle,

over irregular routes, transporting: *Homing pigeons*, in crates, and in connection therewith, *supplies and equipment* used in the care of such pigeons, in seasonal operations between March 1 and October 15, both inclusive, of each year; from New York, N.Y., and points in Nassau and Suffolk Counties, N.Y., to points in New Jersey, Delaware, Maryland, Virginia, Pennsylvania, Ohio, North Carolina, and the District of Columbia, and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return.

HEARING: May 5, 1961, at 346 Broadway, New York, N.Y., before Examiner Gordon M. Callow.

No. MC 118242 (REPUBLICATION), filed December 9, 1958, published in the FEDERAL REGISTER, issue of June 4, 1959. Applicant: WHITE'S TRUCKING SERVICE, INC., COMMON CARRIER "GRANDFATHER" APPLICATION, 1200 Northwest 22d Street, Stall 59, Miami, Fla. Applicant's attorney: C. Clyde Atkins, 919 Alfred I. Du Pont Building, Miami 32, Fla. By application filed December 9, 1958, applicant sought authority under section 7 of the Transportation Act of 1958, to continue to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Miami and Tampa, Fla., to points in Alabama, Arkansas, Connecticut, Delaware, the District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, 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, Virginia, West Virginia, and Wisconsin. An Order of the Commission, entered February 27, 1961, provides that upon consideration of the record in the above-entitled proceeding, and of: (1) Petition of applicant, filed November 14, 1960, for rehearing; and (2) Joint reply by Class I Rail Carriers in Western and Southern Districts, the Boston and Maine Railroad, protestants, dated December 5, 1960; the said proceeding be reopened for further hearing at a time and place to be hereafter fixed.

No. MC 119280 (Sub No. 2), filed March 6, 1961. Applicant: WHITE AIR FREIGHT SERVICE, INC., 1402 Palmer Street, Houston, Tex. Applicant's attorney: Harry W. Patterson, San Jacinto Building, Houston 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* having a prior or subsequent movement by air; between Houston International Airport, on Airport Boulevard, Andrau Park, Westheimer Road, Alief, Tex. (both in Houston, Tex., Commercial Zone), and the Jefferson County Airport, located between Beaumont and Port Arthur, Tex., on U.S. Highway 287, on the one hand, and, on the other, points in Waller County, Tex.

NOTE: Common control may be involved.

HEARING: May 15, 1961, at the Federal Office Building, Franklin and

Fannin Streets, Houston, Tex., before Joint Board No. 77, or, if the Joint Board waives its right to participate, before Examiner Armin G. Clement.

No. MC 119426 (Sub No. 1), filed February 16, 1961. Applicant: ARCHIE GOOKSTETTER, doing business as GOOKSTETTER HORSE VAN SERVICE, Box 241, Coeur d'Alene, Idaho. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Horses*, other than ordinary, and in the same vehicle with such horses, *stable supplies and equipment* used in their care and exhibition, *mascoots*, and the *personal effects* of their attendants, trainers, and exhibits, between points in Washington, Montana, Idaho, Oregon, Nevada, California, and Arizona.

HEARING: May 29, 1961, at the Davenport Hotel, Spokane, Wash., before Examiner James O'D. Moran.

No. MC 119641 (Sub No. 25), filed February 15, 1961. Applicant: RINGLE EXPRESS, INC., 405 South Grant Avenue, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural implements, tractors, machinery, and parts and attachments* therefor when transported in the same vehicle with such implements, tractors and machinery, and *damaged or rejected shipments*, between points in Minnesota, Iowa, Missouri, Arkansas, Kentucky, Tennessee, Illinois, Wisconsin, Michigan, Indiana, and Ohio.

HEARING: May 15, 1961, at the Midland Hotel, Chicago, Ill., before Examiner Henry A. Cockrum.

No. MC 119755 (Sub No. 2), filed February 21, 1961. Applicant: MERCHANTS CARTAGE CO., LIMITED, 649 Industrial Avenue, Vancouver, B.C., Canada. Applicant's representative: J. Stewart Black, 1322 Laburnum Street, Vancouver 9, B.C., Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Contractor's and logger's machinery*, which because of size or weight requires the use of special equipment, and *equipment (other than motor vehicles), materials and supplies*, moving in connection therewith; between points in Washington and Ports of Entry on the United States-Canada International Boundary line in Washington.

HEARING: June 7, 1961, at the Federal Office Building, Seattle, Wash., before Joint Board No. 237, or, if the Joint Board waives its right to participate, before Examiner James O'D. Moran.

No. MC 119903 (Sub No. 2), filed January 24, 1961. Applicant: D. J. WALRAVEN, 2713 Maple Avenue, Rome, Ga. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fertilizer and feed*, in bulk and in bags, for the account of Farmers Mutual Exchanges of Rome, and LaFayette, Ga., and Cleveland, Tenn., (a) from Guntersville, Birmingham, Cullman, Gadsden, and Sheffield, Ala., to points in that part of Georgia on and north of the south and east line of Troup, Coweta, Spald-

ing, Butts, Jasper, and Putnam Counties, and on and west of U.S. Highway 441, and to points in Knox, Blount, Sevier, and Anderson Counties, Tenn., and to those in that part of Alabama on and north of U.S. Highway 78 and on and east of U.S. Highway 11; and (b) from Carrollton, Savannah, and Cordele, Ga., to points in that part of Alabama on and north of U.S. Highway 78 and on and east of U.S. Highway 11, and to points in Knox, Blount, Sevier, and Anderson Counties, Tenn.; (2) *Feed ingredients*, such as shelled corn, for the accounts of Farmers Mutual Exchanges of Rome and LaFayette, Ga., and Cleveland, Tenn., from Gunsterville, Ala., to points in that part of Georgia on and north of the south and east line of Troup, Coweta, Spalding, Butts, Jasper, and Putnam Counties and on and west of U.S. Highway 441, and to points in Knox, Blount, Sevier, and Anderson Counties, Tenn., and to those in that part of Alabama on and north of U.S. Highway 78 and on and east of U.S. Highway 11; (3) *Farm supplies*, such as field fencing wire, metal farm roofing and nails, for the account of Farmers Mutual Exchanges of Rome and LaFayette, Ga., and Cleveland, Tenn., from Gadsden, Ala., to points in that part of Georgia on and north of the south and east line of Troup, Coweta, Spalding, Butts, Jasper, and Putnam Counties and on and west of U.S. Highway 441, and to points in Knox, Blount, Sevier, and Anderson Counties, Tenn., and to those in that part of Alabama on and north of U.S. Highway 78 and on and east of U.S. Highway 11; (4) *Field fence posts*, for the account of Farmers Mutual Exchanges of Rome and LaFayette, Ga., and Cleveland, Tenn., from Sweetwater, Tenn., to points in that part of Georgia on and north of the south and east line of Troup, Coweta, Spalding, Butts, Jasper, and Putnam Counties and on and west of U.S. Highway 441, and to points in Knox, Blount, Sevier, and Anderson Counties, Tenn., and to those in that part of Alabama on and north of U.S. Highway 78 and on and east of U.S. Highway 11; and (5) *Field fencing wire*, for the account of Farmers Mutual Exchanges of Rome and LaFayette, Ga., and Cleveland, Tenn., from Savannah, Ga., to points in that part of Alabama on and north of U.S. Highway 78 and on and east of U.S. Highway 11, and to points in Knox, Blount, Sevier, and Anderson Counties, Tenn.

HEARING: May 1, 1961, at the Georgia Public Service Commission, 244 Washington Street, SW., Atlanta, Ga., before Joint Board No. 239, or, if the Joint Board waives its right to participate, before Examiner Charles B. Heineman.

No. MC 123001 (Sub No. 1), filed March 13, 1961. Applicant: JOHN W. LEWIS, doing business as JOHN W. LEWIS TRUCKING SERVICE, 252 Darst Street, Morgantown, W. Va. Applicant's attorney: John E. Crynock, 256 High Street, Morgantown, W. Va. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Limestone, limestone products and limestone by-products, road building materials, and dirt,*

red dog and cinders for the account of Greer Limestone Company, from points in Monongalia County, W. Va., to points in Fayette and Greene Counties, Pa., and Allegany and Garrett Counties, Md., and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, on return.

HEARING: June 2, 1961, at the U.S. Court House, Charleston, W. Va., before Examiner David Waters.

No. MC 123048 (Sub No. 20), filed February 16, 1961. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton, Racine, Wis. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural implements, tractors, machinery, and parts and attachments therefor*, when transported in the same vehicle with such implements, tractors and machinery, between points in Minnesota, Iowa, Missouri, Arkansas, Kentucky, Tennessee, Illinois, Wisconsin, Michigan, Indiana, and Ohio.

HEARING: May 15, 1961, at the Midland Hotel, Chicago, Ill., before Examiner Henry A. Cockrum.

No. MC 123285 (Sub No. 2), filed January 27, 1961. Applicant: CLETEX TRUCKING, INC., Cleburne, Tex. Applicant's attorney: Reagan Sayers, Century Life Building, Fort Worth 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime*, in bulk, in hopper type vehicles, from points in Texas, to points in New Mexico, Arkansas, Louisiana, and Oklahoma.

HEARING: May 5, 1961, at the Baker Hotel, Dallas, Tex., before Examiner Armin G. Clement.

No. MC 123293 (Sub No. 2), filed March 13, 1961. Applicant: FRY SALES AND EQUIPMENT CO., a corporation, Box 120, Mercersburg, Pa. Applicant's attorney: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, from points in Blair, Clearfield, Centre, Clinton, and Cameron Counties, Pa., to points in Onondaga, Chemung, Cayuga, Tompkins, Cortland, Steuben, and Schuyler Counties, N.Y.

NOTE: Applicant states all transportation to be performed under a continuing contract with American-Marletta Company (Fry Coal & Stone Co. Division).

HEARING: May 9, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

No. MC 123303 (Sub-No. 3), filed March 6, 1961. Applicant: ROBERT W. SAWYER, doing business as SAWYER TRANSPORT, 2424 Minnehaha, Minneapolis, Minn. Applicant's attorney: Alan Foss, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials*, between points in Utah, on the one hand,

and, on the other, points in Arizona, Nevada, Oregon, Idaho, and Utah.

HEARING: May 12, 1961, at the Utah Public Service Commission, Salt Lake City, Utah, before Examiner James H. Gaffney.

No. MC 123309, filed December 21, 1960. Applicant: CLARENCE ALLEN, JR., doing business as BROWN TRANSFER, 405 East Main Street, Ronceverte, W. Va. Applicant's attorney: Homer W. Hanna, Jr., Kanawha Valley Building, Charleston, W. Va. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Precision industrial electronic equipment, instruments, machinery, materials, parts, and supplies* (crated or uncrated), incidental to or used in the construction, development, operation, and maintenance of facilities for the discovery, development, and production of chemicals, natural gas, and petroleum, for Greenbrier Instruments, Inc., of Ronceverte, W. Va.; *demonstrators, damaged, defective, and rejected shipments* of the above-specified commodities, and *empty containers or other such incidental facilities* (not specified) of the commodities specified in this application, between Ronceverte, Greenbrier County, W. Va., and points in California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kansas, Kentucky, Louisiana, Massachusetts, Michigan, Missouri, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, Washington, West Virginia, and ports of entry on the International Boundary line between the United States and Canada, with stop-over rights between origin and destination points for demonstration purposes only in the states named above.

NOTE: Applicant indicates he proposes to transport Demonstrators, damaged, defective, and rejected shipments of the above-specified commodities, and empty containers or other such incidental facilities (not specified) of the commodities specified in this application, on return movements. Applicant also common carrier authority under MC 107555. Dual authority under section 210 may be involved.

HEARING: May 29, 1961, at the U.S. Court House, Charleston, W. Va., before Examiner David Waters.

No. MC 123363, filed January 16, 1961. Applicant: C. GUY BREWER, doing business as MOBILE HOME MOVERS, P.O. Box 96, Shoshoni, Wyo. Applicant's attorney: Joseph L. Minihan, 613 West 11th Street, Casper, Wyo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *House trailers, luggage trailers, and laboratory trailers*; between points in Wyoming, on the one hand, and, on the other, points in Montana, South Dakota, Nebraska, Colorado, Utah, and Idaho.

HEARING: May 9, 1961, at the Wyoming Public Service Commission, Cheyenne, Wyo., before Joint Board No. 197, or, if the Joint Board waives its right to participate, before Examiner James H. Gaffney.

No. MC 123382, filed January 19, 1961. Applicant: MARVIN G. WRIGHT, Route

No. 2, Box 50, Grand Island, Nebr. Applicant's attorney: R. E. Powell, 1005-06 Trust Building, Lincoln, Nebr. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Manufactured and prepared animal and poultry feed (dry)*, in bulk and in bags and packages, in single or mixed truck loads; from Kansas City, Mo., and points in the Kansas City, Mo., and Kansas City, Kans., Commercial Zone, to points in Nebraska, and *exempt commodities*, on return.

NOTE: (1) Applicant states that in connection with the particular movements contemplated by this application the commodities proposed to be transported in a great majority of cases will be delivered directly to farms, ranches, feed lots and other similar places which are beyond the limits of cities, towns or villages. Also in many instances the commodities will be moved in mixed truck loads of both bulk and packages, and bags. In addition, applicant proposes to perform service on split deliveries which may require several stops in transit. (2) All of the above service to be performed under contract for the exclusive needs of General Mills, Inc., South Central Division, within the territory sought to be served.

HEARING: May 4, 1961, at the Nebraska State Railway Commission, Capitol Building, Lincoln, Nebr., before Joint Board No. 140, or, if the Joint Board waives its right to participate, before Examiner Henry A. Cockrum.

No. MC 123401 (AMENDMENT), filed January 30, 1961, published in the FEDERAL REGISTER issue of February 15, 1961. Applicant: MORRIS ISENBERG, 21910 Sunset, Oak Park 37, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cottage cheese*, and *empty paper milk cartons*, from Detroit, Mich., to points in Ohio, and *empty milk containers or other such incidental facilities*, used in transporting the above commodities, on return.

NOTE: Applicant proposes to perform service exclusively for United Dairies, Inc., Detroit, Mich. This amendment restricts the commodities sought in previous publication, from dairy products and dairy supplies, to the commodities as shown above.

HEARING: Remains as assigned April 20, 1961, in Room 215, Federal Building, Lansing, Mich., before Joint Board No. 57.

No. MC 123412, filed February 6, 1961. Applicant: HOME TRANSFER & STORAGE CO., INC., 1906 Southeast 10th, Portland, Ore. Applicant's attorney: George R. LaBissoniere, 333 Central Building, Seattle 4, Wash. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs, soap, bleaches, washing and cleaning compounds, and detergents*, under a continuing contract with Safeway Stores, Inc., of Oakland, Calif., from points in California, to points in Oregon and Washington.

NOTE: Dual operations and common control may be involved.

HEARING: June 12, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Ore., before Joint Board No. 5, or, if the Joint Board waives its right to

participate, before Examiner James O'D. Moran.

No. MC 123418, filed February 9, 1961. Applicant: JOYNER TRANSFER & STORAGE CO., a corporation, Milledgeville, Ga. Applicant's attorney: T. Baldwin Martin, 503 First National Bank Building, Macon, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vitrified clay products consisting of sewer pipe, flue lining, wall coping and farm drain tile of various sizes and lengths, fire brick of standard size, fire clay in packages and sewer pipe joint compound in containers, and empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified, between Harlem, Ga. and points in South Carolina, North Carolina, Alabama, and Florida.

HEARING: May 3, 1961, at 680 West Peachtree Street, NW., Atlanta, Ga., before Examiner Charles B. Heineman.

No. MC 123475, filed March 2, 1961. Applicant: LIGHTNING TRANSPORTATION CO., INC., P.O. Box 333, U.S. Highway 50 West, Salem, Ill. Applicant's attorney: Walter F. Jones, Jr., 1019 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer solutions and ingredients thereof*, liquid, including but not limited to anhydrous ammonia, in bulk, in tank vehicles, from Cahokia, Ill., to points in Iowa, Indiana, Missouri, Minnesota, Wisconsin, Kentucky, and Tennessee.

HEARING: May 25, 1961, at the Mark Twain Hotel, St. Louis, Mo., before Examiner Lacy W. Hinely.

No. MC 123476, filed March 2, 1961. Applicant: CURTIS TRANSPORT, INC., P.O. Box 215, Valley Park, Mo. Applicant's attorney: Ferdinand Born, 1019 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer solutions and ingredients thereof*, liquid, including but not limited to anhydrous ammonia, in bulk, in tank vehicles, from Cahokia, Ill., to points in Iowa, Indiana, Missouri, Minnesota, Wisconsin, Kentucky, and Tennessee.

HEARING: May 25, 1961, at the Mark Twain Hotel, St. Louis, Mo., before Examiner Lacy W. Hinely.

No. MC 123478, filed March 1, 1961. Applicant: RUFUS W. PARKER, doing business as PARKER REFRIGERATED SERVICE, 1301 Collins Road, Tacoma 44, Wash. Applicant's attorney: James T. Johnson, 609-11 Norton Building, Seattle 4, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods and canned goods*, from points in Umatilla County, Ore., to points in Whatcom, Skagit, Snohomish, Island, King, Pierce, Thurston, Cowlitz, Grays Harbor, Clark, Lewis, and Yakima Counties, Wash., and *exempt and such other commodities as authorized to transport*, on return.

HEARING: June 6, 1961, at the Federal Office Building, Seattle, Wash., be-

fore Joint Board No. 45, or, if the Joint Board waives its right to participate, before Examiner James O'D. Moran.

No. MC 123491, filed March 8, 1961. Applicant: RUDOLPH BOHNERT, doing business as GENERAL STEEL DELIVERY SERVICE, 7232 Waterford Drive, St. Louis 23, Mo. Applicant's attorney: Austin C. Knetzger, 722 Chestnut Street, St. Louis 1, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel pipe of all kinds*, from St. Louis, Mo., to points within 25 miles of St. Louis, and *refused, rejected or damaged shipments* of the above-specified commodities, on return.

HEARING: May 22, 1961, at the Mark Twain Hotel, St. Louis, Mo., before Joint Board No. 135, or, if the Joint Board waives its right to participate, before Examiner Lacy W. Hinely.

MOTOR CARRIERS OF PASSENGERS

No. MC 94109 (Sub No. 3), filed February 24, 1961. Applicant: MAIRS TRANSPORT, LTD., 7583 Edmonds Street, Burnaby 3, B.C., Canada. Applicant's representative: J. Stewart Black, 1322 Laburnam Street, Vancouver 9, B.C., Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in charter operations; beginning and ending at Ports of Entry on the International Boundary line between the United States and Canada in Washington and extending to points in Washington, Oregon, California, Idaho, Nevada, Arizona, Utah, Montana, Wyoming, Colorado, and New Mexico.

NOTE: Applicant states the proposed service is restricted to round trip tours beginning and ending at points in British Columbia.

HEARING: June 8, 1961, at the Federal Office Building, Seattle, Wash., before Examiner James O'D. Moran.

No. MC 123481, filed March 1, 1961. Applicant: L. J. BROWN, doing business as BROWN BUS LINES, P.O. Box 147, Libby, Mont. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express, mail and newspapers* in the same vehicle with passengers, between Bonners Ferry, Idaho, and Kalispell, Mont.; from Bonners Ferry over U.S. Highway 2 to Kalispell, Mont., and return over the same route, serving all intermediate points.

HEARING: May 4, 1961, at the Board of Railroad Commissioners, Helena, Mont., before Joint Board No. 83.

No. MC 123495, filed March 8, 1961. Applicant: GLENRIDGE COACH CO., INC., 787 Fairview Avenue, Queens, New York, N.Y. Applicant's attorney: Sidney J. Leshin, 608 Fifth Avenue, New York 20, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Passengers, and their baggage*, in the same vehicle with passengers, as a *contract carrier*, in charter operations, between New York, N.Y., and points in Pennsylvania (east of Susquehanna River).

HEARING: May 4, 1961, at 346 Broadway, New York, N.Y., before Joint Board

No. 42, or, if the Joint Board waives its right to participate, before Examiner Gordon M. Callow.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 52460 (Sub No. 57), filed March 20, 1961. Applicant: HUGH BREEDING, INC., 1420 West 35th Street, P.O. Box 9515, Tulsa, Okla. Applicant's attorneys: James W. Wrape and Louis I. Dailey, 2111 Sterick Building, Memphis 3, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Petroleum naphtha, petroleum benzene (benzol), petroleum toluene (toluol), and petroleum xylene (xylo),* in bulk, in tank vehicles, in straight and mixed truck loads, from Potwin, Kans., and points in the Commercial Zone thereof, as defined by the Commission, to Alton, East Alton, and Godfrey, Ill., and their respective Commercial Zones, as defined by the Commission, and (2) *rejected and contaminated shipments* of the above-specified commodities, from the above-described destination points to Potwin, Kans., and points in the Commercial Zone thereof, as defined by the Commission.

NOTE: Applicant states it will traverse Missouri for operating convenience only.

No. MC 87857 (Sub No. 52), filed March 20, 1961. Applicant: BRINK'S INCORPORATED, 234 East 24th Street, Chicago 16, Ill. Applicant's attorney: Francis D. Partlan (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Currency, coin, and securities*, between Cincinnati, Ohio, on the one hand, and, on the other, points in Bath, Bell, Boone, Bourbon, Boyd, Bracken, Breathitt, Campbell, Carter, Clark, Clay, Elliott, Estill, Fayette, Fleming, Floyd, Garrard, Grant, Greenup, Harlan, Harrison, Jackson, Jessamine, Johnson, Kenton, Knott, Knox, Laurel, Lawrence, Lee, Leslie, Letcher, Lewis, Lincoln, Madison, Mason, Magoffin, Martin, McCreary, Menifee, Montgomery, Morgan, Nicholas, Owsley, Pendleton, Perry, Pike, Powell, Pulaski, Robertson, Rockcastle, Rowan, Scott, Whitley, Wolfe, and Woodford Counties, Ky.

No. MC 112076 (Sub No. 10), filed March 20, 1961. Applicant: LOWELL H. RASMUSSEN, 4085 South 4000 West, Salt Lake City, Utah. Applicant's attorney: Lucy Redd, State Exchange Building, 345 South State, Salt Lake City 11, Utah. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crude clay*, in bulk, from mines of Harrisville Brick Company, approximately fifteen (15) miles northeast of Evanston, Wyo., to Harrisville Brick Company, Harrisville, Weber County, Utah.

No. MC 114067 (Sub No. 20), filed March 20, 1961. Applicant: FORE TRUCKING CO., INC., Foot of Paru Street, Alameda, Calif. Applicant's attorney: C. S. Sherburne, Suite 1700, Central Tower Building, 703 Market Street, San Francisco, Calif. Authority sought

to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Edible and inedible animal fats and oils (tallow) in bulk*; (1) from points in Washoe County, Nev., to points in Los Angeles County, Calif., including Long Beach, Wilmington, San Pedro, and the Los Angeles Harbor area, and points in Sacramento County, Calif., and (2) from Yerington, Nev., to points in Los Angeles County, Calif., including Long Beach, Wilmington, San Pedro, and the Los Angeles Harbor area.

No. MC 114194 (Sub No. 35), filed March 16, 1961. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum treating compound*, in bulk, from Webster Grove, Mo., to points in Wyoming, Nebraska, Montana, Colorado, and Utah, and *refused or rejected shipments*, on return.

NOTE: Applicant states that petroleum treating compounds are not petroleum products. The word petroleum is used as a part of commodity description only because these compounds are used in the processing of petroleum and petroleum products.

No. MC 123217 (Sub No. 1), filed March 13, 1961. Applicant: VICTOR YOAK, Route One, Spencer, W. Va. Applicant's attorney: Charles E. Anderson, 1421 Kanawha Valley Building, Charleston, W. Va. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Creosote and osmose pressure treated lumber, poles and wood products*, treated and untreated, from points in Roane County, W. Va., to points in that part of Ohio, on and south of a line beginning at the Ohio-West Virginia State line and extending along U.S. Highway 30 to Mansfield, Ohio, thence along U.S. Highway 30-N to Beaver Dam, Ohio, thence on and east of U.S. Highway 25, from Beaver Dam, to the Ohio-Kentucky State line, points in that part of Kentucky on and east of a line beginning at the Kentucky-Ohio State line and extending along U.S. Highway 25 to Lexington, Ky., and thence on and east of U.S. Highway 27 from Lexington, Ky., to the Kentucky-Tennessee State line, and points in that part of Pennsylvania on and south of a line beginning at the Pennsylvania-Ohio State line and extending along U.S. Highway 422 to Duncansville, Pa., and thence on and west of U.S. Highway 220, from Duncansville, to the Pennsylvania-Maryland State line.

No. MC 123469, filed February 27, 1961. Applicant: WALTER H. ULRICH, doing business as CITY EXPRESS CO., 2010 East Johnson Street, Madison, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used boats*, between points in Wisconsin, on the one hand, and, on the other, points in Minnesota, Iowa, Illinois, Indiana, and Michigan.

MOTOR CARRIER OF PASSENGERS

No. MC 113430 (Sub No. 8), filed March 21, 1961. Applicant: ARROW TRAILWAYS, INC., Room 2211, 625 8th

Avenue, New York 18, N.Y. Applicant's attorney: John R. Sims, Jr., 804 Ridge Place, Falls Church, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, mail, and newspapers*, in the same vehicle, with passengers, between intersection U.S. Highway 7 and Connecticut Highway 35, north of Ridgefield, Conn., on the one hand, and, on the other, the intersection of Tuckahoe Road and the New York thruway, as follows: From intersection U.S. Highway 7 and Connecticut Highway 35, north of Ridgefield, Conn., over U.S. Highway 7 to junction U.S. Highway 1 (also from Ridgefield, Conn., over Connecticut Highway 33 to junction U.S. Highway 7, thence over U.S. Highway 7 to junction U.S. Highway 1), thence over U.S. Highway 1 (Connecticut Avenue) to junction Connecticut Highway 123 (New Canaan Avenue), thence over Connecticut Highway 123 to junction Interstate Highway 95 (Connecticut Turnpike) at Interchange No. 15, thence over Interstate Highway 95 (Connecticut Turnpike) to the Connecticut-New York State line, thence over Interstate Highway 95 (New England Thruway or New England Sect. New York State Thruway) to junction Cross Westchester Expressway at Interchange No. 13, thence over Cross Westchester Expressway to junction of applicant's authorized regular route (New York Highway 22 at White Plains, N.Y.), thence over Cross Westchester Expressway to junction New York State Thruway at Exit 8, at or near Elmsford, N.Y., thence over New York Thruway to junction Tuckahoe Road, and return over the same route, serving the intermediate point of White Plains, N.Y.

NOTE: Applicant states that White Plains, N.Y., is a point of service on its presently authorized route between Hartford, Conn., and New York, N.Y.

APPLICATION FOR BROKERAGE LICENSE

MOTOR CARRIER OF PROPERTY

No. MC 12106 (Sub No. 1), filed March 15, 1961. Applicant: BEKINS MOVING AND STORAGE CO., a corporation, 407 North Broadway, Portland, Ore. Applicant's attorney: William B. Adams, Pacific Building, Portland 4, Ore. Authority sought to operate as a *broker (BMC 4)*, at Eugene, Ore., in arranging for transportation in interstate or foreign commerce by motor vehicle of *household goods*, as defined by the Commission, between points in the United States.

NOTE: Applicant proposes by this application to establish an office in Eugene, Ore., in addition to Portland, Ore., as presently authorized in License No. MC 12106.

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

No. MC 42289 (Sub No. 4), filed March 20, 1961. Applicant: LOMBARD BROS., INCORPORATED, 249 Mill Street, Waterbury 20, Conn. Applicant's attorney: Thomas W. Murrett, 410 Asylum Street, Hartford 3, Conn. Authority

sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading); (1) between points in that part of Massachusetts on and east of a line made up of the following highways in Massachusetts: beginning at the intersection of Massachusetts Highway 31 with the Connecticut-Massachusetts State line near Dudley, Mass., thence along Massachusetts Highway 31 to the intersection of Massachusetts Highway 56 at Paxton, Mass., thence along Massachusetts Highway 56 to the intersection of Massachusetts Highway 56 and Massachusetts Highway 68 at North Rutland, Mass., thence along Massachusetts Highway 68 to the intersection of Massachusetts Highway 68 and Massachusetts Highway 101 at Gardener, Mass., thence along Massachusetts Highway 101 to the intersection of Massachusetts Highway 101 and Massachusetts Highway 119, thence along Massachusetts Highway 119 to the Massachusetts-New Hampshire State line, and (2) between Boston, Mass. and Williamstown, Mass.; from Boston over Massachusetts Highway 2 to Williamstown, and return over the same route, serving all intermediate points. **RESTRICTION:** In connection with (1) above, no service shall be provided between points on that part of Cape Cod south and east of the Cape Cod Canal.

NOTE: Directly related to MC-F-7793.

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 carrier of property or passengers under section 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto. (49 CFR 1.240.)

MOTOR CARRIERS OF PROPERTY

No. MC-F 7242 (ROY L. JONES, INC., AND TEX-O-KAN TRANSPORTATION CO., INC.—PURCHASE (PORTION)—GULF SOUTHWESTERN TRANSPORTATION CO.), published in the July 15, 1959, issue of the FEDERAL REGISTER, on page 5700. Application under section 210a(b), Interstate Commerce Act, filed March 23, 1961, for TEX-O-KAN TRANSPORTATION CO., INC., to temporarily lease that part of the operating rights of GULF SOUTHWESTERN TRANSPORTATION CO., which TEX-O-KAN TRANSPORTATION CO., INC., proposed to purchase under section 5, and as described in the notice of July 15, 1959.

No. MC-F-7812 (correction), (LEONARD BROS. TRANSFER & STORAGE CO., INC.—PURCHASE (PORTION)—GULF SOUTHWESTERN TRANSPORTATION CO.), published in the March 15, 1961, issue of the FEDERAL REGISTER on

page 2211. The following authority was inadvertently omitted from the operating rights sought to be transferred: * * * and between points in Texas on the one hand, and, on the other, points in Kansas, Missouri, Nebraska, New Mexico, and Oklahoma.

No. MC-F 7818. Authority sought for purchase by DEALERS TRANSIT, INC., 13101 Torrence Ave., Chicago, Ill., of the operating rights and certain property of HICKERSON BROS. TRUCK CO., INC., 826 Pine Street, P.O. Box 68, Great Bend, Kansas, and for acquisition by WALTER F. CAREY and BERT B. BEVERIDGE, both of Dort Highway, Flint, Mich., of control of such rights and property through the purchase. Applicant's attorney: James W. Wrape, 2111 Sterick Building, Memphis 3, Tenn. Operating rights sought to be transferred: *Machinery, equipment, materials, and supplies*, used in the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of natural gas and petroleum, and their products and by-products; and *machinery, equipment, materials and supplies*, used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipe lines, including the stringing and picking up of pipe in main pipe lines, as a *common carrier* over irregular routes, between points in Kansas, Oklahoma, Colorado, and Nebraska; *heavy machinery, construction materials and supplies*, and *other heavy and bulky articles* requiring the use of special equipment between points in Colorado, Kansas, Missouri, Nebraska, and Oklahoma; *machinery, equipment, materials, and supplies* used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum, and their products and by-products, and *machinery, materials, equipment and supplies* used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipe lines, including the stringing and picking up thereof, except the stringing and picking up of main or trunk pipe lines, between points in Kansas, on the one hand, and, on the other, points in Texas. Vendee is authorized to operate as a *common carrier* in all States and the District of Columbia, except Hawaii and Alaska. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7822. Authority sought for purchase by ACE LINES, INC., 4143 East 43d Street, Des Moines 17, Iowa, of the operating rights of ILL-MO MOTOR FREIGHT, INC., 3007 Edwardsville Road, Granite City, Ill., and for acquisition by E. M. EASTER, Winterset, Iowa, M. E. EASTER, 2315 45th Street, Des Moines, Iowa, L. W. EASTER, 4052 Ashby, Des Moines, Iowa, L. D. EASTER, 720 35th Street, Des Moines, Iowa, L. B. EASTER, 7204 Colby, Des Moines, Iowa, M. M. MORSE, Norwalk, Iowa, and R. L. EASTER, 7225 51st Street, Kenosha, Wis., of control of such rights through the purchase. Applicants' representative: William A. Landau, P.O. Box 1634,

Des Moines, Iowa. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over irregular routes between points in St. Louis County, Mo., and points in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone, as defined by the Commission in 1 M.C.C. 656. Vendee is authorized to operate as a *common carrier* in Illinois, Iowa, Minnesota, Nebraska, North Dakota, and South Dakota. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7823. Authority sought for purchase by MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago, Ill., of the operating rights of ROBERT J. HENDRICKS, 460 St. John Street, Portland, Maine, and for acquisition by MIDWEST TRANSFER COMPANY OF ILLINOIS, and in turn by MILTON D. RATNER, both of 7000 South Pulaski Road, Chicago, Ill., of control of such rights through the purchase. Applicants' attorneys: Axelrod, Goodman & Steiner, 39 South La Salle Street, Chicago 3, Ill. Operating rights sought to be transferred: *Frozen blueberries*, as a *common carrier* over irregular routes from points in Maine to Detroit, Mich., Duluth and Minneapolis, Minn., Milwaukee, Wis., New York, N.Y., and Peach Glen and Pottstown, Pa. Vendee is authorized to operate as a *common carrier* in Illinois, Minnesota, Iowa, North Dakota, Nebraska, Connecticut, Vermont, South Dakota, West Virginia, Rhode Island, Wisconsin, Maine, Indiana, Kansas, Ohio, Michigan, Tennessee, Massachusetts, Pennsylvania, New York, Kentucky, Missouri, New Jersey, Arkansas, Virginia, New Hampshire, Delaware, Maryland, Georgia, North Carolina, South Carolina, Florida, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61-2748; Filed, Mar. 28, 1961;
8:48 a.m.]

[Notice 12]

LEHIGH VALLEY RAILROAD CO. Applications for Loan Guaranties

MARCH 23, 1961.

Notice is hereby given of the filing of the following application under Part V of the Interstate Commerce Act: Finance Docket No. 21539 filed March 22, 1961, by Lehigh Valley Railroad Company, 143 Liberty Street, New York 6, New York, for guaranty by the Interstate Commerce Commission of a loan in amount not exceeding \$2,500,000. Applicant's representative: J. R. deCapriles, Vice President and General Counsel, Lehigh Valley Railroad Company, 143 Liberty Street, New York 6, New York. Loan is for the purpose of reimbursing applicant's treasury for expenditures made from its own funds after January

1, 1957, for additions and betterments and other capital improvements.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61-2749; Filed, Mar. 28, 1961;
8:48 a.m.]

[Notice 2]

APPLICATIONS FOR "GRANDFATHER" ALASKA CERTIFICATE OR PERMIT AND HAWAII FREIGHT FORWARDER PERMIT

MARCH 24, 1961.

Under sections 206(a) (4), 206(a) (5), 209(a) (4), 209(a) (5), 309(a), 309(f), 410(a) (2), and 410(a) (3) of the Interstate Commerce Act, as amended July 12, 1960.

Section 1.243 of the Commission's special rules of practice have been amended to cover "grandfather" applications filed under the July 12, 1960, amendments.

Protests to the granting of an application must be filed with the Commission within 75 days of this publication in the FEDERAL REGISTER. A copy of the protest must be served on applicant's representative or on applicant if no practitioner represents him. The special rules provide further that failure to file a timely protest will be construed as a waiver of opposition and participation in the proceeding.

MOTOR CARRIER ALASKA "GRANDFATHER" RIGHTS

No. MC 65802 (Sub No. 21), (CORRECTION AND CLARIFICATION) filed, December 29, 1960, published in the FEDERAL REGISTER, issue of March 8, 1961. Applicant: LYNDEN TRANSFER, INC., P.O. Box 433, Lynden, Wash. Applicant's attorney: James T. Johnson, 609-11 Norton Building, Seattle 4, Wash. Authority sought to continue to operate as a common carrier, by motor vehicle, over regular and irregular routes, under the applicable "grandfather" provisions of the Interstate Commerce Act, transporting: *General commodities*, (1) between Fairbanks, Alaska, and points within a radius of 85 miles thereof, on the one hand, and, on the other, Anchorage and Valdez, Alaska, (2) between Seattle and Tacoma, Wash., on the one hand, and, on the other, points in Alaska, and (3) between Blaine, Wash., and Fairbanks, Alaska, serving all intermediate points, and all off-route points located within five air miles of the Alaska Highway, Circle, Alaska, and points within a radius of 85 miles of Fairbanks, Alaska, and (4) between points on the International Boundary line between the United States and Canada, at or near Lynden, Sumas, and Oroville, Wash., and Eastport, Idaho, on the one hand, and, on the other, points in Alaska, and (5) (a) between Tok Junction, Alaska and Anchorage, Alaska, over Alaska Highway 3, serving all intermediate points, and (b) between Delta Junction, Alaska, and Valdez, Alaska, over Alaska Highway 1, serving all intermediate points.

NOTE: Carrier holds Certificate No. MC 65802 authorizing the transportation of general commodities between certain points in

the State of Washington, including Ports of Entry between the United States and Canada. Applicant indicates that the operations described in items (3) and (4) above were performed over certain regular routes involving Canadian Highways, all as more specifically set forth in the application. The purpose of this republication is to set forth in their entirety the operations as described in the application inadvertently omitted in the previous publication.

FREIGHT FORWARDER ALASKA "GRANDFATHER" RIGHTS

No. FF 295 (CORRECTION), filed December 30, 1960, published March 8, 1961. Applicant: JIMMIE M. EASTHAM, doing business as HUSKY PARCEL #2, Box 11, Ketchikan, Alaska. Applicant's attorney: Robert H. Ziegler, Sr., P.O. Box 1079, Ketchikan, Alaska. Authority sought to continue to operate as a freight forwarder, under the applicable "grandfather" provisions of the Interstate Commerce Act, to continue service in arranging for the transportation of, (1) *General commodities*, between points in Alaska, and (2) Between points in Alaska on the one hand, and, on the other, points in the United States.

NOTE: Applicant also claims "grandfather" rights as a motor carrier see MC 123336. The purpose of this republication is to include (2) above inadvertently omitted from previous publication.

WATER CARRIER ALASKA "GRANDFATHER" RIGHTS

No. W-1154 (CORRECTION), filed December 22, 1960, originally published in the FEDERAL REGISTER, issue of March 8, 1961. Applicant: CANADIAN PACIFIC RAILWAY COMPANY, doing business as BRITISH COLUMBIA COAST STEAMSHIP SERVICE, Windsor Station, Montreal, P.Q., Canada. Authority sought to continue to operate as a common carrier, by water over regular routes, under the applicable "grandfather" provisions of the Interstate Commerce Act, transporting: *Passengers, mail and baggage, including automobiles of passengers*, from, to, or between points or areas in Alaska as follows: Ketchikan, Juneau, Skagway, and Wrangell.

NOTE: The purpose of this republication is to correct the spelling of the point referred to as "Shagway" to its proper designation as "Skagway".

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61-2746; Filed, Mar. 28, 1961;
8:48 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-1086]

CONSOLIDATED RAILROADS OF CUBA

Notice of Application To Strike From Listing and Registration and of Opportunity for Hearing

MARCH 23, 1961.

In the matter of consolidated Railroads of Cuba, 3% Cumulative Income

Debentures due 10/1/2001, File No. 1-1086.

New York Stock Exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(d) of the Securities Exchange Act of 1934 and Rule 12d2-1(b) promulgated thereunder, to strike the specified security from listing and registration thereon.

The reasons alleged in the application for striking this security from listing and registration include the following:

Facilities for transfer of the Debentures (which are in fully registered form) in the City of New York are no longer available.

Upon receipt of a request, on or before April 7, 1961, from any interested person for a hearing in regard to terms to be imposed upon the delisting of this security, the Commission will determine whether to set the matter down for hearing. Such request should state briefly the nature of the interest of the person requesting the hearing and the position he proposes to take at the hearing with respect to imposition of terms. In addition, any interested person may submit his views or any additional facts bearing on this application by means of a letter addressed to the Secretary of the Securities and Exchange Commission, Washington 25, D.C. If no one requests a hearing on this matter, this application will be determined by order of the Commission on the basis of the facts stated in the application and other information contained in the official files of the Commission pertaining to the matter.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 61-2739; Filed, Mar. 28, 1961;
8:47 a.m.]

[File No. 1-3760]

MONTEREY OIL CO.

Notice of Application to Strike from Listing and Registration and of Opportunity for Hearing

MARCH 23, 1961.

In the matter of Monterey Oil Company, Common Stock, File No. 1-3760.

New York Stock Exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(d) of the Securities Exchange Act of 1934 and Rule 12d2-1(b) promulgated thereunder, to strike the specified security from listing and registration thereon.

The reasons alleged in the application for striking this security from listing and registration include the following:

The Company's affairs have been substantially liquidated, and facilities for transfer of the stock in the City of New York are no longer available.

Upon receipt of a request, on or before April 7, 1961, from any interested person for a hearing in regard to terms to be imposed upon the delisting of this security, the Commission will determine whether to set the matter down for hearing. Such request should state briefly the nature of the interest of the person re-

questing the hearing and the position he proposes to take at the hearing with respect to imposition of terms. In addition, any interested person may submit his views or any additional facts bearing on this application by means of a letter addressed to the Secretary of the Securities and Exchange Commission, Washington 25, D.C. If no one requests a hearing on this matter, this application will be determined by order of the Com-

mission on the basis of the facts stated in the application and other information contained in the official files of the Commission pertaining to the matter.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F.R. Doc. 61-2740; Filed, Mar. 28, 1961;
8:47 a.m.]

CUMULATIVE CODIFICATION GUIDE—MARCH

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