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Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

Federal Aviation Agency

Effective upon publication in the FEDERAL REGISTER, paragraph (1) of § 6.364 is revoked.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 63-8963; Filed, Aug. 20, 1963;
8:52 a.m.]

Title 7—AGRICULTURE

Chapter IV—Federal Crop Insurance Corporation, Department of Agriculture

[Amdt. No. 60]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for 1961 and Succeeding Crop Years

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning with the 1964 crop year in the following respect:

Section 2 of the wheat endorsement shown in § 401.32 of this chapter is amended effective beginning with the 1964 crop year by deleting the last two sentences thereof and substituting the following therefor: "Insurance on winter wheat will not be provided for the 1964 crop year to insureds in Dewey and Walworth Counties, South Dakota, with a contract in force during the 1963 crop year unless such insureds elect prior to September 16, 1963, to include winter wheat as an insurable crop and waive all rights with respect to cancellation under section 15(a) of the policy for the 1964 crop year."

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on August 14, 1963.

[SEAL] MORRIE S. HILL,
*Acting Secretary,
Federal Crop Insurance Corporation.*

Approved: August 16, 1963.

CHARLES S. MURPHY,
Acting Secretary.

[F.R. Doc. 63-8971; Filed, Aug. 20, 1963;
8:53 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER A—CIVIL AIR REGULATIONS

[Reg. Docket No. 1917; Amdt. 41-5]

PART 41—CERTIFICATION AND OPERATION RULES FOR CERTIFICATED ROUTE AIR CARRIERS ENGAGING IN OVERSEAS AND FOREIGN AIR TRANSPORTATION AND AIR TRANSPORTATION WITHIN HAWAII AND ALASKA

Miscellaneous Amendments

This amendment contains miscellaneous items affecting §§ 41.21, 41.172, 41.303, 41.304, 41.396, and 41.406 of Part 41 (27 F.R. 1977), effective March 1, 1963.

Section 41.21 of revised Part 41 prescribes the procedures which apply to the amendment of an air carrier's operations specifications. In view of previous comment on § 41.21, the Agency has determined that air carriers should be given an opportunity to present their views within a reasonable period of time whenever it has been determined by an authorized representative of the Administrator that safety in air transportation and the public interest require an amendment of an air carrier's operations specifications. The section is being amended to provide that the supervising inspector of the FAA Air Carrier District Office shall give notice in writing to the air carrier fixing a period of not less than 7 days within which the air carrier may submit written data, views, and arguments concerning the proposed amendments. After consideration of all relevant matter presented, the supervising inspector shall notify the air carrier of any amendment adopted or the rescission of his notice to amend the air carrier's operations specifications. No substantive changes are being made to the rule which affects the effective date of such an amendment or the air carrier's right of appeal to the Administrator.

Section 41.172(d) which concerns engine instruments required for all operations is being clarified with the addition of the phrase "not equipped with an automatic altitude mixture control." This phrase was inadvertently omitted during the formulation of revised Part 41.

Sections 41.303 and 41.304 prescribe the procedures for pilot route and airport qualification requirements and those required for maintenance and reestablishment of such qualifications. CAR Amendment 41-3, effective March 1, 1963, extended until August 31, 1963, the provisions of §§ 41.50 and 41.51 of Part 41 which were in effect on February 28, 1963, in order to provide the Agency an

opportunity to give further study to industry comments and recommendations on the subject of airport qualification requirements.

CAR Amendment 41-3 stated that appropriate rulemaking action would be taken prior to September 1, 1963, if the study revealed the need for different rules than those prescribed in §§ 41.303 and 41.304.

The study has now been completed and the Agency has decided not to make those rules effective which it had originally adopted, but rather to adopt as a part of the revised Part 41 those sections of the "old" Part 41, i.e., §§ 41.50 and 41.51, which were temporarily extended by CAR Amendment 41-3. After careful consideration of all factors involved, we now believe that the older method of airport and route qualification as originally adopted in Parts 40 and 41 is safe, satisfactory, and less burdensome from an administrative standpoint than that proposed in the revised Part 41, effective March 1, 1963. Accordingly, in view of the industry's strong opinions in this matter and the Agency's belief that safety is not compromised, §§ 41.303 and 41.304 are being amended to adopt the applicable provisions of §§ 41.50 and 41.51 of Part 41 which were in effect on February 28, 1963.

Section 41.396 *Fuel supply for all operations*, is being amended to avoid any misinterpretation in regard to the turbine-powered airplane fuel requirements for the airport of destination under VFR conditions or under IFR conditions when alternate airports are not required. Section 41.396(b)(2) specifies the fuel requirements for flights conducted over routes approved without an available alternate airport as authorized by § 41.389(a)(2). However, § 41.396(b)(1) does not expressly specify the minimum fuel requirements for flights dispatched without an alternate airport under VFR rules, or under IFR where an alternate is not required by § 41.389(a)(1). When an alternate airport is designated, § 41.396(b)(1)(iv) requires that no airplane shall be dispatched unless it carries sufficient fuel to fly for a period of 30 minutes at holding speed at 1,500 feet above the alternate airport at standard temperature conditions. When SR-427 was originally promulgated in 1958 to provide for the fuel requirements of turbine-powered airplanes, there was no provision in Part 41 for operations without an alternate airport. In the revision of Part 41 which became effective on March 1, 1963, provisions were made for IFR operations under certain weather conditions without a requirement that an alternate airport be designated. SR-427 was incorporated unchanged into Revised Part 41 and no provisions were made to apply an equivalent fuel supply for destination airports when no alternate airport was designated, as was required in § 41.396(b)(1)(iv); i.e., 30 minutes at holding speed at 1,500 feet

above the alternate airport elevation. Accordingly, § 41.396(b) (1) (iv) is being amended to make it applicable to destination or alternate airports.

Section 41.406 prescribes the conditions under which instrument approach procedures may be initiated. CAR Amendment 41-3, in extending until August 31, 1963, the provisions of § 41.119 of Part 41 which were in effect on February 28, 1963, stated that additional consideration and study would be given to this matter and that, if the study revealed the need for different rules than those prescribed in § 41.406, appropriate rulemaking would be taken prior to September 1, 1963.

The study has now been completed and the Agency has determined not to adopt those rules which it has proposed to become effective March 1, 1963, but rather to extend indefinitely as a permanent part of revised Part 41 that section of the amended Part 41; i.e., § 41.119, which was temporarily extended by CAR Amendment 41-3. The study revealed that no unsafe practices or any misuse of this authorization occurred in the past. Nor has it been shown that the rule as originally adopted by the CAB was not operationally safe or sound. Accordingly, in view of the strong arguments and opinions advanced by the industry for continuing in effect the current rule in this instance and our belief that safety is in no way compromised, § 41.406 of Part 41 is amended so it includes the applicable requirements of § 41.119 of Part 41 which were in effect on February 28, 1963.

As a situation exists which demands immediate action in the interests of safety in air commerce and after coordination with the air carrier industry in the matter as far as possible in view of the time limitations, I find that notice and public procedure in regard to the amendment to § 41.396 are impracticable and that good cause exists for making this amendment effective on less than 30 days' notice. Since the other amendments are clarifying or grant relief and impose no additional burden on any person, I find that notice and public procedure thereon are unnecessary, and that they may be made effective on less than 30 days' notice.

In consideration of the foregoing, Part 41 of the Civil Air Regulations (14 CFR Part 41, revised) is hereby amended as follows, effective September 1, 1963.

1. By amending § 41.21 to read as follows:

§ 41.21 Amendment of operations specifications.

The following procedures apply to the amendment of operations specifications (except those which are a part of the air carrier operating certificate issued under § 41.13) issued to an air carrier under the provisions of this part:

(a) Upon application by the air carrier, an authorized representative of the Administrator may amend an operations specification if he determines that safety in air transportation and the public interest permit such an amendment.

(b) Applications for amendments of operations specifications shall be submitted to the local FAA Air Carrier District Office charged with the overall inspection of the air carrier's operations at least 15 days prior to the proposed effective dates of such amendments, unless an authorized representative of such office approves a shorter filing period.

(c) Within 30 days after a notice of refusal to approve an air carrier's application for amendment, the air carrier may petition the Administrator to reconsider the refusal to amend.

(d) An authorized representative of the Administrator may amend an operations specification if he determines that safety in air transportation and the public interest require such an amendment. In such instances, the supervising inspector of the FAA Air Carrier District Office shall give notice in writing to the air carrier of the proposed amendment to the operations specifications, fixing a reasonable period, not less than 7 days, within which the air carrier may submit written data, views, and arguments concerning the proposed amendment. After consideration of all relevant matter presented, the supervising inspector shall notify the air carrier of any amendment adopted, or a rescission of the notice. The amendment shall become effective not less than 30 days after receipt by the air carrier of the notice of the amendment, unless the air carrier petitions the Administrator for reconsideration of the amendment, in which case the effective date of the amendment shall be stayed pending a decision by the Administrator. If the supervising inspector finds that an emergency exists requiring immediate action with respect to safety in air transportation, which makes the provisions prescribed by this paragraph impracticable or contrary to the public interest, he may notify the air carrier of an amendment to the operations specifications without giving prior notice, and such amendment shall become effective without stay upon receipt by the air carrier of notice thereof. In such instances, he will incorporate the finding and a brief statement of the reasons therefor in the notice of the amended operations specifications to be adopted.

§ 41.172 [Amendment]

2. By amending § 41.172(d) by adding after the word "engine", the words, "not equipped with an automatic altitude mixture control;"

3. By amending § 41.303 (a), (b), (c), and (d) to read as follows:

§ 41.303 Pilot route and airport qualification requirements.

(a) An air carrier shall not utilize a pilot as a pilot in command until he has been qualified for the route on which he is to serve in accordance with the provisions of this section and the appropriate instructor or check pilot has so certified.

(b) The qualifying pilot shall demonstrate adequate knowledge concerning the subjects listed below with respect to each route to be flown. Those portions

of the demonstration pertaining to holding procedures and instrument approach procedures may be accomplished in a synthetic trainer which contains the radio equipment and instruments necessary to simulate the navigational and letdown procedures approved for use by the air carrier:

- (1) Weather characteristics;
- (2) Navigational facilities;
- (3) Communication procedures;
- (4) Type of en route terrain and obstruction hazards;
- (5) Minimum safe flight levels;
- (6) Position reporting points;
- (7) Holding procedures;
- (8) Pertinent traffic control procedures; and
- (9) Congested areas, obstructions, physical layout, and all instrument approach procedures for each regular, provisional, and refueling airport approved for the route.

(c) The qualifying pilot shall make an entry as a member of a flight crew at each regular, provisional, and refueling airport into which he is scheduled to fly. Such entry shall include a landing and takeoff. The qualifying pilot shall occupy a seat in the pilot compartment and shall be accompanied by a pilot who is qualified at the airport.

(d) The qualifying pilot shall not be required to meet the entry requirements of paragraph (c) of this section when:

(1) The initial entry is made under VFR weather conditions at the particular airport involved; or

(2) The air carrier shows that the pilot airport qualification can be accomplished by an approved pictorial means; or

(3) The air carrier notifies the Administrator that it intends to conduct operations in close proximity to an airport into which the pilot involved is presently qualified by entry, and the Administrator finds that such pilot is adequately qualified at the new airport. The Administrator, in making such a finding, considers at least the familiarity of the pilot with the layout, surrounding terrain, location of obstacles, and instrument approach and traffic control procedures at the new airport.

* * * * *

4. By amending § 41.304 to read as follows:

§ 41.304 Maintenance and reestablishment of pilot route and airport qualifications for particular trips.

(a) To maintain pilot route and airport qualifications, each pilot being utilized as pilot in command, within the preceding 12-month period, shall have made at least one trip as pilot or other member of the flight crew between terminals into which he is scheduled to fly and shall have complied with the provisions of § 41.303 (e), if applicable.

(b) In order to reestablish pilot route and airport qualifications after an absence from a route for a period in excess of 12 months, a pilot shall comply with the appropriate provisions of § 41.303.

§ 41.396 [Amendment]

5. By amending § 41.396 (b) (1) (iv) by adding the words, "destination or" before the words "alternate airport".

6. By amending § 41.406 by deleting the introductory paragraph and by amending paragraphs (a), (b), (c), and (d) to read as follows:

§ 41.406 Takeoff and landing weather minimums; IFR.

(a) Irrespective of any clearance which may be obtained from air traffic control, no pilot shall take off an airplane under IFR when the weather reports show the ceiling or ground visibility is less than that specified in Part 609 of the regulations of the Administrator or the air carrier's operations specifications for the particular airport.

(b) Except as provided in paragraphs (c) and (d) of this section, no pilot shall execute an instrument approach procedure or land under IFR at an airport when the latest U.S. Weather Bureau weather report or a source approved by the Weather Bureau for that airport indicates the ceiling or visibility to be less than that prescribed by the Administrator for landing at such airport.

(c) A pilot may execute an instrument approach procedure when the U.S. Weather Bureau weather report or a source approved by the Weather Bureau indicates that the ceiling or visibility is less than the approved minimum for landing, if the airport is served by ILS and PAR in operative condition and both are used by the pilot, and thereafter the pilot may land, if weather conditions equal to or better than the prescribed minimums are found to exist by the pilot in command upon reaching the authorized landing minimum altitude.

(d) If a pilot initiates an instrument approach procedure when the current U.S. Weather Bureau report or a source approved by the Weather Bureau indicates that the prescribed ceiling and visibility minimums exist and a later weather report indicating below minimum conditions is received after the airplane (1) is on an ILS final approach and has passed the outer marker, or (2) is on a final approach using a radio range station or comparable facility and has passed the appropriate facility and has reached the authorized landing minimum altitude, or (3) is on GCA final approach and has been turned over to the final approach controller, such approach may be continued and a landing may be made in the event weather conditions equal to or better than the prescribed minimums for the airport are found to exist by the pilot in command upon reaching the authorized landing minimum altitude.

(Sec. 313(a), 601, 604, 72 Stat. 752, 775, 778; 49 U.S.C. 1354, 1421, 1424)

Issued in Washington, D.C., on August 13, 1963.

N. E. HALABY,
Administrator.

[F.R. Doc. 63-8919; Filed, Aug. 20, 1963; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 62-SW-68]

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

Alteration of Control Zone and Transition Area; Revocation of Control Area Extensions and Transition Areas

On April 27, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 4204) stating that the Federal Aviation Agency proposed to alter the El Paso, Tex., control zone and transition area and revoke the El Paso and Hudspeth, Tex., control area extensions and the Salt Flat, Tex., and Pinon, N. Mex., transition areas.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and no adverse comments were received regarding the proposed amendments.

The substance of the proposed amendments having been published and for the reasons stated in the Notice, the following actions are taken:

1. In § 71.171 (27 F.R. 220-91, November 10, 1962), the El Paso, Tex., control zone is amended to read:

El Paso, Tex.

That airspace bounded by a line beginning at latitude 31°45'15" N., longitude 106°26'30" W., thence clockwise along the arc of a 5-mile radius circle centered at the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.) to latitude 31°52'10" N., longitude 106°26'00" W.; to latitude 31°56'20" N., longitude 106°26'00" W.; thence clockwise along the arc of a 7-mile radius circle centered at the Biggs AFB (latitude 31°50'55" N., longitude 106°22'45" W.); to latitude 31°47'30" N., longitude 106°16'45" W.; thence clockwise along the arc of a 6-mile radius circle centered at the El Paso International Airport; to latitude 31°43'15" N., longitude 106°22'20" W.; thence via the United States/Mexican Border to point of beginning.

2. In § 71.181 (27 F.R. 220-139, November 10, 1962), the following actions are taken:

a. The El Paso, Tex., transition area is amended to read:

El Paso, Tex.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.), extending clockwise from the 016° to the 196° bearings from the El Paso International Airport; within 2 miles each side of the Newman, Tex., VOR 040° radial, extending from the 15-mile radius area to 12 miles NE of the VOR, excluding the portion outside of the United States; that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 31°47'00" N., longitude 106°53'30" W.; thence clockwise along the arc of a 30 mile radius circle centered at the El Paso International Airport; to latitude 32°12'55" N., longitude 106°34'00" W.; to latitude 32°06'30" N., longitude 106°34'00" W.; to latitude 32°06'30" N., longitude 106°13'40" W.; to latitude 32°19'15" N., longitude 106°01'00" W.; to latitude 32°09'15" N., longitude 105°47'20" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°-

33'20" N., longitude 105°30'00" W.; to latitude 32°37'20" N., longitude 105°26'10" W.; to latitude 32°50'55" N., longitude 105°14'45" W.; to latitude 32°40'40" N., longitude 104°58'10" W.; to latitude 32°26'30" N., longitude 105°10'00" W.; to latitude 32°19'15" N., longitude 105°17'00" W.; to latitude 32°00'50" N., longitude 105°17'00" W.; to latitude 32°05'45" N., longitude 104°48'00" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport; to latitude 31°16'30" N., longitude 104°53'40" W.; to latitude 31°25'40" N., longitude 105°22'15" W.; to latitude 31°26'20" N., longitude 105°22'15" W.; to latitude 31°25'40" N., longitude 105°33'30" W.; to latitude 31°30'20" N., longitude 105°42'15" W.; to latitude 31°30'40" N., longitude 106°00'30" W.; thence clockwise along the arc of a 30-mile radius circle centered at the El Paso International Airport; to latitude 31°25'40" N., longitude 106°08'30" W.; thence via the United States/Mexican Border to point of beginning; and that airspace extending upward from 2,000 feet above the surface bounded by a line beginning at latitude 32°18'00" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°10'30" W.; to latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°38'00" N., longitude 106°06'00" W.; to latitude 32°38'00" N., longitude 105°30'00" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°09'15" N., longitude 105°47'20" W.; to latitude 32°19'15" N., longitude 106°01'00" W.; to latitude 32°06'30" N., longitude 106°13'40" W.; to latitude 32°06'30" N., longitude 106°34'00" W.; to point of beginning; within the area bounded by a line beginning at latitude 32°00'50" N., longitude 105°17'00" W.; to latitude 32°19'15" N., longitude 105°17'00" W.; to latitude 32°26'30" N., longitude 105°10'00" W.; to latitude 32°35'30" N., longitude 105°02'35" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport to latitude 32°05'45" N., longitude 104°48'00" W.; to point of beginning; and within the area bounded by a line beginning at latitude 31°25'30" N., longitude 106°08'30" W.; thence counterclockwise along the arc of a 30-mile radius circle centered at the El Paso International Airport; to latitude 31°30'40" N., longitude 106°00'30" W.; to latitude 31°30'20" N., longitude 105°42'15" W.; to latitude 31°25'40" N., longitude 105°33'30" W.; to latitude 31°26'20" N., longitude 105°22'15" W.; to latitude 31°25'40" N., longitude 105°14'40" W.; to latitude 31°16'30" N., longitude 104°53'40" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport to latitude 30°48'15" N., longitude 105°16'35" W.; thence via the United States/Mexican Border to point of beginning. The portions within R-5103A, R-5106 and R-5107A shall be used only after obtaining prior approval from appropriate authority.

b. The Pinon, N. Mex., and Salt Flat, Tex., transition areas are revoked.

3. In § 71.165 (27 F.R. 220-59, November 10, 1962), the El Paso, Tex., and Hudspeth, Tex., control area extensions are revoked.

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

These amendments shall become effective 0001 e.s.t., October 17, 1963.

Issued in Washington, D.C., on August 14, 1963.

H. B. HELSTROM,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-8920; Filed, Aug. 20, 1963; 8:45 a.m.]

[Airspace Docket No. 63-WA-46]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]**Alteration of Federal Airways and Associated Control Areas**

VOR Federal airways Nos. 16 and 66 north alternates are designated in part from Columbus, N. Mex., to El Paso, Tex., as standard north alternates. VOR Federal airway No. 94 south alternate is designated in part from Deming, N. Mex., to Newman, Tex., via the intersection of Deming 106° and Newman 271° True radials. VOR Federal airway No. 140 south alternate is designated in part from Dyersburg, Tenn., via the intersection of Dyersburg 104° and Graham, Tenn., 269° True radials to Graham.

The purpose of these amendments to Part 71 [New] of the Federal Aviation Regulations is to alter these segments of Victor 16 and 66 north alternates so that the intersection of the radials used in their descriptions will have a common apex with the intersection of the radials used to describe Victor 94 south alternate. This will improve aeronautical chart legibility and will not adversely affect air traffic service. In addition, the description of this segment Victor 140 south alternate is altered herein to reflect the correct alignment as depicted on aeronautical charts.

Since these changes are minor in nature and impose no burden on any person, compliance with section 4 of the Administrative Procedure Act is unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, the following changes are made:

Section 71.123 (27 F.R. 220-6, November 10, 1962, 27 F.R. 12439, 28 F.R. 2229, 2230, 2671, 3444, 3585, 3779) is amended as follows:

1. In V-16 "El Paso, Tex., including an N alternate;" is deleted and "El Paso, Tex., including an N alternate via the INT of Columbus 075° and El Paso 286° radials;" is substituted therefor.

2. In V-66 "El Paso, Tex., including an N alternate;" is deleted and "El Paso, Tex., including an N alternate via the Int of Columbus 075° and El Paso 286° radials;" is substituted therefor.

3. In V-140 "INT of Dyersburg 104° and Graham, Tenn., 269° radials," is deleted and "INT of Dyersburg 115° and Graham, Tenn., 270° radials," is substituted therefor.

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

These amendments shall become effective 0001 e.s.t., October 17, 1963.

Issued in Washington, D.C., on August 15, 1963.

H. B. HELSTROM,
Acting Chief,

Airspace Utilization Division.

[F.R. Doc. 63-8921; Filed, Aug. 20, 1963; 8:45 a.m.]

[Airspace Docket No. 63-WA-59]

PART 73—SPECIAL USE AIRSPACE [NEW]**Alteration of Restricted Area**

The purpose of this amendment to § 73.42 of the Federal Aviation Regulations is to change the controlling agency of the Upper Lake Huron, Mich., Restricted Area R-4207 from the "Federal Aviation Agency, Detroit ARTC Center" to the "Federal Aviation Agency, Minneapolis ARTC Center."

On September 19, 1963, the Minneapolis ARTC Center boundaries will be adjusted to provide for more efficient airspace utilization. R-4207 will then be under the jurisdiction of the Minneapolis ARTC Center. Therefore, action is taken herein to reflect this change.

Since this amendment imposes no additional burden on the public, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, § 73.42 (28 F.R. 19-26, January 26, 1963) is amended as follows: In R-4207 Upper Lake Huron, Mich., "Controlling Agency, Federal Aviation Agency, Detroit ARTC Center." is deleted and "Controlling Agency, Federal Aviation Agency, Minneapolis ARTC Center." is substituted therefor.

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

This amendment shall become effective 0001 e.s.t., September 19, 1963.

Issued in Washington, D.C., on August 14, 1963.

LEE E. WARREN,
Director, Air Traffic Service.

[F.R. Doc. 63-8922; Filed, Aug. 20, 1963; 8:45 a.m.]

Chapter II—Civil Air Regulations**SUBCHAPTER A—ECONOMIC REGULATIONS**

[Reg. ER-387]

PART 202—TERMS, CONDITIONS AND LIMITATIONS OF CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY: INTERSTATE AND OVERSEAS ROUTE AIR TRANSPORTATION**Name of Air Carrier**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 15th day of August 1963.

In a notice of rule making published in the FEDERAL REGISTER on November 17, 1961 (26 F.R. 10774), Docket 13181, the Board proposed a new Part 215 of the Economic Regulations which would govern the use of names of air carriers and foreign air carriers. It was also proposed that upon the adoption of the new part, the present "business name" provision in Part 202 (§ 202.8) would be replaced by a reference to new Part 215.

Part 215 is being adopted concurrently with this amendment to Part 202.

Interested persons have been afforded an opportunity to participate in the making of the amendment and due con-

sideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 202 of the Economic Regulations (14 CFR Part 202), to become effective September 20, 1963, by amending § 202.8 to read as follows:

§ 202.8 Name of air carrier.

It shall be an express condition upon the operating authority granted by each certificate issued pursuant to section 401 of the Act authorizing an air carrier to engage in interstate or overseas air transportation, that the air carrier concerned, in holding out to the public and in performing air transportation services, shall do so only in a name the use of which is authorized under the provisions of Part 215 of this chapter (Economic Regulations).

(Sec. 204(a), 72 Stat. 743; 49 U.S.C. 1324. Interpret or apply secs. 401, 411, 72 Stat. 754, 769; 49 U.S.C. 1371, 1381)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 63-8973; Filed, Aug. 20, 1963; 8:54 a.m.]

[Reg. ER-388]

PART 203—TERMS, CONDITIONS AND LIMITATIONS OF CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY; FOREIGN AIR TRANSPORTATION**Name of Air Carrier**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 15th day of August 1963.

In a notice of rule making published in the FEDERAL REGISTER on November 17, 1961 (26 F.R. 10774), Docket 13181, the Board proposed a new Part 215 of the Economic Regulations which would govern the use of names of air carriers and foreign air carriers. It was also proposed that upon the adoption of the new Part, the present "business name" provision in Part 203 (§ 203.9) would be replaced by a reference to new Part 215.

Part 215 is being adopted concurrently with this amendment to Part 203.

Interested persons have been afforded an opportunity to participate in the making of the amendment and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 203 of the Economic Regulations (14 CFR Part 203) to become effective September 20, 1963, by amending § 203.9 to read as follows:

§ 203.9 Name of air carrier.

It shall be an express condition upon the operating authority granted by each certificate issued pursuant to section 401 of the Act authorizing an air carrier to engage in foreign air transportation, that the air carrier concerned, in holding out to the public and in performing air transportation services, shall do so only in a name the use of which is au-

thorized under the provisions of Part 215 of this chapter (Economic Regulations).

(Sec. 204(a), 72 Stat. 743; 49 U.S.C. 1324. Interpret or apply sec. 401, 72 Stat. 754; 49 U.S.C. 1371)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 63-8974; Filed, Aug. 20, 1963; 8:54 a.m.]

[Reg. ER-386]

PART 215—NAMES OF AIR CARRIERS AND FOREIGN AIR CARRIERS

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 15th days of August 1963.

In a notice of proposed rule making published in the FEDERAL REGISTER on November 17, 1961, 26 F.R. 10774, and circulated to the industry as Economic Regulations Draft Release 39, dated November 13, 1961, Docket 13181, the Board proposed a new Part 215 of the Economic Regulations which would govern the use of names by air carriers and foreign air carriers, and would establish a procedure to be followed when, upon receipt of an application for operating authority (other than applications for certificates of public convenience and necessity and foreign air carrier permits), or an application for permission to change names, or to use a trade name, it appears that there may be confusion between the applicant's name or the new name requested and the name of any other carrier.

The one letter of comment received favored the adoption of the new part but suggested that clarifying amendments thereto be made. It was suggested that the notification of similarity of names be sent not only to carriers whose existing names appear to be confusingly similar to the name of an applicant for operating authority, but also to any carrier which has absorbed a carrier with a similar name. This suggestion has been adopted. Certain clarifying improvements have also been made in the text of the new regulation.

Concurrently with the adoption of this part, the Board is amending its regulations by replacing the "business name" provisions presently found therein by references to new Part 215, namely: Part 202, Interstate and Overseas Air Transportation by Certificated Route Air Carriers (§ 202.8); Part 203, Foreign Air Transportation by U.S. Flag Certificated Route Air Carriers (§ 203.9); Part 292, Alaskan Air Carriers (§ 292.9); Part 296, Air Freight Forwarders (§ 296.50); and Part 297, International Air Freight Forwarders (§ 297.42).

Interested persons have been afforded an opportunity to participate in the formulation of this new part, and due consideration has been given to all relevant matter presented.

Accordingly, the Board hereby adopts a new Part 215 of its Economic Regulations, 14 CFR Part 215, effective September 20, 1963, to read as follows:

- Sec.
- 215.1 Applicability.
- 215.2 Use of name.
- 215.3 Change of name or use of trade name.
- 215.4 Procedure in cases of similarity of names.

AUTHORITY: §§ 215.1 to 215.4 issued under secs. 101(3), 204(a), 401, 402, 411, 416, 417 of the Federal Aviation Act; 72 Stat. 737, 743, 754, 757, 769, 771, 76 Stat. 145; 49 U.S.C. 1301, 1324, 1371, 1372, 1381, 1386, 1387.

§ 215.1 Applicability.

This part applies to all direct and indirect air carriers and foreign air carriers, except air taxi operators.

§ 215.2 Use of name.

In holding out to the public and in performing air transportation services, an air carrier or foreign air carrier subject to this part shall use only the name in which its operating authorization is issued, or a name the use of which has been authorized by the Board. Except as provided in §§ 221.21(j) and 221.35(d) of this chapter (Economic Regulations), minor variations in the use of this name including abbreviations, contractions, initial letters, or other variations of such name which are readily identifiable therewith are permitted. Slogans and service marks shall not be considered names for the purposes of this part, and their use is not restricted hereby.

§ 215.3 Change of name or use of trade name.

(a) *Applications.* Any carrier subject to this part which desires to change the name in which its operating authorization has been issued or a name the use of which has previously been authorized by the Board, or to use a trade name, may file with the Board an application for permission to do so. The application shall comply with §§ 302.3 and 302.4 of this chapter (Board's Procedural Regulations) but need not be served on any person unless the Board so directs.

(b) *Disposition.* Upon proceedings pursuant to § 215.4 (a), (b), (c) and (d), the Board will grant permission for the change of name or use of a trade name if it finds that the use of such name is not contrary to the public interest. Any such permission may be conditioned upon the abandonment of the use of the currently authorized name or names in air transportation service by the party concerned, or otherwise be made subject to such reasonable terms and conditions as the Board may find necessary to protect the public interest. If the name originally applied for is one in which the applicant has a prior business interest, the applicant may be permitted by the Board to advertise his affiliation with his other business, even though his operating authority has not been issued under that original name because of the public confusion problem. For example:

(1) If an applicant is in business as a surface freight forwarder under a name which might cause confusion, and he wishes to organize a new company for his air freight forwarder business, he may be permitted to represent to the public that the new company is an "affiliate of _____, a surface freight forwarder." The new company

name shall always be displayed more prominently than the name of the company with which the carrier is affiliated, and, as illustrated, the nature of the business of the company with which the new company is affiliated shall always be displayed as prominently as its name.

(2) If an applicant intends to undertake air transportation activities under an existing company name which would cause confusion, he may be required to hold out his air transportation activities under a trade name. However, it may be necessary to include a requirement that the existing company name as well as the trade name appear on all airwaybills and contracts entered into by the company, as well as on all insurance policies in a form which will obviate any possible confusion, such as:

—Forwarding Co.
d/b/a
Ajax Air Freight

In such instances, the trade name selected shall at all times be displayed more prominently than the company name, and the company name shall not be used in any way for advertising purposes, unless the fact that there is no affiliation with another air carrier is prominently spelled out.

§ 215.4 Procedure in cases of similarity of names.

(a) *Initiation of proceeding.* When processing an application for an exemption to perform air transportation services, a letter of registration, an operating authorization, or for any other operating rights except certificates of public convenience and necessity and foreign air carrier permits, or when processing an application for permission to change names or to use a trade name, the Board will compare the proposed name with a list of names used by existing and former air carriers and foreign air carriers, other than air taxi operators. Names not used for a considerable length of time may be deleted from the list. If it appears that a possibility of public confusion with a name or names on the list exists, the Board will notify the carrier or carriers which may be affected because of present or past use of such names by themselves or by carriers which they have absorbed. The notification will identify the applicant and state its proposed name or the name requested, area of operation, location of agencies and terminals, type of business, and other pertinent matters. A copy of this notification will also be sent to the applicant.

NOTE: Non-action under this provision shall not be construed as a determination by the Board that there is no confusion similarity or as an adjudication of any rights or liabilities.

(b) *Answer.* Within 15 days the notified carrier or any other interested person may submit to the Board and serve upon the applicant an answer in writing setting forth its position as to whether public confusion will result because of similarity of names, along with relevant factual information. Such answers should set forth facts with respect to the following matters, among others:

(1) The similarity of the names; (2) expected geographical overlap and relationship between the two carriers; (3) comparison of the types of operations of the respective carriers; and (4) the extent to which any or all of the words in the applicant's name or the name requested, or such words in any combination, have been identified by the public, with the other carrier. In this connection, the statement should point out (i) length of time the carrier has been operating; (ii) other carriers using the same words or combinations of them in their name; and (iii) relevant court or Board decisions concerning confusingly similar names. Where there is no notification by the Board, any interested person may file an answer within 30 days after the date of filing of the application.

(c) *Reply.* Within 15 days from the date of service of the answer, the applicant may submit a reply to the Board and serve it upon the persons who have filed answers.

(d) *General requirements of pleadings.* Answers and replies shall be filed with the Board in accordance with the requirements of §§ 302.3 and 302.4 of this chapter (Board's Procedural Regulations).

(e) *Determination in case of applications for operating authority.* If the Board determines that an applicant's name will not result in public confusion the application will be examined and acted upon according to its other merits. If it is determined that said name may result in public confusion, the applicant may, within 15 days, (1) amend the application by changing the proposed name, or (2) withdraw the application, or (3) request that the issue of similarity of names be assigned for hearing or considered as an issue if there is to be a hearing on the merits of the application. If the applicant asks for a hearing, he shall outline the evidence to be presented on this issue and shall show the need for hearing thereon. The Board may thereupon deny said application without hearing, or assign it for hearing, or consider the proposed name as an issue if there is to be a hearing on the merits of the application. If the application is amended and returned to the Board with a new name, it will be treated as a new application for name purposes.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 63-8972; Filed, Aug. 20, 1963;
8:54 a.m.]

[Reg. ER-389]

PART 292—CLASSIFICATION AND EXEMPTION OF ALASKAN AIR CARRIERS

Name of Air Carrier

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 15th day of August 1963.

In a notice of rule making published in the FEDERAL REGISTER on November 17, 1961 (26 F.R. 10774), Docket 13181, the Board proposed a new Part 215 of the

Economic Regulations which would govern the use of names of air carriers and foreign air carriers. It was also proposed that upon the adoption of the new part, the present "business name" provision in Part 292 (§ 292.9) would be replaced by a reference to new Part 215.

Part 215 is being adopted concurrently with this amendment to Part 292.

Interested persons have been afforded an opportunity to participate in the making of the amendment and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 292 of the Economic Regulations (14 CFR Part 292), to become effective September 20, 1963, by amending § 292.9 to read as follows:

§ 292.9 Name of air carrier.

It shall be an express condition upon the exercise of the operating authority of all air carriers governed by this part, that such air carriers in holding out to the public and in performing air transportation services, shall do so only in a name or names the use of which is authorized under the provisions of Part 215 of this chapter (Economic Regulations).

(Sec. 204(a), 72 Stat. 743; 49 U.S.C. 1324, Interpret or apply secs. 401, 416, 72 Stat. 754, 771; 49 U.S.C. 1371, 1386)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 63-8975; Filed, Aug. 20, 1963;
8:54 a.m.]

[Reg. ER-390]

PART 296—CLASSIFICATION AND EXEMPTION OF INDIRECT AIR CARRIERS

Name of Indirect Air Carrier

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 15th day of August 1963.

In a notice of rule making published in the FEDERAL REGISTER on November 17, 1961 (26 F.R. 10774), Docket 13181, the Board proposed a new Part 215 of the Economic Regulations which would govern the use of names of air carriers and foreign air carriers. It was also proposed that upon adoption of the new part, the present "business name" provision in Part 296 (§ 296.50) would be replaced by a reference to new Part 215.

Part 215 is being adopted concurrently with this amendment to Part 296.

Interested persons have been afforded an opportunity to participate in the making of the amendment and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 296 of the Economic Regulations (14 CFR Part 296), to become effective September 20, 1963, by amending § 296.50 to read as follows:

§ 296.50 Name of air carrier.

It shall be an express condition upon the exercise of the privileges herein

granted and the operating authorizations issued hereunder, that the forwarder concerned, in holding out to the public and in performing air transportation services, shall do so only in a name the use of which is authorized under the provisions of Part 215 of this chapter (Economic Regulations) or under § 296.47.

(Sec. 204(a), 72 Stat. 743; 49 U.S.C. 1324. Interpret or apply sec. 101(3), 411, 72 Stat. 737, 769; 49 U.S.C. 1301, 1381)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 63-8976; Filed, Aug. 20, 1963;
8:54 a.m.]

[Reg. ER-391]

PART 297—INTERNATIONAL AIR FREIGHT FORWARDERS

Name of International Air Freight Forwarder

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 15th day of August 1963.

In a notice of rule making published in the FEDERAL REGISTER on November 17, 1961 (26 F.R. 10774), Docket 13181, the Board proposed a new Part 215 of the Economic Regulations which would govern the use of names of air carriers and foreign air carriers. It was also proposed that upon the adoption of the new part, the present "business name" provision in Part 297 (§ 297.42) would be replaced by a reference to new Part 215.

Part 215 is being adopted concurrently with this amendment to Part 297.

Interested persons have been afforded an opportunity to participate in the making of the amendment and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 297 of the Economic Regulations (14 CFR Part 297), to become effective September 20, 1963, by amending § 297.42 to read as follows:

§ 297.42 Name of international air freight forwarder.

It shall be an express condition upon the exercise of the privileges herein granted and the operating authorizations issued hereunder, that any international air freight forwarder, in holding out to the public and in performing air transportation services, shall do so only in a name the use of which is authorized under the provisions of Part 215 of this chapter (Economic Regulations) or under § 297.37.

(Sec. 204(a), 72 Stat. 743; 49 U.S.C. 1324. Interpret or apply secs. 101(3), 411, 72 Stat. 737, 769; 49 U.S.C. 1301, 1381)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 63-8977; Filed, Aug. 20, 1963;
8:54 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Doc. No. 1894; Amdt. 605]

PART 507—AIRWORTHINESS DIRECTIVES

Sikorsky Model S-62A Helicopters

Pursuant to the authority delegated to me by the Administrator, (25 F.R. 6489), an airworthiness directive was adopted on August 2, 1963, and made effective immediately because of the safety emergency involved as to all known United States operators of Sikorsky Model S-62A helicopters. The directive requires inspection of the input shaft helical gears.

Since it was found that immediate corrective action was required in the interest of safety, notice and public procedure thereon were impracticable and contrary to the public interest and good cause existed for making the airworthiness directive effective immediately as to all known U.S. operators of Sikorsky Model S-62A helicopters by individual telegrams dated August 2, 1963. These conditions still exist and the airworthiness directive is hereby published in the FEDERAL REGISTER as an amendment to § 507.10(a) of Part 507 (14 CFR Part 507), to make it effective as to all persons.

SIKORSKY. Applies to all Model S-62A helicopters utilizing main transmission assembly P/N S6235-20000-3 through -10. Compliance required as indicated.

(a) Input shaft helical gears, P/N S6235-20158 having 250 or more hours' time in service upon the effective date of this AD shall be inspected in accordance with Sikorsky Aircraft Service Bulletin No. 62B35-6 before further flight after the effective date of this AD.

(b) Input shaft helical gears P/N S6235-20158 having less than 250 hours' time in service upon the effective date of this AD, shall be inspected in accordance with Sikorsky Aircraft Service Bulletin No. 62B35-6 prior to the accumulation of 250 hours' time in service.

(c) The input shaft helical gears shall be reinspected within every 250 hours' time in service from the last inspection.

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

(Sikorsky Aircraft Service Bulletin No. 62B35-6 dated July 29, 1963, covers this same subject.)

This amendment shall become effective upon publication in the FEDERAL REGISTER for all persons except those to whom it was made effective immediately by telegram dated August 2, 1963.

(Secs. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on August 14, 1963.

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

[F.R. Doc. 63-8918; Filed, Aug. 20, 1963; 8:45 a.m.]

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Reg. Docket No. 1916; Amdt. 105]

PART 610—MINIMUM EN ROUTE IFR ALTITUDES

Miscellaneous Amendments

This amendment is being adopted to insure the safety of IFR operations by establishing the minimum en route IFR altitudes for the route or portions thereof contained herein, and the altitudes which assure navigational coverage that is adequate and free of frequency interference for such routes or portions thereof.

As a situation exists which demands immediate action in the interest of safety, I find that compliance with the notice, public procedure and effective date provisions of the Administrative Procedure Act would be impracticable.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 610 is hereby amended as follows:

Section 610.101 *Amber Federal airway 1* is amended to read in part:

From Red Bluff, Calif., LFR; to Delta Int, Calif.; MEA 8000.

Section 610.115 *Amber Federal airway 15* is amended to read in part:

From *Annette Island, Alaska, LFR; to Guard Island Int, Alaska; MEA 4700. *2300—MCA Annette Island LFR, northwest-bound.

Section 610.679 *Blue Federal airway 79* is amended to read in part:

From *Annette Island, Alaska, LFR; to Guard Island Int, Alaska; MEA 4700. *2300—MCA Annette Island LFR, northwest-bound.

Section 610.1001 *direct routes—U.S.* is amended to delete:

From Temple, Tex., VOR; to Waco, Tex., VOR; MEA 2100.

From Farmington, N. Mex., VOR; to Grants, N. Mex., VOR; MEA 12,000.

From Cannon (AFB), N. Mex., LF/RBn; to Lubbock, Tex., LFR, MEA 6500.

From Cannon (AFB), N. Mex., LF/RBn to Lubbock, Tex., VOR; MEA 6500.

Section 610.1001 *direct routes—U.S.* is amended to read in part:

From Greenville Int, Fla.; to Valdosta, Ga., VOR; MEA *1800. *1600—MOCA.

From LaGrange, Ga., VOR; to Anniston, Ala., VOR; MEA 4000.

From Gainesville, Fla.; VOR; to Int Gainesville VOR 230 M rad. and Cross City VOR 169 M rad.; MEA *1700. *1500—MOCA.

From Tallahassee, Fla., VOR; to Marianna, Fla., VOR; MEA *2000. *1600—MOCA.

From Moultrie, Ga., VOR; to Valdosta, Ga., VOR; MEA *1800. *1500—MOCA.

Section 610.1001 *direct routes—U.S.* is amended by adding:

From Marianna, Fla., VOR; to Hopeful Int, Ga.; MEA *2000. *1600—MOCA.

From Panama City, Fla., VOR; to De-funiak Springs, Fla., VOR; MEA *1800. *1400—MOCA.

From Panama City, Fla., VOR; to Dothan, Ala., VOR; MEA *1900. *1500—MOCA.

From Panama City, Fla., VOR; to Marianna, Fla., VOR; MEA 2000.

From West Palm Beach, Fla., LFR; to Ft. Lauderdale, Fla., LF/RBn; MEA 2000.
From Poughkeepsie, N.Y., VOR; to White Plains, N.Y., LOM; MEA 2600.

Section 610.6002 *VOR Federal airway 2* is amended to read in part:

From Morey Int, Wis.; to Marshall Int, Wis.; MEA *2800. *2700—MOCA.

From Marshall Int, Wis.; to Watertown Int, Wis.; MEA *2700. *2100—MOCA.

From Watertown Int, Wis.; to Milwaukee, Wis., VOR; MEA *2700. *2200—MOCA.

Section 610.6003 *VOR Federal airway 3* is amended to read in part:

From *Fairhope Int, Ga.; to **Harris Neck Int, Ga.; MEA ***2000. *3000—MRA. **2500—MRA. ***1200—MOCA.

From *Clinch Int, Fla., via E alter.; to **Starfish Int, Ga., via E alter.; MEA ***2000. *3000—MRA. **3000—MRA. **1100—MOCA.

From Starfish Int, Ga., via E alter.; to *Catherine Int, Ga., via E alter.; MEA **3000. *4000—MRA. **1100—MOCA.

Section 610.6004 *VOR Federal airway 4* is amended to read in part:

From Monroe Int, Mo.; to St. Louis, Mo., VOR; MEA *2200. *1700—MOCA.

From Ft. Riley Int, Kans.; to Maple Hill Int, Kans.; MEA 3000.

Section 610.6005 *VOR Federal airway 5* is amended to read in part:

From Alma, Ga., VOR; to Macon, Ga., VOR; MEA *2000. *1700—MOCA.

Section 610.6007 *VOR Federal airway 7* is amended to read in part:

From Milwaukee, Wis., VOR; to Calvary Int, Wis.; MEA *3100. *2500—MOCA.

From Calvary Int, Wis.; to Chilton Int, Wis.; MEA *2900. *2600—MOCA.

From Chilton Int, Wis.; to Sherwood Int, Wis.; MEA *2700. *2300—MOCA.

From Sherwood Int, Wis.; to Green Bay, Wis., VOR; MEA *2400., *2000—MOCA.

Section 610.6008 *VOR Federal airway 8* is amended to read in part:

From Hector, Calif., VOR; to Goffs, Calif., VOR; MEA 9000.

Section 610.6009 *VOR Federal airway 9* is amended to read in part:

From *Elkhorn Int, Wis.; to Milwaukee, Wis., VOR; MEA **2900. *3000—MRA. **2700—MOCA.

From Milwaukee, Wis., VOR; to Eden Int, Wis.; MEA *3100. *2500—MOCA.

From Eden Int, Wis.; to Oshkosh, Wis., VOR; MEA *2600. *2100—MOCA.

From Oshkosh, Wis., VOR; to Green Bay, Wis., VOR; MEA *2500. *2100—MOCA.

From Memphis, Tenn., VOR; to *Kerrville Int, Tenn.; MEA 2500. *4500—MRA.

From Kerrville Int, Tenn.; to Malden, Mo., VOR; MEA 2500.

Section 610.6010 *VOR Federal airway 10* is amended to read in part:

From Dodge City, Kans., VOR via N alter.; to Great Bend Int, Kans., via N alter.; MEA *4500. *3700—MOCA.

Section 610.6012 *VOR Federal airway 12* is amended to read in part:

From Hector, Calif., VOR via N alter.; to Goffs, Calif., VOR via N alter.; MEA 9000.

From Drake, Ariz., VOR; to Winslow, Ariz., VOR; MEA 10,500.

From Maryland Heights, Mo., VOR; to Troy, Ill., VOR; MEA *2300. *2100—MOCA.

From Dayton, Ohio, VOR; to *Plain City Int, Ohio; MEA **3000. *4000—MRA. **2600—MOCA.

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Section 610.6014 *VOR Federal airway 14* is amended to read in part:

From Shawnee INT, Okla., via S alter.; to Prague INT, Okla., via S alter.; MEA *5500. *2300—MOCA.

Section 610.6015 *VOR Federal airway 15* is amended to read in part:

From Ardmore, Okla., VOR; to Pharoah Int, Okla.; MEA *4000. *2700—MOCA.

Section 610.6016 *VOR Federal airway 16* is amended to read in part:

From Nashville, Tenn., VOR via S alter.; to Int, 114 M rad Nashville VOR and 267 M rad Crossville VOR via S alter.; MEA 3500.

From Int 114 M rad Nashville VOR and 267 M rad Crossville VOR via S alter.; to *Rock Island Int, Tenn., via S alter.; MEA 4200. *5000—MRA.

Section 610.6018 *VOR Federal airway 18* is amended to read in part:

From Jackson, Miss., VOR via N alter.; to *Canton Int, Miss., via N alter.; MEA 2400. *3000—MRA.

From Canton Int, Miss., via N alter.; to *Union Int, Miss., via N alter.; MEA 2400. *3500—MRA.

From Union Int, Miss., via N alter.; to Meridian, Miss., VOR via N alter.; MEA 2400.

Section 610.6019 *VOR Federal airway 19* is amended to read in part:

From *Peyton Int, Colo.; to Kiowa, Colo., VOR; MEA 8900. *8500—MCA Peyton Int, northbound.

Section 610.6023 *VOR Federal airway 23* is amended to read in part:

From Fresno, Calif., VOR via W alter.; to Los Banos, Calif., VOR via W alter.; MEA 4500.

From Roseburg, Oreg., VOR via W alter.; to *Drain Int, Oreg., via W alter.; MEA 5000. *7000—MRA.

From Drain Int, Oreg., via W alter.; to Eugene, Oreg., VOR via W alter.; MEA 5000.

Section 610.6026 *VOR Federal airway 26* is amended to read in part:

From Casper, Wyo., VOR; to Sand Creek Int, Wyo.; MEA 7600.

Section 610.6027 *VOR Federal airway 27* is amended to read in part:

From Crescent City, Calif., VOR; to *Rogue River Int, Oreg.; MEA 9000. *11,000—MRA.

From Rogue River Int, Oreg.; to North Bend, Oreg., VOR; MEA 9000.

From Astoria, Oreg., VOR; to Olympia, Wash., VOR; MEA 5000.

From Astoria, Oreg., VOR via W alter.; to Hoquiam, Wash., VOR via W alter.; MEA 4000.

Section 610.6035 *VOR Federal airway 35* is amended to read in part:

From *DeSoto Int, Ga.; to Cobb Int, Ga.; MEA 1700. *2300—MRA.

From Cobb Int, Ga.; to Macon, Ga., VOR; MEA *2000. *1700—MOCA.

Section 610.6038 *VOR Federal airway 38* is amended to read in part:

From Parkersburg, W. Va., VOR; to *Benson Int, W. Va.; MEA 3500. *5000—MCA Benson Int, eastbound.

Section 610.6044 *VOR Federal airway 44* is amended to read in part:

From Parkersburg, W. Va., VOR; to Pullman Int, W. Va.; MEA 3000.

Section 610.6047 *VOR Federal airway 47* is amended to read in part:

From Rosewood, Ohio, VOR; to *Maplewood Int, Ohio; MEA 2000. *4000—MRA.

Section 610.6051 *VOR Federal airway 51* is amended to read in part:

From Alma, Ga., VOR; to Macon, Ga., VOR; MEA *2000. *1700—MOCA.

From Dublin, Ga., VOR via E alter.; to Macon, Ga., VOR via E alter.; MEA *2000. *1700—MOCA.

Section 610.6056 *VOR Federal airway 56* is amended to read in part:

From Columbus, Ga., VOR; to Geneva Int, Ga.; MEA *2000. *1500—MOCA.

From Geneva Int, Ga.; to Butler Int, Ga.; MEA *2200. *1800—MOCA.

From Butler Int, Ga.; to Macon, Ga., VOR; MEA *2000. *1700—MOCA.

Section 610.6059 *VOR Federal airway 59* is amended to delete:

From Newcomerstown, Ohio, VOR; to Cleveland, Ohio, VOR; MEA *3000. *2600—MOCA.

Section 610.6063 *VOR Federal airway 63* is amended to read in part:

From Janesville, Wis., VOR; to Milwaukee, Wis., VOR; MEA *2,900. *2700—MOCA.

Section 610.6066 *VOR Federal airway 66* is amended to read in part:

From *Heath INT, Ariz.; to **Rodeo INT, Ariz.; MEA 11,000. *10,000—MCA Heath Int, northeastbound, **12,000—MRA.

From Rodeo INT, Ariz.; to Animas Int, N. Mex.; MEA 11,000.

Section 610.6070 *VOR Federal airway 70* is amended to read in part:

From Eufaula, Ala., VOR; to Americus Int, Ga.; MEA 1900.

From Americus Int, Ga.; to Vienna, Ga.; VOR; MEA *2200. *1500—MOCA.

Section 610.6081 *VOR Federal airway 81* is amended to read in part:

From Dalhart, Tex., VOR; to *Tobe, Colo., VOR; MEA 8500. *8500—MCA Tobe VOR, southeastbound.

From Pueblo, Colo., VOR; to Colorado Springs, Colo., VOR; MEA 8600.

Section 610.6082 *VOR Federal airway 82* is amended to read in part:

From Bemidji, Minn., VOR; to Brainerd, Minn., VOR; MEA 3400.

Section 610.6082 *VOR Federal airway 82* is amended by adding:

From Grand Forks, N. Dak., VOR via N alter.; to Bemidji, Minn., VOR via N alter.; MEA *3500. *2600—MOCA.

From Nodine, Minn., VOR; to Dells, Wis., VOR; MEA *3100. *2600—MOCA.

From Dells, Wis., VOR; to Randolph Int, Wis.; MEA *3000. *2600—MOCA.

From Randolph Int, Wis.; to Timmerman, Wis., VOR; MEA *3100. *2500—MOCA.

Section 610.6083 *VOR Federal airway 83* is amended to read in part:

From Pueblo, Colo., VOR; to Colorado Springs, Colo., VOR; MEA 8600.

Section 610.6089 *VOR Federal airway 89* is amended to read in part:

From *Platte Int, Colo.; to Nunn Int, Colo.; MEA **7500. *10,500—MRA. **6900—MOCA.

Section 610.6094 *VOR Federal airway 94* is amended to read in part:

From Waxie Int, Tex.; to *Scurry Int, Tex.; MEA **2600. *2600—MRA. **1900—MOCA.

Section 610.6095 *VOR Federal airway 95* is amended to read in part:

From *Winslow, Ariz., VOR; to **Castle Int, Ariz.; northeastbound, MEA 11,000; southwestbound, MEA 8,000. *9,500—MCA Winslow VOR, southwestbound. **11,000—MRA.

From Castle Int, Ariz.; to Farmington, N. Mex., VOR; #12,000. #Continuous navigational signal coverage does not exist below 13,000'. A 30-mile gap exists at 12,000'.

Section 610.6097 *VOR Federal airway 97* is amended to read in part:

From Hope Int, Ind., via W alter.; to Shelbyville, Ind., VOR, via W alter.; MEA *2,600. *2,100—MOCA.

From St. Petersburg, Fla., VOR; to *Retirement Int, Fla.; MEA 1,300. *2,200—MRA.

From Janesville, Wis., VOR; to New Glarus Int, Wis.; MEA *2,800. *2,200—MOCA.

Section 610.6100 *VOR Federal airway 100* is amended to read in part:

From Waterloo, Iowa, VOR; to Dubuque, Iowa, VOR; MEA *2,800. *2,500—MOCA.

From Freeport Int, Ill.; to Rockford, Ill., VOR; MEA *2,800. *2,500—MOCA.

Section 610.6105 *VOR Federal airway 105* is amended to read in part:

From *Las Vegas, Nev., VOR; to Charleston Int, Nev.; westbound, MEA 10,500; eastbound, 7,000. *8,500—MCA Las Vegas VOR, westbound.

From Charleston Int, Nev.; to Pahrump Int, Nev.; MEA 10,500.

From Pahrump Int, Nev.; to Hidden Hills Int, Nev.; MEA 12,500.

From Hidden Hills Int, Nev.; to Beatty, Nev., VOR; northbound, *11,000; southbound, *12,500. *8,500—MOCA.

Section 610.6114 *VOR Federal airway 114* is amended to read in part:

From Alexandria, La., VOR via N alter.; to *Woodville Int, La., via N alter.; MEA **2,900. *3,000—MRA. **1,700—MOCA.

Section 610.6124 *VOR Federal airway 124* is amended to read in part:

From Terre Haute, Ind., VOR; to Wilbur Int, Ind.; MEA 2,000.

From Wilbur Int, Ind.; to Shelbyville, Ind., VOR; MEA *2,600. *1,900—MOCA.

Section 610.6135 *VOR Federal airway 135* is amended to read in part:

From *Las Vegas, Nev., VOR; to Charleston Int, Nev.; westbound, MEA 10,500. Eastbound, MEA 7,000. *8,500—MCA Las Vegas VOR, westbound.

From Charleston INT, Nev.; to Pahrump Int, Nev.; MEA 10,500.

From Pahrump Int, Nev.; to Hidden Hills Int, Nev.; MEA 12,500.

From Hidden Hills Int, Nev.; to Beatty, Nev., VOR; northbound, MEA *11,000; southbound, MEA *12,500. *8,500—MOCA.

Section 610.6154 *VOR Federal airway 154* is amended to read in part:

From Columbus, Ga., VOR; to Geneva Int, Ga.; MEA *2,000. *1,500—MOCA.

From Geneva Int, Ga.; to *Junction City Int, Ga.; MEA **2,200. *3,000—MRA. **1,800—MOCA.

From Junction City Int, Ga.; to Butler Int, Ga.; MEA *2,200. *1,800—MOCA.

From Butler Int, Ga.; to Macon, Ga., VOR; MEA *2,000. *1,700—MOCA.

From Macon, Ga., VOR; to Dublin, Ga., VOR; MEA *2,000. *1,700—MOCA.

From Dublin, Ga., VOR; to Lotts Int, Ga.; MEA *2,000. *1,600—MOCA.

Section 610.6158 *VOR Federal airway 158* is amended to read in part:

From Waterloo, Iowa, VOR; to Dubuque, Iowa, VOR; MEA *2,800. *2,500—MOCA.

Section 610.6161 *VOR Federal airway 161* is amended to read in part:

From Ardmore, Okla., VOR; to Pharoah Int, Okla.; MEA *4,000. *2,700—MOCA.

Section 610.6162 *VOR Federal airway 162* is amended to read in part:

From Clarksburg, W. Va., VOR; to *Thornton Int, W. Va.; MEA 3,200. *4,000—MCA Thornton Int, eastbound.

Section 610.6166 *VOR Federal airway 166* is amended to read in part:

From Clarksburg, W. Va., VOR; to *Tygart Int, W. Va.; MEA 3,200. *5,000—MCA Tygart Int, eastbound.

Section 610.6170 *VOR Federal airway 170* is amended to read in part:

From Randolph Int, Wis.; to Milwaukee, Wis., VOR; MEA *2,700. *2,300—MOCA.

Section 610.6181 *VOR Federal airway 181* is amended to read in part:

From *Oakwood Int, S. Dak.; to Watertown, S. Dak., VOR; MEA 3,100. *4,000—MRA.

Section 610.6189 *VOR Federal airway 189* is amended to read in part:

From Franklin, Va., VOR; to *Waverly Int, Va.; MEA **1,500. *2,000—MRA. **1,400—MOCA.

From Waverly Int, Va.; to Hopewell, Va., VOR; MEA *1,500. *1,100—MOCA.

Section 610.6191 *VOR Federal airway 191* is amended to read in part:

From Milwaukee, Wis., VOR; to Eden Int, Wis.; MEA *3,100. *2,500—MOCA.

From Eden Int, Wis.; to Oshkosh, Wis., VOR; MEA *2,600. *2,100—MOCA.

From Oshkosh, Wis., VOR; to Stevens Point, Wis., VOR; MEA *3,000. *2,400—MOCA.

Section 610.6204 *VOR Federal airway 204* is amended to read:

From Hoquiam, Wash., VOR; to *Olympia, Wash., VOR; MEA 4,500. *3,100—MCA Olympia VOR, westbound.

Section 610.6210 *VOR Federal airway 210* is amended to read in part:

From Los Angeles, Calif., VOR; to Alhambra Int, Calif.; MEA 4000.

From *Alhambra Int, Calif.; to Hawkins Int, Calif.; northeastbound, 12500; southwestbound 9000. *10,200—MCA Alhambra Int, northeastbound.

From Hector, Calif., VOR; to Goffs, Calif., VOR; MEA 9000.

From Monroe Int, Mo.; to St. Louis, Mo., VOR; MEA *2200. *1700—MOCA.

From Farmington, N. Mex., VOR; to Manuel Int, N. Mex.; westbound, MEA 9000. eastbound, MEA 13000.

From Manuel Int, N. Mex.; to *Alamosa, Colo., VOR; MEA 13,000. *14,000—MCA Alamosa VOR, northeastbound.

Section 610.6217 *VOR Federal airway 217* is amended to read in part:

From Wall Eye Int, Wis.; to Franklin Int, Wis.; MEA *3700. *2700—MOCA.

From Franklin Int, Wis.; to Collins Int, Wis.; MEA *2700. *2400—MOCA.

From Collins Int, Wis., to Waffle Int, Wis.; MEA *2700. *2000—MOCA.

From Waffle Int, Wis.; to Green Bay, Wis., VOR; MEA 2400.

Section 610.6222 *VOR Federal airway 222* is amended to read in part:

From *Elba Int, La.; to **Woodville Int, Miss.; MEA **5000. *4700—MRA. **3000—MRA. ***1200—MOCA.

From Woodville Int, Miss.; to McComb, Miss., VOR; MEA *3000. *1800—MOCA.

Section 610.6230 *VOR Federal airway 230* is amended to read in part:

From Los Banos, Calif., VOR; to Fresno, Calif., VOR; MEA 4500.

Section 610.6243 *VOR Federal airway 243* is amended to read in part:

From St. Marks Int, Ind.; to Baden Int, Ind.; MEA 2000.

From Baden Int, Ind.; to Scotland, Ind., VOR; MEA *2500. *2000—MOCA.

From Alma, Ga., VOR; to Vienna, Ga., VOR; MEA *2000. *1400—MOCA.

From Vienna, Ga., VOR; to Yatesville Int, Ga.; MEA *2000. *1700—MOCA.

Section 610.6248 *VOR Federal airway 248* is amended to read in part:

From Shafter Int, Calif.; to Bakersfield, Calif., VOR; eastbound, MEA 2500; westbound, MEA 4000.

Section 610.6264 *VOR Federal airway 264* is amended to delete:

From Los Angeles, Calif., VOR; to LaHabra Int, Calif.; MEA 4000.

From LaHabra Int, Calif.; to Ontario, Calif., VOR; MEA 4,000.

From Ontario, Calif., VOR; to *Edgemont Int, Calif.; MEA 5500. *7000—MRA.

From Edgemont Int, Calif.; to *Moreno Int, Calif.; MEA 5500. *12,000—MCA Moreno Int, eastbound.

From Moreno Int, Calif., to Banning Int, Calif.; eastbound, MEA 13,000; westbound, MEA 9500.

From Banning Int, Calif.; to *Palm Springs Int, Calif.; MEA 13,000. *13,000—MCA Palm Springs Int, westbound.

From Palm Springs Int, Calif.; to Twenty-nine Palms, Calif., VOR; MEA 9000.

Section 610.6264 *VOR Federal airway 264* is amended by adding:

From *Los Angeles, Calif., VOR; to Pomona, Calif., VOR; MEA 4000. *2000—MCA Los Angeles VOR, northeastbound.

From *Pomona, Calif., VOR; to **Rialto Int, Calif.; MEA 9000. *8300—MCA Pomona VOR, eastbound. **8500—MCA Rialto Int, westbound.

From *Rialto Int, Calif.; to Redlands Int, Calif.; eastbound, MEA 13,500; westbound, MEA 9000. *12,000—MCA Rialto Int, eastbound.

From Redlands Int, Calif.; to Joshua Int, Calif.; MEA 13,500.

From *Joshua Int, Calif.; to Twentynine Palms, Calif., VOR; MEA 9000. *13,000—MCA Joshua Int, westbound.

From Los Angeles, Calif., VOR via S alter.; to Ontario, Calif., VOR via S alter.; MEA 4000.

From Ontario, Calif., VOR via S alter.; to *Edgemont Int, Calif., via S alter.; MEA 5500. *7000—MRA.

From Edgemont Int, Calif., via S alter.; to *Moreno Int, Calif., via S alter.; MEA 5500. *12,000—MCA Moreno Int, eastbound.

From Moreno Int, Calif., via S alter.; to Banning Int, Calif., via S alter.; eastbound MEA 13,000; westbound, MEA 9500.

From Banning Int, Calif., via S alter.; to *Palm Springs Int, Calif., via S alter.; MEA 13,000. *13000—MCA Palm Springs Int, westbound.

From Palm Springs Int, Calif., via S alter.; to Twentynine Palms, Calif., VOR via S alter.; MEA 9000.

Section 610.6272 *VOR Federal airway 272* is amended to read in part:

From Shawnee Int, Okla.; to Holdenville Int, Okla.; MEA *5000. *2400—MOCA.

From Holdenville Int, Okla.; to McAlester, Okla., VOR; MEA *3000. *2000—MOCA.

Section 610.6286 *VOR Federal airway 286* is amended to read in part:

From Casanova, Va., VOR; to Brandy Int, Va.; MEA 1500.

From Brandy Int, Va.; to Brooke, Va., VOR; MEA 1700.

Section 610.6401 *Hawaii VOR Federal airway 1* is amended by adding:

From Southgate Int, Hawaii; to Palmtree Int, Hawaii; MEA *2500. *1200—MOCA.

From Palmtree Int, Hawaii; to Penguin Int, Hawaii; MEA *2000. *1200—MOCA.

From Penguin Int, Hawaii; to *Lanai, Hawaii, VOR; MEA 4000. *5000—MCA Lanai VOR, eastbound.

Section 610.6402 *Hawaii VOR Federal airway 2* is amended to read in part:

From *Kahala Int, Hawaii; to Palmtree Int, Hawaii; MEA 2000. *4000—MCA Kahala Int, northwestbound.

From Palmtree Int, Hawaii; to Penguin Int, Hawaii; MEA *2000. *1200—MOCA.

Section 610.6408 *Hawaii VOR Federal airway 8* is amended to read in part:

From Southgate Int, Hawaii; to Palmtree Int, Hawaii; MEA *2500. *1200—MOCA.

From Palmtree Int, Hawaii; to Molokai, Hawaii, VOR; MEA 2500.

Section 610.6415 *Hawaii VOR Federal airway 15* is amended to read in part:

From *Molokai, Hawaii, VOR; to **Maui, Hawaii, VOR; MEA 7500. *4500—MCA Molokai VOR, eastbound. **8000—MCA Maui VOR, eastbound. **6000—MCA Maui VOR, westbound.

Section 610.6416 *Hawaii VOR Federal airway 16* is added to read:

From Honolulu, Hawaii, VOR; to Southgate Int, Hawaii; northbound, MEA 4,000; southbound, MEA 2,000.

From Southgate Int, Hawaii; to Sampan Int, Hawaii; MEA 2,000.

From Sampan Int, Hawaii; to Lanai, Hawaii, VOR; MEA 4,000.

From Lanai, Hawaii, VOR; to Lava Int, Hawaii; MEA 4,300.

From Lava Int, Hawaii; to *Upolu Point, Hawaii, VOR; MEA 6,000. *5,800—MCA Upolu Point VOR, eastbound.

From Upolu Point, Hawaii, VOR; to *Arbor Int, Hawaii; MEA 9,000. *7,000—MRA.

From Arbor Int, Hawaii; to *Shoals Int, Hawaii; MEA **9,000. *9,000—MRA. **2,000—MOCA.

From Shoals Int, Hawaii; to *Redwood Int, Hawaii; MEA **9,000. *9,000—MRA. **1,000—MOCA.

From Redwood Int, Hawaii; to Hilo, Hawaii, VOR; MEA *2,000. *1,900—MOCA.

Section 610.6417 *Hawaii VOR Federal airway 17* is added to read:

From Ocean Int, Hawaii; to Mango Int, Hawaii; MEA *4,000. *2,700—MOCA.

From Mango Int, Hawaii; to *Maui, Hawaii, VOR; MEA 6,000. *6,000—MCA Maui VOR, southbound.

Section 610.6429 *VOR Federal airway 429* is amended to read in part:

From *Elkhorn Int, Wis.; to Milwaukee, Wis., VOR; MEA **2,900. *3,000—MRA. **2,700—MOCA.

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Section 610.6436 *VOR Federal airway 436* is amended to read in part:

From *Augustine Int, Alaska, via E alter.; to Homer, Alaska, VOR via E alter.; MEA 2,600. *5,500—MCA Augustine Int, south-westbound.

Section 610.6437 *VOR Federal airway 437* is amended to read in part:

From *Marion Int, Fla.; to **Starfish Int, Ga.; MEA ***7,500. *3,500—MRA. **3,000—MRA. ***1,000—MOCA.

From Starfish Int, Ga.; to *Catherine Int, Ga.; MEA **2,000. *4,000—MRA. **1,100—MOCA.

Section 610.6455 *VOR Federal airway 455* is amended to read in part:

From Picayune, Miss., VOR; to Hattiesburg, Miss., VOR; MEA *2,000. *1,700—MOCA.

Section 610.6477 *VOR Federal airway 477* is amended to read in part:

From Leona, Tex., VOR; to Navarro Int, Tex.; MEA *3,700. *1,800—MOCA.

From Navarro Int, Tex.; to Alma Int, Tex.; MEA *4,200. *1,700—MOCA.

From Alma Int, Tex.; to Dallas, Tex., VOR; MEA 2000.

From Leona, Tex., VOR via E. alter.; to *Scurry Int, Tex., via E alter.; MEA **4,100. *2,600—MRA. **1,800—MOCA.

From Scurry Int, Tex., via E alter.; to Dallas, Tex., VOR via E alter.; MEA 2000.

Section 610.6503 *VOR Federal airway 503* is amended to read in part:

From *Goffs, Calif., VOR; to Clark Int, Calif.; MEA 12,000. *10,000—MCA Goffs VOR, northwestbound.

From Clark Int, Calif.; to Hidden Hills Int, Calif.; MEA 12,500.

From Hidden Hills Int, Calif.; to Beatty, Nev., VOR; northbound, MEA *11,000; southbound, MEA *12,500. *8,500—MOCA.

Section 610.6518 *VOR Federal airway 518* is amended to read in part:

From *Twin Lakes Int, Calif.; to Palmdale, Calif., VOR; MEA 8000. *7000—MCA Twin Lakes Int, northeastbound.

Section 610.6802 *VOR Federal airway 802* is amended to read in part:

From Shelbyville, Ind., VOR; to Richmond, Ind., VOR; MEA *2,900. *2,300—MOCA.

From Dayton, Ohio, VOR; to *Plain City Int, Ohio; MEA **3,000. *4,000—MRA. **2,600—MOCA.

Section 610.6804 *VOR Federal airway 804* is amended to read in part:

From St. Louis, Mo., VOR; to Monroe Int, Mo.; MEA *2,200. *1,700—MOCA.

Section 610.6809 *VOR Federal airway 809* is amended to read in part:

From *Delta Int, Calif.; to Red Bluff, Calif., VOR; MEA 8000. *9000—MCA Delta Int, northbound.

From Delta Int, Calif.; to Benton Int, Calif.; southbound only, MEA 7000.

From Benton Int, Calif.; to Red Bluff, Calif., VOR; southbound only, MEA 3000.

Section 610.6810 *VOR Federal airway 810* is amended to delete:

From Northbrook, Ill., VOR; to *Sheridan Int, Ill.; MEA 2000. *3000—MRA.

From *Sheridan Int, Ill.; to *Papi Int, Ill.; MEA 2000. *2500—MRA.

From Papi Int, Ill.; to *Sturgeon Int, Ill.; MEA 2000. *3000—MRA.

From Sturgeon Int, Ill.; to *Mid Lake Int, Mich.; MEA 2000. *2500—MRA.

From Mid Lake Int, Mich.; to Pullman, Mich., VOR; MEA 2000.

From Pullman, Mich., VOR; to Orangeville Int, Mich.; MEA 2,900.

From *Orangeville Int, Mich.; to Lansing, Mich., VOR; MEA 2300. *2800—MCA Orangeville Int, westbound.

From Lansing, Mich., VOR; to Salem, Mich., VOR; MEA 2900.

Section 610.6810 *VOR Federal airway 810* is amended by adding:

From Northbrook, Ill., VOR; to Keeler, Mich., VOR; MEA 2000.

From Keeler, Mich., VOR; to Leroy Int, Mich.; MEA *2300. *2100—MOCA.

From Leroy Int, Mich.; to Litchfield, Mich., VOR; MEA 2200.

Section 610.6810 *VOR Federal airway 810* is amended to read in part:

From Waterloo, Iowa, VOR; to Dubuque, Iowa, VOR; MEA *2800. *2500—MOCA.

From Freeport Int, Ill.; to Rockford, Ill., VOR; MEA *2800. *2500—MOCA.

Section 610.6845 *VOR Federal airway 845* is amended to read in part:

From Pharoah Int, Okla.; to Ardmore, Okla., VOR; MEA *4000. *2700—MOCA.

Section 610.6853 *VOR Federal airway 853* is amended to delete:

From Janesville, Wis., VOR; to Marengo Int, Ill.; MEA 2000.

From Marengo Int, Ill.; to *Elgin Int, Ill.; MEA 2300. *2500—MRA.

From Elgin, Int, Ill.; to Naperville, Ill., VOR; MEA 2300.

From Naperville, Ill., VOR; to Peotone, Ill., VOR; MEA 2300.

Section 610.6853 *VOR Federal airway 853* is amended by adding:

From Janesville, Wis., VOR; to Woodstock, Int, Ill.; MEA 2300.

From Woodstock Int, Ill.; to Lakewood Int, Ill.; MEA 2200.

From City Int, Ill.; to Peotone, Ill., VOR; MEA 2300.

Section 610.6853 *VOR Federal airway 853* is amended to read in part:

From New Glarus Int, Wis.; to Janesville, Wis., VOR; MEA *2,800. *2,200—MOCA.

Section 610.6854 *VOR Federal airway 854* is amended to read in part:

From Dubuque, Iowa, VOR; to Waterloo, Iowa, VOR; MEA *2,800. *2,500—MOCA.

Section 610.6855 *VOR Federal airway 855* is amended to delete:

From Chicago Heights, Ill., VOR; to Joliet, Ill., VOR; MEA 2,300.

From Joliet, Ill., VOR; to Malta Int, Ill.; MEA 2,000.

Section 610.6855 *VOR Federal airway 855* is amended by adding:

From Chicago Heights, Ill., VOR; to Niles Int., Ill.; MEA 2,500.

From Chicago, Ill., VOR; to Malta Int, Ill.; MEA 2,500.

Section 610.6856 *VOR Federal airway 856* is amended to delete:

From Northbrook, Ill., VOR; to *Sheridan Int, Ill.; MEA 2,000. *3,000—MRA.

From Sheridan Int, Ill.; to *Papi Int, Ill.; MEA 2,000. *2,500—MRA.

From Papi Int, Ill.; to *Sturgeon Int, Ill.; MEA 2,000. *3,000—MRA.

From Sturgeon Int, Ill.; to *Mid Lake Int, Mich.; MEA 2,000. *2,500—MRA.

From Mid Lake Int, Mich.; to Pullman, Mich., VOR; MEA 2,000.

From Pullman, Mich., VOR; to Orangeville Int, Mich.; MEA 2,900.

From *Orangeville Int, Mich.; to Lansing, Mich., VOR; MEA 2,300. *2,800—MCA Orangeville Int, westbound.

From Lansing, Mich., VOR; to Salem, Mich., VOR; MEA 2,900.

Section 610.6856 *VOR Federal airway 856* is amended by adding:

From Northbrook, Ill., VOR; to Keeler, Mich., VOR; MEA 2,000.

From Keeler, Mich., VOR; to Leroy Int, Mich.; MEA *2,300. *2,100—MOCA.

From Leroy Int, Mich.; to Litchfield, Mich., VOR; MEA 2,200.

Section 610.6859 *VOR Federal airway 859* is amended to delete:

From Joliet, Ill., VOR; to Roberts, Ill., VOR; MEA 2100.

Section 610.6859 *VOR Federal airway 859* is amended to read in part:

From Pharoah Int, Okla.; to Ardmore, Okla., VOR; MEA *4000. *2700—MOCA.

Section 610.6859 *VOR Federal airway 859* is amended by adding:

From Big Run Int, Ill.; to *Manteno Int, Ill.; MEA **3500. *2500—MRA. **2000—MOCA.

From Manteno Int, Ill.; to Roberts, Ill., VOR; MEA *2500. *2000—MOCA.

Section 610.6880 *VOR Federal airway 880* is amended to delete:

From *Hickory Int, Mich.; to **Cooper Int, Mich.; MEA 3000. *2500—MCA Hickory Int, southwestbound. **2500—MCA Cooper Int, northeastbound.

From Cooper Int, Mich.; to Keeler, Mich., VOR; MEA 2200.

From Keeler, Mich., VOR; to *Beacon Int, Ill.; MEA 2000. *2500—MCA Beacon Int, southwestbound.

From Beacon Int, Ill.; to Naperville, Ill., VOR; 2500.

From Naperville, Ill., VOR; to Joliet, Ill., VOR; MEA 2000.

From Joliet, Ill., VOR; to Bradford, Ill., VOR; MEA 2100.

Section 610.6880 *VOR Federal airway 880* is amended by adding:

From Hickory Int, Mich.; to Pullman, Mich., VOR; MEA 3000.

From Pullman, Mich., VOR; to *Mid Lake Int, Mich.; MEA 2000. *2500—MRA.

From Mid Lake Int, Mich.; to *Sturgeon Int, Ill.; MEA 2000. *300—MRA.

From Sturgeon Int, Ill.; to *Papi Int, Ill.; MEA 2000. *2500—MRA.

From Papi Int, Ill.; to *Sheridan Int, Ill.; MEA 2000. *3000—MRA.

From Sheridan Int, Ill.; to Northbrook, Ill., VOR; MEA 2000.

From Chicago, Ill., VOR; to *Malta Int, Ill.; MEA 2500. *3500—MCA Malta Int, southwestbound.

From Malta Int, Ill.; to Bradford, Ill., VOR; MEA *3500. *2200—MOCA.

Section 610.1509 *VOR Federal airway 1509* is amended to read in part:

From Parkersburg, W. Va., VOR; to Cleveland, Ohio, VOR; MEA 14,500; MAA 24,000.

Section 610.1518 *VOR Federal airway 1518* is amended to read in part:

From Attica, Ohio, VOR; to Pittsburgh, Pa., VOR; MEA 14,500; MAA 24,000.

Section 610.1524 *VOR Federal airway 1524* is amended to delete:

From Los Angeles, Calif., VOR; to Ontario, Calif., VOR; MEA 14,500; MAA 24,000.

Section 610.1524 *VOR Federal airway 1524* is amended by adding:

From Long Beach, Calif., VOR; to Ontario, Calif., VOR; MEA 14,500; MAA 24,000.

Section 610.1530 VOR Federal airway 1530 is amended to delete:

From Long Beach, Calif., VOR; to Ontario, Calif., VOR; MEA 14,500; MAA 24,000.

From Ontario, Calif., VOR; to Hector, Calif., VOR; MEA 14,500; MAA 24,000.

From Hector, Calif., VOR; to Goffs, Calif., VOR; MEA 14,500; MAA 24,000.

From Peach Springs, Ariz., VOR; to Tuba City, Ariz., VOR; MEA 14,500; MAA 24,000.

From Tuba City, Ariz., VOR; to Farmington, N. Mex., VOR; MEA 14,500; MAA 24,000.

From Farmington, N. Mex., VOR; to Taos, N. Mex., VOR; MEA 14,500; MAA 24,000.

From Taos, N. Mex., VOR; to Cimarron, N. Mex., VOR; MEA 15,200; MAA 24,000.

From Cimarron, N. Mex., VOR; to Clayton, N. Mex., VOR; MEA 14,500; MAA 24,000.

From Clayton, N. Mex., VOR; to Liberal, Kans., VOR; MEA 14,500; MAA 24,000.

From Liberal, Kans., VOR; to Anthony, Kans., VOR; MEA 14,500; MAA 24,000.

From Anthony, Kans., VOR; to Ponca City, Okla., VOR; MEA 14,500; MAA 24,000.

Section 610.1536 VOR Federal airway 1536 is amended by adding:

From Jacksonville, Fla., VOR; to Daytona Beach, Fla., VOR; MEA 14,500; MAA 24,000.

Section 610.1752 VOR Federal airway 1752 is amended by adding:

From Los Angeles, Calif., VOR; to Pomona, Calif., VOR; MEA 14,500; MAA 24,000.

From Pomona, Calif., VOR; to Twentynine Palms, Calif., VOR; MEA 14,500; MAA 24,000.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

These rules shall become effective September 19, 1963.

Issued in Washington, D.C., on August 14, 1963.

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

[F.R. Doc. 63-8876; Filed, Aug. 20, 1963; 8:45 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 55967]

PART 8—LIABILITY FOR DUTIES; ENTRY OF IMPORTED MERCHANDISE

PART 9—IMPORTATION BY MAIL

Administrative Exemptions

In order to permit the commercial consolidation for transportation of bona fide gifts otherwise entitled to free entry under section 321, Tariff Act of 1930, as amended (19 U.S.C. 1321), the Customs Regulations are amended as follows:

Section 8.3 is amended as follows:

(1) Paragraph (d) (4) is amended by adding at the end thereof the following sentence: "The foregoing shall not apply to shipments of bona fide gifts consolidated abroad for shipment to the United States when: (i) The consolidation for shipment to the United States is in a cargo van or similar containerization

which is consigned to a common carrier, freight forwarder, freight handler, or other public service agency for distribution of the gift packages; (ii) the separate gifts not exceeding \$10 in value included in the consolidated shipment are before shipment individually wrapped and addressed to the donee in the United States; (iii) each gift package is marked on the outside to indicate that it contains a gift not exceeding \$10 in value; and (iv) each gift package is separately listed in the name of the addressee-donee on a packing list, manifest, bill of lading, or other shipping document."

(2) Paragraph (d) (6) is amended by deleting the period at the end of the first sentence, substituting a comma therefore and adding "except as indicated in § 8.3(d) (4)."

Section 9.6 is amended by deleting the present paragraph (c) and adding the following:

(c) The provisions of § 8.3(d) of the regulations of this part, except those permitting consolidation of shipments in cargo vans and similar commercial containers, are also applicable to this section.

(Sec. 7, 52 Stat. 1081, as amended; 19 U.S.C. 1321)

[SEAL] PHILIP NICHOLS, Jr.,
Commissioner of Customs.

Approved: August 13, 1963.

JAMES A. REED,
Assistant Secretary of the
Treasury.

[F.R. Doc. 63-8954; Filed, Aug. 20, 1963; 8:50 a.m.]

[T.D. 55969] *

PART 10—ARTICLES CONDITIONALLY FREE, SUBJECT TO A REDUCED RATE, ETC.

Returning Residents; Temporary Elimination of 48-Hour Absence Requirement With Respect to Virgin Islands of United States

Public Law 87-132, 87th Congress, approved August 10, 1961, further amended paragraph 1798(c) (2), Tariff Act of 1930, to reduce the basic \$200 exemption to \$100, except with respect to articles acquired in the Virgin Islands of the United States, and suspend the additional \$300 exemption. It also suspended the minimum 48-hour absence requirement with respect to articles acquired in the Virgin Islands.

Public Law 87-132 expired on June 30, 1963. However, Public Law 88-53, 88th Congress, approved June 29, 1963, extended the reduced exemption of \$100 until July 1, 1965, and continued the suspension of the \$300 exemption until that date. It continued the \$200 exemption in the case of articles acquired in the Virgin Islands until April 1, 1964, and continued the suspension of the minimum 48-hour absence requirement until that date.

Therefore, § 10.17a is amended as follows:

The section heading is amended by substituting "Public Law 88-53" for "Public Law 87-132".

A new sentence is inserted following the first sentence reading as follows: "Except as indicated in paragraph (e) of this section, Public Law 88-53, approved June 29, 1963, continues such exemptions through June 30, 1965."

The second sentence of paragraph (e) is amended to read: "A resident returning directly or indirectly from the Virgin Islands of the United States before April 1, 1964, shall be allowed an exemption up to \$200 for articles acquired for personal or household use, but not more than \$100 of the exemption shall be applied to articles not acquired in the Virgin Islands."

(Sec. 201 (par. 1798), 46 Stat. 683, as amended; 19 U.S.C. 1201 (par. 1798); Public Law 88-53)

[SEAL] PHILIP NICHOLS, Jr.,
Commissioner of Customs.

Approved: August 8, 1963.

JAMES POMEROY HENDRICK,
Acting Assistant Secretary
of the Treasury.

[F.R. Doc. 63-8955; Filed, Aug. 20, 1963; 8:50 a.m.]

Title 21—FOOD AND DRUGS

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

PART 121—FOOD ADDITIVES

Subpart C—Food Additives Permitted in Animal Feed or Animal-Feed Supplements

PART 146—GENERAL REGULATIONS FOR CERTIFICATION OF ANTI-BIOTIC AND ANTI-BIOTIC-CONTAINING DRUGS

Antibiotics for Growth Promotion and Feed Efficiency

1. The Commissioner of Food and Drugs, having evaluated the data submitted in a petition filed by the American Cyanamid Company, Post Office Box 400, Princeton, New Jersey, and other relevant material, has concluded that the food additive regulations should be amended to provide for the use of chlortetracycline in horse feed, for growth promotion and feed efficiency. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c) (1), 72 Stat. 1786 as amended; 21 U.S.C.A. 348(c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625), § 121.225 *Antibiotics for growth promotion and feed efficiency* is amended by inserting in paragraph (f) (3) a new subdivision (iii), as follows:

(iii) In the feed of horses up to 1 year of age in the amount of 85 milligrams per head per day, where such horses are not to be slaughtered for food purposes.

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

2. Under the authority vested in the Secretary of Health, Education, and

Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 507(c), 59 Stat. 463 as amended; 21 U.S.C. 357(c)), and delegated to the Commissioner of Food and Drugs by the Secretary (25 F.R. 8625), the Commissioner finds that animal feeds containing chlortetracycline are safe and effective when used as prescribed in § 121.225. Therefore, § 146.26 *Animal feed containing penicillin* * * * is amended by adding to paragraph (b) a new subparagraph (57), as follows:

(57) It is a horse feed containing chlortetracycline in the amounts and for the purposes indicated in § 121.225 of this chapter, and its labeling bears adequate directions and warnings for such use.

(Sec. 507(c), 59 Stat. 463 as amended; 21 U.S.C. 357(c))

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

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

(Secs. 409(c)(1), 507(c), 59 Stat. 463 as amended, 72 Stat. 1786 as amended; 21 U.S.C. 348(c)(1), 357(c))

Dated: August 15, 1963.

GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F.R. Doc. 63-8957; Filed, Aug. 20, 1963; 8:51 a.m.]

PART 121—FOOD ADDITIVES

Subpart G—Radiation and Radiation Sources Intended for Use in Production, Processing, and Handling of Food

GAMMA RADIATION AND GAMMA RADIATION SOURCES FOR TREATMENT OF FOOD

The Commissioner of Food and Drugs, having evaluated the data submitted in a petition filed by Messrs. Lloyd E. Brownell, Tom Horne, and William J. Kretlow, 823 Barton Drive, Ann Arbor, Michigan, and other relevant material, has concluded that the following regulation should issue with respect to the use of gamma radiation of wheat and wheat products. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commis-

sioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625), Part 121 is amended by adding to Subpart G the following new section:

§ 121.3003 Gamma radiation for the treatment of wheat.

Gamma radiation from sources with maximum energy not to exceed 2.2 million electron volts to provide an absorbed dose from 20,000 to 50,000 rads may be safely used for the irradiation of wheat and wheat products for control of insect infestation.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

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

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

Dated: August 15, 1963.

GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F.R. Doc. 63-8958; Filed, Aug. 20, 1963; 8:51 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 202—ANCHORAGE REGULATIONS

Connecticut River, Conn.

Pursuant to the provisions of section 1 of an Act of Congress approved April 22, 1940 (54 Stat. 150; 33 U.S.C. 180), § 202.55 is hereby amended prescribing a new paragraph (e-1) designating a special anchorage area in Connecticut River at Chester, Connecticut, wherein vessels not more than 65 feet in length, when at anchor, shall not be required to carry or exhibit anchor lights, effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 202.55 Connecticut River, Conn.

(e-1) *Area at Chester.* Beginning at point about 600 feet southeasterly of the entrance of Chester Creek, at latitude 41°24'23", longitude 70°25'41";

thence due south about 1,800 feet to a point at latitude 41°24'05", longitude 72°25'41"; thence due east about 600 feet to a point at latitude 41°24'05", longitude 72°25'32"; thence due north about 1,800 feet to a point at latitude 41°24'23", longitude 72°25'32"; thence due west about 600 feet to the point of beginning.

NOTE: The area will be principally for use by yachts and other recreational craft. Temporary floats or buoys for marking anchors will be allowed. Fixed mooring piles or stakes are prohibited. The anchoring of vessels and the placing of temporary moorings will be under the jurisdiction, and at the discretion of the local Harbor Master.

[Regs., July 30, 1963, 1507-32 (Connecticut River, Conn.)—ENG CW—ON] (Sec. 1, 54 Stat. 150; 33 U.S.C. 180)

J. C. LAMBERT,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 63-8917; Filed, Aug. 20, 1963; 8:45 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER B—CARRIERS BY MOTOR VEHICLE [Ex Parte MC-40 [Sub No. 1]]

PART 195—HOURS OF SERVICE OF DRIVERS

Driver-Salesman; Maximum Driving and On-Duty Time

At a session of the Interstate Commerce Commission, Motor Carrier Board No. 2, held at its office in Washington, D.C., on the 8th day of August, A.D. 1963.

The matter of hours of service of drivers under the Motor Carrier Safety Regulations as discussed and prescribed by Commission Report and Order of March 29, 1962, being under consideration, and

It appearing, that amendment of § 195.2 of the Code of Federal Regulations (49 CFR 195.2) relating to definitions by adding paragraph (h) and that amendment of paragraph (b) of § 195.3 of the Code of Federal Regulations (49 CFR 195.3(b)) relating to maximum on duty time are warranted and good cause appearing therefor;

It further appearing, that such amendments are for the purpose of defining the term "driver-salesman" as used in these regulations, and to provide an exception for such "driver-salesmen" and, therefore, constitute a relaxation of the presently prescribed requirements, and pursuant to section 4(a) of the Administrative Procedure Act (60 Stat. 237, 5 U.S.C. 1003) for good cause it is found that notice of proposed rule making is unnecessary;

Upon consideration of the record and good cause appearing therefor,

It is ordered, That paragraph (h) of § 195.2 of the Code of Federal Regulations (49 CFR 195.2(h)) be, and it is hereby, added in this part and paragraph (b) of § 195.3 of the Code of Fed-

eral Regulations (49 CFR 195.3(b)) be, and it is hereby, amended and such paragraphs are to read as follows:

§ 195.2 Definitions.

(h) *Driver-salesman.* The term "driver-salesman" means any employee who is employed solely as such by a private carrier of property by motor vehicle, who is engaged both in selling goods, services, or the use of goods, and in delivering by motor vehicle the goods sold or provided or upon which the services are performed, who does so entirely within a radius of 100 miles of the point at which he reports for duty, who devotes not more than 50 percent of his hours on duty to driving time. The term "selling goods" for purposes of this paragraph shall include in all cases solicitation or obtaining of re-orders or new accounts, and may also include other selling or merchandising activities designed to retain the customer or to increase the sale of goods or services, in addition to solicitation or obtaining of reorders or new accounts.

§ 195.3 Maximum driving and on-duty time.

(b) No motor carrier shall permit or require any driver used by it to be on duty, nor shall any such driver be on duty, more than 60 hours in any 7 consecutive days as defined in § 195.2(c) of this part regardless of the number of motor carriers using the driver's services; provided, however, that carriers operating vehicles every day in the week may permit drivers to remain on duty for a total of not more than 70 hours in any period of 8 consecutive days; provided further, however, that the limitations of this subparagraph shall not apply with respect to any driver-salesman whose total driving time does not exceed 40 hours in any 7 consecutive days.

(Section 204, 49 Stat. 546, as amended; 49 U.S.C. 304)

It is further ordered, That this order shall be effective September 15, 1963, and shall continue in effect until further order of the Commission.

And it is further ordered, That notice of this order shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Interstate Commerce Commission, Washington, D.C., and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commission, Motor Carrier Board No. 2.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-8946; Filed, Aug. 20, 1963; 8:49 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 12—AREAS CLOSED TO HUNTING

Certain Lands and Waters Within and Adjacent to Mackay Island National Wildlife Refuge, North Carolina and Virginia

On page 1802 of the FEDERAL REGISTER of February 27, 1963, there was published a notice and text of a proposed designation closing certain lands and waters within and adjacent to part of the Mackay Island National Wildlife Refuge to the hunting of migratory birds, under Part 12 of Title 50, Code of Federal Regulations.

Interested persons were given an opportunity to submit their written comments, suggestions, or objections concerning the proposed designation within 30 days from the date of publication in the FEDERAL REGISTER. Several suggestions to the proposed designation were received. The suggestions were thoroughly considered since the expiration of the 30 day period. It has been determined that the suggestions would not be detrimental to the administration of the Mackay Island National Wildlife Refuge. Accordingly, minor changes have been made in the southern boundary, and two private parcels of land located within the refuge have been excluded from the designation.

This designation shall become effective at the beginning of the 30th calendar day following the date of this publication in the FEDERAL REGISTER.

The text of the designation is as follows:

This action is taken by virtue of and pursuant to section 3 of the Migratory Bird Treaty Act of July 3, 1918 (40 Stat. 755), as amended by the Act of June 20, 1936 (49 Stat. 1555), and by virtue of the Reorganization Plan II (53 Stat. 1431), and in accordance with section 4(a) of the Administrative Procedure Act of June 11, 1946 (60 Stat. 238).

Having due regard to the zones of temperature and to the distribution, abundance, economic value, breeding habits, and times and lines of migratory flight of migratory birds included in the terms of the Convention between the United States and Great Britain for the protection of migratory birds, concluded August 16, 1916, and the Convention between the United States and the United Mexican States for the protection of migratory birds and game mammals, concluded February 7, 1936, I hereby designate as a closed area in or on which pursuing, hunting, taking, capturing, or

killing of migratory birds, or attempting to take, capture, or kill migratory birds is not permitted, all that area of land and water in Currituck County, North Carolina, and Princess Anne County, Virginia, comprising lands and waters within and adjacent to part of the Mackay Island National Wildlife Refuge in the Great Marsh west of Knotts Island and within the boundary more particularly described as follows:

Beginning at the intersection of the centerline of North Carolina Road No. 1254, on a concrete bridge, with the centerline of Coreys Ditch; thence approximately N. 23°30' E. across Barleys Bay and The Broads, 6,170 feet to the intersection of the line of mean low water of The Broads with the center and at the south end of Buzzard Canal; thence Southerly with line of mean low water along the east side of The Broads and Barleys Bay, approximately 2,650 feet to the intersection of said line of mean low water of Barleys Bay with the line common to Virginia and North Carolina; thence East with said state line 3.0 feet to the intersection of said state line with the line of mean high water on the east side of Barleys Bay; thence passing within North Carolina, Southerly with said line of mean high water, approximately 4,400 feet to the intersection of said line of mean high water on the east side of Barleys Bay, with the mouth and on the right or north bank of Cedar Creek; thence Southeasterly, along the said north bank of Cedar Creek approximately 300 feet to the intersection of said north bank with the north edge of a borrow pit or canal on the north side of North Carolina Road No. 1254; thence Easterly, along said north edge of a borrow pit or canal, approximately 9,500 feet to the intersection of said north edge with the so-called line of high land of Knotts Island, and also at the head or east end of said borrow pit or canal; thence with thirty-one lines along the said so-called line of high land of Knotts Island, S. 11°25' E., crossing said Road No. 1254 at approximately 40 feet, a distance of approximately 546.3 feet to an iron pipe; S. 29°40' W., 393.3 feet to an iron pipe; S. 10°40' E., 331.0 feet to an iron pipe; S. 29°55' W., 479.0 feet to an iron pipe; S. 12°50' W., 428.4 feet to an iron pipe; S. 1°30' W., 370.0 feet to an iron pipe; S. 7°55' E., 389.4 feet to an iron pipe; N. 85°50' E., 340.8 feet to an iron pipe; S. 16°10' E., 279.4 feet to an iron pipe; S. 1°35' W., 311.5 feet to an iron pipe; S. 23°35' W., 453.2 feet to an iron pipe; S. 44°35' W., 561.7 feet to an iron pipe; S. 9°20' W., 363.2 feet to an iron pipe; S. 2°10' E., 449.3 feet to an iron pipe; S. 1°05' W., 334.1 feet to an iron pipe; S. 11°20' W., 339.0 feet to an iron pipe; S. 38°50' E., 339.0 feet to an iron pipe; S. 35°10' E., 290.6 feet to an iron pipe; S. 0°30' E., 334.1 feet to an iron pipe; S. 5°35' W., 263.4 feet to an iron pipe; S. 6°40' E., 302.2 feet to an iron pipe; S. 18°00' W., 251.7 feet to an iron pipe; S. 25°00' E., 155.0 feet to an iron pipe; S. 1°54' W., 208.6 feet to a 12" pine; S. 5°07' E., 313.2 feet to a 14" pine; S. 5°55' W., 372.1 feet to a 16" pine; S. 2°39' W., 313.1 feet to the center of the Mackay Island Road; S. 14°45' W., 141.6 feet to a 14" pine; S. 23°48' W., 600.2 feet to a 4" black gum; S. 8°27' W., 466.0 feet to a 9" black gum; S. 13°54' E., 147.7 feet to an iron pipe; thence leaving the so-called line of high land of Knotts Island, N. 82°19' W., 426.7 feet to an iron pipe in the center of Indian Creek; thence Southerly down the center of Indian Creek, 7,207.9 feet to the intersection of the mouth and at the center of Indian Creek,

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being a point from which a two inch iron pipe, set for a witness corner, bears West, 72.0 feet; thence due South 925 feet to a point; thence N. 80° W., approximately 3,920 feet to a point that is due south 700 feet from an iron pipe set in Sandy Cove; thence S. 67° W., approximately 1,800 feet to a point that is due south 700 feet from an iron pipe set on Bellows Point; thence N. 69° W., approximately 3,060 feet to a point that is S. 29° W., 900 feet from an iron pipe set on Hog Pen Point at the west terminus of the Bellows Bay bulkhead; thence S. 29° W., 3,000 feet to a point due east 1,640 feet from an iron pipe set on Half Way Point; thence S. 70° W., 1,780 feet to a point due south 620 feet from the iron pipe set on Half Way Point; thence N. 48° W., approximately 6,200 feet to a point that is due west 700 feet from an iron pipe set on Live Oak Point; thence N. 22° E., approximately 6,730 feet to a point that is due west 700 feet from an iron pipe set on Bay Tree Point; thence N. 38° E., approximately 3,100 feet to a point that is due west 580 feet from a two inch iron pipe set on Steep Point; thence N. 36° E., across the mouth of Back Creek, approximately 2,800 feet to the center of the mouth of Coreys Ditch; thence Northerly along the center of Coreys Ditch approximately 5,600 feet to the place of beginning.

There are excepted from the provisions of this designation the Bonney tract locally known as Round Knoll on the south side of Mackay Island Road, and the H. O. Capps tract locally known as Jones Woods located northwest of the mouth of Indian Creek.

STEWART L. UDALL,
Secretary of the Interior.

AUGUST 15, 1963.

[F.R. Doc. 63-8937; Filed, Aug. 20, 1963;
8:48 a.m.]

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[50 CFR Part 32]

BOMBAY HOOK NATIONAL WILDLIFE REFUGE, DELAWARE

Proposed Hunting of Migratory Game Birds

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by the Migratory Bird Conservation Act of February 18, 1929, as amended (45 Stat. 1222; 16 U.S.C. 715), it is proposed to amend 50 CFR 32.11 as set forth below. The purpose of this amendment is to provide for the hunting of migratory game birds on Bombay Hook National Wildlife Refuge, Del., in order to provide a better distribution of hunting opportunity and public recreational use without detriment to the objectives for which the refuge was established.

It is the policy of the Department of the Interior, whenever practicable, to afford the public an opportunity to participate in the rulemaking process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to the proposed amendment, to the Director, Bureau of Sport Fisheries and Wildlife, Washington 25, D.C., within 30 days of the date of publication of this notice in the FEDERAL REGISTER.

1. Section 32.11 is amended by the addition of the following area as one where the hunting of migratory game birds is authorized:

§ 32.11 List of open areas; migratory game birds.

* * * * *

DELAWARE

Bombay Hook National Wildlife Refuge

FRANK P. BRIGGS,

Assistant Secretary of the Interior.

AUGUST 14, 1963.

[F.R. Doc. 63-8936; Filed, Aug. 20, 1963; 8:48 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 51]

UNITED STATES STANDARDS FOR GRADES OF ALMONDS IN SHELL

Extension of Time for Comments

A proposal for revision of the United States Standards for Almonds in the Shell (§§ 51.2075 to 51.2090) was set forth in the notice published in the FEDERAL REGISTER on July 27, 1963 (28 F.R. 7675).

No. 163—3

In consideration of the comments and suggestions received indicating the need for further study of the proposed revision, the time provided for submitting views, data and arguments by interested parties for consideration in connection with the aforesaid proposal is hereby extended until October 15, 1963.

Written data, views or arguments for consideration in connection with the proposed revision should be filed with the Chief, Fresh Products Standardization and Inspection Branch, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, South Building, Washington, D.C. 20250.

(Sec. 203, 205, 60 Stat. 1087, as amended, 1090 as amended; 7 U.S.C. 1622, 1624)

Dated: August 16, 1963.

G. R. GRANGE,
Deputy Administrator,
Marketing Services.

[F.R. Doc. 63-8940; Filed, Aug. 20, 1963; 8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Parts 40, 41, 42]

[Notice 63-28A; Docket No. 1866; 14 CFR Special Civil Air Regs. Nos. SR-422, SR-422A, SR-422B]

SPECIAL OPERATING LIMITATIONS FOR TURBOJET TRANSPORT CATEGORY AIRPLANES

Notice of Proposed Rule Making; Extension of Comment Period

The Flight Standards Service of the Federal Aviation Agency proposed in Notice 63-28 (Special Operating Limitations for Turbojet Transport Category Airplanes) published in the FEDERAL REGISTER of July 25, 1963 (28 F.R. 7565), to amend certain operating rules of Special Civil Air Regulations Nos. SR-422, SR-422A, and SR-422B, which are used in determining the minimum runway lengths for takeoff and landing. That notice stated that consideration would be given to all comments received on or before September 23, 1963.

The Air Transport Association of America (ATA) on behalf of its members and the Aerospace Industries Association of America (AIA), on behalf of its members, have requested an extension of the time for comments on this proposed regulatory action. These organizations, both of which have a substantive interest in the proposed rule, advised the Agency that they needed until October 23, 1963, to give proper consideration to the proposal.

I find that the petitioners have shown a substantial interest in the proposed rule and good cause for the extension, and that the extension is consistent with the public interest. Therefore, pursuant to the authority which has been dele-

gated to me by the Administrator (14 CFR 11.45), the time within which comments on Notice 63-28 will be received is extended to October 23, 1963.

It should be noted that Notice 63-28, as published in the FEDERAL REGISTER, was correct. However, the notice which was circulated to the public contained errors. The following changes should be made: Change "40-foot" to "50-foot" on the second page, right column, 17th line from the bottom of the page. Change "1,200" to "1,300" on the third page, left column, in both the 18th and the 23rd lines from the top of the page.

Communications should be submitted in duplicate to the Rules Docket of the Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington, D.C., 20553. All comments submitted will be available, both during and after the comment period, in the Rules Docket for examination by interested persons.

Issued in Washington, D.C., on August 14, 1963.

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

[F.R. Doc. 63-8926; Filed, Aug. 20, 1963; 8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-CE-78]

CONTROL ZONE, TRANSITION AREAS AND CONTROL AREA EXTENSION

Proposed Alteration and Revocation

Notice is hereby given that the Federal Aviation Agency is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The following controlled airspace is presently designated in the area comprising the Greater Peoria/Bloomington, Ill., terminal area.

1. Effective August 22, 1963 (Airspace Docket No. 63-CE-60) the Peoria control zone will be designated to comprise that airspace within a 5-mile radius of Greater Peoria; within 2 miles either side of the Peoria VORTAC 102° and 282° True radials, extending from the 5-mile radius zone to 12 miles west of the VORTAC, and within 2 miles either side of the Greater Peoria Airport ILS localizer southeast course, extending from the 5-mile radius zone to the OM.

2. The Bloomington transition area is designated as that airspace extending upward from 700 feet above the surface within 10 miles southeast and 7 miles northwest of the Bloomington VOR 043° and 223° True radials, extending from 20 miles northeast to 9 miles southwest of the VOR, excluding the airspace within Federal airways.

3. The Peoria control area extension is designated within a 25-mile radius of the Greater Peoria Airport.

4. That portion of the Bradford, Ill., control area extension within a 15-mile radius of the Bradford VOR located south of the Bradford VOR.

5. That portion of the Pontiac, Ill., control area extension within a 15-mile radius of the Pontiac VOR located east of Pontiac.

The FAA, having completed a comprehensive review of the terminal airspace structure requirements in the Greater Peoria/Bloomington area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, has under consideration the following airspace actions:

1. Alter the Peoria control zone to comprise that airspace within a 5-mile radius of Greater Peoria Airport (latitude 40°39'45" N., longitude 89°41'35" W.), within 2 miles each side of the Peoria VORTAC 091° True radial, extending from the 5-mile radius zone to the VORTAC, within 2 miles each side of the Greater Peoria Airport ILS localizer southeast course, extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Greater Peoria Airport ILS localizer northwest course, extending from the 5-mile radius zone to 6 miles northwest of the Greater Peoria Airport.

2. Alter the Bloomington transition area to comprise that airspace extending upward from 700 feet within a 4-mile radius of Bloomington Airport (latitude 40°28'50" N., longitude 88°55'45" W.), and within 2 miles each side of the Bloomington VOR 037° True radial, extending from the 4-mile radius area to 8 miles northeast of the VOR.

3. Revoke the Peoria control area extension.

4. Alter the Peoria transition area to comprise that airspace extending upward from 700 feet above the surface within an 8-mile radius of Greater Peoria Airport, within 2 miles each side of the Greater Peoria Airport ILS localizer southeast course, extending from the 8-mile radius area to 8 miles southeast of the OM, within 2 miles each side of the Greater Peoria Airport ILS localizer northwest course, extending from the 8-mile radius area to 14 miles northwest of the Greater Peoria Airport, within 8 miles southwest and 5 miles northeast of the Peoria VORTAC 279° True radial, extending from the 8-mile radius area to 12 miles west of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 41°10'00" N., on the east by longitude 88°40'00" W., on the south by latitude 40°20'00" N., and on the west by longitude 90°00'00" W.

The revocation of the Bradford and Pontiac control area extensions which currently coincide, in part, with the transition areas proposed for alteration and designation herein will be processed at a later date under the CAR Amendments 60-21/60-29 implementation programs proposed for the adjoining terminal areas.

The floors of the portions of the control area extensions and the floors of the airway segments which would lie within the boundaries of the transition areas proposed for alteration and designation

herein would automatically coincide with the floors proposed for the transition areas.

The proposed alteration of the Peoria control zone would reduce the lateral extent and adjust the alignment of the existing west and southeast control zone extensions so as to correspond with the final approach courses specified in the prescribed Greater Peoria Airport instrument approach procedures. The proposed alteration of the Bloomington transition area would reduce the lateral extent of the existing transition area which is currently designated with a floor 700 feet above the surface. The action proposed herein to designate a transition area at Peoria would raise the floor of controlled airspace beyond the immediate vicinity of the Greater Peoria Airport from 700 to 1,200 feet above the surface. The controlled airspace released by the actions proposed would become available for other aeronautical purposes. The controlled airspace proposed for retention, together with the proposed addition of the portions of airspace presently uncontrolled, would provide for the protection of aircraft executing prescribed instrument holding, arrival and departure procedures within the Greater Peoria/Bloomington terminal area. The additional controlled airspace proposed for designation herein would also provide for the protection of en route aircraft being radar vectored from the Chicago, Ill., Air Route Traffic Control Center's long-range radar outlets located near McCook, Ill., and West Bend, Iowa.

Certain minor revisions to prescribed instrument procedures would accompany the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or established landing minimums be adversely affected.

Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Central Region, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. 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 Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington, D.C., 20553. 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 A-103, 1711 New York Avenue NW., Washington, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic 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 August 14, 1963.

H. B. HELSTROM,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-8923; Filed, Aug. 20, 1963; 8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-WE-32]

CONTROL ZONE, CONTROL AREA EXTENSION AND TRANSITION AREA

Proposed Alteration, Revocation and Designation

Notice is hereby given that the Federal Aviation Agency (FAA) is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The following controlled airspace is presently designated in the Rawlins, Wyo., terminal area:

1. The Rawlins control zone is designated within a 5-mile radius of Rawlins Municipal Airport, and within 2 miles either side of the Sinclair, Wyo., radio range east and west courses, extending from the 5-mile radius zone to 10 miles east of the radio range.

2. The Sinclair, Wyo., control area extension is designated within 5 miles either side of the Sinclair radio range north course extending from the radio range to 25 miles north, and the airspace southeast of Rawlins, Wyo., bounded on the north by Victor 6, on the east by the arc of a 10-mile radius circle centered on the Sinclair radio range, and on the southwest by Victor 4.

The FAA, having completed a comprehensive review of the terminal airspace structure requirements in the Rawlins area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, has under consideration the following airspace actions:

1. Alter the Rawlins control zone by redesignating it to comprise that airspace within a 5-mile radius of Rawlins Municipal Airport (latitude 41°48'15" N., longitude 107°12'05" W.).

2. Revoke the Sinclair, Wyo., control area extension and designate the Rawlins transition area as that airspace extending upward from 700 feet above the surface within 2 miles each side of the Sinclair, Wyo., radio range east and west courses, extending from the arc of a 5-mile radius circle centered on the Rawlins Municipal Airport (latitude 41°48'15" N., longitude 107°12'05" W.) to 8 miles east of the radio range, and

that airspace within 2 miles each side of the 272° True bearing from the radio range, extending from the arc of the 5-mile radius circle centered on the Rawlins Municipal Airport to the radio range; and that airspace extending upward from 1,200 feet above the surface within 8 miles north and 9 miles south of the Sinclair radio range east and west courses, extending from 12 miles east to 18 miles west of the radio range.

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

The actions proposed herein would, in part, revoke the control zone extension east of Rawlins. This extension would no longer be required for air traffic control purposes. The portion of the proposed Rawlins transition area with a floor of 700 feet above the surface would provide protection for aircraft executing the portions of prescribed instrument approach and departure procedures beyond the limits of the control zone and below 1,500 feet above the surface. The portion of the proposed transition area with a floor of 1,200 feet above the surface would provide protection for aircraft executing prescribed holding procedures at the Sinclair radio range and for aircraft executing the higher portions of the prescribed instrument approach and departure procedures within the Rawlins terminal area.

Certain minor revisions to prescribed instrument procedures would accompany the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or established landing minimums be adversely affected. Specific details of the changes to procedures and minimum instrument flight rules and altitudes that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Western Region, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles, Calif., 90009.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles, Calif., 90009. 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 Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington, D.C., 20553. 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 A-103 1711 New York Avenue NW., Washington, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic 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 August 14, 1963.

H. B. HELSTROM,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-8924; Filed, Aug. 20, 1963; 8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-SW-34]

TRANSITION AREAS

Proposed Designation

Notice is hereby given that the Federal Aviation Agency (FAA) is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The following controlled airspace is presently designated in the Lawton, Okla., terminal area:

1. The Lawton control zone is presently designated as that airspace within a 5-mile radius of the Lawton Municipal Airport (latitude 34°34'15" N., longitude 98°24'55" W.) and within a 3-mile radius of latitude 34°38'18" N., longitude 98°24'06" W., excluding the portion within R-5601A. The portion of this control zone within R-5601B shall be used only after obtaining prior approval from appropriate authority.

2. The Altus, Okla., control area extension is designated as that airspace bounded on the northeast by Victor 17, on the southeast by Victor 77, on the south by Victor 102, on the west by Victor 14 from Lubbock, Tex., to Childress, Tex., and Victor 114 from Childress to Amarillo, Tex., and on the northwest by Victor 12, excluding the portion within Restricted Area R-5601.

3. The Fort Worth, Tex., control area extension is designated, in part, as that airspace bounded on the north by the Oklahoma City, Okla., control area extension 25-mile radius area, on the west by Victor 77 and on the east by Victor 163.

The FAA, having completed a comprehensive review of the terminal airspace structure requirements in the Lawton area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, has under consideration the following airspace actions:

1. Designate the Lawton transition area as that airspace extending upward from 700 feet above the surface within a 7-mile radius of the Lawton Municipal Airport; within 8 miles west and 5 miles east of the Lawton VOR 357° and 177° True radial, extending from 5 miles north to 12 miles south of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by

a line beginning at latitude 34°21'00" N., longitude 98°46'00" W.; to latitude 34°42'00" N., longitude 98°46'00" W.; to latitude 34°58'00" N., longitude 98°33'00" W.; thence east via latitude 34°58'00" N., to and counterclockwise along the arc of a 57-mile radius circle centered at latitude 35°25'50" N., longitude 97°35'10" W.; to longitude 97°25'00" W.; thence south via longitude 97°25'00" W., to and counterclockwise along the arc of a 25-mile radius circle centered at the Ardmore Municipal Airport, Ardmore, Okla. (latitude 34°18'00" N., longitude 97°00'50" W.); to latitude 34°10'00" N.; thence west via this latitude; to latitude 34°10'00" N., longitude 97°49'00" W.; to point of beginning, excluding the portion which would coincide with Restricted Area R-5601A. The portion which would coincide with Restricted Area R-5601B would be used only after obtaining prior approval from appropriate authority.

The proposed Lawton transition area would provide protection for aircraft executing prescribed instrument holding, departure and arrival procedures within the Lawton terminal area.

2. Designate the Duncan, Okla., transition area as that airspace extending upward from 700 feet above the surface within a 5-mile radius of the Halliburton Field (latitude 34°28'30" N., longitude 97°57'30" W.); within 2 miles each side of the Duncan VOR 157° and 337° True radials, extending from the 5-mile radius area to 7 miles southeast of the VOR. This would provide protection for aircraft executing prescribed instrument approach and departure procedures at Halliburton Field.

The proposed Lawton transition area would raise the floor of controlled airspace, beyond the proposed 700-foot area and the Duncan transition area, from 700 to 1,200 feet above the surface and, as a result, would make such airspace available for other uses, yet sufficient controlled airspace would be retained to provide adequate protection for aircraft executing prescribed holding, arrival and departure procedures within the Lawton terminal area. No change would be required in the Lawton control zone.

The portions of the Altus and Fort Worth control area extensions and the floors of the airways that would traverse the proposed transition areas would automatically coincide with the floors of the transition areas. The revocation of the Altus and Fort Worth control area extensions, which coincide with the transition areas proposed for designation herein, will be accomplished at a later date as a part of the CAR Amendments 60-21/60-29 program proposed for the terminal areas which adjoin the Lawton terminal area.

Certain minor revisions to prescribed instrument procedures would be effected in conjunction with the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or present landing minimums be adversely affected.

Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the

PROPOSED RULE MAKING

Chief, Airspace Utilization Branch, Air Traffic Division, Southwest Region, Federal Aviation Agency, P.O. Box 1689, Fort Worth, Tex., 76101.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Southwest Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth, Tex., 76101. 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 Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington, D.C., 20553. 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 A-103 1711 New York Avenue NW., Washington, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic 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 August 14, 1963.

H. B. HELSTROM,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-8925; Filed, Aug. 20, 1963;
8:46 a.m.]

Notices

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

TEXTILE BAG MANUFACTURERS ASSOCIATION

Notice of Filing of Petition Regarding Food Additive Jute Batching Oil

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 373) has been filed by Textile Bag Manufacturers Association, 518 Davis Street, Evanston, Ill., proposing the issuance of a regulation to provide for the safe use of jute batching oil in the manufacture of burlap textile bags intended for use in contact with dry food.

Dated: August 15, 1963.

J. K. KIRK,
Assistant Commissioner
of Food and Drugs.

[F.R. Doc. 63-8956; Filed, Aug. 20, 1963; 8:51 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management
CALIFORNIA

Notice of Proposed Withdrawal and Reservation of Lands

AUGUST 9, 1963.

The United States Department of Agriculture has filed an application, Serial Number 076310 for the withdrawal of the following described lands from prospecting, location, entry, and purchase under the general mining laws, subject to existing valid claims. The applicant desires the withdrawal for roadside scenic area zone purposes.

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, Room 4201, U.S. Courthouse and Federal Building, 650 Capitol Mall, Sacramento, Calif., 95814.

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:

MOUNT DIABLO MERIDIAN
MODOC NATIONAL FOREST

Modoc County

Southeast Approach to Lava Beds National Monument

A strip of land 150 feet wide on each side of the centerline of the following roads through the following described lands:

FOREST SERVICE ROAD NO. 44N-22-1 AND 44N22-A

- T. 44 N., R. 5 E.,
Sec. 6, Lots 3, 4, 5, SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, and W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 7, W $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, and SE $\frac{1}{4}$;
Sec. 8, S $\frac{1}{2}$;
Sec. 13, W $\frac{1}{2}$ SW $\frac{1}{4}$ and SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 14, S $\frac{1}{2}$ N $\frac{1}{2}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$;
Sec. 15, SE $\frac{1}{4}$;
Sec. 16, S $\frac{1}{2}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 17, N $\frac{1}{2}$ NE $\frac{1}{4}$ and SE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 21, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 22, NW $\frac{1}{4}$ NE $\frac{1}{4}$ and N $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 24, N $\frac{1}{2}$ N $\frac{1}{2}$.
T. 44 N., R. 6 E.,
Sec. 17, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 19, Lot 1, N $\frac{1}{2}$ NE $\frac{1}{4}$, and NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 20, NW $\frac{1}{4}$ NE $\frac{1}{4}$ and N $\frac{1}{2}$ NW $\frac{1}{4}$.

The afore-described area aggregates approximately 356 acres of public land.

WALTER E. BECK,
Manager, Land Office,
Sacramento.

[F.R. Doc. 63-8938; Filed, Aug. 20, 1963; 8:48 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

WHITE COUNTY COMMISSION CO.
ET AL.

Notice of Changes in Names of Posted Stockyards

It has been ascertained, and notice is hereby given, that the names of the livestock markets referred to herein, which were posted on the respective dates specified below as being subject to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), have been changed as indicated below.

ARKANSAS

Original Name of Stockyard, Location, and Date of Posting	Current Name of Stockyard and Date of Change in Name
White County Commission Co., Searcy, Feb. 17, 1959.	White County Commission Co., Inc., Feb. 1, 1963.

KANSAS

Koenig Sale Barn, Junction City, June 10, 1959----	Koenig Sales Co., Inc., Nov. 1, 1962.
Koenig Sale Barn, Inc., Manhattan, Oct. 25, 1957----	Koenig Sales Co., Inc., Nov. 1, 1962.

LOUISIANA

Gordon Stockyard, Lacassine, June 12, 1957-----	Gordon Stockyard, Inc., Oct. 1, 1962.
W. H. Hodges & Co. of Tallulah, Inc., Tallulah, June 21, 1957.	Louisiana Delta Auction Co., Apr. 28, 1963.

MISSOURI

Brunswick Sale Co., Brunswick, May 19, 1959-----	Brunswick Sale Co., May 3, 1963.
Fairground Sale Co., Maryville, July 31, 1957-----	Fairground Sale Co., Inc., Mar. 7, 1963.

NEBRASKA

R & O Commission Co., Kearney, Nov. 22, 1947----	Platte Valley Sale Barn, Mar. 4, 1963.
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NORTH DAKOTA

Harrington Livestock Auction, Mayville, May 12, 1959.	Mayville Livestock Auction, Jan. 4, 1963.
Jamestown Sales Co., Inc., Jamestown, May 29, 1959.	Dobler Livestock Sales Co., July 10, 1963.

SOUTH DAKOTA

Philip Livestock Auction, Philip, Dec. 2, 1959-----	Philip Livestock Auction, Inc., May 14, 1963.
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TENNESSEE

Giles County Stock Yard, Pulaski, May 5, 1959----	Giles County Stock Yards, June 17, 1963.
Trenton Sales Co., Trenton, May 20, 1959-----	Trenton Sales Co., Inc., Mar. 11, 1963.

TEXAS

Georgetown Community Sale, Georgetown, Mar. 27, 1959.	Georgetown Commission Co., Feb. 1, 1963.
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Done at Washington, D.C., this 15th day of August 1963.

H. L. JONES,
Chief, Rates and Registrations Branch, Packers and Stockyards Division,
Agricultural Marketing Service.

[F.R. Doc. 63-8941; Filed, Aug. 20, 1963; 8:49 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 14710; Order No. E-19913]

TRAFFIC CONFERENCE OF INTERNATIONAL AIR TRANSPORT ASSOCIATION

Agreement Relating to Cargo Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 16th day of August, 1963.

There has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Joint Conferences 1-2, 1-2-3, and 3-1 of the International Air Transport Association (IATA). The agreement, which has been assigned the above-designated C.A.B. Agreement No. 17211, incorporates resolutions adopted by mail vote proposing rates to be applicable to the carriage of monkeys and primates on transatlantic and transpacific routes.

The present agreement (adopted at IATA Traffic Conference meetings held in Chandler, Ariz., September-October 1962) provides for the application of the under-45 kilogram general cargo rate for transportation of this cargo. The Board conditioned its approval of this agreement so as to preclude the use of the rates thereunder in air transportation as defined by the Act, since it found such rates to be excessively high. As a result of the Board's action, United States carriers have made their general cargo rates available.

British United Airways (BUA), however, has issued a notice rescinding the present resolution as it is applicable on the Atlantic in its entirety. BUA states that in view of the serious effect on monkey revenues if general cargo rates are applied to U.S. traffic it has no alternative but to rescind the basic resolution which will render all transatlantic cargo rates ineffective. The notice is to be effective from August 19, 1963. BUA has further stated it will withdraw its notice of rescission if the agreement here before the Board is approved by all governments.

The agreement now proposed would provide for the application of the under-45 or 45-kilogram general cargo rate, as appropriate, with no further discount for higher volume shipments, to transportation of this cargo to and from India, Pakistan, and the continent of Africa. For transportation to and from all other points on the routings involved, the agreement would provide for the use of the under-45 and 45-kilogram, and, in addition, the 100-kilogram general cargo rates, as appropriate.

The agreement proposed has drawn numerous complaints protesting the continuation of premium rates which preclude discounts for volume shipments.¹ TWA and Northwest have sub-

mitted comments in support of the agreement. Neither the complaints nor the supporting comments present facts not previously in evidence.

Upon consideration of the comments and the matters before it, the Board concludes that the rates proposed are unduly high and inconsistent with the public interest. This matter takes on added significance in that an excessive charge for the transportation of these animals unduly increases costs to medical research groups.

As indicated by the table set forth in the attachment hereto,² the agreement, while it reflects a reduction from the Chandler-agreed rates, establishes premium charges ranging up to 48 percent for higher volume shipments. Higher volume shipments constitute the bulk of the traffic. As the Board recognized in Order E-19380, acting on the Chandler agreement, the carriage of the traffic may well involve some special services and the general cargo rates may not be adequately compensatory at any weight break. However, no factual data has been advanced which would support the charges proposed for the special services.

The Board reiterates its view that charges for additional services should be added to the rates applicable at each of the various weight breaks. While this agreement would not assess an added charge to cover special services and requirements with respect to shipments at the low weight breaks, it would, by applying the 45- or 100-kilogram rate, assess progressively higher added charges as the weight of the shipment increases. We further consider that the provision of this agreement permitting the 100-kilogram general cargo rate to apply in certain areas while denying its extension to African, Indian, and Pakistani traffic is of itself highly inequitable.

In light of the above we will condition our approval of the subject agreement to preclude the application of the rates thereunder in air transportation as defined by the Act.

The Board recognizes that if BUA's notice becomes effective on August 19, or if BUA, or for that matter, any other carrier, protests the Board's condition that technically an open-rate situation would ensue. Clearly, the rescission of the resolution applicable to the carriage of monkeys on transatlantic routings, with the concomitant termination of general and specific commodity rates, would not necessarily achieve rates applicable to the carriage of this traffic to the United States that would be more acceptable to the protesting carrier or carriers. Responsibility for the open-rate situation, however, would rest squarely with the carrier rescinding the resolution.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find Agreement C.A.B. 17211,

pany; Parke, Davis & Company; The Dow Chemical Co.; Sterling-Winthrop Research Institute; Primate Imports Corp.; Asiatic Animal Imports, Inc.; Shamrock Farms, Inc.; and Warner-Chilcott Laboratories.

² Attachment filed as part of original document.

which incorporates IATA Resolutions JT12(Mail 319)511, JT123(Mail 319)511 and JT31(Mail 82)511, to be adverse to the public interest or in violation of the Act, provided that approval thereof is conditioned as hereinafter ordered.

Accordingly, it is ordered, That Agreement C.A.B. 17211 be approved, provided that the rates established thereunder shall not be applicable in air transportation as defined by the Act.

Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 63-8979; Filed, Aug. 20, 1963; 8:55 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15151]

JOHN BERAN

Order To Show Cause

In the matter of John Beran, Elmhurst, Illinois, order to show cause why there should not be revoked the license for radio station WN9FNG in the Amateur Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: Official Notice of Violation dated March 1, 1963, alleging violation of § 12.133 of the Commission's rules.

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated March 26, 1963, also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules;

It is ordered, This 13th day of August 1963, pursuant to section 312 (a) (4) and (c) of the Communications Act of 1934, as amended, and § 0.291(b) (8) of Part 0 of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station

¹ Ortho Pharmaceutical Corporation; Chas. Pfizer & Co., Inc.; Eli Lilly and Company; Lederle Laboratories; Merck Sharp & Dohme; Wyeth Laboratories; Pitman-Moore Com-

should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order; and

It is further ordered. That the Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said licensee at his last known address of 964 Fairfield Street, Elmhurst, Illinois.

Released: August 14, 1963.

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

[F.R. Doc. 63-8964; Filed, Aug. 20, 1963;
8:52 a.m.]

[Docket No. 15157]

ROBERT D. COUGHTRY
Order To Show Cause

In the matter of Robert D. Coughtry, Manhattan Beach, California, order to show cause why there should not be revoked the license for radio station 11W4157 in the Citizens Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: Official Notice of Violation dated May 24, 1963, alleging violation of §§ 19.61 (a), (e), (f) and 19.62, of the Commission's rules.

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated June 5, 1963, also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules;

It is ordered. This 14th day of August 1963, pursuant to section 312 (a) (4) and (c) of the Communications Act of 1934, as amended, and § 0.291 (b) (8) of Part 0 of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order; and

It is further ordered. That the Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said licensee at his last known address of 1346 12th Street, Manhattan Beach, California.

Released: August 16, 1963.

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

[F.R. Doc. 63-8965; Filed, Aug. 20, 1963;
8:52 a.m.]

[Docket No. 14817; FCC 63R-384]

**DENVER AREA BROADCASTERS
(KDAB)**

**Memorandum Opinion and Order
Amending Issues**

In re application of Frances C. Gaguine and Bernice Schwartz d/b as Denver Area Broadcasters (KDAB), Arvada, Colorado, Docket No. 14817, File No. BMP-9769, for construction permit.

1. The Review Board has under consideration a petition to enlarge issues in this proceeding wherein the Broadcast Bureau requests addition of an issue to determine whether the proposed operation of Denver Area Broadcasters (KDAB) would provide coverage to the entire City of Arvada at night; and a petition to temporarily withhold action on petition to enlarge issues, filed by KDAB.¹

2. In support of its request, the Bureau contends that an exhibit received in evidence at the hearing, KLAB and KLOV Joint Exhibit 3, raises a question concerning coverage of Arvada at night. This contention is substantiated by an affidavit of a Bureau engineer who concludes on the basis of said exhibit that " * * * the proposed operation of Station KDAB would fail to provide nighttime primary service to some 25 to 30 percent of the area within the 1963 city limits of Arvada, Colorado."

3. On June 21, 1963, KDAB filed a pleading requesting a 30 day extension of time in which to reply to the petition to enlarge issues, wherein it indicated that it was considering an amendment of its application which would render moot the petition to enlarge issues. The Review Board, by Order (FCC 63R-307), released June 27, 1963, granted KDAB's request for a 30 day extension of time to file a reply.

4. In support of its request to temporarily withhold action on the Bureau's petition to enlarge issues, KDAB alleges that it has filed its petition for leave to amend its application, along with a request that the amended application be returned to the processing line; that it has thus exercised its option to amend its application as a matter of right; and that it would be a vain act at this point to add issues to a proceeding which will be terminated momentarily. As precedent for the action requested, KDAB cites the Board's action in Semo Broadcasting Corporation, FCC 63R-233, released May 7, 1963.

5. The Review Board is of the opinion that the uncontested allegations of the Broadcast Bureau are sufficient to raise a question concerning KDAB's nighttime coverage of Arvada, Colorado. KDAB

¹ The Review Board has the following pleadings under consideration:

(a) Broadcast Bureau's Petition to Enlarge Issues, filed June 7, 1963;

(b) Petition to Temporarily Withhold Action on Petition to Enlarge Issues, filed July 22, 1963, by Denver Area Broadcasters (KDAB);

(c) Broadcast Bureau's Opposition, filed July 24, 1963, and

(d) Reply to Opposition, filed July 31, 1963, by Denver Area Broadcasters (KDAB).

has been given ample opportunity to reply to these allegations, but it has failed to do so within the time prescribed. We cannot agree with KDAB's contention that it would be a vain act to add the requested issue at this point in the proceeding. Only if KDAB's pending petition for leave to amend is granted would the Bureau's request for an issue become moot. However, it cannot be assumed, as KDAB contends, that its petition for leave to amend will be granted.² Should that petition be denied, the petition to enlarge would still have to be acted upon. The procedure suggested by KDAB would merely serve to delay further the disposition of the Bureau's request to enlarge issues, without any demonstrable advantage to be gained from such further delay. Moreover, the Semo Broadcasting Corporation case, cited by KDAB, is not precedent for its request. There, the Review Board dismissed as moot a petition to temporarily withhold action on a petition to enlarge issues because the Examiner had already granted a petition for leave to amend and returned the application to the processing line.

Accordingly, it is ordered. This 13th day of August 1963, That the Broadcast Bureau's Petition to Enlarge Issues, filed June 7, 1963, is granted; that the Petition to Temporarily Withhold Action on Petition to Enlarge Issues, filed July 22, 1963, by Denver Area Broadcasters (KDAB) is denied; and that the issues in this proceeding are enlarged to include the following issue: "To determine whether the nighttime interference-free contour of the proposed operation of Denver Area Broadcasters (KDAB) would encompass the most distant residential area of Arvada, Colorado as required by §§ 3.188 (b) (2) and 3.30(c) of the Commission's rules and, if not, whether circumstances exist which would warrant a waiver of said sections."

Released: August 14, 1963.

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

[F.R. Doc. 63-8966; Filed, Aug. 20, 1963;
8:53 a.m.]

[Docket No. 14730; FCC 63R-382]

KIMBLE COMMUNICATIONS

**Memorandum Opinion and Order
Amending Issues**

In re applications of W. A. Henley, d/b as Kimble Communications, Docket No. 14730, File No. 2397/2398-C1-P-62.; for construction permits to establish stations in the Point-to-Point Microwave Radio Service near Kerrville, and at Midway, Texas.

1. On January 15, 1962, W. A. Henley, d/b as Kimble Communications (Kimble), filed applications for construction permits for fixed video point-to-point microwave stations to operate near Kerr-

² We do not agree with KDAB that an applicant has a right to amend its application and have it returned to the processing line. See Simon Geller, FCC 63R-147, 25 RR 171 (1963).

ville and at Midway, Texas. The applications contemplate delivery of the signal of Station KONO, San Antonio, to the applicant's proposed customer, Junction Cable View, a community antenna television system providing reception service to the area of Junction, Texas. By Order (FCC 62-812) released July 30, 1962, the applications were designated for hearing on the following issues:

(a) To determine the nature and extent of the interests existing between the applicant, W. A. Henley, d/b as Kimble Communications and Junction Cable View.

(b) To determine whether Junction Cable View is a public subscriber, i.e., a subscriber not directly controlling or controlled by, or under direct or indirect common control with the applicant.

(c) To determine, in the event Kimble fails to meet the burden of proof under Issue (b), the need for Kimble's holding out of this particular common carrier service in view of the apparent absence of any present or prospective demand for such service from any public subscriber as defined in Issue (b).

(d) To determine, in the light of the evidence adduced on the foregoing issues, whether a grant of the applications would serve the public interest, convenience or necessity.

A hearing was held on October 22 and 29, 1962, and the record in this proceeding was closed on October 29, 1962. In an Initial Decision (FCC 63D-14) released January 23, 1963, Hearing Examiner Chester F. Naumowicz, Jr. recommended grant of Kimble's application. The Examiner found that Junction Cable View was a public subscriber, "i.e., a subscriber not directly controlling or controlled by, or under direct or indirect common control with the applicant." The Examiner also found that no present or prospective demand for service existed except that of Junction Cable View. On February 25, 1963, the Common Carrier Bureau filed exceptions to the Initial Decision. The Bureau's exceptions are based on the contention that Henley controls Junction Cable View. On the same date, Kimble filed exceptions to the Initial Decision. Kimble's exceptions are related to the Examiner's findings as to a lack of a present and prospective demand for service. In an Order (FCC 63R-265) released May 27, 1963, the Review Board scheduled oral argument and noted that the parties might file memoranda concerning the Memorandum Opinion and Order (FCC 63-367) in Columbia Basin Microwave Company, released April 25, 1963. Memoranda were filed by the parties on June 18 and 19, 1963,¹ and oral argument was held on June 25, 1963.

2. Without reaching the merits of the Hearing Examiner's Decision in this case the Review Board is of the opinion that the case should be remanded for a further hearing on a revised issue. As was pointed out previously the main issue in this proceeding is to determine whether

¹ The Review Board requested that memoranda be filed before June 18, 1963. Kimble's Memorandum was filed one day late. Kimble's request for acceptance of late filing will be granted.

Junction Cable View is a public subscriber. "Public subscriber" was defined in this proceeding in terms of "control," i.e., "a subscriber not directly controlling or controlled by, or under direct or indirect common control with the applicant." This restrictive definition of the term "public subscriber" requires the action taken herein.

3. Certain preliminary observations and discussion appears pertinent. The designation of the issue of public subscriber in terms of "control" was evidently derived from § 21.709 of the rules. Section 21.709 states in part:

Upon filing application for renewal of station license of a radio system in the Domestic Public Point-to-Point Microwave Radio Service, each such common carrier licensee who does not also operate a telephone or telegraph wireline system shall make a factual showing that, during the preceding license period, at least 50 percent of the total hours of service rendered over the radio channels therein, have been used by subscribers not directly controlling or controlled by, or under direct or indirect common control with, the applicant.²

Prior to 1959, the Commission's basic policy in processing a new application for common carrier microwave facilities where a substantial interlocking interest existed between the carrier and the CATV system was to grant the application upon a showing that the applicant proposed to hold itself out as a common carrier. However, the Commission would in such cases notify the applicant by letter that the grant of common carrier status was without prejudice to future review of the facts after the applicant has a reasonable opportunity to acquire public subscribers. By Order (FCC 59-762) released July 24, 1959, the Commission adopted § 21.709. The basic purpose of the rule was to establish a procedure whereby the Commission could elicit information as to the public need for a particular facility. While this rule (which admittedly was only a procedural technique for gathering information) was framed in terms of "control", the Order adopting the rule clearly indicates what the Commission had in mind in connection with the question of public need. In its Order the Commission stated:

While the Commission recognizes that an applicant * * * may establish its initial eligibility to become a licensee of such point-to-point common carrier microwave radio facilities by holding itself out as a common carrier and assuming all legal burdens and obligations accruing to such status, it is necessary and desirable to review, after a reasonable interval of operation, the extent of use of such facilities by persons other than those in which the licensee has some direct or indirect interest or relation * * *.

² Although § 21.709 is only applicable to renewal applications, the Commission has since 1961 designated "public need" issues with respect to applications for construction permits. See Mesa Microwave, Inc. (FCC 61-1263) released October 30, 1961 and Antennavision Service Co., Inc. (FCC 61-1264) released October 30, 1961. See also Peninsula Television Relay Corp., 23 RR 183 (1962), where the Commission refused to delete the public need issue with respect to applications for construction permits.

4. On October 30, 1961, the Commission released 13 orders designating for hearing applications for authorizations in the Domestic Public Point-to-Point Microwave Radio Service. Eleven of these applications³ sought renewals of licenses while two⁴ sought permits to construct new stations. All of these orders, issued by the Commission en banc, contained an issue framed in the following or substantially similar language:

To determine the need for the continued holding out of this particular common carrier communication service, in view of the non-use of the facility by public subscribers, i.e., persons or entities with whom the licensee is not directly or indirectly affiliated.

5. On January 3, 1962, "The Commission, by its Chief of the Common Carrier Bureau" issued an order designating for hearing two mutually exclusive applications for permits to construct common carrier point-to-point microwave relay stations.⁵ This order contained the following issues among others:

(a) To determine the need for Peninsula's holding out of this particular common carrier service in view of the apparent absence of any present or prospective request for such service from any public subscribers, i.e., subscribers not directly controlling or controlled by, or under direct or indirect common control with the applicant.

(b) To determine the nature and extent of the interests existing between the applicant, Martin F. Malarkey, Jr., d/b as Eastern Shore Microwave Relay Company, and Delmarva Community Television Corporation.

(c) To determine whether Delmarva Community Television Corporation is a public subscriber, i.e., a subscriber not directly controlling or controlled by, or under direct or indirect common control with the applicant.

6. From the above, we find that in October 1961, the subject issues were framed in terms of "affiliated"; in January 1962, and in the case before us, in July 1962, the issue contained the words "controlling and controlled by." Whatever clarification was needed with respect to these matters appears to have been forthcoming in Columbia Basin Microwave Company, supra. In that case, the Commission pointed out that § 21.709 is only a procedural rule and should not be used as a substantive test. In addition, in paragraph 5, the Commission outlined what it considered to be the basic consideration and policy

³ Western T.V. Relay, Inc. (Docket No. 14317); Ceracche & Company, Incorporated (Docket No. 14320); New York Penn Microwave Corporation (Docket No. 14330); Mesa Microwave, Inc. (Docket No. 14334 et al.); Black Hills Video Corporation (Docket No. 14321 et al.); Arizona Micro-Wave System Company (Docket No. 14316); Antennavision Service Company, Inc. (Docket No. 14336 et al.); Dakota Microwave Company (Docket No. 14315); Superior Communications Co., Inc. (Docket No. 14331 et al.); Columbia Basin Microwave Company (Docket No. 14318 et al.); Collier Electric Company (Docket No. 14341 et al.).

⁴ Antennavision Service Company, Inc. (Docket No. 14348); Mesa Microwave, Inc. (Docket No. 14347).

⁵ Peninsula Television Relay Corp., et al. (Docket No. 14473 et al.).

rationale that underlie the requirement of public subscription:

* * * the correct test of common carrier status is generally whether the carrier holds itself out to serve the public without discrimination. However, where there is no public need for a common carrier facility, it cannot be disputed that the Commission has the authority—in fact, the duty—to deny the utilization of a frequency, reserved for service to the public, solely for the operation of a private business—particularly since other frequencies are allocated and available for the purpose of providing private non-common carrier microwave service. Evidence of public need may be found in the existence of subscribers unconnected with the applicant, or in facts which indicate a reasonable likelihood that the facilities will in the future be used by non-related subscribers. On the other hand, a lack of public subscribers and a failure to show a reasonable likelihood of future use by the public strongly indicate an absence of public need.

And in paragraph 6, the Commission stated "Columbia, in its application for renewal of KOY40, showed no service to unrelated subscribers * * *." Nowhere in the Opinion is any mention made of "control" as the substantive question to be resolved.

7. From the above-quoted language, it is clear that the use of a common carrier frequency is to be tested by public need. Furthermore, the test of public need is related to whether there is at present a subscriber unconnected with the licensee (or applicant) or whether there is a reasonable likelihood that facilities will in the future be used by a non-related subscriber.⁶ The use of such words as "unconnected" and "non-related" clearly indicates that the Commission is concerned with a broader definition of public subscription than one based on the normal definition of the word "control."⁷

8. In light of the foregoing, we believe that the issues in this case, as presently framed, do not permit a determination consistent with the Commission's policy as enunciated in Columbia Basin Microwave Company, supra. Inasmuch as a

⁶ On April 3, 1963 (three weeks before the Memorandum Opinion and Order in Columbia Basin was released), the Commission issued an Order designating the application of Houston County Telephone Company, Inc. for hearing on a public subscription issue. This issue was framed in terms of "control." Thereafter, by Memorandum Opinion and Order released July 26, 1963, the Commission granted Houston's petition for reconsideration and grant without hearing. This action was based upon the fact that Houston had acquired a "completely independent subscriber" and that now "50 percent of the total hours of service" and "50 percent of the radio channels requested will be employed to serve a public subscriber * * *."

⁷ The Examiner in this proceeding used the word "control" as the legal right or the actual ability to regulate or exercise authority. At oral argument the Common Carrier Bureau took the position (Tr. 181) that the word "control" and the word "affiliation" meant the same thing. At the same time, the Bureau stated that while there was "plenty of precedent" in the broadcast service with respect to the Commission's meaning of the term "control", "those cases certainly are no precedent for determination here * * *." (Tr. 182)

more restrictive definition of public subscription was employed at the hearing in this proceeding than was set forth in Columbia Basin the instant case will be remanded for further hearing on the issue set forth below.

Accordingly, it is ordered, This 5th day of August 1963, That issue "(b)" herein is modified as set forth below, and this proceeding is remanded to the Hearing Examiner for further hearing and issuance of a Supplemental Initial Decision with respect to said issue to the extent it is modified herein.

(b) To determine whether Junction Cable View is a public subscriber, i.e., a subscriber not directly controlling or controlled by, or under direct or indirect control with the applicant, or a subscriber with whom the applicant is not directly or indirectly affiliated.

Released: August 8, 1963.

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

[F.R. Doc. 63-8967; Filed, Aug. 20, 1963; 8:53 a.m.]

[Docket No. 14730; FCC 63M-909]

KIMBLE COMMUNICATIONS
Order Scheduling Prehearing Conference

In re applications of W. A. Henley, d/b as Kimble Communications, Docket No. 14730, File No. 2397/2398-C1-P-62; for construction permits to establish stations in the Point-to-Point Microwave Radio Service near Kerrville, and at Midway, Texas.

The Hearing Examiner has for consideration a Memorandum Opinion and Order released herein by the Review Board on August 8, 1963;

It appearing, that it would be appropriate to convene a conference herein for the purpose of ascertaining whether the applicant contemplates any attempt to amend its application; whether further hearing will be necessary or desirable; and if so, the techniques and procedural dates to govern;

It is ordered, This 9th day of August 1963, that a hearing conference herein will be convened on September 10, 1963, commencing at 9:00 a.m. in the offices of the Commission at Washington, D.C.

Released: August 12, 1963.

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

[F.R. Doc. 63-8968; Filed, Aug. 20, 1963; 8:53 a.m.]

[Docket No. 15150]

DENNY C. LEIPERT
Order To Show Cause

In the matter of Denny C. Leipert, Torrance, California, order to show cause why there should not be revoked the license for Radio Station 11Q3297 in the Citizens Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: Official Notice of Violation dated May 9, 1963, alleging violation of § 19.33 of the Commission's rules.

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated June 5, 1963, also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules;

It is ordered, This 13th day of August 1963, pursuant to section 312 (a) (4) and (c) of the Communications Act of 1934, as amended, and § 0.291 (b) (8) of Part 0 of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order; and

It is further ordered, That the Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said licensee at his last known address of Box 596, Torrance, California.

Released: August 14, 1963.

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

[F.R. Doc. 63-8969; Filed, Aug. 20, 1963; 8:53 a.m.]

[Docket No. 15149]

BOB'S AUTO SERVICE
Order To Show Cause

In the matter of Bob Meyers, d/b as Bob's Auto Service, Long Beach, California, order to show cause why there should not be revoked the license for Radio Station KEJ6589 in the Citizens Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: Official Notice of Violation dated May 13, 1963, alleging violation of § 19.61 (a) of the Commission's rules.

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated May 21, 1963, also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules;

It is ordered, This 13th day of August 1963, pursuant to section 312 (a) (4) and (c) of the Communications Act of 1934, as amended, and § 0.291(b) (8) of Part 0 of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order; and

It is further ordered, That the Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said licensee at his last known address of 1715 Junipero Street, Long Beach, California.

Released: August 14, 1963.

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

[F.R. Doc. 63-8970; Filed, Aug. 20, 1963;
8:53 a.m.]

FEDERAL MARITIME COMMISSION

AMERICAN PRESIDENT LINES, LTD., AND STATES STEAMSHIP CO.

Notice of Filing of Agreement

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

Agreement No. 9240, between American President Lines, Ltd., and States Steamship Co., provides for a through billing arrangement for cargo transported in the trade from Okinawa to Hawaiian ports with transshipment at Yokohama or Kobe, Japan, in accordance with the terms and conditions set forth in the agreement.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington 25, D.C., or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington 25, D.C., within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: August 16, 1963.

By order of the Federal Maritime Commission.

GEO. A. VIEHMANN,
Assistant Secretary.

[F.R. Doc. 63-8959; Filed, Aug. 20, 1963;
8:51 a.m.]

CIA. SUD AMERICANA DE VAPORES AND GRACE LINE, INC.

Notice of Filing of Agreement

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

Agreement 7796-8 between Grace Line Inc., and Cia. Sud Americana de Vapores (Chilean Line), modifies approved Agreement 7796, as amended, covering a pooling arrangement between the said parties in the trade between U.S. Atlantic ports and Chilean ports. The purpose of this modification is to (1) include dry fertilizing materials in bulk or in bags moving in minimum lots of 1000 short tons per sailing, all cargo for industrial plant sites discharged directly by craft to the beach within the Arica/San Vicente Range, and bulk wheat either in partial or shipload quantities, in the list of commodities on which the parties have agreed not to pool; (2) change the formula for pool contribution and apportionment with respect to the application of heavy lift and extra length charges, lump sum freight revenue, and port surcharges; and (3) provide that if either or both carriers are prevented from maintaining the requisite twenty-five (25) annual sailings northbound or southbound due to force majeure, the required minimum number of sailings shall be reduced by one sailing for each two weeks, or pro rata thereof, during such period(s) which either or both carriers have been unable to sail its or their vessels.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington 25, D.C., or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington 25, D.C., within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with a request for hearing, should such hearing be desired.

Dated: August 16, 1963.

By order of the Federal Maritime Commission.

GEO. A. VIEHMANN,
Assistant Secretary.

[F.R. Doc. 63-8960; Filed, Aug. 20, 1963;
8:52 a.m.]

CIA. SUD AMERICANA DE VAPORES AND GULF & SOUTH AMERICAN STEAMSHIP CO., INC.

Notice of Filing of Agreement

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act,

1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement 7797-6, between Gulf and South American Steamship Co., Inc., and Cia. Sud Americana de Vapores (Chilean Line), modifies approved Agreement 7797, as amended, covering a pooling arrangement between the said parties in the trade between U.S. Gulf ports and Chilean ports. The purpose of this modification is to (1) include dry fertilizing materials in bulk or in bags moving in minimum lots of 1,000 short tons per sailing, all cargo for industrial plant sites discharged directly by craft to the beach within the Arica/San Vicente Range, and bulk wheat either in partial or shipload quantities, in the list of commodities on which the parties have agreed not to pool; (2) change the formula for pool contribution and apportionment with respect to the application of heavy lift and extra length charges, lump sum freight revenue, and port surcharges; and (3) provide that if either or both carriers are prevented from maintaining the requisite twenty (20) annual sailings northbound or southbound due to force majeure, the required minimum number of sailings shall be reduced by one sailing for each eighteen days, or pro rata thereof, during such period(s) which either or both carriers have been unable to sail its or their vessels.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington 25, D.C., or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington 25, D.C., within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with a request for hearing, should such hearing be desired.

Dated: August 16, 1963.

By order of the Federal Maritime Commission.

GEO. A. VIEHMANN,
Assistant Secretary.

[F.R. Doc. 63-8961; Filed, Aug. 20, 1963;
8:52 a.m.]

FEDERAL POWER COMMISSION

FOREST SERVICE, DEPARTMENT OF AGRICULTURE

Land Withdrawals; Findings and Order Under Section 24 of the Federal Power Act

AUGUST 14, 1963.

Lands withdrawn in Power Site Classification No. 295, Power Site Reserve No. 329, and Project Nos. 32, 2101 and 2079; Docket No. DA-1015-California, United States Forest Service.

The Forest Service, Department of Agriculture, has requested Commission consideration of the outright release

from all withdrawals for power site purposes of certain lands of the United States, thereby requiring Commission consideration under section 24 of the Federal Power Act of such withdrawals. The lands involved are shown on Schedule A, which appears below and made a part hereof by reference.

The Forest Service proposes to use some of the lands in an exchange with Sacramento Municipal Utility District (SMUD) to consolidate forest holdings.

The lands, all of which are within the boundaries of Eldorado National Forest, are a part of those withdrawn upon the filing on November 23, 1920 of an application for preliminary permit for Project No. 32, as modified by Commission letter dated May 25, 1936, following a resurvey of the lands. The preliminary permit was cancelled on July 17, 1924.

With the exception of certain patented or selected lands, hereinafter described, the subject lands lie outside the boundaries of SMUD's licensed Project No. 2101, the completion of which will supersede the plan of development proposed for Project No. 32 and accomplish the full power development of the drainage area herein under consideration. None of the subject lands is required for any of the project works of Project No. 2101, and their power values, therefore, are considered negligible.

The NE $\frac{1}{4}$ SE $\frac{1}{4}$, sec. 25, and the NE $\frac{1}{4}$ NE $\frac{1}{4}$, sec. 35, T. 12 N., R. 13 E., were withdrawn upon the filing on March 29, 1951 (as supplemented by revised maps filed June 23, 1952) of an application for preliminary permit for Project No. 2079. However, the plans for this development were subsequently revised to eliminate any conflict with SMUD's Project No. 2101.

In the circumstances, we are herein after vacating the withdrawals made pursuant to the filing of the applications for preliminary permits for Project Nos. 32 and 2079 insofar as such withdrawals affect the subject lands.

The following of the subject lands lie within the area required for Project No. 2101, but are the patented or selected lands referred to in the fourth paragraph above. They are not now in Government ownership and the power withdrawals pertaining thereto are ineffective:

(a) The S $\frac{1}{2}$ SE $\frac{1}{4}$ of sec. 25, T. 12 N., R. 13 E., although withdrawn in 1912 for Power Site Reserve No. 329, was patented to F. A. Hyde & Company on January 20, 1922 by Patent No. 844299 without reference to power reservation; and

(b) The E $\frac{1}{2}$ SW $\frac{1}{4}$ and S $\frac{1}{2}$ SE $\frac{1}{4}$, sec. 1, T. 11 N., R. 14 E., and the SE $\frac{1}{4}$ SW $\frac{1}{4}$, sec. 6, T. 11 N., R. 15 E., were acquired by the State of California as lieu selections in Approved Lists No. 90 of May 3, 1921, and No. 93 of October 28, 1921.

We are hereinafter offering no objection to the cancellation or revocation of Power Site Reserve No. 329 insofar as it affects the lands described in subparagraphs (a) and (b) above.

Portions of sec. 14, T. 11 N., R. 12 E., described as S $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$ were included in a Commission determination under Section 24 of the Federal Power Act in Docket No. DA-299-California,

dated October 31, 1932, subject to special stipulations in the event the lands involved were entered for mining purposes. In order to place these lands in a withdrawn status comparable with the withdrawn status of the balance of the subject lands, we are hereinafter modifying the Commission determination made in DA-299-California.

Lots 10 and 11, sec. 5, and Lots 6, 10 and 11, sec. 7, T. 11 N., R. 13 E., are also withdrawn in Power Site Classification No. 295, dated May 29, 1936.

The Commission finds:

(1) Inasmuch as the S $\frac{1}{2}$ SE $\frac{1}{4}$, sec. 25, T. 12 N., R. 13 E., the E $\frac{1}{2}$ SW $\frac{1}{4}$ and S $\frac{1}{2}$ SE $\frac{1}{4}$, sec. 1, T. 11 N., R. 14 E., and the SE $\frac{1}{4}$ SW $\frac{1}{4}$, sec. 6, T. 11 N., R. 15 E., have been patented without power reservation and the withdrawals for power purposes pertaining thereto now serve no useful purpose, it has no objection to the cancellation or revocation of Power Site Reserve No. 329 insofar as it affects such lands.

(2) Inasmuch as the balance of the subject lands have negligible power value, it has no objection to the cancellation or revocation of Power Site Classification No. 295 and Power Site Reserve No. 329 insofar as said lands are affected thereby.

The Commission orders:

(A) The withdrawals made pursuant to the filing of the applications for preliminary permits for Project Nos. 32 and 2079 are hereby vacated insofar as they affect the subject lands.

(B) The aforementioned Commission determination made in DA-299-California is hereby modified to the extent that we have herein vacated the withdrawal with respect to the lands involved therein pursuant to the filing of the application for preliminary permit for Project No. 32

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

Mt. Diablo Meridian, California

SCHEDULE A—LAND LIST

- T. 11 N., R. 12 E.,
Sec. 12: SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 14: SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$.
- T. 11 N., R. 13 E.,
Sec. 4: Lots 11, 12;
Sec. 5: Lots 10, 11, 14, 15, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 7: Lots 5, 6, 10, 11, 12.
- T. 12 N., R. 13 E.,
Sec. 25: NE $\frac{1}{4}$ SE $\frac{1}{4}$, *S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 28: NW $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 29: NE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 32: SE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 33: NE $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 34: N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 35: N $\frac{1}{2}$.
- T. 11 N., R. 14 E.,
Sec. 1: *E $\frac{1}{2}$ SW $\frac{1}{4}$, *S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 2: E $\frac{1}{2}$ W $\frac{1}{2}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 11: NW $\frac{1}{4}$ NE $\frac{1}{4}$.
- T. 12 N., R. 14 E.,
Sec. 27: NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 34: NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 35: SW $\frac{1}{4}$ SW $\frac{1}{4}$.
- T. 11 N., R. 15 E.,
Sec. 6: *SE $\frac{1}{4}$ SW $\frac{1}{4}$.

[F.R. Doc. 63-8935; Filed, Aug. 20, 1963; 8:47 a.m.]

* Patented lands.

[Docket No. G-18338, etc.]

FLORIDA GAS TRANSMISSION CO.
ET AL.

Notice of Application

AUGUST 14, 1963.

Take notice that on March 8, 1963, as supplemented on April 22, 1963, Florida Gas Transmission Company (Movant), P.O. Box 44, Winter Park, Fla., filed in Docket No. G-18338, et al., a motion to amend the orders heretofore issued in said dockets by substituting South Florida Natural Gas Company (South Florida) for the City of New Smyrna Beach, Florida (New Smyrna), as the resale customer and distributor of natural gas to be sold and delivered by Movant for resale for ultimate public consumption in New Smyrna and environs, all as more fully set forth in the motion which is on file with the Commission and open to public consumption.

The Commission's order issued August 9, 1961, as modified on November 2, 1961, in the subject dockets authorized Movant to provide natural gas service to New Smyrna for resale and distribution through a municipal system to be owned and operated by the city. The instant motion states that New Smyrna has elected not to proceed with a municipally-owned distribution system but has granted a franchise to South Florida for this service. The estimated third year annual and peak day natural gas requirements for New Smyrna in M³Btu are as follows:

Annual:		
Firm	-----	106,664
Preferred Interruptible	-----	630,000
Total	-----	736,664
Peak Day:		
Firm	-----	1,069
Preferred Interruptible	-----	2,237
Total	-----	3,306

These quantities represent an increase of 31,500 M³Btu in third year annual firm requirements and 598,000 M³Btu in third year annual preferred interruptible requirements over the quantities heretofore authorized. Third year total peak day requirements have been increased by 2,115 M³Btu, but firm peak day requirements have been decreased by 122 M³Btu. The largest part of the increased requirements is represented by the quantities required for service to a newly constructed steam power electric generating plant owned by New Smyrna.

Movant proposes to install a line tap at a point on its existing 6-inch Daytona Beach lateral approximately one mile west of the city limits of Daytona Beach, Volusia County, Florida, and to construct and operate approximately 14.2 miles of 4 $\frac{1}{2}$ -inch pipeline extending from said point in a southerly and easterly direction to a city gate delivery point at New Smyrna, together with a meter and regulator station and appurtenant facilities for the sale and delivery of natural gas to South Florida. Movant was heretofore authorized to construct and operate a 2 $\frac{7}{8}$ -inch line over the same route to serve New Smyrna.

Movant has entered into service agreements dated September 13, 1962, with

[Docket Nos. RI64-79—RI64-87]

CONTINENTAL OIL CO. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates;¹ and Allowing Rate Changes To Become Effective Subject to Refund

AUGUST 14, 1963.

Continental Oil Co., Docket No. RI64-79; Pan American Petroleum Corp., Docket No. RI64-80; Sun Oil Co., Docket No. RI64-81; Jack L. Burrell (Operator), et al., Docket No. RI64-82; Gulf Oil

Corp., Docket No. RI64-83; Shell Oil Co. (Operator), et al., Docket No. RI64-84; Union Oil Co. of Calif., Docket No. RI64-85; Shamrock Oil and Gas Corp., Docket No. RI64-86; Midway Oil Co., et al., Docket No. RI64-87.

The above-named Respondents have tendered for filing proposed changes in presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. All of the sales are made at a pressure base of 14.65 psia. The proposed changes, which constitute increased rates and charges, are designated as follows:

South Florida for preferred interruptible and general service, providing for the sale of gas under Rate Schedules G and I of Movant's FPC Gas Tariff, Original Volume No. 1.

Protests, requests for hearing, or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before September 9, 1963.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63-8929; Filed, Aug. 20, 1963; 8:47 a.m.]

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI64-79	Continental Oil Co. P.O. Box 2197, Houston 1, Tex., Attn: Messrs. Fred B. Wilson and Bruce R. Merrill.	176	1	Transwestern Pipeline Co. (Crawar Field, Ward and Crane Counties, Tex.) (R.R.-District No. 8) (Permian Basin).	\$2,130	7-18-63	10-9-1-63	2-1-64	16.0	17.0	-----
RI64-80	Pan American Petroleum Corp., P.O. Box 1410, Fort Worth 1, Tex., Attn: J. K. Smith.	279	2	Transwestern Pipeline Co. (Crawar Field, Crane County, Tex.) (R.R. District No. 8) (Permian Basin).	2,068	7-22-63	10-9-1-63	2-1-64	16.0	17.0	-----
RI64-81	Sun Oil Co., 1608 Walnut St., Philadelphia 3, Pa., Attn: C. E. Webber.	132	1	Transwestern Pipeline Co. (Waha Field, Pecos County, Tex.) (R.R. District No. 8) (Permian Basin).	1,140	7-22-63	10-9-1-63	2-1-64	16.0	17.0	-----
RI64-82	Jack L. Burrell (Operator), et al., 1300 Republic Bank Building, Dallas 1, Tex.	1	1	Transwestern Pipeline Co. (Waha Field, Pecos and Reeves Counties, Tex.) (R.R. District No. 8) (Permian Basin)	4,000	7-19-63	10-9-1-63	2-1-64	16.0	17.0	-----
	do		2	Transwestern Pipeline Co. (Waha Field, Pecos and Reeves Counties, Tex.) (R.R. District No. 8) (Permian Basin)	6,000	7-19-63	10-9-1-63	2-1-64	16.0	17.0	-----
RI64-83	Gulf Oil Corp., P.O. Drawer 2100, Houston, Tex., 77001.	213	1	Transwestern Pipeline Co. (Atoka Field, Eddy County, N. Mex.) (Permian Basin).	152	7-22-63	8-22-63	8-23-63	16.0	* 16.077	-----
	do	215	2	Transwestern Pipeline Co. (White City Area, Eddy County, N. Mex.) (Permian Basin).	98	7-22-63	18-22-63	8-23-63	16.0	* 16.077	-----
	do	143	3	El Paso Natural Gas Co. (Bagley Upper and Bagley Lower Pennsylvania Gas Pools, Lea County, N. Mex.) (Permian Basin).	74	7-22-63	18-22-63	8-23-63	15.5	* 15.6238	G-20400
	do	48	4	Northern Natural Gas Co. (Monument McKee-Ellenburger Pool, Lea County, N. Mex.) (Permian Basin).	389	7-22-63	18-22-63	8-23-63	* 11.4751	* 11.6958	G-16960
RI64-84	Shell Oil Co., (Operator), et al., 60 West 50th St., New York 20, N.Y.	259	2	Lone Star Gas Co. (SE. Stage Stand Field, Stephens County, Okla.) (Oklahoma Other Area).	4,650	7-25-63	10-9-1-63	2-1-64	* 15.0	* 16.0	-----
RI64-85	Union Oil Co. of Calif., P.O. Box 7600, Los Angeles 54, Calif.	20	6	Kansas-Nebraska Natural Gas Co., Inc. (Cambrick Field, Texas and Beaver Counties, Okla.) (Oklahoma Panhandle Area).	491	7-23-63	10-9-1-63	2-1-64	* 17.0	* 17.2	RI63-50
RI64-86	Shamrock Oil and Gas Corp., P.O. Box 631, Amarillo, Tex.	24	1	Panhandle Eastern Pipe Line Co. (Liberal Light Gas Area, Beaver County, Okla.) (Oklahoma Panhandle Area).	72	7-29-63	10-9-1-63	2-1-64	* 15.0	* 16.0	-----
RI64-87	Midway Oil Co., et al., 300 Oil and Gas Building, Oklahoma City 2, Okla.	2	2	Cities Service Gas Co. (Lucien Field, Logan County, Okla.) (Oklahoma Other Area).	1,328	7-15-63	10-8-15-63	1-15-64	* 11.0	* 12.0	-----

¹ Requests waiver of 30 day notice period.
² Reflects 0.55 percent increase in N. Mex. Emergency School Tax plus 0.015 percent increase in Conservation Tax plus 0.5 percent increase in Severance Tax.
³ Reflects full 2.55 percent N. Mex. Emergency School Tax plus 0.015 percent increase in Conservation Tax.
⁴ Reflects 0.55 percent increase in N. Mex. Emergency School Tax.
⁵ Previously reported at 11.7688 cents per Mcf at 15.025 psia.
⁶ Gulf owns Warren Petroleum Corp. which in turn owns 43 percent of Transwestern's voting stock.

⁷ Subject to 0.5 cent per Mcf deduction for desulphurization if performed by buyer, also subject to a downward adjustment of 1.0 cent per Mcf if buyer must reduce line pressure to a maximum of 500 psig.
⁸ Subject to downward BTU adjustment.
⁹ Subject to a downward BTU adjustment. Also, subject to a deduction of 0.5 cent per Mcf if buyer desulphurizes gas.
¹⁰ The stated effective date is the effective date proposed by Respondent.

Gulf Oil Corporation (Gulf) requests waiver of notice to make its proposed rate increases effective as of July 22, 1963. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for the proposed rate filings and such requests are denied. Since the proposed rate increases of Gulf reflect only tax reimbursement, the suspension period for each may be shortened to one day from the date of expiration of the 30 days' statutory notice.

All of the proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR Ch. I, Part 2, § 2.56).

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

¹ This order does not provide for the consolidation for hearing or disposition of the several matters covered herein, nor should it be so construed.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon hearings concerning the lawfulness of the proposed changes, and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered. The Commission orders:
 (A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regu-

lations under the Natural Gas Act (18 CFR, Ch. D), public hearings shall be held upon dates to be fixed by notices from the Secretary concerning the lawfulness of the proposed increased rates and charges contained in the above-designated supplements.

(B) Pending hearings and decisions thereon, the rate supplements designated in the above tabulation, are hereby suspended and the use thereof deferred until the date indicated in the above "Date Suspended Until" column, and thereafter until such further time as they are made effective in the manner prescribed by the Natural Gas Act: *Provided, however*, That Supplement Nos. 1, 2, 3, and 4 to Gulf Oil Corporation's FPC Gas Rate Schedule Nos. 213, 215, 143 and 48, respectively, as set forth in the above tabulation, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order, Gulf shall execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the Regulations thereunder, accompanied by a certificate showing service of copies thereof upon all purchasers under the rate schedules involved. Unless Gulf is advised to the contrary within 15 days after the filing of its agreement and undertaking, such agreement and undertaking shall be deemed to have been accepted.

(C) Neither the supplements hereby suspended, nor the rate schedules sought to be altered thereby, shall be changed until these proceedings have been disposed of or until the periods of suspension have expired, unless otherwise ordered by the Commission.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before September 30, 1963.

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63-8928; Filed, Aug. 20, 1963; 8:46 a.m.]

[Docket No. E-7119]

IOWA POWER AND LIGHT CO.

Notice of Application

AUGUST 14, 1963.

Take notice that on August 8, 1963 an application was filed with the Federal Power Commission pursuant to section 204 of the Federal Power Act by Iowa Power and Light Company (Applicant), a corporation organized under the laws of the State of Iowa and doing business in said State, with its principal business office at Des Moines, Iowa, seeking an order authorizing the issuance of not to exceed \$12,500,000 principal amount of its unsecured notes outstanding at any

one time of not more than 90 days' maturity to be issued to commercial banking institutions to evidence loans obtained by Applicant under its established lines of credit and to bear interest at prime rates in force from time to time (currently 4.5 percent per annum). Applicant states that the purpose for which said notes are to be issued is to obtain temporary financing of its construction program pending receipt of proceeds from permanent financing.

Applicant's present construction program includes installation of a 125,000 kw generating unit at its Des Moines Power Station No. 2 and expansion and modification of a 161 kv substation at that power station. Payment for new high pressure boiler recently completed at DPS No. 2 has also been budgeted.

Any person desiring to be heard or make any protest with reference to said application should on or before the 5th day of September 1963, file with the Federal Power Commission, Washington 25, D.C., a petition or protest in accordance with the Commission's rules of practice and procedure. The application is on file and available for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63-8930; Filed, Aug. 20, 1963; 8:47 a.m.]

[Docket No. CP63-355]

LONE STAR GAS CO.

Notice of Application and Date of Hearing

AUGUST 14, 1963.

Take notice that on June 28, 1963, Lone Star Gas Company (Applicant) filed in Docket No. CP63-355 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of facilities for the transportation of natural gas in order to extend its existing transmission system in the area to the city gate of the City of Tom Bean, Grayson County, Texas, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes the construction and operation of the following facilities:

(1) Approximately 11.29 miles of 4-inch Line 2d E-10 to loop the 4-inch portion of existing Line E-10 between approximately station 552+29 at the Whiteright tap, and station 1147+93 at the Howe tap.

(2) Approximately 4.06 miles of 3-inch transmission Line E-10-8 extending from Line E-0 and proposed Line 2d E-10 in a northwesterly direction to a city gate measuring station to be installed near the City of Tom Bean.

The said community does not now have the benefit of natural gas service.

Applicant proposes to construct and operate a natural gas distribution system in the City of Tom Bean. A franchise has been granted to Applicant by the City of Tom Bean authorizing Applicant to distribute natural gas in said community. The requirements for the

proposed natural gas distribution system are estimated to be as follows (at 14.73 psia):

Year	Peak day	Annual
1-----	266	12,430
2-----	275	12,940
3-----	285	13,530

Applicant estimates the cost of natural gas pipeline facilities at \$137,500.00, the city gate measuring and regulating stations at \$3,600 and the local distribution system for Tom Bean at \$27,307.00, all of which will be financed from working capital.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held on September 16, 1963, at 9:30 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: *Provided, however*, That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before September 6, 1963. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63-8931; Filed, Aug. 20, 1963; 8:47 a.m.]

[Docket No. CP62-131]

RATON NATURAL GAS CO.

Notice of Motion To Amend Order Issuing Certificate of Public Convenience and Necessity

AUGUST 14, 1963.

Take notice that on July 31, 1963, Raton Natural Gas Company (Applicant) filed a motion to amend an order issuing a certificate of public convenience and necessity issued on July 19, 1963 in Docket No. CP62-131, as hereinafter described, all as more fully described in the motion which is on file with the Commission and open to public inspection.

Applicant seeks to have the order amended so as to authorize the construc-

tion and operation of 20.5 miles of 8-inch pipeline in lieu of 20.5 miles of 6-inch pipeline authorized by said order of July 19, 1963.

Applicant states that it wishes to construct the line before the 1963-1964 winter heating season, and 6-inch pipe will not be available before that time; 8-inch pipe is presently available.

The additional incremental cost of the 8-inch pipe will be \$55,000.00. The additional cost will be financed from cash on hand.

Protests to the granting of the amendment may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the Commission's rules of practice and procedure (18 CFR 1.10) on or before September 9, 1963.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63-8932; Filed Aug. 20, 1963;
8:47 a.m.]

[Docket No. CP63-286]

SOUTH TEXAS NATURAL GAS GATHERING CO.

Notice of Postponement of Hearing

AUGUST 14, 1963.

Take notice that the hearing in the above-entitled proceeding heretofore scheduled to be held on August 20, 1963, in Washington, D.C., by notice issued July 18, 1963, and published in the FEDERAL REGISTER on July 25, 1963 (25 F.R. 7574), is hereby postponed to a date to be hereafter fixed.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63-8933; Filed, Aug. 20, 1963;
8:47 a.m.]

[Project No. 2381]

UTAH POWER & LIGHT CO.

Notice of Application for License

AUGUST 14, 1963.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Utah Power & Light Company (correspondence to: Mr. F. Gerald Irvine, General Counsel, Utah Power & Light Company, P.O. Box 899, Salt Lake City, Utah) for license for constructed Project No. 2381, known as the Ashton—St. Anthony Project, located on North Fork or Henrys Fork of the Snake River, in Fremont County, Idaho.

The project, comprising two developments, is described as follows: Ashton Plant—consisting of an earth and rock filled dam 226 feet long and 60 feet high; an 82 foot long spillway controlled by six 10 foot tainter gates; a reservoir with surface area of 404 acres at maximum elevation of 5,156.6 feet; a concrete powerhouse containing three hydroelectric units capable of delivering 5,800 kilowatts; and other appurtenant facilities; and St. Anthony Plant—consisting of a concrete dam 443 feet long and 5.5 feet high; a flashboard controlled spillway 206 feet long and 2.5 feet high;

a concrete dike 338 feet long and from 4 to 6 feet high around one side of an island to a wasteway 81.5 feet long and 9.5 feet high controlled by flashboards; a canal 1,350 feet long, 35 feet wide and 7 feet deep which contains an 83.3 foot long by 3.5 foot deep spillway and terminating in an open concrete wheel pit; a masonry powerhouse containing a single hydroelectric unit with a rated capacity of 500 kilowatts; and other appurtenant facilities.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is October 7, 1963. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63-8934; Filed, Aug. 20, 1963;
8:47 a.m.]

HOUSING AND HOME FINANCE AGENCY

Office of the Administrator

REGIONAL DIRECTOR OF URBAN RE- NEWAL, REGION III (ATLANTA)

Redelegation of Authority With Re- spect to Slum Clearance and Urban Renewal Program and Urban Plan- ning Grant Program

The Regional Director of Urban Renewal, Region III (Atlanta), Housing and Home Finance Agency, is hereby authorized within such Region to exercise all the authority delegated to the Regional Administrator by the Housing and Home Finance Administrator's delegation of authority republished October 14, 1960 (25 F.R. 9874, October 14, 1960), as amended, with respect to the slum clearance and urban renewal program authorized under Title I of the Housing Act of 1949, as amended (63 Stat. 414-421, as amended, 42 U.S.C. 1450-1463), and under section 312 of the Housing Act of 1954 (68 Stat. 629, 42 U.S.C. 1450 note), and with respect to the urban planning grant program authorized under section 701 of the Housing Act of 1954, as amended (68 Stat. 640, as amended, 40 U.S.C. 461), except those authorities which under paragraph 6 of such delegation may not be redelegated.

This redelegation supersedes the redelegation effective May 20, 1960 (25 F.R. 4490, May 20, 1960).

(62 Stat. 1283 (1948), as amended by 64 Stat. 80 (1950), 12 U.S.C. 1701c; Housing and Home Finance Administrator's delegation, as amended)

Effective as of the 29th day of June 1963.

[SEAL] McCLELLAN RATCHFORD,
Regional Administrator, Region III.

[F.R. Doc. 63-8980; Filed, Aug. 20, 1963;
8:55 a.m.]

REGIONAL DIRECTOR OF URBAN RE- NEWAL, REGION IV (CHICAGO)

Redelegation of Authority With Re- spect to Slum Clearance and Urban Renewal Program, and Urban Plan- ning Grant Program

The Regional Director of Urban Renewal, Region IV (Chicago), Housing and Home Finance Agency, is hereby authorized within such Region to exercise all the authority delegated to the Regional Administrator by the Housing and Home Finance Administrator's delegation of authority republished October 14, 1960 (25 F.R. 9874), as amended (28 F.R. 2933), with respect to the slum clearance and urban renewal program authorized under Title I of the Housing Act of 1949, as amended (63 Stat. 414-421, as amended, 42 U.S.C. 1450-1463), and under section 312 of the Housing Act of 1954 (68 Stat. 629, 42 U.S.C. 1450 note), and with respect to the urban planning grant program authorized under section 701 of the Housing Act of 1954, as amended (68 Stat. 640, as amended, 40 U.S.C. 461), except those authorities which under paragraph 6 of such delegation as amended may not be redelegated.

This redelegation supersedes the redelegation effective June 7, 1960 (25 F.R. 5009, June 7, 1960).

(62 Stat. 1283 (1948), as amended by 64 Stat. 80 (1950), 12 U.S.C. 1701c; Housing and Home Finance Administrator's delegation, as amended)

Effective as of the 21st day of August 1963.

[SEAL] JOHN P. MCCOLLUM,
Regional Administrator, Region IV.

[F.R. Doc. 63-8981; Filed, Aug. 20, 1963;
8:55 a.m.]

OFFICE OF EMERGENCY PLANNING

HAROLD M. BOTKIN

Appointee's Statement of Business Interests

The following statement lists the names and concerns required by subsection 710(b)(6) of the Defense Production Act of 1950, as amended.

Cuban American Telephone and Telegraph Co.

Eastern Telephone and Telegraph Co.

Transoceanic Cable Ship Co., Inc.

Transoceanic Communications, Inc.

In addition:

American Telephone and Telegraph Co.

General Electric Co.

Ridgefield Oil Corp.

Liggett and Myers.

Hershey Chocolate Co.

Standard Oil Co. of New Jersey

Bethlehem Steel Corp.

American Can Co.

Tennessee Gas Transmission Co.

This amends statement previously published in the FEDERAL REGISTER January 18, 1963 (28 F.R. 505).

Dated: June 24, 1963.

HAROLD M. BOTKIN.

[F.R. Doc. 63-8962; Filed, Aug. 20, 1963; 8:52 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 24SF-3094]

ALLIED PRODUCERS OF AMERICA

Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

AUGUST 15, 1963.

I. Allied Producers of America (issuer), 8822 West Washington Boulevard, Culver City, Calif., was incorporated in California on June 4, 1962 (with principal offices at Culver City, Calif.) to engage in obtaining and distributing low-budget motion pictures, and filed in the San Francisco Regional Office on August 3, 1962 a notification on Form 1-A, with exhibits and proposed form of offering circular, relating to an offering of 95,000 shares of \$0.25 par value common stock at \$2.00 per share, for an aggregate offering price of \$190,000, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder.

II. The Commission has reason to believe that:

A. The terms and conditions of Regulation A have not been complied with in that:

1. The issuer has failed to file an escrow agreement pursuant to Rule 253(c) in a form acceptable for the purpose of that rule.

2. The issuer has failed to include a schedule of cash receipts and disbursements in its offering circular as required by Schedule I of Regulation A.

B. The issuer has failed to cooperate in that it has repeatedly and protractedly failed to respond to communications and has failed to amend its filing properly.

C. Any offering would be made in violation of section 17 of the Securities Act of 1933, as amended.

III. It appearing to the Commission that it is in the public interest and for the protection of investors that the exemption of the issuer under Regulation A be temporarily suspended:

It is ordered, Pursuant to Rule 261(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given that any person having any interest in the matter may file with the Secretary of the Commission a written request for hearing within

thirty days after the entry of this order; that within twenty days after receipt of such request the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission, for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; that, if no hearing is requested and none is ordered by the Commission, this order shall become permanent on the thirtieth day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission; and that notice of the time and place for any hearing will promptly be given by the Commission.

By the Commission.

[SEAL]

NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 63-8939; Filed, Aug. 20, 1963; 8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 852]

MOTOR CARRIER TRANSFER PROCEEDINGS

AUGUST 16, 1963.

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

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

No. MC-FC 65876. By order of August 12, 1963, The Transfer Board approved the transfer to Philip Picariello, doing business as P & F Carriers, Lodi, N.J., of Certificate in No. MC 26570, issued April 5, 1941, to Frank Zika, Scotch Plains, N.J., authorizing the transportation of: Grease, soap, oil, paint, varnish, disinfectant, and waterproofing material, from Belleville, N.J., to points as specified in New Jersey, New York, Connecticut, and Pennsylvania. Charles J. Williams, 1060 Broad Street, Newark 2, N.J., attorney for transferor. George Olsen, 69 Tonnelle Avenue, Jersey City, N.J., practitioner for transferee.

No. MC-FC 65907. By order of August 12, 1963, The Transfer Board approved the transfer to Shelby Hedger, Dayton, Ky., of Permit in No. MC 113930, issued December 28, 1953, to Arvil Saylor, Covington, Ky., authorizing the transportation of: Such commodities as are dealt in by retail department stores, in retail

delivery service, from Covington, Ky., to points in Kentucky and Ohio within 30 miles of Covington. Robert C. Cetrulo, 203 Scott Street, Covington, Ky., attorney for applicants.

No. MC-FC 65933. By order of August 12, 1963, the Transfer Board approved the transfer to Paschall Truck Lines, Inc., Murray, Ky., of Certificates in Nos. MC 111485 and MC 111485 (Sub-No. 1) and MC 111485 (Sub-No. 3), issued March 20, 1950, April 4, 1950, and June 19, 1962, respectively, to Cecil Paschall and L. W. Paschall doing business as Paschall Truck Lines, Murray, Ky., authorizing the transportation of: Monumental stone, from Elbert, Wilkes, Ogelthorpe, Madison, Hart, Pickens, and Dawson Counties, Ga., to Murray, Ky., and specified points in Tennessee; general commodities, excluding household goods, commodities in bulk and other specified commodities, between Murray, Ky., and St. Louis, Mo., serving specified intermediate and off-route points; farm implements and farm machinery, from St. Louis, Mo., Molina, Ill., and Evansville, Ind., to points in Calloway County, Ky.; tobacco in truckload lots, from Paris, Tenn., to Mayfield, Paducah and Owensboro, Ky.; paper and paper articles, from Marion, Ind., to points in Marshall, Graves, and Calloway Counties, Ky.; stock and poultry feed, from Chester and E. St. Louis, Ill., and St. Louis, Mo., to points in Kentucky west of the Tennessee River; composition or prepared roofing, from Waukegan, Ill., to points in Kentucky west of the Tennessee River; prepared roofing in truckload lots, from Vandalia and E. St. Louis, Ill., and St. Louis, Mo., to points in Marshall, Graves and Calloway Counties, Ky.; grass seed in truckload lots, from Olrey, Dieterich, and Salem, Ill., to points in Marshall, Graves, and Calloway Counties, Ky., and Henry and Carroll Counties, Tenn.; canned or preserved foodstuffs, in truckload lots, from points as specified in Illinois and Indiana, to Union City, Dyersburg, Martin, McKenzie, Jackson, and Paris, Tenn., and points in Kentucky west of the Tennessee River; agricultural commodities and livestock in truckload lots between Paris, Tenn., and points within 50 miles of Paris, on the one hand, and, on the other, points in Illinois, Indiana, and Kentucky, from points in Henry and Carroll Counties, Tenn., and that part of Kentucky west of the Tennessee River, to Cincinnati, Dayton and Springfield, Ohio, and St. Louis, Mo., and from points in Kentucky west of the Tennessee River in excess of 50 miles of Paris, Tenn., to Chicago, Decatur and E. St. Louis, Ill., Indianapolis, Evansville, and Gary, Ind., and Louisville and Lexington, Ky.; machinery, building materials, hardware, used furniture, household goods, seeds, and feed in truckload lots, between Paris, Tenn., and points within 10 miles thereof, on the one hand, and, on the other, points in Tennessee, Kentucky, and Illinois; concrete blocks, cinder blocks, rough or polished stone, ice, salt, grain, hay, and plain or barbed wire, between points in Kentucky, west of the Tennessee River, on the one hand, and, on the other, points in Missouri, Illinois,

Indiana, and Tennessee; heavy machinery and contractors' equipment, and parts, materials, and supplies thereof and structural iron or steel and products thereof, requiring special equipment or handling, and stone, cement, brick, sand, and gravel, in bulk, between points in Kentucky west of the Tennessee River, on the one hand, and, on the other, points in Indiana, Illinois, Missouri, Arkansas, and Tennessee; and dry fertilizer, from Wilson Dam and Sheffield, Ala., to points in Kentucky west of and including Simpson, Logan, Butler, Muhlenburg, McLean and Henderson Counties, Ky. George E. Overbey, Overbey Building, Murray, Ky., Attorney for applicants.

No. MC-FC 66093. By order of August 13, 1963, The Transfer Board approved the transfer to Sunnyside Transfer, Inc., Sunnyside, Wash., of Certificate in No. MC 39198 (Sub-No. 3) issued December 12, 1955, to Douglas C. Leifeste, doing business as Sunnyside Transfer, Sunnyside, Wash., authorizing the transportation, over a specified regular route, of: General commodities, excluding household goods, commodities in bulk and other specified commodities, between Grandview and Sunnyside, Wash. George R. LaBissoniere, 333 Central Building, Seattle 4, Wash., attorney for applicants.

No. MC-FC 66119. By order of August 12, 1963, The Transfer Board approved the transfer to Robert Merley, New Carlisle, Ind., of Certificate in No. MC 109100, issued by the Commission April 13, 1961, to Raymond A. Marks, doing business as Shaw Trucking, Benton Harbor, Mich., authorizing the transportation, over irregular routes, of fertilizer, fruits and vegetables, livestock, household goods, frozen fruits, frozen berries, and frozen vegetables, from, to, and between specified points in Illinois, Michigan, Indiana, Ohio, and Wisconsin. Wm. L. Carney, 105 East Jennings Avenue, South Bend, Ind., 46614, representative for applicants.

No. MC-FC 66153. By order of August 12, 1963, The Transfer Board approved the transfer to William Gilchrist, 509 Susquehanna Avenue, Old Forge, Pa., of a portion of Certificate in No. MC 11318 (Sub-No. 2) issued September 11, 1956, to Robert F. Balliet, R.D. No. 4, Leighton, Pa., authorizing the transportation of coal, over irregular routes, from points in Lackawanna County, Pa., to points in Essex, Hudson, Somerset, and Union Counties, N.J., with no transportation for compensation on return except as otherwise authorized.

No. MC-FC 66157. By order of August 12, 1963, The Transfer Board approved the transfer to Samuel M. Gilbert and Robert E. Gilbert, a partnership, doing business as Gilbert Transfer Company, Winston-Salem, N.C., of Permit in No. MC 113874 (Sub-No. 1) issued February 8, 1956, to Samuel M. Gilbert and W. O. Gilbert, a partnership, doing business as Gilbert & Martin Transfer Company, Winston-Salem, N.C., amended February 5, 1962, to show trade name as Gilbert Transfer Company, authorizing the transportation of corrugated boxes, knocked down, and corrugated

separators used in conjunction with such boxes, over irregular routes, from Winston-Salem, N.C., to points in South Carolina and those in Tennessee on and east of a line beginning at the Tennessee-Virginia State line, thence along U.S. Highway 11W to junction U.S. Highway 11, thence along U.S. Highway 11 to the Tennessee-Georgia State line, and empty containers used in transporting the above-specified commodities, on return. A. W. Flynn, Jr., 201 Jefferson Building, Greensboro, N.C., attorney for applicants.

No. MC-FC 66158. By order of August 12, 1963, The Transfer Board approved the transfer to Bob Mendenhall, doing business as Fort Smith-Sallisaw Transfer, Fort Smith, Ark., of Certificate in No. MC 74361, issued March 20, 1962, to H. F. Fine, doing business as Fort Smith-Sallisaw Transfer, Fort Smith, Ark., authorizing the transportation, over regular routes, of: General commodities, excluding household goods, commodities in bulk, and other specified commodities, between named points in Oklahoma and Arkansas, over specified regular routes, serving designated intermediate and off-route points. Thomas Harper, P.O. Box 297, Fort Smith, Ark., attorney for applicants.

[SEAL]

HAROLD D. McCoy,
Secretary.[F.R. Doc. 63-8950; Filed, Aug. 20, 1963;
8:50 a.m.]

[Notice 556]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

AUGUST 16, 1963.

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 prehearing conferences will be called at 9:30 a.m., U.S. standard time (or 9:30 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

SPECIAL RULES

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

SPECIAL RULES OF PROCEDURE FOR HEARING

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

(2) All of the written statements by applicant's company witnesses shall be

offered in evidence at the hearing in the same manner as any other type of evidence. The witnesses submitting the written statements shall be made available at the hearing for cross-examination, if such becomes necessary.

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

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

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

No. MC 107496 (Sub-No. 271) (AMENDMENT), filed February 13, 1963, published FEDERAL REGISTER issue of July 10, 1963, amended August 5, 1963, and republished, as amended, this issue. Applicant: RUAN TRANSPORT CORPORATION, 408 Southeast 30th Street, Des Moines, Iowa. Applicant's attorney: H. L. Fabritz, P.O. Box 855, Des Moines 4, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals liquid and dry, fertilizer and fertilizer ingredients, including but not limited to anhydrous ammonia and nitrogen fertilizer solutions*, in bulk, in tank and hopper-type vehicles, from Terre Haute, Ind., and points within ten (10) miles thereof, to points in Ohio, Indiana, Illinois, Kentucky, Missouri, Iowa, Wisconsin, and Michigan.

NOTE: The purpose of this republication is to change the commodity description.

HEARING: Remains as assigned September 26, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Lacy W. Hinely.

No. MC 117344 (Sub-No. 108), filed August 7, 1963. Applicant: THE MAXWELL CO., 10380 Evendale Drive, Cincinnati 15, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio, and Herbert Baker (same address). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals, liquid and dry*, in bulk, in tank vehicles, from the plant site of the Central Nitrogen, Inc., located at or near Terre Haute, Ind., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Ohio, and Wisconsin, and empty containers or other such incidental facilities (not specified), used in transporting the commodities specified above, on return.

HEARING: September 26, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Lacy W. Hinely.

By the Commission.

[SEAL]

HAROLD D. McCoy,
Secretary.[F.R. Doc. 63-8949; Filed, Aug. 20, 1963;
8:50 a.m.]

[Notice 267]

**MOTOR CARRIER ALTERNATE ROUTE
DEVIATION NOTICES**

AUGUST 16, 1963.

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

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

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

MOTOR CARRIERS OF PROPERTY

No. MC 1380 (Deviation No. 1), COLONIAL MOTOR FREIGHT LINES, INC., East College Drive, High Point, N.C., filed July 21, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (A) From Marion, N.C., over Interstate Highway 40 to Mocksville, N.C., thence over U.S. Highway 64 to junction Interstate Highway 85 at Lexington, N.C.; (B) from Mocksville over Interstate Highway 40 via Winston-Salem, N.C., to junction Interstate Highway 85 between High Point and Greensboro, N.C.; and (C) from Charlotte, N.C., over Interstate Highway 85 to Petersburg, Va., thence over Interstate Highway 95 to Washington, D.C., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Charlotte over U.S. Highway 29 to Greensboro, thence over U.S. Highway 70 to Durham, N.C., thence over U.S. Highway 15 to Oxford, N.C., thence over U.S. Highway 158 to Henderson, N.C., and thence over U.S. Highway 1 to Baltimore, Md.; from Marion over U.S. Highway 70 to Salisbury, N.C., and return over the same routes.

No. MC 1658 (Deviation No. 7), NORWALK TRUCK LINES, INC., Manheim Pike, Lancaster, Pa., filed August 4, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Amity Hall, Pa., over U.S. Highways 11 and 15 to Liverpool, Pa., thence over Pennsylvania Highway 17 to Millerstown, Pa., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route

as follows: From Lancaster, Pa., over U.S. Highway 230 to Harrisburg, Pa., thence over U.S. Highway 22 to Edensburg, Pa., thence over U.S. Highway 422 to Cleveland, Ohio, and return over the same route.

No. MC 2900 (Deviation No. 4), RYDER TRUCK LINES, INC., P.O. Box 2408, Jacksonville, Fla., filed August 9, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Kewanee, Miss., over Interstate Highways 20 and 59 to Meridian, Miss., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: Between Kewanee and Meridian over U.S. Highway 11.

No. MC 52629 (Deviation No. 20), HUBER & HUBER MOTOR EXPRESS, INC., Eighth and Kentucky Streets, Louisville 3, Ky., filed August 7, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Cincinnati, Ohio, over Interstate Highway 75 to Dayton, Ohio, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Cincinnati over U.S. Highway 42 (formerly U.S. Highway 25) to Sharonville, Ohio, thence over unnumbered highway (formerly U.S. Highway 25) via West Chester, Maud, Monroe, Franklin, Miamisburg, and West Carrollton, Ohio to junction U.S. Highway 25 near Moraine City, Ohio, thence over U.S. Highway 25 to Dayton, and return over the same route.

No. MC 52629 (Deviation No. 21), HUBER & HUBER MOTOR EXPRESS, INC., Eighth and Kentucky Streets, Louisville 3, Ky., filed August 7, 1963. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Cincinnati, Ohio, over Interstate Highway 75 to Lexington, Ky., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Cincinnati over U.S. Highway 25 to Lexington, and return over the same route.

No. MC 52629 (Deviation No. 22), HUBER & HUBER MOTOR EXPRESS, INC., Eighth and Kentucky Streets, Louisville 3, Ky., filed August 7, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Louisville, Ky., over Interstate Highway 64 to Lexington, Ky., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Louisville over U.S. Highway 460 (formerly U.S.

Highway 60) to junction U.S. Highway 60, thence over U.S. Highway 60 to junction Kentucky Highway 151, thence over Kentucky Highway 151 to Alton Station, Ky., thence over Kentucky Highway 35 to Lawrenceburg, Ky., thence over U.S. Highway 62 to Versailles, Ky., thence over U.S. Highway 60 to Lexington, and return over the same route.

No. MC 52629 (Deviation No. 23), HUBER & HUBER MOTOR EXPRESS, INC., Eighth and Kentucky Streets, Louisville 3, Ky., filed August 7, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From St. Louis, Mo., over Interstate Highway 70 to Columbus, Ohio, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Terre Haute, Ind., over U.S. Highway 40 to St. Louis; from Terre Haute over U.S. Highway 40 to Indianapolis; and from Columbus over U.S. Highway 40 via Springfield, Ohio, to junction Ohio Highway 440 (formerly U.S. Highway 40) west of Springfield, thence over Ohio Highway 440 via Donnelville, Vandalia, and Englewood, Ohio, to junction U.S. Highway 40, thence over U.S. Highway 40 to Indianapolis, and return over the same routes.

No. MC 52629 (Deviation No. 24), HUBER & HUBER MOTOR EXPRESS, INC., Eighth and Kentucky Streets, Louisville 3, Ky., filed August 7, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Ashland, Ky., over Interstate Highway 64 to Charleston, W. Va., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Ashland over U.S. Highway 60 to Charleston, and return over the same route.

No. MC 58954 (Deviation No. 1) McNAMARA MOTOR EXPRESS, INC., 433 East Parsons Street, Kalamazoo, Mich., filed August 6, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Chicago, Ill., over Interstate Highway 94 to Detroit, Mich., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Battle Creek over U.S. Highway 12 to Chicago. From Battle Creek over U.S. Highway 12 to junction Indiana Highway 212, thence over Indiana Highway 212 to junction U.S. Highway 20, and thence over U.S. Highway to Chicago; from Battle Creek, over U.S. Highway 12 to junction Michigan Highway 40, thence over Michigan Highway 40 to Niles, Mich., thence over U.S. Highway 112 to junction U.S. Highway 12, and thence over U.S. Highway 12 to Chicago; from Battle Creek over U.S.

Highway 12, to Kalamazoo, Mich.; from Grand Rapids over U.S. Highway 131 to Kalamazoo, thence over U.S. Highway 12 to Hammond, Ind., thence over U.S. Highway 6 to Joliet, Ill., thence over Alternate U.S. Highway 66 to junction U.S. Highway 66 and thence over U.S. Highway 66 to Chicago; from Grand Rapids, over Michigan Highway 21 to Holland, Mich., thence over U.S. Highway 31 to junction U.S. Highway 12, and thence over U.S. Highway 12 to Chicago; and from Jackson over U.S. Highway 12 to Detroit, also from Detroit over U.S. Highway 12 to Battle Creek, Mich.; from Three Rivers, Mich., over Michigan Highway 60 to junction U.S. Highway 12 at Jackson, thence over U.S. Highway 12 to Detroit, and return over the same routes.

No. MC 78632 (Deviation No. 17), HOOVER MOTOR EXPRESS COMPANY, INC., Polk Avenue, Nashville, Tenn., filed August 8, 1963. Carrier proposes to operate as a common carrier, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Atlanta, Ga., over U.S. Highway 41 to junction U.S. Highway 411, thence over U.S. Highway 411 to Rome, Ga., thence over U.S. Highway 27 to junction Georgia Highway 48 at or near Summerville, Ga., thence over Georgia Highway 48 to the Georgia-Alabama State line, thence over Alabama Highway 117 to junction U. S. Highway 72, at or near Stevenson, Ala., thence over U.S. Highway 72 to junction U.S. Highways 41 and 64, thence over U.S. Highway 41 to Nashville, Tenn., and over U.S. Highway 64 to Memphis, Tenn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Memphis over U.S. Highway 64 to Chattanooga, Tenn., thence over U.S. Highway 41 to Atlanta; from Nashville over U.S. Highway 41 to Atlanta; and from Chattanooga over U.S. Highway 27 to Rome, Ga., thence over U.S. Highway 411 to junction U.S. Highway 41, thence over U.S. Highway 41 to Atlanta, and return over the same routes.

No. MC 78632 (Deviation No. 18), HOOVER MOTOR EXPRESS COMPANY, INC., Polk Avenue, Nashville, Tenn., filed August 9, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Atlanta, Ga., over Interstate Highway 75 to Cincinnati, Ohio, and return over the same route, for operating convenience only. The notice indicates that the carrier presently is authorized to transport the same commodities over pertinent service routes as follows: From Chattanooga, Tenn., over U.S. Highway 27 to Rome, Ga., thence over U.S. Highway 411 to junction U.S. Highway 41, thence over U.S. Highway 41 to Atlanta; from Nashville, Tenn., over U.S. Highway 41 to Atlanta; from Cincinnati over U.S. Highway 42 to Louisville, Ky., thence over U.S. Highway 31W to Nashville; from Nashville over U.S. Highway 70S to Crossville, Tenn.

(also from Nashville over U.S. Highway 70N to Crossville), thence over U.S. Highway 70 to Knoxville, Tenn.; from Atlanta over U.S. Highway 41 via Dalton, Ga., to Chattanooga, thence over U.S. Highway 11 to Cleveland, Tenn. (also from Dalton over Georgia Highway 71 to the Georgia-Tennessee State line, thence over Tennessee Highway 60 to Cleveland), thence over U.S. Highway 11 to Knoxville, and return over the same routes.

No. MC 106181 (Deviation No. 1), WOOD AND MYERS TRUCK LINE, INC., P.O. Box 190, South Haven, Mich., filed August 7, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (A) From South Haven, Mich., over Michigan Highway 140 via Watervliet, Mich., to junction Interstate Highway 94, thence over Interstate Highway 94 to Benton Harbor, Mich., thence over Interstate Highway 94 to junction U.S. Highway 12, thence over U.S. Highway 12 to junction Indiana Highway 212, thence over Indiana Highway 212 to junction U.S. Highway 20, thence over U.S. Highway 20 to Chicago, Ill.; (B) from South Haven over U.S. Highway 31 to Benton Harbor, thence over Interstate Highway 94 to junction U.S. Highway 12, thence over U.S. Highway 12 to junction Indiana Highway 212, thence over Indiana Highway 212 to junction U.S. Highway 20 to Chicago, and return over the same routes, for operating convenience only. The notice indicates that the carrier presently is authorized to transport the same commodities over a pertinent service route as follows: From South Haven over U.S. Highway 31 to Benton Harbor, thence over U.S. Highway 12 to Chicago, and return over the same route.

No. MC 106456 (Deviation No. 8), SUPER SERVICE MOTOR FREIGHT COMPANY, INC., Fessler Lane, Nashville, Tenn., filed August 9, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Nashville over Interstate Highway 40 to a point approximately two (2) miles northwest of Kingsport, Tenn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Nashville over U.S. Highway 70N to Crossville, Tenn. (also from Nashville over U.S. Highway 70S to Crossville), thence over U.S. Highway 70 to Knoxville, Tenn., and return over the same route.

No. MC 106456 (Deviation No. 9), SUPER SERVICE MOTOR FREIGHT COMPANY, INC., Fessler Lane, Nashville, Tenn., filed August 9, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Bristol, Va.-Tenn., over Interstate Highway 81 to Knoxville, Tenn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized

to transport the same commodities over a pertinent service route as follows: From Knoxville over U.S. Highway 11W to Bristol, and return over the same route.

No. MC 106456 (Deviation No. 10), SUPER SERVICE MOTOR FREIGHT COMPANY, INC., Fessler Lane, Nashville, Tenn., filed August 9, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From Baltimore, Md., over Interstate Highway 83 to Harrisburg, Pa., thence over Interstate Highway 81 to junction Interstate Highway 78 to New York, N.Y., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Baltimore over U.S. Highway 111 to Harrisburg, Pa., thence over U.S. Highway 22 to New York, and return over the same route.

No. MC 108987 (Deviation No. 3), POOLE TRANSFER, INC., 807 East Fourth Street, Muscatine, Iowa, filed August 5, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, over a deviation route as follows: From junction Illinois Highways 2 and 92 over Illinois Highway 2 to junction U.S. Highway 30 near Rock Falls, Ill., thence over U.S. Highway 30 to Illinois Highway 55, thence over Illinois Highway 55 to East West Toll Road, thence over East West Toll Road to Congress Street Expressway to Chicago, Ill., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Moline, Ill., over Illinois Highway 92 to junction U.S. Highway 34, thence over U.S. Highway 34 via Oswego, Ill., to Chicago, and return over the same route.

No. MC 111452 (Deviation No. 1), TRIPP TRUCKING COMPANY, 323 Water Street, Allegan, Mich., filed August 7, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (A) From Allegan, Mich., over Michigan Highway 40 via Paw Paw, Mich., to junction Interstate Highway 94, thence over Interstate Highway 94 to Benton Harbor, Mich., thence over Interstate Highway 94 to junction U.S. Highway 12, thence over U.S. Highway 12 to junction Indiana Highway 212, thence over Indiana Highway 212 to junction U.S. Highway 20, thence over U.S. Highway 20 to Chicago, Ill.; (B) from Allegan over Michigan Highway 89 to junction U.S. Highway 31, thence over U.S. Highway 31 to Benton Harbor, thence over Interstate Highway 94 to junction U.S. Highway 12, thence over U.S. Highway 12 to junction Indiana Highway 212, thence over Indiana Highway 212 to junction U.S. Highway 20, thence over U.S. Highway 20 to Chicago, and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently

authorized to transport the same commodities over a pertinent service route as follows: From Allegan over County Highway 406 via Pullman, Mich., to junction U.S. Highway 31, thence over U.S. Highway 31 to Benton Harbor, thence over U.S. Highway 12 to Chicago, and return over the same route.

MOTOR CARRIERS OF PASSENGERS

No. MC 1501 (Deviation No. 137), THE GREYHOUND CORPORATION (EASTERN GREYHOUND LINES DIVISION), 1400 West Third Street, Cleveland 13, Ohio, filed August 5, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over deviation routes as follows: (A) From the New York-Pennsylvania State line, approximately 3 miles west of Ripley, N.Y., and approximately 4 miles east of Northeast, Pa., at the western terminus of the New York State Thruway, over Interstate Highway 90 to Cleveland, Ohio; (B) from Northeast over Pennsylvania Highway 89 to junction Interstate Highway 90; (C) from Erie, Pa., over Pennsylvania Highway 8 to junction Interstate Highway 90; (D) from Erie, over present certificated route Pennsylvania Highway 97 to junction Interstate Highway 90; (E) from Erie over present certificated route U.S. Highway 19 to junction Interstate Highway 90; (F) from Erie over present certificated route Pennsylvania Highway 99 to junction Interstate Highway 90; (G) from Fairview, Pa., over Pennsylvania Highway 98 to junction Interstate Highway 90; (H) from Girard, Pa., over present certificated route Pennsylvania Highway 18 to junction Interstate Highway 90; (I) from West Springfield, Pa., over U.S. Highway 6N to junction Interstate 90; (J) from Conneaut, Ohio, over Ohio Highway 7 to junction Interstate Highway 90; (K) from N. Kingsville, Ohio, over Ohio Highway 170 to junction Interstate Highway 90; (L) from Ashtabula, Ohio, over Ohio Highway 46 to junction Interstate Highway 90; (M) from Geneva, Ohio, over Ohio Highway 534 to junction Interstate Highway 90; (N) from North Madison, Ohio, over Ohio Highway 528 to junction Interstate Highway 90; (O) from Painesville, Ohio, over Ohio Highway 84 to junction Interstate Highway 90; (P) from Painesville over new Ohio Highway 44 to junction Interstate Highway 90; (Q) from junction U.S. Highway 20 and Ohio Highway 306 over Ohio Highway 306 to junction Interstate Highway 90; (R) from Cleveland over Lakeland Freeway to Painesville; (S) from Painesville over new Ohio Highway 44 to junction Lakeland Freeway, and return over the same routes, for operating convenience only. The notice indicates that the carrier presently is authorized to transport passengers over pertinent service routes as follows: From Dunkirk, N.Y., over New York Highway 60 to Fredonia, N.Y. (also from Silver Creek, N.Y., over U.S. Highway 20 to Fredonia), thence over U.S. Highway 20 via Harborcreek, Pa., to Erie (also from Harborcreek over Pennsylvania Highway 955 to junction Penn-

sylvania Highway 5 at a point approximately 3½ miles east of Erie, thence over Pennsylvania Highway 5 to Erie); from junction Ohio Highway 10 and U.S. Highway 20 over U.S. Highway 20 via Cleveland, Painesville and Geneva, Ohio, to Erie, Pa., and return over the same routes.

By the Commission.

[SEAL] HAROLD D. McCOY,
Secretary.

[F.R. Doc. 63-8947; Filed, Aug. 20, 1963; 8:49 a.m.]

[Notice 555]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

AUGUST 16, 1963.

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 a.m., U.S. s.t. (or 9:30 a.m., l.d.s.t., if that time is observed), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PREHEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 623 (Sub-No. 56), filed April 26, 1963. Applicant: H. MESSICK, INC., P.O. Box 214, Joplin, Mo. Applicant's attorney: Turner White, 805 Woodruff Building, Springfield, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Wood flooring, moulding, stair treads, oak tile and shipping bases*, from Springfield and West Plains, Mo., and Harrison, Ark., to points in Kansas, Nebraska, South Dakota, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, and Missouri.

HEARING: September 30, 1963, at the Post Office Building, Jefferson City, Mo., before Examiner Charles B. Heinemann.

No. MC 4405 (Sub-No. 405), filed June 5, 1963. Applicant: DEALERS TRANSIT, INC., 13101 South Torrence Avenue, Chicago 3, Ill. Applicant's attorney: James W. Wrape, Sterick Building, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers, semitrailers and trailer chassis and semitrailer chassis* (except those designed to be drawn by passenger automobiles) in initial movements in truckaway service, from Commerce, Tex., to points in the United States including Alaska but excluding Hawaii.

NOTE: Common control may be involved.

HEARING: October 8, 1963, at the Pickwick Motor Inn (Park East Hotel), McGee and 10th Street, Kansas City, Mo., before Examiner Charles B. Heinemann.

No. MC 4405 (Sub-No. 406), filed June 5, 1963. Applicant: DEALERS TRANSIT, INC., 13101 South Torrence

Avenue, Chicago 33, Ill. Applicant's attorney: James W. Wrape, Sterick Building, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Trailers, semitrailers and trailer chassis and semitrailer chassis* (except those designed to be drawn by passenger automobiles), in initial movements in truckaway and driveaway service, from Neodesha, Kans., to points in the United States, including Alaska, but excluding Hawaii, and (2) *tractors*, in secondary driveaway service, *only when drawing trailers moving in initial driveaway service*, from Neodesha, Kans., to points in Alaska, Arizona, Nevada, Oregon, and Vermont.

NOTE: Common control may be involved.

HEARING: October 8, 1963, at the Pickwick Motor Inn (Park East Hotel), McGee and 10th Street, Kansas City, Mo., before Examiner Charles B. Heinemann.

No. MC 13440 (Sub-No. 1), filed April 29, 1963. Applicant: AL J. FICK, doing business as WINKELMAN & FICK TRUCK LINE, Meta, Mo. Applicant's attorney: Joseph R. Nacy, 117 West High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Charcoal, charcoal briquettes and hickory chips*, from Meta, Mo., and points within 15 miles thereof, to points in Arkansas, Colorado, Iowa, Kansas, Nebraska, Oklahoma, and Missouri.

HEARING: October 2, 1963, at the Post Office Building, Jefferson City, Mo., before Examiner Charles B. Heinemann.

No. MC 19227 (Sub-No. 78), filed August 7, 1963. Applicant: LEONARD BROS. TRANSFER, INC., 2595 Northwest 20th Street, Miami, Fla. Applicant's attorney: William O. Turney, 2001 Mass. Avenue NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fork lifts, platform and warehouse trucks, and parts therefor*, when moving in connection therewith, between Cleveland, Ohio, and points in Florida, Alabama, and Georgia.

HEARING: September 30, 1963, at the Dupont Plaza Hotel, 300 Biscayne Boulevard Way, Miami, Fla., before Examiner Lyle C. Farmer.

No. MC 25708 (Sub-No. 19), filed April 10, 1963. Applicant: BEARDLANEY, INC., 1009 Church Street, Camden, S.C. Applicant's attorney: Frank A. Graham, Jr., 707 Security Federal Building, Columbia 1, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Pipe line Terminals located at Thrift, N.C., and Terminals located at points in Brunswick and New Hanover Counties, N.C., to points in Georgia, and *only empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified above, on return.

HEARING: October 24, 1963, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board No. 130.

No. MC 27368 (Sub-No. 8) (AMENDMENT), filed May 13, 1963, published in FEDERAL REGISTER issue of August 7, 1963, and republished as amended this issue. Applicant: RAYMOND J. FILLIPI, doing business as FILLIPI TRUCK LINES, 330 North First Street, P.O. Box 47, Warren, Minn. Applicant's attorney: Gene P. Johnson, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer in bags and in bulk, from Crookston, Moorhead, Pine Bend, Savage, Shakopee, Minneapolis, and St. Paul, Minn., to points in North Dakota, and exempt commodities, on return.*

NOTE: The purpose of this republication is to add the origin point Savage, Minn.

HEARING: Remains as assigned October 11, 1963, in Room 393 Federal Building and U.S. Court House, 110 South Fourth Street, Minneapolis, Minn., before Joint Board No. 24.

No. MC 29886 (Sub-No. 185), filed July 22, 1963. Applicant: DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample Street, South Bend, Ind. Applicant's attorney: Charles Pieroni, 4000 West Sample Street, South Bend 21, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lift trucks and warehouse or platform tractors and attachments, and parts of lift trucks and warehouse or platform tractors, when moving in the same vehicle with the said lift trucks and warehouse or platform tractors, from Danville and Peoria, Ill., to points in Connecticut, Delaware, the District of Columbia, Indiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.*

NOTE: Common control may be involved.

HEARING: October 9, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James I. Carr.

No. MC 38541 (Sub-No. 20) (CORRECTION), filed May 27, 1963, published FEDERAL REGISTER issue of July 3, 1963, and republished this issue. Applicant: WHITE MOTOR EXPRESS, INCORPORATED, 321 Benedict Street, Nashville 6, Tenn. Applicant's attorney: Richard D. Gleaves, 106 State Office Building, Nashville 3, Tenn. 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 Nashville, Tenn., and Lebanon, Tenn.; from Nashville over U.S. Highway 70-N (Tennessee Highway 24) to Lebanon, and return over the same route, serving no intermediate points.*

NOTE: The purpose of this republication is to show correction in designation of type of route sought and change of date of hearing from September 24, 1963, to September 18, 1963.

HEARING: September 18, 1963, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Joint Board No. 107.

No. MC 52709 (Sub-No. 216), filed May 14, 1963. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver 5, Colo. Applicant's representative: Eugene Hamilton (same address as applicant). Authority sought to operate as a *common 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 sections A, B, and C, of Appendix I to Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, from Scottsbluff, Nebr., to points in Iowa, Kansas, Minnesota, Missouri, North Dakota, South Dakota, and Wisconsin.*

NOTE: Common control may be involved.

HEARING: October 21, 1963, in Room 393, Federal Building and U.S. Court House, 110 South Fourth Street, Minneapolis, Minn., before Examiner Gordon M. Callow.

No. MC 52793 (Sub-No. 17), filed August 5, 1963. Applicant: BEKINS VAN LINES CO., a corporation, 333 South Center Street, Hillside, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Helicopters and component parts, partially knocked down, uncrated (except blades and boom which are transported in containers), between Culver City, Calif., on the one hand, and, on the other, points in the United States, including Alaska and Hawaii.*

HEARING: September 23, 1963, at the Federal Building, Los Angeles, Calif., before Richard H. Roberts.

No. MC 58156 (Sub-No. 4) (AMENDMENT), filed May 29, 1963, published FEDERAL REGISTER issue of July 3, 1963, and republished as amended this issue. Applicant: HOWARD ABBOTT, doing business as ABBOTT TRANSFER LINE, Second and Main Streets, La Grange, Ky. Applicant's attorney: Ollie L. Merchant, Suite 202, 140 South Fifth Street, Louisville 2, Ky. 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, commodities requiring special equipment, and those injurious or contaminating to other lading), between Cincinnati, Ohio, and Eminence and La Grange, Ky.*

NOTE: The purpose of this republication is to add another exception to the commodities proposed to be transported namely, commodities in bulk. The territorial portion of the application and the restrictions which appeared in previous publication remain the same.

HEARING: Remains as assigned September 13, 1963, at the Kentucky Hotel, Walnut Street at Fifth, Louisville, Ky., before Joint Board No. 37.

No. MC 58813 (Sub-No. 44) (AMENDMENT), filed May 28, 1963, published in FEDERAL REGISTER issue of July 10, 1963, and republished as amended this issue. Applicant: SELMAN'S EX-

PRESS, INC., 460 West 35th Street, New York 1, N.Y. Applicant's attorney: Solomon Granett, 1740 Broadway, New York 19, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wearing apparel, on hangers only, between points in the New York City Commercial Zone and Spartanburg, S.C., on the one hand, and, on the other, Barnesville, Ohio, Fayetteville, Tenn., Walnut Ridge, Ark., West Blockton, Gadsden, and Gordo, Ala., Bardstown and Bergin, Ky., St. Matthews, S.C., Adairsville and Gainesville, Ga., Hialeah and Sanford, Fla., Asheboro, N.C., and North Bergen, N.J., and (2) materials and supplies used in the manufacture of wearing apparel, from points in the New York City Commercial Zone and Spartanburg, S.C., to Barnesville, Ohio, Fayetteville, Tenn., Walnut Ridge, Ark., West Blockton, Gadsden, and Gordo, Ala., Bardstown and Bergin, Ky., St. Matthews, S.C., Adairsville and Gainesville, Ga., Hialeah and Sanford, Fla., Asheboro, N.C., and North Bergen, N.J., and returned, refused and rejected shipments of the commodities specified in (2) on return.*

NOTE: The purpose of this republication is to add North Bergen, N.J., to (1) and (2).

HEARING: Remains as assigned September 10, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner H. Reece Harrison.

No. MC 60572 (Sub-No. 10) (AMENDMENT), filed April 29, 1963, published FEDERAL REGISTER issue May 22, 1963, amended July 25, 1963, and republished as amended this issue. Applicant: RAM FREIGHT LINES, INC., 395 Garibaldi Avenue, Lodi, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City 6, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Beverages (other than malt), from the plant site of Kirsch Beverages, Inc., located at Brooklyn, N.Y., to Hackensack, and Red Bank, N.J.*

NOTE: The purpose of this republication is to delete Lodi, N.J., as shown in previous publication and add Hackensack, N.J. as a destination point.

HEARING: September 26, 1963, at the Governor Clinton Hotel, 31st and Seventh Avenue, New York, N.Y., before Examiner David Waters.

No. MC 61396 (Sub-No. 96), filed July 8, 1963. Applicant: HERMAN BROS. INC., 2501 North 11th, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Asphalt and road oil, in bulk, in tank vehicles, (1) from Kansas City, Kans., to points in Missouri, and (2) from Sugar Creek, Mo., to points in Kansas, and returned and rejected shipments of the above-specified commodities in connection with routes (1) and (2) above, on return.*

HEARING: October 14, 1963, at the Pickwick Motor Inn (Park East Hotel), McGee and 10th Street, Kansas City, Mo., before Joint Board No. 36.

No. MC 63562 (Sub-No. 43), filed August 12, 1963. Applicant: NORTH-ERN PACIFIC TRANSPORT CO., a

corporation, 176 East Fifth Street, St. Paul, Minn. Applicant's attorney: Reginald Ames, same address as applicant, St. Paul 1, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: (1) *Cement* in bulk and in bags, having a prior rail haul, or moving out of any storage facility into which the cement moved by rail, and (2) *rejected shipments*, between points on the rail lines of Northern Pacific Railway Company in the States of Wisconsin, Minnesota, North Dakota, Montana, and Idaho, and points in Wisconsin, Minnesota, North Dakota, Montana, Wyoming, and Idaho within a radius of 25 miles of the rail lines of Northern Pacific Railway Company.

NOTE: Applicant does not propose to tack this authority to any of its authority presently held. Common control may be involved.

HEARING: September 30, 1963, in Room 393, Federal Building and U.S. Court House, 110 South Fourth Street, Minneapolis, Minn., before Examiner Wm. N. Culbertson.

No. MC 64932 (Sub-No. 325), filed February 24, 1963. Applicant: ROGERS CARTAGE CO., a corporation, 1934 South Wentworth Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South LaSalle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemicals*, in bulk, from points in Ector County, Tex., to points in Alabama, Arkansas, California, Connecticut, Delaware, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Tennessee, Texas, Virginia, West Virginia, and Wisconsin, and *rejected shipments* of the above-specified commodities, on return.

HEARING: October 16, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 73165 (Sub-No. 176), filed June 23, 1963. Applicant: EAGLE MOTOR LINES, INC., 830 North 33d Street, Birmingham, Ala. Applicant's attorney: Maurice F. Bishop, 327 Frank Nelson Building, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Limestone or marble and products thereof, including rough, finished, semi-finished, crushed or ground*, from Sylacauga, Ala., to points in Alabama, Arkansas, Florida, Georgia, Iowa, Kansas, Louisiana, Michigan, Mississippi, Missouri, North Carolina, South Carolina, Tennessee, Texas, Kentucky, and Ohio.

HEARING: October 3, 1963, at the Hotel Thomas Jefferson, Birmingham, Ala., before Examiner Allen W. Hagerty.

No. MC 76266 (Sub-No. 106), filed June 24, 1963. Applicant: ADMIRAL-MERCHANTS MOTOR FREIGHT, INC., 2625 Territorial Road, St. Paul 14, Minn. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue, 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, commodities requiring special equipment or those injurious or contaminating to other lading), between Mankato, Minn., and Sioux City, Iowa, from Mankato over Minnesota Highway 60 to Iowa Highway 33, thence over Iowa Highway 33 to junction U.S. Highway 75, thence over U.S. Highway 75 to Sioux City, and return over the same route serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's regular route operations with service at Mankato and Sioux City for purposes of joinder only.

NOTE: Common control may be involved.

HEARING: October 22, 1963, in Room 393, Federal Building and U.S. Court House, 110 South Fourth Street, Minneapolis, Minn., before Examiner Gordon M. Callow.

No. MC 94265 (Sub-No. 108), filed May 24, 1963. Applicant: BONNEY MOTOR EXPRESS, INC., P.O. Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen meats*, from Norfolk, Va., to Crozet, Va.

HEARING: October 14, 1963, at the Federal Building, 400 North Eighth Street, Richmond, Va., before Joint Board No. 108.

No. MC 94265 (Sub-No. 113), filed June 10, 1963. Applicant: BONNEY MOTOR EXPRESS, INC., P.O. Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except those not requiring refrigeration), from Smithfield, Va., to Beckley, Bluefield, Hinton, Martinsburg, Princeton, and White Sulphur Springs, W. Va., and points in Virginia on and west of U.S. Highway 29.

HEARING: October 15, 1963, at the Federal Building, 400 North Eighth Street, Richmond, Va., before Joint Board No. 245.

No. MC 95540 (Sub-No. 515), filed March 20, 1963. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts*, from Whitehall, LaCrosse and Marshfield, Wis., to points in Louisiana.

NOTE: Common control may be involved.

HEARING: October 25, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 95540 (Sub-No. 531), (AMENDMENT), filed May 26, 1963, published in FEDERAL REGISTER issue August 14, 1963, amended August 9, 1963,

and republished as amended this issue. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier*, by motor vehicles, over irregular routes, transporting: *Frozen foods*, from points in Maine, to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Vermont, Virginia, West Virginia, District of Columbia, and Kansas City, Kans.

NOTE: The purpose of this republication is to add 11 additional destination States.

HEARING: Remains as assigned September 23, 1963, at The U.S. Army Reserve Building, 30 West 44th Street, New York, N.Y., before Examiner Walter R. Lee.

No. MC 102616 (Sub-No. 728) (AMENDMENT), filed July 5, 1963, published FEDERAL REGISTER issue of July 24, 1963, amended August 7, 1963, and republished, as amended, this issue. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. Applicant's attorney: Harold G. Hernly, 711 14th Street NW., Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat scrap, bone meal, poultry byproduct meal, and other feed ingredients* (except fertilizer), dry, in bulk, in tank and hopper type vehicles, between points in Delaware, New Jersey, Pennsylvania, Virginia, West Virginia, the District of Columbia, and Maryland.

NOTE: The purpose of this republication is to add the State of Maryland.

HEARING: Remains as assigned September 23, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Walter R. Lee.

No. MC 103051 (Sub-No. 149), filed July 26, 1963. Applicant: WATKINS HAULING CO., INC., 340 Armour Drive NE., Atlanta 24, Ga. Applicant's attorney: R. J. Reynolds, Jr., Suite 403-411, Healey Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Packinghouse products*, in bulk, in tank vehicles, from Nashville, Tenn., to points in North Carolina.

NOTE: Common control may be involved.

HEARING: September 24, 1963, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Joint Board No. 8.

No. MC 103880 (Sub-No. 288), filed March 14, 1963. Applicant: PRODUCERS TRANSPORT, INC., 224 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: *Dry starch*, in pneumatic hopper-type vehicles, from Indianapolis, Ind., to points in Illinois, Michigan, and Ohio.

HEARING: October 22, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 104201 (Sub-No. 41) **REPUBLICAN**, filed July 26, 1963, published **FEDERAL REGISTER** issue of August 14, 1963, and republished this issue. Applicant: **MERLE S. DENNY**, doing business as **DENNY MOTOR FREIGHT**, 201 Ellen Court, New Albany, Ind. Applicant's attorney: Donald W. Smith, Suite 511, Fidelity Building, Indianapolis 4, Ind. The issues were published August 13, 1963. The purpose of this republication is to show the advanced hearing date in lieu of September 20, 1963, as shown in previous issue.

HEARING: September 12, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James O'D. Moran.

No. MC 105813 (Sub-No. 89), filed April 22, 1963. Applicant: **BELFORD TRUCKING CO., INC.**, 1299 Northwest 23d Street, Miami 42, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts*, from Whitehall and La Crosse, Wis., to points in Louisiana.

HEARING: October 25, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 106051 (Sub-No. 28), filed June 12, 1963. Applicant: **OLD COLONY TRANSPORTATION CO., INC.**, 56 Prospect Street, New Bedford, Mass. Applicant's attorney: Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road, Braintree 84, Mass. 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, articles contaminating or injurious to other lading, and commodities requiring special equipment, or special handling for the transportation thereof), serving Wassaic, N.Y., as an off-route point in connection with applicant's presently authorized regular route operations, between Albany, N.Y., and Boston, Mass., and between Waterford, N.Y., and Newburgh, N.Y.

HEARING: September 25, 1963, at the Governor Clinton Hotel, 31st and Seventh Avenue, New York, N.Y., before Examiner David Waters.

No. MC 106398 (Sub-No. 216), filed July 23, 1963. Applicant: **NATIONAL TRAILER CONVOY, INC.**, 1916 North Sheridan Road, Tulsa, Okla. Applicant's attorney: Harold G. Hernly, Suite No. 605, 711 14th Street NW., Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, in truck-away service, from points in Pennsylvania (except Camp Hill, Chambersburg, Clarion, Clearfield, Irwin, Mansfield, Meadville, Montoursville, State College, and West Pittston, Pa.) to points in the United States, including Alaska but excluding Hawaii.

NOTE: Applicant states no duplicating authority is sought under this application.

HEARING: October 14, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lyle C. Farmer.

No. MC 106400 (Sub-No. 45), filed May 31, 1963. Applicant: **KAW TRANSPORT COMPANY**, a corporation, 701 North Sterling, Sugar Creek, Mo. Applicant's attorney: Erle W. Francis, Veterans of Foreign Wars Building, 214 West Sixth Street, Topeka, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Liquid chemicals*, in bulk, in tank vehicles, from Kansas City, Kans., to points in Missouri, Illinois, Indiana, Ohio, Michigan, Wisconsin, and Kansas, and (2) *synthetic resins*, from Chicago, Ill., to Kansas City, Kans.

HEARING: October 9, 1963, at the Pickwick Motor Inn (Park East Hotel), McGee and 10th Streets, Kansas City, Mo., before Examiner Charles B. Heine-mann.

No. MC 107107 (Sub-No. 259), filed February 21, 1963. Applicant: **ALTERMAN TRANSPORT LINES, INC.**, P.O. Box 65, Allapattah Station, Miami 42, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Milwaukee, Wis., to points in Alabama, Georgia, Florida, North Carolina, South Carolina, and Tennessee.

HEARING: October 11, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 107496 (Sub-No. 277), filed March 20, 1963. Applicant: **RUAN TRANSPORT CORPORATION**, 408 Southeast 30th Street, Des Moines, Iowa. Applicant's attorney: H. L. Fabritz, P.O. Box 855, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer ingredients, and chemicals*, in bulk, in tank and hopper type vehicles, from Cordova, Ill., and points within ten (10) miles thereof, to points in Iowa, Nebraska, Minnesota, Missouri, Wisconsin, Illinois, Indiana, Kentucky, North Dakota, South Dakota, Kansas, Ohio, and Michigan.

NOTE: Common control may be involved.

HEARING: October 15, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 108053 (Sub-No. 51), filed March 7, 1963. Applicant: **LITTLE AUDREY'S TRANSPORTATION COMPANY, INC.**, P.O. Box 709, Fremont, Nebr. 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: *Frozen foods*, from Chicago and Deerfield, Ill., to points in Kansas.

HEARING: October 24, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 111138 (Sub-No. 35), filed March 21, 1963. Applicant: **COLONIAL & PACIFIC FRIGIDWAYS, INC.**, P.O. Box 459, 110 Memorial Road, Storm Lake, Iowa. Applicant's attorney: J. Max Harding, Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats,*

meat products and meat byproducts, and dairy products, as described in Paragraphs A and B of Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, 766, and frozen foods, from points in Minnesota and Wisconsin to points in California, Oregon, and Washington, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

HEARING: October 9, 1963, in Room 852, U.S. Customs House, 610 South Canal Street, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 111401 (Sub-No. 138), filed June 14, 1963. Applicant: **GROENDYKE TRANSPORT, INC.**, 2510 Rock Island Boulevard, Enid, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Asphalt and road oil*, in bulk, in tank vehicles, (1) from Kansas City, Kans., to points in Missouri, and (2) from Sugar Creek, Mo., to points in Kansas.

HEARING: October 14, 1963, at the Pickwick Motor Inn (Park East Hotel), McGee and 10th Street, Kansas City, Mo., before Joint Board No. 36.

No. MC 111434 (Sub-No. 48), filed August 5, 1963. Applicant: **DON WARD, INC.**, 241 West 56th Avenue, Denver, Colo. Applicant's attorney: J. Albert Sebal, Equitable Building, Denver 2, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, between points in Nebraska, Wyoming, Montana, North Dakota, South Dakota, and Colorado.

NOTE: Common control may be involved. The applicant states the proposed service will be restricted to traffic having had an immediate prior interstate movement by rail.

HEARING: September 9, 1963, at the Yellowstone County Court House, Billings, Mont., before Examiner Harold P. Boss.

No. MC 111812 (Sub-No. 203), filed May 6, 1963. Applicant: **MIDWEST COAST TRANSPORT, INC.**, P.O. Box 747, Wilson Terminal Building, Sioux Falls, S. Dak. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, packinghouse products, and commodities used by packinghouses*, as described in Appendix I, in the report 61 M.C.C. 209 and 766, from Scottsbluff, Nebr., to points in South Dakota, North Dakota, Minnesota, Wisconsin, Iowa, Kansas, and Missouri.

HEARING: October 21, 1963, in Room 393, Federal Building and U.S. Court House, 110 South Fourth Street, Minneapolis, Minn., before Examiner Gordon M. Callow.

No. MC 112801 (Sub-No. 4), filed February 10, 1963. Applicant: **TRANSPORT SERVICE CO.**, a corporation, 5100 West 41st Street, Chicago 50, Ill. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer ingredients and chemicals*, in bulk, in

tank and hopper type vehicles, from Cordova, Ill., and points within 10 miles thereof, to points in Iowa, Nebraska, Missouri, Kentucky, Minnesota, Indiana, Michigan, Wisconsin, Kansas, Illinois, North Dakota, and South Dakota.

HEARING: October 15, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 112801 (Sub-No. 5), filed August 14, 1963. Applicant: TRANSPORT SERVICE COMPANY, a corporation, 5100 West 41st Street, Chicago 50, Ill. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer and phosphatic fertilizer solutions*, in bulk, in tank and hopper type vehicles, from Marseilles, Ill., and points within five (5) miles thereof, to points in Indiana, Illinois, Iowa, Michigan, Minnesota, Missouri, Ohio, and Wisconsin.

HEARING: September 13, 1963, at the Palmer House, Chicago, Ill., before Examiner Charles J. Murphy.

No. MC 113267 (Sub-No. 104), filed August 5, 1963. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: Frederick H. Figge, 410 O'Farrell Street, Collinsville, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, as described in Appendix I, to the report in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209 and 766, (except in bulk, in tank vehicles), from points in Minnesota to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee.

NOTE: Common control may be involved.

HEARING: September 26, 1963, at the Dupont Plaza Hotel, 300 Biscayne Boulevard Way, Miami, Fla., before Examiner Lyle C. Farmer.

No. MC 113678 (Sub-No. 52), filed July 22, 1963. Applicant: CURTIS, INC., 770 East 51st Street, Denver 16, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sauerkraut, pickles, and food items containing sauerkraut or pickles as an ingredient*, from Norwich and Johnson City, N. Y., to points in Arizona, California, Colorado, Idaho, Kansas, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming.

NOTE: Common control may be involved.

HEARING: October 9, 1963, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Henry A. Cockrum.

No. MC 113828 (Sub-No. 36), filed June 11, 1963. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue, Washington 14, D.C. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 36, D.C. Authority sought to operate as a

common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from pipe line terminals located at Thrift, N.C., and terminals located at points in Brunswick and New Hanover Counties, N.C., to points in Georgia.

HEARING: October 24, 1963, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board No. 130.

No. MC 114194 (Sub-No. 51), filed August 14, 1963. 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: *Silica flour and silica sand*, in bulk, from points in St. Louis and Jefferson Counties, Mo., to points in Arkansas, Iowa, Illinois, Kentucky, and Tennessee, and *rejected shipments*, on return.

HEARING: September 13, 1963, in Room 1620, New Federal Building, 1520 Market Street, St. Louis, Mo., before Examiner Laurence E. Masoner.

No. MC 114301 (Sub-No. 17) (AMENDMENT), filed June 24, 1963, published in FEDERAL REGISTER issue of July 17, 1963, and republished as amended this issue. Applicant: DELAWARE EXPRESS CO., a corporation, P.O. Box 141, Elkton, Md. Applicant's attorney: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat scrap and other dry feed ingredients*, in bulk, in tank and hopper type vehicles, between points in Delaware, Maryland, New Jersey, Pennsylvania, Virginia, West Virginia, and the District of Columbia.

NOTE: The purpose of this republication is to broaden the commodity description and the territorial description and to show applicant's attorney.

HEARING: Remains as assigned September 25, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner William J. Cave.

No. MC 114364 (Sub-No. 76) (AMENDMENT), filed April 11, 1963, published FEDERAL REGISTER issue July 17, 1963, amended August 5, 1963, and republished as amended this issue. Applicant: WRIGHT MOTOR LINES, INC., 16th and Elm Streets, Rocky Ford, Colo. Applicant's attorney: Marion F. Jones, 526 Denham Building, Denver 2, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (A) *Soy bean meal*, in bags and in bulk, from Emporia, Fredonia, and Wichita, Kans., to points in Arizona, Colorado, New Mexico, and Texas. (B) *Oyster shells and calcium* in bags, from Houston, Tex., and points within 25 miles thereof, to points in Colorado and those in Kansas on and west of U.S. Highway 183.

NOTE: The purpose of this republication is to add Emporia, Kans., as an origin point and to add the States of Arizona and Texas as destination points.

HEARING: Remains as assigned September 27, 1963, at the New Customs

House, Denver, Colo., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 114364 (Sub-No. 77) (AMENDMENT), filed April 11, 1963, published FEDERAL REGISTER issue July 17, 1963, amended August 1, 1963, and republished as amended this issue. Applicant: WRIGHT MOTOR LINES, INC., 16th and Elm Streets, Rocky Ford, Colo. Applicant's attorney: Marion F. Jones, Suite 526, Denham Building, Denver 2, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cottonseed cake products*, from points in New Mexico, to points in Colorado, Wyoming, and Kansas, (2) *alfalfa meal and alfalfa pellets*, dehydrated and sun-dried, from points in Colorado, and those in Kansas on and west of U.S. Highway 281, to points in Arizona, New Mexico, and Texas, and (3) *safflower meal*, from points in Arizona, to points in Colorado.

NOTE: Common control may be involved. The purpose of this republication is to change the origin territory in (2) above to show U.S. Highway 281, in lieu of that shown in previous publication, also, to include the State of Texas in the destination points as shown in No. (2).

HEARING: Remains as assigned September 30, 1963, at the New Customs House, Denver, Colo., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 115331 (Sub-No. 52), filed June 30, 1963. Applicant: TRUCK TRANSPORT, INC., 707 Market Street, St. Louis, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer ingredients, and chemicals*, in bulk, from Cordova, Ill., and points within 10 miles thereof, to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Tennessee.

HEARING: October 15, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 115669 (Sub-No. 39), filed May 20, 1963. Applicant: HOWARD N. DAHLSTEN, doing business as DAHLSTEN TRUCK LINE, P.O. Box 95, Clay Center, Nebr. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer compounds, and urea* (all grades), dry (not liquid) (1) from points in Nebraska (except Omaha, Nebr.) to points in Iowa, Minnesota, and South Dakota, (2) from points in Nebraska to points in North Dakota, Montana, Wyoming, Colorado, Kansas, Missouri, Illinois, and Nebraska, (3) from Yankton, S. Dak., to points in Nebraska, and (4) from points in Iowa to points in Nebraska.

HEARING: October 16, 1963, at the Hotel Sheraton Fontenelle, Omaha, Nebr., before Examiner Harry M. Shooman.

No. MC 115831 (Sub-No. 4), filed June 26, 1963. Applicant: TIDEWATER TRANSIT COMPANY, INC., 114 North Queen Street, Kinston, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, in

seasonal operations between February 1 and July 15, inclusive of each year, transporting: *Liquid fertilizers and liquid fertilizer materials*, in bulk, in tank trucks, from terminals of applicant located in North Carolina, to points in those counties, in Virginia located on and east of U.S. Highway 29 from the Virginia-North Carolina State line to the Virginia-District of Columbia line.

HEARING: October 21, 1963, at the U.S. Court Rooms, Uptown P.O. Building, Raleigh N.C., before Joint Board No. 7.

No. MC 115841 (Sub-No. 138), filed June 27, 1963. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, P.O. Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packing-houses* as defined by the Commission (except in tank or bulk vehicles), in vehicles equipped with mechanical refrigeration, from Springfield, N.J., to points in Kentucky, Tennessee, Alabama, Mississippi, Louisiana, and Virginia.

HEARING: September 27, 1963, at the Governor Clinton Hotel, 31st and Seventh Avenue, New York, N.Y., before Examiner David Waters.

No. MC 115841 (Sub-No. 145), filed August 8, 1963. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, P.O. Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, articles distributed by meat packinghouses, and such commodities as are used by meat packers in the conduct of their business when destined to and for use by meat packers*, as described in section A, B, C, and D, Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, and *frozen foods*, between points in Loudon County, Tenn., and points in Gordon County, Ga., on the one hand, and, on the other, points in Louisiana, Mississippi, Alabama, Florida, Georgia, Tennessee, North Carolina, South Carolina, Kentucky, Virginia, West Virginia, Illinois, Indiana, Wisconsin, Michigan, Ohio, Pennsylvania, Maryland, Delaware, Washington, D.C., New Jersey, New York, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, and Maine.

HEARING: September 9, 1963, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Alvin H. Schutrumpf.

No. MC 116544 (Sub-No. 37) filed August 14, 1963. Applicant: WILSON BROTHERS TRUCK LINE, INC., 700 East Fairview Avenue, Carthage, Mo. Applicant's attorneys: Harry Ross, Warner Building, Washington 4, D.C., and Robert R. Hendon, 4000 Tunlaw Road NW., Washington 7, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Frozen foods including fruit and vegetable concentrates*, in mixed shipments with *canned goods*; (2) *frozen foods including fruit*

and vegetable concentrates, in mixed shipments with *commodities exempt from economic regulations* pursuant to the provisions of section 203(b) (6) of the Interstate Commerce Act; and (3) *canned goods*, in mixed shipments with *commodities exempt from economic regulations* pursuant to the provisions of section 203(b) (6) of the Interstate Commerce Act; from points in California and Arizona, to points in Wyoming, Colorado, Iowa, Nebraska, Missouri, Kansas, Oklahoma, Arkansas, Louisiana, Mississippi, Tennessee, Kentucky, Georgia, Florida, and Alabama, and (4) *commodities exempt from regulation* under section 203(b) (6) of the Interstate Commerce Act, on return.

HEARING: September 23, 1963, at the Park East Hotel, Kansas City, Mo., before Examiner Laurence E. Masoner. This is for applicant's presentation only.

No. MC 116725 (Sub-No. 7), filed July 23, 1963. Applicant: JOHN S. KELLER, 855 Maple Avenue, Harleysville, Pa. Applicant's representative: John W. Frame, 603 North Front Street, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dairy products*, as described in section B of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and (2) *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified in (1) above, between points in Delaware, Maryland, New Jersey, New York, Pennsylvania, Virginia, and the Washington, D.C., Commercial Zone, as defined by the Commission, on the one hand, and, on the other, points in Franconia Township, Montgomery County, Pa.

NOTE: Applicant states "duplicating authority to be cancelled."

HEARING: October 10, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Wm. N. Culbertson.

No. MC 116763 (Sub-No. 35), filed August 13, 1963. Applicant: CARL SUBLER TRUCKING, INC., 906 Magnolia Avenue, Auburndale, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned fruit and canned fruit juices*, not frozen, from points in Florida to points in Ohio and West Virginia.

NOTE: Applicant does not request any duplication of authority.

HEARING: September 19, 1963, at the U.S. Court Rooms, Tampa, Fla., before Examiner Lyle C. Farmer.

No. MC 116868 (Sub-No. 2), filed July 15, 1963. Applicant: EARL J. RUCK-DASCHEL, Postville, 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 irregular routes, transporting: *Fertilizer*, from Prairie du Chien, Wis., to points in Minnesota on and east of U.S. Highway 65 and on and south of Minnesota Highway 19.

HEARING: October 4, 1963, in Room 401, Old Federal Office Building, Fifth

and Court Avenues, Des Moines, Iowa, before Joint Board No. 181.

No. MC 117475 (Sub-No. 11) (AMENDMENT), filed April 7, 1963, published in FEDERAL REGISTER issue August 7, 1963, amended August 14, 1963, and republished as amended this issue. Applicant: INTERSTATE TRANSPORT, INC., Box 502, Sioux Falls, S. Dak. Applicant's attorney: Val M. Higgins, 1000 First National Bank Building, Minneapolis 2, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, (1) from Rock Rapids, Iowa, and points within five (5) miles thereof, to points in South Dakota and (2) from Pipestone, Minn., and points within five (5) miles thereof, to points in South Dakota.

NOTE: The purpose of this republication is to add the five (5) mile radius to the above named origin points.

HEARING: Remains as assigned October 8, 1963, in Room 393, Federal Building and U.S. Court House, 110 South Fourth Street, Minneapolis, Minn., before Joint Board No. 147.

No. MC 117644 (Sub-No. 14), filed May 27, 1963. Applicant: D & T TRUCKING CO., INC., Post Office Box 2667, New Brighton 12, Minn. Applicant's representative: Robert E. Swanson, Griggs Midway Building, 1821 University Avenue, St. Paul 4, Minn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Roof deck slabs*, from Newark, Ohio, to points in Lyon County, Iowa, Minnesota, points in South Dakota on and east of the Missouri River, and points in Wisconsin on and west of U.S. Highway 51.

NOTE: Applicant states that the proposed operation will be performed for the account of the Rudd Co., Inc., located at St. Paul, Minn.

HEARING: October 22, 1963, in Room 393, Federal Building and U.S. Court House, 110 South Fourth St., Minneapolis, Minn., before Examiner Gordon M. Callow.

No. MC 117686 (Sub-No. 29), filed June 23, 1963. Applicant: RAYMOND C. HIRSCHBACH, doing business as HIRSCHBACH MOTOR LINES, 3324 U.S. Highway 75 N., Sioux City, Iowa. Applicant's attorney: J. Max Harding, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, dairy products and articles, distributed by meat packinghouses*, as described in Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from points in Minnesota, to points in Alabama, Arkansas, points in Florida, on and west of U.S. Highway 319, and points in Georgia on and west of the following boundaries, from Tennessee-Georgia State line by way of U.S. Highway 441 to junction with U.S. Highway 319, thence over U.S. Highway 319, to Georgia-Florida State line, and points in Louisiana, Mississippi, and Memphis, Tenn., and points in Texas on and east of U.S. Highway 83.

HEARING: September 26, 1963, at the Dupont Plaza Hotel, 300 Biscayne Boulevard Way, Miami, Fla., before Examiner Lyle C. Farmer.

No. MC 118196 (Sub-No. 10) (AMENDMENT), filed March 10, 1963, published FEDERAL REGISTER issue June 26, 1963, amended August 14, 1963, and republished as amended this issue. Applicant: RAYE & COMPANY TRANSPORTS, INC., Post Office Box 613, Carthage, Mo. Applicant's attorney: Harry Ross, 920 Warner Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Frozen foods* (including fruit and vegetables concentrates), in mixed shipments with *canned goods*, (2) *frozen foods* (including fruit and vegetable concentrates) in mixed shipments with commodities exempt from economic regulation pursuant to the provisions of section 203(b)(6) of the Interstate Commerce Act, and (3) *canned goods*, in mixed shipments with commodities exempt from economic regulation pursuant to the provisions of section 203(b)(6) of the Interstate Commerce Act, from points in California and Arizona, to points in Colorado, Wyoming, Iowa, Nebraska, Missouri, Kansas, Oklahoma, Arkansas, Louisiana, Mississippi, Georgia, Florida, Alabama, Tennessee, and Kentucky.

NOTE: The purpose of this republication is to broaden the scope of the authority previously sought.

HEARING: Remains as assigned September 23, 1963, at the Park East Hotel, Kansas City, Mo., before Examiner Lawrence E. Masoner. This is for applicant's presentation only.

No. MC 118272 (Sub-No. 9), filed March 10, 1963. Applicant: ZUZICH TRUCK LINE, INC., 120 Kansas Avenue, Kansas City, Kans. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, poultry, and dairy products*, from Chicago, Ill., and points in Barron, Brown, Columbia, Eau Claire, Fond du Lac, Green, Marathon, Sheboygan, and Wood Counties, Wis., to Sioux City, Iowa, St. Louis, Kansas City, Springfield, and St. Joseph, Mo., Omaha, Nebr., Kansas City, Wichita, and Hutchinson, Kans., and East St. Louis, Ill.

NOTE: Applicant states service from Chicago, Ill., will be restricted to shipments originating at one or more of the named Wisconsin Counties where applicant's vehicles stop in Chicago to complete loading. Applicant further states that in MC 69752 (Sub-No. 16) its operations were found to be those of a *common carrier* and it was authorized to receive a Certificate in lieu of its present permit. That proceeding has not yet become final.

HEARING: October 10, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 118284 (Sub-No. 3), (CORRECTION), filed July 29, 1963, published FEDERAL REGISTER, issue of August 14, 1963, and republished as corrected this issue. Applicant: FLETCHER BROS. TRUCKING COMPANY, a cor-

poration, Lenoir City, Tenn. Applicant's attorney: Walter Harwood, Nashville Bank & Trust Building, Nashville 3, Tenn. The purpose of this correction is to show applicant's correct docket number as shown above, in lieu of No. MC 118234 (Sub-No. 3), as shown in previous publication, in error.

HEARING: Remains as assigned September 9, 1963, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Alvin H. Schutrumpf.

No. MC 118831 (Sub-No. 25), filed June 28, 1963. Applicant: CENTRAL TRANSPORT, INCORPORATED, East College Drive, High Point, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement* (1) between points in North Carolina, (2) between points in South Carolina and (3) between points in Virginia.

NOTE: Applicant states that the proposed services shall be limited to those shipments having a prior movement by rail or water. Common control may be involved.

HEARING: October 23, 1963, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board No. 196.

No. MC 119493 (Sub-No. 13), filed April 19, 1963. Applicant: MONKEM COMPANY, INC., 1206 East Sixth Street, Joplin, Mo. Applicant's attorney: James F. Miller, N-13 7501 Mission Road, Shawnee Mission, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Manufactured animal and poultry feeds, and ingredients used in the manufacture of animal and poultry feeds, empty containers or other such incidental facilities used in transporting the above described commodities and damaged, defective and rejected shipments*, between Joplin, Mo., and points within 5 miles thereof, and points in Texas and Indiana. (2) *Roofing paper, building paper, roofing cement, asphaltum, roofing asphalt, prepared roofing and prepared shingles*, from Joplin, Mo., to points in Arkansas, Kansas, and Oklahoma, beyond 250 miles of Joplin, Mo., Texas, Louisiana, Kentucky, Tennessee, and Mississippi. (3) *Manufactured fertilizer* (including but not restricted to ammonium nitrate fertilizer, and urea fertilizer, in bulk, in bags, and in packages (but not in liquid), and, urea, in bulk, in bags, and in packages (but not in liquid), from Military, Kans., to points in Texas. (4) *Damaged, defective or rejected shipments, and empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities in (2) and (3) above, on return.

HEARING: October 10, 1963, at the Pickwick Motor Inn (Park East Hotel), McGee and 10th Street, Kansas City, Mo., before Examiner Charles B. Heinemann.

No. MC 119498 (Sub-No. 2), filed May 29, 1963. Applicant: WILMER RISTOW, doing business as RISTOW TRUCKING, Post Office Box 28, Wales, Wis. Applicant's attorney: Frank M. Coyne, Bank of Madison Building, 1 West Main Street, Madison 3, Wis. Authority sought to operate as a *contract carrier*,

by motor vehicle, over irregular routes, transporting: (1) *Crude perlite*, in mixed loads with compost manure and (2) *compost manure*, otherwise exempt under section 203(b)(6) of the Interstate Commerce Act, when moving in mixed loads with crude perlite, from Germantown, Wis., and points within five miles thereof, to points in Illinois, Indiana, Michigan, and Ohio.

NOTE: Applicant states that the proposed operation will be under continuing contract with Organic Compost Corporation of Germantown, Wis.

HEARING: October 14, 1963, at the Wisconsin Public Service Commission, Madison, Wis., before Examiner Gordon M. Callow.

No. MC 119509 (Sub-No. 2), filed March 25, 1963. Applicant: JOSEPH J. RODEWALD, doing business as J. J. RODEWALD, 809 East Broadway, Sedalia, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Soap* (liquid) and *activated carbon*, in barrels, boxes and packages, between Sedalia, Mo., Fort Wayne and Indianapolis, Ind., Toledo, Ohio, and New York City and Brooklyn, N.Y.

HEARING: October 2, 1963, at the Post Office Building, Jefferson City, Mo., before Examiner Charles B. Heinemann.

No. MC 119643 (Sub-No. 5), filed May 23, 1963. Applicant: RUSSELL BEVERLEY TRUCKING CO., INCORPORATED, 4923 Old Midlothian, Post Office Box 8811, Richmond 25, Va. Applicant's attorney: John Douglas Clark, Post Office Box 608, Washington 44, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ink*, in truckloads, from Richmond, Va., to points in North Carolina and South Carolina, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodity, on return.

HEARING: October 15, 1963, at the Federal Building, 400 North Eighth Street, Richmond, Va., before Joint Board No. 196.

No. MC 119710 (Sub-No. 5), filed June 4, 1963. Applicant: JOHN L. SHUPE AND IVAN D. SHUPE, a partnership, doing business as SHUPE BROS., 2600 Bypass, Greeley, Colo. Applicant's attorney: Paul F. Sullivan, 1903 N Street NW., Washington 6, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are produced, sold and distributed by Morton Salt Company*, from Saltair, Utah, to points in Colorado, Wyoming, points in that part of Nebraska on and west of U.S. Highway 83, in that part of South Dakota on and west of U.S. Highway 83, and points in that part of Kansas on and west of U.S. Highway 83.

NOTE: Applicant states it presently holds contract carrier authority to transport salt, salt products, and pepper in mixed shipments with salt, over irregular routes, from Saltair, Utah, to points in substantially all of the territory here sought, restricted to service performed under a contract with Morton Salt Company. The primary purpose of the subject application is to enable

the applicant to transport additional commodities for its only contracting shipper, Morton Salt Company.

HEARING: October 7, 1963, at the Pickwick Motor Inn (Park East Hotel), McGee and 10th Street, Kansas City, Mo., before Examiner Charles B. Heine-mann.

No. MC 119810 (Sub-No. 6) (AMENDMENT), filed June 26, 1963, published FEDERAL REGISTER issue July 24, 1963, amended August 7, 1963 and republished as amended this issue. Applicant: NEBRASKA EASTERN EXPRESS, INC., Livestock Exchange Building, Omaha, Nebr. Applicant's attorney: Duane W. Acklie, N.S.E.A. Building, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, dairy products, and articles distributed by meat packinghouses*, from Lincoln, Nebr., to points in Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Virginia, West Virginia, and the District of Columbia.

NOTE: Common control may be involved. The purpose of this republication is to delete points in Connecticut, Maine, New Hampshire, Rhode Island and Vermont from previously published destination description and substitute therefore, points in West Virginia.

HEARING: Remains as assigned September 30, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Samuel Horwich.

No. MC 123294 (Sub-No. 7), filed February 14, 1963. Applicant: WARSAW TRUCKING CO., INC., Warsaw, Ind. 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) *Metal wheels and wire products, for toys and juvenile conveyances, and metal stampings*, from the plant site of Sun Metal Products, Inc., located about one (1) mile from the corporate limits of Warsaw, Ind., to points in Alabama, California, Florida, Georgia, Idaho, Iowa, Minnesota, Montana, North Dakota, Columbus, Ohio, points in Oregon, South Dakota, Utah, Washington, D.C., and points in Washington, and Wyoming, (2) *steel, wire, rubber, used in the manufacture of metal wheels and wire products for toys and juvenile conveyances and metal stampings*, from points in Alabama, California, Florida, Georgia, Idaho, Iowa, Minnesota, Montana, North Carolina, North Dakota, Ohio, Oregon, Pennsylvania, South Carolina, South Dakota, Utah, Washington, D.C., points in Washington, and Wyoming, to the plant site of Sun Metal Products, Inc., located at or near Warsaw, Ind., (3) *rubber, used in the manufacture of metal wheels and wire products for toys and juvenile conveyances and metal stampings*, from points in Arizona, Arkansas, Colorado, Connecticut, Delaware, Illinois (except Lawrenceville), Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Mississippi, Missouri, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New

York, Oklahoma, Rhode Island, Tennessee, Texas, Vermont, Virginia, and West Virginia to the plant site of Sun Metal Products, Inc., located at or near Warsaw, Ind., (4) *pig iron, clay and fire brick, in open-top equipment*, from points in Ohio, to the plant site of Dalton Foundries, Inc., located at or near Warsaw, Ind., (5) *steel and stampings*, from points in Illinois, Iowa, Kentucky, North Carolina, Ohio, Pennsylvania, New York, and West Virginia, to the plant site of Dalton Foundries, Inc., located at or near Warsaw, Ind., (6) *metal castings*, from the plant site of Dalton Foundries, Inc., located at or near Warsaw, Ind., to points in Alabama, Arizona, Colorado, Connecticut, Delaware, Georgia, Idaho, Illinois, Kansas, Louisiana, Maine, Massachusetts, Minnesota, Mississippi, Nebraska, Montana, Nevada, New Hampshire, New Jersey, New Mexico, North Dakota, Ohio, Pennsylvania, Oregon, Rhode Island, South Dakota, Utah, Vermont, Washington, D.C., points in Washington, Wyoming, and Hagerstown, Frederick, Baltimore and Cumberland, Md., (7) *brattice cloth, and mine vents, and parts thereof*, from Warsaw, Ind., to Pittsburgh, McKees Rocks and McKeesport, Pa., Albany, and New York, N.Y., points in Alabama, Colorado, Delaware, Georgia, Maryland, New Jersey, and Tennessee, and (8) *jute, cotton duck, osnaburg, plastic, and tubing material*, from points in Alabama, Georgia, Louisiana, Mississippi, New Jersey, South Carolina, Albany and New York N.Y., Pittsburgh, McKees Rocks and McKeesport, Pa., and points in that part of Ohio on and west of a line beginning at the Ohio River and extending along Ohio Highway 28 to junction U.S. Highway 62, thence along U.S. Highway 62 to junction U.S. Highway 23, and thence along U.S. Highway 23, to the Ohio-Michigan State Line, to Warsaw, Ind.

HEARING: October 17, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 123393 (Sub-No. 22), filed June 6, 1963. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 1914 East Blaine Street, Springfield, Mo. Applicant's attorney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from St. Paul, Minn., Warsaw, Ill., and St. Joseph, Mo., to Willow Springs, Mo., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, and *exempt commodities*, on return.

NOTE: Common control may be involved.

HEARING: October 4, 1963, at the Post Office Building, Jefferson City, Mo., before Examiner Charles B. Heinemann.

No. MC 123729 (Sub-No. 2), filed July 12, 1963. Applicant: BILL ED THOMAS, doing business as THOMAS POULTRY COMPANY, Helenwood, Tenn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Chicken feed*, in bulk and in sacks, including *mash and finisher*, from points in Scott County, Tenn., to points in McCreary County,

Ky., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

NOTE: Applicant states the proposed operations will be for The Pillsbury Company, Feed Division.

HEARING: September 24, 1963, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Joint Board No. 25.

No. MC 123952 (Sub-No. 4), filed June 17, 1963. Applicant: RENTAR TRUCKING, INC., 89-89 Union Turnpike, Glendale 17, N.Y. Applicant's representative: William D. Traub, 10 East 40th Street, New York 16, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are dealt in by retail department stores, and materials, supplies, equipment and fixtures used in the operation of such stores*, between shipper's stores and warehouse facilities in New York City, Carle Place, West Islip, Huntington, Port Chester, Nanuet, and Scarsdale, N.Y., North Brunswick, Watchung, Audubon, Trenton, West Orange, and Paramus, N.J., Hartford and Trumbull, Conn., Camp Hill, Springfield, Philadelphia, and King of Prussia, Pa., and Towson and Glen Burnie, Md.

NOTE: Applicant states proposed service will be for the account of E. J. Korvette, Inc. Applicant presently holds all of the aforementioned authority under its Permit MC 123952, except the points of Port Chester, N.Y., West Orange and Paramus, N.J., Trumbull, Conn., King of Prussia, Pa., and Towson and Glen Burnie, Md., which are store locations added or to be added by the applicant's contract shipper, E. J. Korvette, Inc., since the original application for authority was filed by this applicant in MC 123952.

HEARING: September 23, 1963, at the Governor Clinton Hotel, 31st and Seventh Avenue, New York, N.Y., before Examiner David Waters.

No. MC 124078 (Sub-No. 59), filed April 21, 1963. Applicant: SCHWERMAN TRUCKING CO., a Wisconsin corporation, 620 South 29th Street, Milwaukee 46, Wis. Applicant's attorney: James R. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from points in Ramsey, Dakota, and Hennepin Counties, Minn., to points in Iowa, Minnesota, North Dakota, South Dakota, the Upper Peninsula of Michigan, and Wisconsin.

NOTE: Applicant presently holds contract carrier authority under Docket MC 118832 and Subs thereto and common carrier authority under Docket MC 124078 and Subs thereto although an application is pending before the Commission in Docket MC 124078 (Sub-No. 38) to convert its present permits to a common carrier certificate. Thus, dual operations may be involved. Also, common control may be involved.

HEARING: October 24, 1963, in Room 393, Federal Building and U.S. Court House, 110 South Fourth Street, Minneapolis, Minn., before examiner Gordon M. Callow.

No. MC 124078 (Sub-No. 73), filed August 8, 1963. Applicant: SCHWERMAN TRUCKING CO., a corporation, 620 South 29th Street, Milwaukee 46,

Wis. Applicant's attorney: James R. Ziperski, (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dry fertilizer and dry fertilizer materials and ingredients and dry chemicals*, in bulk, in tank and hopper vehicles, and *returned and rejected shipments*, between points in Chatham, Floyd, Fulton, and Polk Counties, Ga.; Brunswick, Durham, Forsyth, Guilford, Johnston, Lenoir, Martin, Mecklenburg, New Hanover, and Vance Counties, N.C.; Charleston, Chester, Darlington, Greenville, Richland, and Spartanburg Counties, S.C.; Greene, Hamilton, Knox, and Washington Counties, Tenn.; and Amherst, Campbell, Henrico, Nansemond, Norfolk, Pittsylvania, and Prince George Counties, Va.; and Chesapeake City, Va., on the one hand, and, on the other, points in Georgia, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia; and (2) *dry fertilizer*, in bulk, in tank and hopper vehicles, and *returned and rejected shipments*, between points in Georgia, North Carolina, South Carolina, Tennessee, and Virginia.

NOTE: Common control may be involved. Applicant states it now holds contract carrier authority in MC 113832 and subs thereto and that an application is now pending in MC 124078 (Sub-No. 38) to convert its present permits to a common carrier certificate; therefore, dual operations may be involved.

HEARING: October 22, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Donald R. Sutherland.

No. MC 124306 (Sub-No. 2), filed July 12, 1963. Applicant: KENAN TRANSPORT COMPANY, INCORPORATED, Box 2933, West Durham Station, Durham, N.C. Applicant's attorney: Louis Reznick, 5009 Keokuk Street, Washington 16, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, nitrogen fertilizer solutions, molten sulfur, and caustic soda*, in bulk, in tank motor vehicles from Wilmington, N.C., and points within twenty-five (25) miles thereof, to points in Virginia, South Carolina, and North Carolina.

NOTE: Applicant states application for contract carrier authority is pending in MC 124645.

HEARING: October 22, 1963, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board No. 196.

No. MC 124584 (Sub-No. 2), filed May 21, 1963. Applicant: CHEMICAL CARRIERS CORPORATION, 323 Laskin Road, Virginia Beach, Va. Applicant's attorney: James J. Williams, 1825 Jefferson Place NW., Washington 36, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry cement*, (1) between points in Virginia, and (2) between points in North Carolina.

NOTE: Applicant states the proposed operations will be limited to shipments which are moving in a continuous movement by rail or water and motor carrier from a point outside the state, or to shipments which have

moved from Norfolk, Va., to a destination in North Carolina and are reconsigned to a destination in Virginia. Common control may be involved.

HEARING: October 18, 1963, at the Federal Building, 400 North Eighth Street, Richmond, Va., before Joint Board No. 7.

No. MC 124657 (Sub-No. 2), filed June 28, 1963. Applicant: MINNESOTA TRUCKING, INC., 3441 New Brighton Road, St. Paul 12, Minn. Applicant's representative: Robert E. Swanson, Griggs Midway Building, 1821 University Avenue, St. Paul 4, Minn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Farm implements and attachments*, other than farm tractors and self-propelled farm machinery, from Hopkins, Minn., to points in North Dakota, South Dakota, Nebraska, Montana, and Kansas.

NOTE: Applicant states that the proposed operation will be for the account of Farmhand Division, Daffin Corporation.

HEARING: October 23, 1963, in Room 393, Federal Building and U.S. Court House, 110 South Fourth Street, Minneapolis, Minn., before Examiner Gordon M. Callow.

No. MC 125167 (Sub-No. 2) (CORRECTION), filed April 17, 1963, published FEDERAL REGISTER issue of August 7, 1963, and corrected this issue. Applicant: RAY MOORE, doing business as MOORE TRUCKING COMPANY, Post Office Box 436, Morehead, Ky. Applicant's attorney: Ben K. Wilmot, Republic Building, Fifth and Walnut Streets, Louisville 2, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Charcoal*, in bags, and boxes, and *wood chips, lighter fluid and barbecue base material (vermiculite other than crude)*, in mixed shipments in the same vehicle with charcoal, from Parsons, W. Va., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and the District of Columbia.

NOTE: The purpose of this republication is to add the additional commodities erroneously omitted from the original application when filed.

HEARING: Remains as assigned September 20, 1963, at the Kentucky Hotel, Walnut Street at Fifth, Louisville, Ky., before Examiner J. Thomas Schneider.

No. MC 125201, filed March 14, 1963; Applicant: L. SMITH CARTAGE, INC., 9245 Chestnut Street, Franklin Park, Ill. Applicant's representative: Thomas P. Scanland, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dolomite*, dead, burned and roasted, *high temperature bonding mortar and magnesite*, in bulk, in dump trucks and jet tank trucks, and in bags on pallets, from McCook, Ill., to points in Indiana, Iowa, Michigan (Southern Peninsula), Missouri, and Wisconsin, and *defective and rejected shipments*, on return.

HEARING: October 23, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 125234, filed April 1, 1963. Applicant: GERALD ADRIAN, doing business as G. ADRIAN, 1417 Warren Street, Davenport, Iowa. 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: (1) *Lime and limestone products*, from Davenport, Iowa, and (2) *limestone products*, from Davenport, Iowa, and points within five (5) miles thereof, to points in North Dakota, South Dakota, Illinois, Indiana, Iowa, Missouri, Minnesota, Wisconsin, Nebraska, and Detroit, Mich.

NOTE: Applicant states the proposed service will be performed "under contract with Linwood Stone Products Co., Inc., of Davenport, Iowa."

HEARING: October 22, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 125306, filed April 26, 1963. Applicant: LICKETY SPLIT, INC., Foot of Woodrow Street, Lynchburg, Va. Applicant's attorney: Henry E. Ketner, State-Planters Bank Building, Richmond 19, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid petroleum asphalt*, in bulk, in tank trucks, from points in Virginia to points in Virginia, on traffic having a prior interstate or foreign commerce movement, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodity, on return.

HEARING: October 10, 1963, at the Federal Building, 400 North Eighth Street, Richmond, Va., before Joint Board No. 108.

No. MC 125414, filed May 29, 1963. Applicant: STOKLE, INC., 6854 North Elmtree, Milwaukee, Wis. Applicant's attorney: Frank M. Coyne, Bank of Madison Building, 1 West Main Street, Madison 3, Wis. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Crude perlite*, in mixed loads with *compost manure*, and (2) *compost manure*, otherwise exempt under section 203(b) of the Interstate Commerce Act, when moving in mixed loads with *crude perlite*, from Germantown, Wis., and points within five miles thereof, to points in Illinois, Indiana, Michigan, and Ohio.

NOTE: Applicant states that the proposed operation will be under continuing contract with Organic Compost Corporation of Germantown, Wis.

HEARING: October 14, 1963, at the Wisconsin Public Service Commission, Madison, Wis., before Examiner Gordon M. Callow.

No. MC 125416 (CORRECTION), filed May 31, 1963, published FEDERAL REGISTER issue of August 14, 1963, and corrected this issue. Applicant: FLORA SERVICE, INC., 847 Flora Street, Elizabeth, N.J. Applicant's attorney: Charles J. Williams, 1060 Broad Street, Newark 2, N.J. The purpose of this correction is to show applicants correct address as above in lieu of Elizabeth, N.Y., which was in error.

HEARING: Remains as assigned October 2, 1963, in Room 212, State Office

Building, 1100 Raymond Boulevard, Newark, N.J., before Examiner John L. York.

No. MC 125455, filed June 14, 1963. Applicant: GENNARO MUZZILLO, 331 Canterbury Drive, Ramsey, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fresh meats*, from New York, N.Y., to points in Bergen and Passaic Counties, N.J., and points in Rockland County, N.Y.

NOTE: Applicant states proposed service will be under contract with Inserra Supermarkets.

HEARING: September 25, 1963, at the Governor Clinton Hotel, 31st and Seventh Avenue, New York, N.Y., before Examiner David Waters.

No. MC 125474, filed June 21, 1963. Applicant: BULK HAULERS, INC., 420 West Shipyard Boulevard, Wilmington, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrogen solutions, caustic soda, and molten sulphur*, in bulk, in tank vehicles, between Wilmington, N.C., and points within 25 miles thereof, on the one hand, and, on the other, points in Virginia, North Carolina, and South Carolina.

NOTE: Common control may be involved.

HEARING: October 22, 1963, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board No. 196.

No. MC 125525, filed July 10, 1963. Applicant: JOSEPH HOWARD GULL, Cascade, Va. Applicant's attorney: Henry E. Ketner, State-Planters Bank Building, Richmond 19, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Slate cinders*, with trade name of Solite, from Leakesville Junction, Va., to points in North Carolina.

HEARING: October 18, 1963, at the Federal Building, 400 North Eighth Street, Richmond, Va., before Joint Board No. 7.

No. MC 125555, filed July 24, 1963. Applicant: V. S. TRANSPORTATION COMPANY, a corporation, 124 Sidney Street, St. Louis 4, Mo. 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: *Iron and steel articles, as defined in Appendix V in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, casings, pipe protectors, couplings, and fittings, and wooden and steel pallets*, (1) between St. Louis and Louisiana, Mo., Carlinville, Irvington, Centralia, Florida, Sparta, and Cairo, Ill., Dallas and Houston, Tex., Clarksville, Ohio, New Orleans, La., Portland, Oreg., Seattle, Wash., Aliquippa, Rochester, and Donora, Pa., and Indiana Harbor, Ind., on the one hand, and, on the other, points in the United States, and ports of entry located on the International Boundary line between the United States and Canada, and (2) between Dallas and Houston, Tex., St. Louis, Mo., and Florida,

Ill., on the one hand, and, on the other, Houston, Seminole, Dallas, Midland, Abilene, Wichita Falls, and Pampa, Tex., Beaver, Cushing, and Oklahoma City, Okla., Shreveport, Crowley, Thibodaux, La., Brookhaven, Miss., El Dorado, Ark., Great Bend, Kans., Farmington, N. Mex., Casper, Wyo., Long Beach, Calif., Sidney, Mont., and ports of entry located on the International Boundary line between the United States and Canada.

NOTE: Applicant states the proposed service is limited exclusively to a service under contract with the Valley Steel Products Company.

HEARING: September 23, 1963, at the New Federal Building, Room 1620, 1520 Market Street, St. Louis, Mo., with MC-C 3863, Valley Steel Products Co., Investigation of Operations and Practices, before Examiner Charles B. Heinemann.

MOTOR CARRIERS OF PASSENGERS

No. MC 1501 (Sub No. 230), filed June 6, 1961. Applicant: THE GREYHOUND CORPORATION, Room 1500, 140 South Dearborn Street, Chicago 3, Ill. Applicant's attorney: Peter K. Nevitt (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, newspapers and mail*, in the same vehicle with passengers, between Wickliffe, Ky., and Nashville, Tenn.: from Wickliffe over Kentucky Highway 440 to its junction with Kentucky Highway 121, thence over Kentucky Highway 121 to the Kentucky-Tennessee State line, thence over Tennessee Highway 119 to its junction with U.S. Highway 79, thence over U.S. Highway 79 to Clarksville, Tenn., thence over Tennessee Highway 12 to Nashville, and return over the same route, serving all intermediate points.

HEARING: September 30, 1963, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Joint Board No. 25.

No. MC 6328 (Sub-No. 19), filed July 25, 1963. Applicant: BIG STONE BUS LINE, INC., Big Stone Gap, Va. Applicant's attorney: Cecil D. Quillen, Gate City, 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 Pennington Gap, Va., and Harlan, Ky.: From Pennington Gap over U.S. Highway 421 to Harlan, and return over the same route, serving all intermediate points.

HEARING: October 11, 1963, at the Federal Building, 400 North Eighth Street, Richmond, Va., before Joint Board No. 262.

No. MC 125569, filed July 30, 1963. Applicant: VALLEY TRANSPORTATION COMPANY, a corporation, 829 State Street, Lemoyne, Pa. Applicant's attorney: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in special operations during the authorized racing season of each year, beginning and ending at Harrisburg, Camp Hill, Lemoyne, and York,

Pa., and extending to the Pimlico Race Course, Baltimore, Md.

HEARING: October 15, 1963, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 74.

No. MC 125569 (Sub-No. 1), filed July 30, 1963. Applicant: VALLEY TRANSPORTATION COMPANY, a corporation, 829 State Street, Lemoyne, Pa. Applicant's attorney: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in special operations during the authorized racing season of each year, beginning and ending at Harrisburg, Camp Hill, Lemoyne, and York, Pa., and extending to the Laurel Race Course, Laurel, Md.

HEARING: October 15, 1963, in Room 709, U.S. Appraisers' Stores Building, Gay and Lombard Streets, Baltimore, Md., before Joint Board No. 74.

PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

Notice to the parties. In accordance with Rule 68 of the Commission's general rule of practice, notice is hereby given to all parties interested that a pre-hearing conference in the proceedings described in the appendix attached hereto will be held at 8:30 o'clock a.m., U.S. st. (9:30 o'clock a.m. District of Columbia d.s.t.), on September 24, 1963, at the offices of the Interstate Commerce Commission, Washington, D.C., with Examiner James C. Cheseldine presiding.

At the pre-hearing conference it is contemplated that the following matter will be discussed:

- (1) The issues generally with a view to their simplification;
- (2) The possibility and desirability of agreeing upon special procedure to expedite and control the handling of this application, including the submission of the supporting and opposing shipper testimony by verified statements;
- (3) The time and place or places of such hearing or hearings as may be agreed upon;
- (4) The number of witnesses to be presented and the time required for such presentations by both applicant and protestants;
- (5) The practicability of both applicant and the opposing carriers submitting in written form their *direct* testimony with respect to:
 - (a) Their present operating authority,
 - (b) Their corporate organizations if any, ownership and control,
 - (c) Their fiscal data,
 - (d) Their equipment, terminals and other facilities;
- (6) The practicability and desirability of all parties exchanging exhibits covering the immediately above-listed matters in advance of any hearing; and
- (7) Any other matters by which the hearing can be expedited or simplified or the Commission's handling thereof aided.

These applications and the authority sought (MC 1375 (Sub-No. 9) through MC 110683 (Sub-No. 22)), are as follows:

No. MC 1375 (Sub-No. 9), filed July 11, 1963. Applicant: BELL LINES, INC., 6414 McCorkle Avenue SE., Charleston, W. Va. Applicant's attorney: David G. Macdonald, 1000 Sixteenth Street NW., Washington 6, D.C. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over regular or irregular routes, transporting: *General commodities*, moving in express service, over the routes and between the points where applicant is presently authorized to transport general commodities, with exceptions, pursuant to MC 1375 and Subs thereunder, in the States of West Virginia, Ohio, Kentucky, Pennsylvania, Indiana, Virginia, North Carolina, and South Carolina.

No. MC 3474 (Sub-No. 6), filed July 11, 1963. Applicant: MUNDY MOTOR LINES, Post Office Box 331, Roanoke, Va. Applicant's attorney: David G. Macdonald, 1000 Sixteenth Street NW., Washington 6, D.C. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over regular or irregular routes, transporting: *General commodities*, moving in express service, over the routes and between the points where applicant is presently authorized to transport general commodities, with exceptions, pursuant to MC 3474 and Subs thereunder, in the States of Virginia, New York, the District of Columbia, Maryland, New Jersey, North Carolina, Tennessee, South Carolina, Pennsylvania, and Delaware.

No. MC 32562 (Sub-No. 22), filed July 11, 1963. Applicant: POINT EXPRESS, INC., Box 10185 Station C, Charleston, W. Va. Applicant's attorney: David G. Macdonald, 1000 16th Street NW., Washington 6, D.C. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over regular or irregular routes, transporting: *General commodities*, moving in express service, over the routes and between the points where applicant is presently authorized to transport general commodities, with exceptions, pursuant to MC 32562 and Subs thereunder, in Kentucky, Ohio, Virginia, and West Virginia.

No. MC 59909 (Sub-No. 6), filed July 11, 1963. Applicant: THE JACOBS TRANSFER COMPANY, INC., 61 Pierce Street NE., Washington, D.C. Applicant's attorney: David G. Macdonald, 1000 16th Street NW., Washington 6, D.C. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over regular and irregular routes, transporting: *General commodities*, moving in express service, over the routes and between the points where applicant is presently authorized to transport general commodities, with exceptions, pursuant to MC 59909 and Subs thereunder, in the District of Columbia, Maryland, Virginia, and Delaware.

No. MC 109834 (Sub-No. 18), filed July 11, 1963. Applicant: NOVICK TRANSFER CO., INC., 700 North Cameron Street, Winchester, Va. Applicant's attorney: David G. Macdonald, 1000 16th Street NW., Washington 6, D.C. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over regular or irregular routes, transporting: *General commodities*, moving in express service, over the

routes and between the points where applicant is presently authorized to transport general commodities with exceptions, pursuant to MC 109834 and Subs thereunder, in the States of Virginia, Delaware, Maryland, West Virginia, Pennsylvania, New York, New Jersey, North Carolina, and the District of Columbia.

No. MC 110683 (Sub-No. 22), filed July 11, 1963. Applicant: SMITH'S TRANSFER CORPORATION OF STAUNTON, VA., Post Office Box 1000, Staunton, Va. Applicant's attorney: David G. Macdonald, 1000 16th Street NW., Washington 6, D.C. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over regular or irregular routes, transporting: *General commodities*, moving in express service, over the routes and between the points where applicant is presently authorized to transport general commodities, with exceptions, pursuant to MC 110683 and Subs thereunder, in the States of Virginia, Massachusetts, Connecticut, New York, New Jersey, Pennsylvania, Maryland, the District of Columbia, West Virginia, Delaware, Kentucky, Tennessee, North Carolina, and South Carolina.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN ELECTED MOTOR CARRIERS OF PROPERTY

No. MC 730 (Sub-No. 230), filed August 8, 1963. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, Oakland, Calif. Applicant's attorney: W. S. Pilling (same address as applicant). 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, commodities in bulk, those requiring special equipment, and those injurious or contaminating to other lading), between Omaha, Nebr., and St. Louis, Mo.: from Omaha over U.S. Highway 275 to the Nebraska-Iowa State line, thence over Iowa Highway 92 to Griswold, Iowa, thence over Iowa Highway 48 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction Interstate Highway 35, thence over Interstate Highway 35 to junction Iowa Highway 60, thence over Iowa Highway 60 to Albia, Iowa (also over Interstate Highway 35 to junction Iowa Highway 92, thence over Iowa Highway 92 to junction Iowa Highway 60, thence over Iowa Highway 60 to Albia), thence over U.S. Highway 34 to junction Illinois Highway 116, thence over Illinois Highway 116 to junction U.S. Highway 67, thence over U.S. Highway 67 to St. Louis, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations.

No. MC 29120 (Sub-No. 66), filed August 7, 1963. Applicant: WILSON STORAGE AND TRANSFER CO., a corporation, 1500 "I" Avenue, Post Office Box 756, Sioux Falls, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, livestock

Classes A and B explosives, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment, and those injurious or contaminating to other lading), between Sioux Falls, S. Dak., and Winner, S. Dak.; from Sioux Falls, over U.S. Highway 16 to junction U.S. Highway 81, thence over U.S. Highway 81 to junction South Dakota Highway 44, thence over South Dakota Highway 44 to Winner, and return over the same route serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's regular route operations.

NOTE: Applicant states that joinder is sought with existing authorized routes and where those routes cross South Dakota 44 as described in various numbered routes as set forth in MC 29120, for example U.S. 281; South Dakota 50; South Dakota 37.

No. MC 35484 (Sub-No. 53), filed August 8, 1963. Applicant: VIKING FREIGHT COMPANY, a corporation, 614 South Sixth Street, St. Louis, Mo. Applicant's attorney: Gregory M. Reberman, Suite 1230 Boatmen's Bank Building, St. Louis 2, Mo. 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 Cleveland, Ohio, and the junction of U.S. Highway 21 and Ohio Highway 18, from Cleveland, Ohio, over U.S. Highway 21 to the junction of U.S. Highway 21 and Ohio Highway 18, and return over the same route, serving junction of U.S. Highway 21 and Ohio Highway 18 for joinder purposes and all intermediate points on and along U.S. Highway 21, the latter to be restricted to the interchange of traffic with other motor common carriers, in connection with applicant's regular-route operations between Indianapolis, Ind., and Cleveland, Ohio.

No. MC 52629 (Sub-No. 57), filed August 8, 1963. Applicant: HUBER & HUBER MOTOR EXPRESS, INC., 970 South Eighth Street, Louisville, Ky. 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), between Chattanooga, Tenn., and Cleveland, Tenn.: from Chattanooga over U.S. Highway 11 to Cleveland, and return over the same route, as an alternate route for operating convenience only, serving no intermediate points, in connection with applicant's authorized regular-route operations.

NOTE: Applicant states the proposed operation will be restricted to the transportation of shipments moving between Chattanooga, on the one hand, and, on the other, Louisville, Ky., and Cincinnati, Ohio, or points beyond those cities.

No. MC 106657 (Sub-No. 6), filed August 6, 1963. Applicant: MACHINERY & MATERIALS CORPORATION, 3200 Gibson Transfer Road, Hammond,

Ind. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Barium carbonate*, in bulk, in dump vehicles, from Blue Island, Ill., to Albion, Mich., and *empty containers or other such incidental facilities* (not specified) used in transporting the above-named commodity, and *rejected and returned shipments*, on return.

No. MC 107403 (Sub-No. 487), filed August 8, 1963. Applicant: E. BROOKE MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from Lime Kiln, Md.; and Martins Creek, Pa., to points in Accomack and Northampton Counties, Va.

No. MC 109672 (Sub-No. 8), filed August 6, 1963. Applicant: BOYCE MOTOR LINES, INC., 800 South Main Street, Canandaigua, N.Y. Applicant's attorney: Herbert M. Canter, Mezzanine, Warren Parking Center, 345 South Warren Street, Syracuse 2, N.Y. 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 Buffalo, N.Y., and the New York-New Jersey State line at or near Suffern, N.Y.; from Buffalo over the New York Thruway to the New York-New Jersey State line at or near Suffern, and return over the same route, for operating convenience only, and serving no intermediate points except Canandaigua, N.Y. (previously authorized as a point for interchange of freight only in MC 109672 (Sub-No. 7)).

NOTE: Applicant states it already holds suitable authority to and does operate between the points involved by a combination of the regular and irregular route authorities contained in MC 109672. This is *not* an application for alternate route authority since the service presently performed is by a combination of regular and irregular route authorities. Applicant consents to a restriction that the grant of proposed additional service route and the existing regular and irregular route authority between the stated termini shall be construed as comprising only a single operating right between said termini so that the authority sought herein and that now held by applicant between Buffalo, N.Y., and the New York-New Jersey area shall be construed as comprising only a single non-separable operating right.

No. MC 112188 (Sub-No. 6), filed August 6, 1963. Applicant: GEORGE MCBREEN CO., INC., 1841 Northwest 22d Avenue, Portland, Oreg. Applicant's attorney: Lawrence V. Smart, Jr., 419 Northwest 23d Avenue, Portland 10, Oreg. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Blood specimens*, from Vancouver, Wash., and points in Oregon to Portland, Oreg.

NOTE: Applicant states proposed operation will be performed for subsequent reshipment to Pearl River, N.Y.

No. MC 112750 (Sub-No. 156), filed August 8, 1963. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: J. K. Murphy (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Checks, audit and accounting media, magnetic tape, punch paper tape and business papers and records*, between Philadelphia, Pa., Baltimore, Md., Washington, D.C., and Wilmington, Del.

NOTE: Applicant states the proposed operations will be performed for the account of The Graybar Electric Company, Inc., of Philadelphia, Pa. It is further noted common control may be involved.

No. MC 119778 (Sub-No. 41), filed August 5, 1963. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham 11, Ala. Applicant's attorney: Gerry R. Gordon, Post Office Box 426, Tampa 1, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid sulphur*, in bulk, in tank vehicles, from LeMoyné, Ala., to Pensacola, Fla.

NOTE: Common control may be involved.

No. MC 123940 (Sub-No. 1), filed August 5, 1963. Applicant: WESTLAND PRODUCTS, LIMITED, 42 Ruscoe Crescent, Weston, Ontario, Canada. Applicant's attorney: Leonard A. Jackie-wicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Butane*, in bulk, in tank vehicles, from ports of entry on the International Boundary line between the United States and Canada on the Niagara River at Niagara Falls and Buffalo, N.Y., to refinery sites of Mobile Oil Company and Frontier Oil Company (Division of Ashland Oil and Refining Company) located in the Buffalo, New York Commercial Zone.

NOTE: Applicant states the proposed service will be under a continuing contract with Cities Service Oil Company, Limited.

No. MC 124078 (Sub-No. 71), filed August 5, 1963. Applicant: SCHWERTMAN TRUCKING CO., a corporation, 620 South 29th Street, Milwaukee 46, Wis. Applicant's attorney: James R. Ziperski, 620 South 29th Street, Milwaukee 46, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from the plant site of the Penn-Dixie Cement Corporation, located at Kingsport, Tenn., to points in Fulton and De Kalb Counties, Ga.

NOTE: Applicant presently holds contract carrier authority under MC 113832 and Subs thereunder, therefore dual authority may be involved. It is also noted that common control may be involved.

NOTICE OF FILING OF PETITION

No. MC 117644 (Sub-No. 2) (PETITION TO AMEND CONTRACT CARRIER'S PERMIT TO INCLUDE AN ADDITIONAL SHIPPER), filed August 5, 1963. Petitioner: D & T TRUCKING CO., INC., Post Office Box 2667, New Brighton 12, Minn. Petitioner's rep-

resentative: Robert E. Swanson, 364 Griggs Midway Building, 1821 University Avenue, St. Paul 4, Minn. Petitioner is authorized in 117644 (Sub-No. 2) to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Urea feed*, in bags, from Belle, W. Va., to points in Iowa, Minnesota, North Dakota, and Wisconsin, with no transportation for compensation on return except as otherwise authorized, restricted to a transportation service to be performed under a continuing contract, or contracts, with Agricultural Service, Inc., of Minneapolis, Minn. Petitioner has been requested by LaBudde Feed and Grain Co., a Wisconsin corporation, located at 741 Milwaukee Street, Milwaukee, Wis., to provide the same service. By the instant petition, petitioner requests the Commission to amend its permit in MC 117644 (Sub-No. 2), by adding LaBudde Feed and Grain Co., of Milwaukee, as one of the parties for whom the transportation can be performed under a continuing contract. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the FEDERAL REGISTER, file an appropriate pleading.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

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

MOTOR CARRIERS OF PROPERTY

No. MC-F-8527. Authority sought for merger into REDWING CARRIERS, INC., Palm River Road, P.O. Box 426, Tampa 1, Fla., of the operating rights and property of ROCKANA CARRIERS, INC., Palm River Road, P.O. Box 426, Tampa 1, Fla., and for acquisition by C. E. MENDEZ, also of Tampa, Fla., of control of such rights and property through the transaction. Applicant's attorney: Lewis H. Hill, Jr., 1316 First National Bank Building, Tampa 2, Fla. Operating rights sought to be merged: *Sulphur*, in bulk, as a *common carrier* over irregular routes, between points in Hillsborough County, Fla., from points in Hillsborough County, Fla., to points in Alabama and Georgia; *ammonia nitrate*, in bulk, from points in Chatham County, Ga., to points in Florida; *salt*, in bulk, from points in Hillsborough County, Fla., to points in Polk County, Fla.; *phosphates*, including super-phosphates and triple-super phosphates, from points in Hillsborough and Polk Counties, Fla., to points in Hillsborough County, Fla.; *fertilizer*, and *fertilizer materials*, including phosphates, but excepting insecticides in bags, between points in Hillsborough County, Fla., from points in Polk County, Fla., to points in Hillsborough County, Fla.; *salt cake*, in bulk, from Jacksonville, Fla., to Foley, Palatka, and Eastport, Fla.; and *lime* and *lime rock*, from the plant site of

the Chemical Lime, Inc., located near Brooksville, Fla., to points in Georgia, REDWING CARRIERS, INC., is authorized to operate as a *common carrier* in Florida, Alabama, Georgia, South Carolina, North Carolina, Mississippi, Tennessee, Illinois, West Virginia, and Louisiana. Application has not been filed for temporary authority under section 210a(b).

NOTE: REDWING CARRIERS, INC., controls ROCKANA CARRIERS, INC., through ownership of capital stock pursuant to authority granted in Docket No. MC-F-7527, on December 22, 1960.

No. MC-F-8528. Authority sought for purchase by CALORE EXPRESS CO., INC., 200 Whitehall Street, Providence, R.I., of a portion of the operating rights of McDEVITT TRANSPORTATION CO. (BERNARD R. POLLOCK and JAMES E. MURPHY, CO-RECEIVERS), 131 Farmington Avenue, Cranston, R.I., and for acquisition by JOSEPH C. CALORE, also of Providence, R.I., of control of such rights through the purchase. Applicants' attorneys: S. Harrison Kahn, 733 Investment Building, Washington 5, D.C., and Bernard Pollock, Adler, Pollock, and Sheehan, 530 Hospital Trust Building, Providence, R.I. Operating rights sought to be transferred: *Such merchandise* as is dealt in by wholesale, retail and chain grocery stores and food business houses, and in connection therewith, *equipment, materials, and supplies* used in the conduct of such business, as a *common carrier* over regular routes, between Providence, R.I., and Boston, Mass., serving the intermediate points of Pawtucket, R.I., and the off-route points of Cambridge, Somerville, and Watertown, Massachusetts, and Central Falls, Barrington, Cranston, and East Providence, R.I. Vendee is authorized to operate as a *common carrier* in Rhode Island, Massachusetts, and New Hampshire. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8529. Authority sought for control by TAJON TRUCKING CO., P.O. Box 146, R.D. No. 5, Mercer, Pa., of ERSKINE & SONS, INC., R.F.D. No. 2, U.S. 224, Lowellville, Ohio, and for acquisition by JOHN CHUTZ, MAC CHUTZ and DONALD CHUTZ, doing business as CHUTZ BROS. COAL CO., R.D. No. 2, Slippery Rock, Pa., of control of ERSKINE & SONS, INC., through the acquisition by TAJON TRUCKING CO. Applicants' attorney: Donald E. Cross, 917 Munsey Building, Washington 4, D.C. Operating rights sought to be controlled: *Such bulk commodities as are usually transported in dump trucks*, as a *common carrier*, over irregular routes, between points in Ashtabula, Columbiana, Cuyahoga, Geauga, Mahoning, Portage, Summit, and Trumbull Counties, Ohio, on the one hand, and, on the other, points in Allegheny, Beaver, Butler, Lawrence, and Mercer Counties, Pa., between points in Ashtabula, Columbiana, Cuyahoga, Geauga, Mahoning, Portage, Summit, and Trumbull Counties, Ohio, between points in Allegheny, Beaver, Butler, Lawrence, and Mercer Counties, Pa.; *such commodities as are usually transported in dump trucks and can be*

unloaded by dumping, between any railroad in Ashtabula, Cuyahoga, Mahoning, Summit, Columbiana, Geauga, Portage, and Trumbull Counties, Ohio, and Allegheny, Beaver, Butler, Lawrence, and Mercer Counties, Pa., on the one hand, and, on the other, points in Ohio and Pennsylvania within the radius of 60 miles of such railroad; *such bulk commodities as are susceptible of being unloaded by dumping*, in dump trucks, between points in Ashtabula, Mahoning, and Trumbull Counties, Ohio, on the one hand, and, on the other, points in West Virginia, and points in that part of Pennsylvania (except points in Allegheny, Beaver, Butler, Lawrence, and Mercer Counties), and New York which are on and west of U.S. Highway 15; *slag, sand, gravel, stone, cinders, and bituminous road materials*, in bulk, in dump trucks, from Ironton, Ohio, to points in Kentucky, and West Virginia within 40 miles of Ironton, from Ashland, Ky., to points in Ohio and West Virginia within 40 miles of Ironton, Ohio; *earth (common)*, in dump trucks, between points in Ohio, Kentucky, and West Virginia within 40 miles of Ironton, Ohio. TAJON TRUCKING CO., is authorized to operate as a *common carrier* in Pennsylvania, Ohio, New York, Alabama, Delaware, Georgia, Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Mississippi, Missouri, New Jersey, North Carolina, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8530. Authority sought for merger into WESTERN TRUCK LINES, LTD., 2550 East 28th Street, P.O. Box 58274, Los Angeles 58, Calif., of the operating rights and property of GILLETTE MOTOR TRANSPORT, INC., 2311 Butler Street, Dallas 19, Tex., and VOSS TRUCK LINES, INC., 1715 Southeast Skyline Drive, Oklahoma City, Okla., and for acquisition by CANTLAY & TANZOLA, INC., and in turn by R. CANTLAY, both also of Los Angeles, Calif., and AILEEN C. TANZOLA, executrix of the estate of JOSEPH TANZOLA, 907 North Whittier Drive, Beverly Hills, Calif., of control of such rights and property through the transaction. Applicants' attorney: Theodore W. Russell, 1010 Wilshire Boulevard, Los Angeles 17, Calif. Operating rights sought to be merged:

GILLETTE MOTOR TRANSPORT, INC.: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes, between Dallas, Tex., and Kansas City, Mo., between Fort Worth, Tex., and Kansas City, Mo., serving the intermediate point of Kansas City, Kans., those in Texas and Oklahoma, and the off-route point of North Kansas City, Mo., between Dallas, Tex., and Vinita, Okla., between Dallas, Tex., and Sapulpa, Okla., between Dallas, and Fort Worth, Tex., and El Paso, Tex., between Dallas, Tex., and Galveston, Tex., serving all intermediate points, from Dallas over U.S. Highway 175 to Athens, Tex., over Texas Highway 19 to Palestine, Tex., over U.S. Highway 287, to Crockett, Tex., over Texas Highway 45 to Hunts-

ville, Tex., over U.S. Highway 190 to Pointblank, Tex., over Texas Highway 156 to Coldspring, Tex., over Texas Highway 150 to Shepherd, Tex., over U.S. Highway 59 to Houston, Tex., over U.S. Highway 75 to Galveston, serving no intermediate points, from Dallas, Tex., to Kansas City, Mo., serving the intermediate point of Wichita, Kans., restricted to the delivery of syrup, and to Duncan, El Reno, and Enid, Okla., restricted to the delivery of lard and lard substitute, between Tulsa, Okla., and Douglas Bomber Plant, and Spartan Aeronautical School, approximately 4 miles north of Tulsa, between Oklahoma City, Okla., and Will Rogers Memorial Field, approximately 3 miles southwest of Oklahoma City, between Oklahoma City, and Tinker Field, Oklahoma City Air Depot and Oklahoma Aircraft Assembly Plant, approximately 5 miles east of Oklahoma City, between Muskogee, Okla., and Camp Gruber, approximately 14 miles southeast of Muskogee, between Ardmore, Okla., and Ardmore Army Air Field, approximately 10 miles east of Ardmore, serving no intermediate points, numerous alternate routes for operating convenience only; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between Fort Worth, Tex., on the one hand, and, on the other, sites of the new Army bomber assembly plant and anchorage and dock space located 6 and 9 miles, respectively northwest of Fort Worth, between Abilene, Tex., and Camp Barkeley, Tex., as an extension of said carrier's presently authorized regular route operation, between Houston, Tex., and certain points in Texas; *general commodities*, excepting, among others, commodities in bulk, but not excepting, household goods, between Denison, Tex., and Colbert, Okla., on the one hand, and, on the other, the Denison Dam Site in Oklahoma and Texas, and Cartwright, Okla.;

VOSS TRUCK LINES, INC.: *General commodities*, as a *common carrier* over regular routes, between Oklahoma City, Okla., and Chicago, Ill., and Kansas City, Mo., serving certain intermediate points; *general commodities*, excepting, among others, household goods and commodities in bulk, between Oklahoma City, Okla., and the site of the U.S. Army Air Depot near Marion, Okla., serving all intermediate points, between junction U.S. Highway 66 and Kansas Highway 26, and Kansas City, Mo., serving no intermediate points, between Salem, Ark., and Mammoth Spring, Ark., serving all intermediate points, between Springfield, Mo., and Cotter, Ark., serving all intermediate points, between Springfield, Mo., and Calico Rock, Ark., between junction Arkansas Highway 5 and Bull Shoals Access Road, and Bull Shoals Dam Site, Ark., serving all intermediate points, between Harrison, Ark., and Salem, Ark., serving all intermediate points between Mountain Home, Ark., and Salem, Ark., including Mountain Home; *general commodities*, except Class A and B explosives, wines, liquors, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Batesville, Ark., and Turrell, Ark., serv-

ing certain intermediate points, between Batesville, Ark., and Oil Trough, Ark., between Batesville, Ark., and Salem, Ark., between junction Arkansas Highways 9 and 56 at Brockwell, Ark., between junction Arkansas Highways 69 and 58 near Stella, Ark., and junction Arkansas Highways 58 and 11 south of Evening Shade, Ark., serving all intermediate points, and between Memphis, Tenn., and Turrell, Ark., with no service at Turrell or intermediate points; *general commodities*, excepting, among others, household goods but not excepting commodities in bulk, between junction Missouri Highway 14 and unnumbered highway, approximately seven miles east of Joplin, Mo., and Atlas, Mo., serving no intermediate points; *groceries, hardware, and general merchandise*, including canned goods, from Springfield, Mo., to Flippin, Ark., serving certain intermediate points; *agricultural implements, machinery and parts*, over irregular routes, from Canton, Ill., and Richmond, Ind., to Oklahoma City, Okla.; *boilers, tanks, heater, and parts*, from La Porte, Ind., to Oklahoma City, Okla.; *storage batteries and parts*, from Indianapolis and Speedway, Ind., to Oklahoma City, Okla.; *glass and glassware*, from Okmulgee, Okla., Omaha, Nebr., and Chicago, Ill., and from Sapulpa, Okla., to Omaha, and Lincoln, Nebr.; *lubricating oils and greases*, in containers, from Okmulgee, Okla., to Omaha, and Lincoln, Nebr., Des Moines, Iowa, Hamilton, Peoria, Marion, Moline, and Chicago, Ill., and Indianapolis, Ind., from Coffeyville, Kans., to Oklahoma City, Okla., and from Tulsa, Okla., to Deerfield, DuQuoin, Genoa, Greta, Jacksonville, Naperville, Plano, Roadhouse, Sycamore, and Eureka, Ill.; *empty containers*, for lubricating oils and greases, from Omaha and Lincoln, Nebr., Des Moines, Iowa, Hamilton, Peoria, Marion, Moline, and Chicago, Ill., and Indianapolis, Ind., to Okmulgee, Okla., from Oklahoma City, Okla., to Coffeyville, Kans.; *canned goods*, from Nebraska City, Plattsmouth, and Norfolk, Nebr., to points in Oklahoma, and from Marshalltown, Iowa, to Elk City, Oklahoma City, Duncan, and Lawton, Okla.; *butter, eggs, and dressed poultry*, from Lawton and Guthrie, Okla., to Omaha, Nebr., from Arkansas City, Kans., and points in Oklahoma to Chicago, Ill., and from Hobart and Temple, Okla., to St. Louis, Mo.; *meats and packing house products*, from Marshalltown, Iowa, to Oklahoma City, Okla.; *pecans*, from points in Oklahoma to St. Louis, Mo.; *battery cases*, from Melrose Park, Ill., to Oklahoma City, Okla.; *dressed poultry*, from Bentonville, and Springdale, Ark., to Chicago, Ill.; *general commodities*, classified as (a) meat, meat products and meat byproducts, (b) dairy products, and (c) articles distributed by meat packinghouses in appendix to report in *Modification of Permits of Motor Contract Carriers of Packing House Products*, 46 M.C. C. 23, and *frozen food*, between Shawnee, Okla. and Baxter Springs, Kans.;

WESTERN TRUCK LINES, LTD., is authorized to operate as a *common car-*

rier in Arizona, New Mexico, Texas, Nevada, and California. Application has not been filed for temporary authority under section 210a(b).

NOTE: WESTERN TRUCK LINES, LTD., controls GILLETTE MOTOR TRANSPORT, INC., and GILLETTE MOTOR TRANSPORT, INC., controls VOSS TRUCK LINES, INC., through ownership of capital stock pursuant to authority granted in Docket Nos. MC-F-5761 and MC-F-7651, respectively.

MOTOR CARRIERS OF PASSENGERS

No. MC-F-8531. Authority sought for purchase by CALIFORNIA PARLOR CAR TOURS COMPANY (which is a wholly owned subsidiary of THE GREYHOUND CORPORATION), 371 Market St., San Francisco, Calif., of the operating rights and property of THE GREYHOUND CORPORATION, 140 South Dearborn Street, Chicago 3, Ill., and for acquisition by THE GREYHOUND CORPORATION, 140 South Dearborn Street, Chicago 3, Ill., of control of such rights and property through the purchase. Applicants' attorney: Gerald H. Trautman, 601 California Street, San Francisco 8, Calif. Operating rights sought to be transferred: *Passengers*, as a *common carrier* in 48 States and the District of Columbia, in No. MC-1501 and numerous sub-numbered proceedings. THE GREYHOUND CORPORATION'S operating rights over regular routes extend through substantial areas of the United States. A summary of those routes would be of such length as to be impractical. Vendee is authorized to operate as a *common carrier* in California and Nevada. Application has not been filed for temporary authority under section 210a(b).

NOTE: Application for authority under section 214 was filed in conjunction with the application under section 5, in Finance Docket No. 22739.

By the Commission.

[SEAL] HAROLD D. McCOY,
Secretary.

[F.R. Doc. 63-8948; Filed, Aug. 20, 1963; 8:49 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

AUGUST 16, 1963.

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

LONG-AND-SHORT HAUL

FSA No. 38486: *Grain products from, to, and between points in southwestern, western trunk line and IFA territories*. Filed by Southwestern Freight Bureau, agent (No. B-8429), for interested rail carriers. Rates on vegetable cake, meal, and pellets; animal and poultry feed, also cottonseed and peanut hulls, in carloads, between points in southwestern territory; between points in Illinois also St. Louis, Mo., on the one hand, and points in western trunk-line territory, on the other; also between Mississippi River crossings, on the one hand, and

points in western trunk-line territory, on the other.

Grounds for relief: Short-line distance formula and grouping.

Tariffs: Supplement 230 to Southwestern Freight Bureau, agent, tariff I.C.C. 3972 and supplements 41 and 42 to Western Trunk Line Committee, agent, tariffs I.C.C. A-4276 and A-4449, respectively.

FSA No. 38487: *Substituted service—CNJ & RDG Co., et al., for Mercury Motor Express, Inc.* Filed by Southern Motor Carriers Rate Conference, agent (No. 81), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars, between Jersey City, N.J., on the one hand, and Atlanta and Macon, Ga., Auburndale, Jacksonville, Lakeland, Miami, Orlando, Sanford, Tampa, and West Palm Beach, Fla., on the other.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 1 to Southern Motor Carriers Rate Conference, Agent, tariff MF-I.C.C. 1267, I.C.C. 39.

By the Commission.

[SEAL] HAROLD D. McCOY,
Secretary.

[F.R. Doc. 63-8951; Filed, Aug. 20, 1963; 8:50 a.m.]

DEPARTMENT OF LABOR

Office of the Secretary

[Secretary's Order No. 26-63]

DIRECTOR OF OFFICE OF LABOR-MANAGEMENT AND WELFARE-PENSION REPORTS ET AL.

Delegation of Authority To Administer Oaths and Affirmations

1. *Purpose.* This order delegates to certain specified officers of the Labor-Management Services Administration the authority to administer oaths and affirmations, in order that the functions necessary for the proper administration of the Labor-Management Reporting and Disclosure Act of 1959 may be more effectively performed.

2. *Authority and directives affected.* This order is issued pursuant to section 601 of the Labor-Management Reporting and Disclosure Act of 1959 and Secretary's Order No. 24-63. Secretary's Order 4-62 is canceled.

3. *Delegation of authority.* The following officers of the Labor-Management Services Administration are authorized to administer oaths and affirmations, in order that the functions necessary for the proper administration of the Labor-Management Reporting and Disclosure Act of 1959 may be more effectively performed:

- (1) Director, Office of Labor-Management and Welfare-Pension Reports;
- (2) Deputy Director;
- (3) Assistant Directors;
- (4) Regional Directors;
- (5) Assistant Regional Directors for Compliance and Enforcement;

(6) Area Directors.

4. *Effective date.* This order becomes effective on August 21, 1963.

Signed at Washington, D.C., this 19th day of August 1963.

JAMES J. REYNOLDS,
Labor-Management Services
Administrator.

[F.R. Doc. 63-9024; Filed, Aug. 20, 1963; 8:55 a.m.]

Wage and Hour Division

CERTIFICATES AUTHORIZING EMPLOYMENT OF FULL-TIME STUDENTS WORKING OUTSIDE OF SCHOOL HOURS IN RETAIL OR SERVICE ESTABLISHMENTS AT SPECIAL MINIMUM WAGES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulation on employment of full-time students (29 CFR Part 519), and Administrative Order No. 561 (27 F.R. 4001), the establishments listed in this notice have been issued special certificates authorizing the employment of full-time students working outside of school hours at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the Act. The effective and expiration dates, type of establishment and total number of employees of the establishment are as indicated below. Pursuant to § 519.6(b) of the regulation, the minimum certificate rates are not less than 85 percent of the minimum applicable under section 6 of the Fair Labor Standards Act.

The following certificates were issued pursuant to paragraphs (c) and (g) of § 519.6 of 29 CFR Part 519, providing for an allowance not to exceed the proportion of the total number of hours worked by full-time students at rates below \$1.00 an hour to the total number of hours worked by all employees in the establishment during the base period, or 10 percent, whichever is lesser, in occupations of the same general classes in which the establishment employed full-time students at wages below \$1.00 an hour in the base period.

REGION I

- M. H. Fishman Co., Inc., 88-90 Merchants Row, Rutland, Vt.; effective 7-16-63 to 3-31-64 (variety store; new store).
- W. T. Grant Co., 1248 River Street, Hyde Park, Mass.; effective 7-15-63 to 3-31-64 (variety store; 34 employees).

REGION III

- S. S. Kresge Co., No. 460, 130 Kline Village Annex, Harrisburg, Pa.; effective 7-23-63 to 3-31-64 (variety store; 21 employees).
- S. S. Kresge Co., No. 200, 45 Morrisville Shopping Center, Morrisville, Pa.; effective 7-23-63 to 3-31-64 (variety store; 18 employees).
- Rhea's Inc., 441 Market Street, Pittsburgh, Pa.; effective 7-22-63 to 3-31-64 (food store; 46 employees).
- Rhea's Inc., 536 Smithfield Street, Pittsburgh, Pa.; effective 7-22-63 to 3-31-64 (food store; 34 employees).

REGION VII

- Consumers Warehouse Market, Inc., 1854 North Glenstone Street, Springfield, Mo.; effective 6-14-63 to 3-31-64 (food store; 44 employees).
- Consumers Warehouse Market, Inc., 1427 South Glenstone Street, Springfield, Mo.; effective 6-14-63 to 3-31-64 (food store; 44 employees).
- Consumers Warehouse Market, Inc., 1737 South Campbell Street, Springfield, Mo.; effective 6-14-63 to 3-31-64 (food store; 42 employees).
- Consumers Warehouse Market, Inc., 2525 West College Street, Springfield, Mo.; effective 6-14-63 to 3-31-64 (food store; 49 employees).
- Consumers Warehouse Market, Inc., 1015 West Kearney Street, Springfield, Mo.; effective 6-14-63 to 3-31-64 (food store; 43 employees).
- Hested Store Co., No. 787, 4259 West Florida Avenue, Denver, Colo.; effective 6-10-63 to 3-31-64 (variety store; 16 employees).
- Hested Store Co., No. 701, 510 "E" Street, Fairbury, Nebr.; effective 6-10-63 to 3-31-64 (variety store; 16 employees).
- Hested Stores Co., No. 708, 723 Central Avenue, Nebraska City, Nebr.; effective 6-11-63 to 3-31-64 (variety store; 13 employees).
- Hested Stores Co., No. 715, 311 Norfolk Avenue, Norfolk, Nebr.; effective 6-10-63 to 3-31-64 (variety store; 22 employees).
- Hested Stores Co., No. 718, York, Nebr.; effective 6-10-63 to 3-31-64 (variety store; 12 employees).
- Jefferson Variety, Inc., T. G. & Y. Stores Co., No. 163, 1410 West Dunklin, Jefferson City, Mo.; effective 6-11-63 to 3-31-64 (variety store; 17 employees).
- S. S. Kresge Co., No. 108, 225 First Avenue East, Cedar Rapids, Iowa; effective 6-10-63 to 3-31-64 (variety store; 32 employees).
- S. S. Kresge Co., No. 154, 516 West Broadway, Council Bluffs, Iowa; effective 6-10-63 to 3-31-64 (variety store; 55 employees).
- S. S. Kresge Co., No. 270, Village Shopping Center, 902 West Kimberly Road, Davenport, Iowa; effective 6-10-63 to 3-31-64 (variety store; 29 employees).
- S. S. Kresge Co., No. 542, Merle Hay Plaza, Merle Hay Road and Douglas Avenue, Des Moines, Iowa; effective 6-10-63 to 3-31-64 (variety store; 54 employees).
- S. S. Kresge Co., No. 100, 790 Main Street, Dubuque, Iowa; effective 6-10-63 to 3-31-64 (variety store; 64 employees).
- S. S. Kresge Co., No. 210, 4 East Main Street, Marshalltown, Iowa; effective 6-10-63 to 3-31-64 (variety store; 48 employees).
- S. S. Kresge Co., No. 689, Truman Corners, Town & Country Shoppers City, 12124 South 71 Highway, Grandview, Mo.; effective 6-11-63 to 3-31-64 (variety store; 30 employees).
- S. S. Kresge Co., No. 58, 601 Felix Street, St. Joseph, Mo.; effective 6-10-63 to 3-31-64 (variety store; 82 employees).
- S. S. Kresge Co., No. 461, 2705 Cherokee Street, St. Louis, Mo.; effective 6-10-63 to 3-31-64 (variety store; 28 employees).
- S. S. Kresge Co., No. 96, 124 South Side Square, Springfield, Mo.; effective 6-24-63 to 3-31-64 (variety store; 26 employees).
- S. S. Kresge Co., No. 401, 4828 South 24th Street, South Omaha, Nebr.; effective 6-10-63 to 3-31-64 (variety store; 19 employees).
- Lebanon Consumers, Inc., Jefferson and Highway No. 5, Lebanon, Mo.; effective 6-14-63 to 3-31-64 (food store; 31 employees).
- J. J. Newberry Co., No. 394, 808 Broadway, Columbia, Mo.; effective 6-10-63 to 3-31-64 (variety store; 24 employees).
- J. J. Newberry Co., No. 279, 101-105 West Third, Yankton, S. Dak.; effective 6-10-63 to 3-31-64 (variety store; 15 employees).

REGION IX

- C. R. Anthony Co., 5050 West Indian School Road, Phoenix, Ariz.; effective 7-17-63 to 3-31-64 (variety store; 13 employees).
- The following certificates were issued to establishments coming into existence after May 1, 1960, under paragraphs (c), (d), (g), and (h) of § 519.6 of 29 CFR, Part 519. The certificates permit the employment of full-time students at rates of not less than 85 cents an hour in the classes of occupations listed, and provide for limitations on the percentage of full-time student hours of employment at rates below \$1.00 an hour to total hours of employment of all employees. The percentage limitations vary from month to month between the minimum and maximum figures indicated.
- Britts Northwoods Corp., Natural Bridge and Lucas Hunt, St. Louis, Mo.; effective 7-18-63 to 3-31-64; office clerk, sales clerk, stock clerk, marker, porter; between 2.4 percent and 10 percent (variety store; 223 employees).
 - Food Mart, No. 6, 801 South Hammett Street, El Paso, Tex.; effective 7-24-63 to 3-31-64; bagger, carry-out, janitor, stock clerk, checker; between 2.5 percent and 10 percent (food store; 13 employees).
 - Hested Hoffman Heights Corp., No. 776, 734 Peoria, Aurora, Colo.; effective 7-26-63 to 3-31-64; janitorial, markers, stock clerk, sackers; between 0.1 percent and 10 percent (department store).
 - Jupiter, No. 4514, 22 Independence Street, Shamokin, Pa.; effective 8-1-63 to 3-31-64; sales clerk; between 0.3 percent to 10 percent (variety store; 12 employees).
 - S. S. Kresge Co., 57-61 Newton Road, Danbury, Conn.; effective 7-25-63 to 3-31-64; sales clerk; 10 percent for each month (variety store; 34 employees).
 - S. S. Kresge Co., 2545 Okeecheebe Road, West Palm Beach, Fla.; effective 7-31-63 to 3-31-64; sales clerk; between 7.3 percent and 10 percent (variety store; 27 employees).
 - S. S. Kresge Co., No. 25, 3041 West 159th Street, Markham, Ill.; effective 8-1-63 to 3-31-64; sales clerk; 10 percent for each month (variety store; 44 employees).
 - S. S. Kresge Co., No. 135, 7971 Southtown Center, Minneapolis, Minn.; effective 8-1-63 to 3-31-64; sales clerk; 10 percent for each month (variety store; 44 employees).
 - S. S. Kresge Co., No. 578, 21 Village Square, Hazelwood, Mo.; effective 8-1-63 to 3-31-64; sales clerk; 10 percent for each month (variety store; 28 employees).
 - S. S. Kresge Co., Cherry Hill Shopping Center, 431 Cherry Hill, Merchantville, N.J.; effective 7-31-63 to 3-31-64; sales clerk; 10 percent for each month (variety store; 48 employees).
 - S. S. Kresge Co., No. 723, Village Shopping Center, Keith Street and Harrison Pike, Cleveland, Tenn.; effective 8-1-63 to 3-31-64; sales clerk; between 2.7 percent and 10 percent (variety store; 28 employees).
 - McCrorry-McLellan Stores, No. 339, West Orange Shopping Center, Dillard and Cypress Streets, Winter Garden, Fla.; effective 7-26-63 to 3-31-64; sales clerk; between 4.1 percent and 10 percent (variety store; 24 employees).
 - Muether's Super Valu, 710 Broadway, Waterloo, Iowa; effective 7-27-63 to 3-31-64; carry-out boy, stock clerk; 10 percent for each month (food store; 17 employees).
 - Neisner Bros., Inc., No. 192, 1091 West Main Street, Avon Park, Fla.; effective 8-1-63 to 3-31-64; sales clerk, stock clerk; between 6.0 percent and 10 percent (variety store; 14 employees).

Neisner Brothers, Inc., No. 183, 811 North Seventh Street, Dade City, Fla.; effective 7-20-63 to 3-31-64; sales clerk, stock clerk, clerical; between 9.8 percent and 10 percent (variety store; 11 employees).

Neisner Brothers, Inc., No. 194, 1950 West Tennessee Street, Tallahassee, Fla.; effective 7-26-63 to 3-31-64; sales clerk, stock clerk, office clerk; between 4.3 percent and 10 percent (variety store; 39 employees).

Neisner Bros., Inc., No. 202, Crystal Lake Plaza, Crystal Lake, Ill.; effective 8-3-63 to 3-31-64; sales clerk, stock clerk, office clerk; 10 percent for each month (variety store; 26 employees).

F. W. Woolworth Co., No. 2476, 5840 South Pulaski Road, Chicago, Ill.; effective 7-26-63 to 3-31-64; sales clerk; 10 percent for each month (variety store; 49 employees).

F. W. Woolworth Co., No. 2574, 2545-55 East 79th Street, Chicago, Ill.; effective 7-25-63 to 3-31-64; sales clerk; 10 percent for each month (variety store; 65 employees).

F. W. Woolworth Co., No. 2606, 11301 South Michigan Avenue, Chicago, Ill.; effective 8-1-63 to 3-31-64; sales clerk; between 7.0 percent and 10 percent (variety store; 62 employees).

F. W. Woolworth Co., No. 2454, 39 Meadowview Center, Kankakee, Ill.; effective 7-25-63

to 3-31-64; sales clerk; between 4.1 percent and 10 percent (variety store; 27 employees).

Worth Food Mart, No. 28, 2730 Samuell, Dallas, Tex.; effective 7-24-63 to 3-31-64; bagger, carry-out, janitor, stock clerk, checker; 10 percent for each month (food store; 16 employees).

Worth Food Mart, No. 40, 181 A S Oak Cliff, Dallas, Tex.; effective 7-24-63 to 3-31-64; bagger, carry-out, janitor, stock clerk, checker; 10 percent for each month (food store; 28 employees).

Worth Food Mart, No. 6, 250 Roberts Cut Off, Fort Worth, Tex.; effective 7-25-63 to 3-31-64; bag boy, carry-out boy, janitor, stock clerk, checker; between 6.2 percent and 10 percent (food store; 21 employees).

Worth Food Mart, No. 13, 4004 White Settlement, Fort Worth, Tex.; effective 7-24-63 to 3-31-64; bagger, carry-out, janitor, checker, stock clerk; 10 percent for each month (food store; 14 employees).

Worth Food Mart, No. 17, 3500 North Denton Highway, Fort Worth, Tex.; effective 7-23-63 to 3-31-64; bag boy, carry-out, janitor, stock clerk, checker; 10 percent for each month (food store, 39 employees).

Each certificate has been issued upon the representations of the employer

which, among other things, were that employment of full-time students at special minimum rates is necessary to prevent curtailment of opportunities for employment, and the hiring of full-time students at special minimum rates will not tend to displace full-time employees. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 519.9.

Signed at Washington, D.C., this 9th day of August 1963.

ROBERT G. GRONEWALD,
Authorized Representative
of the Administrator.

[F.R. Doc. 63-8953; Filed, Aug. 20, 1963; 8:50 a.m.]

CUMULATIVE CODIFICATION GUIDE—AUGUST

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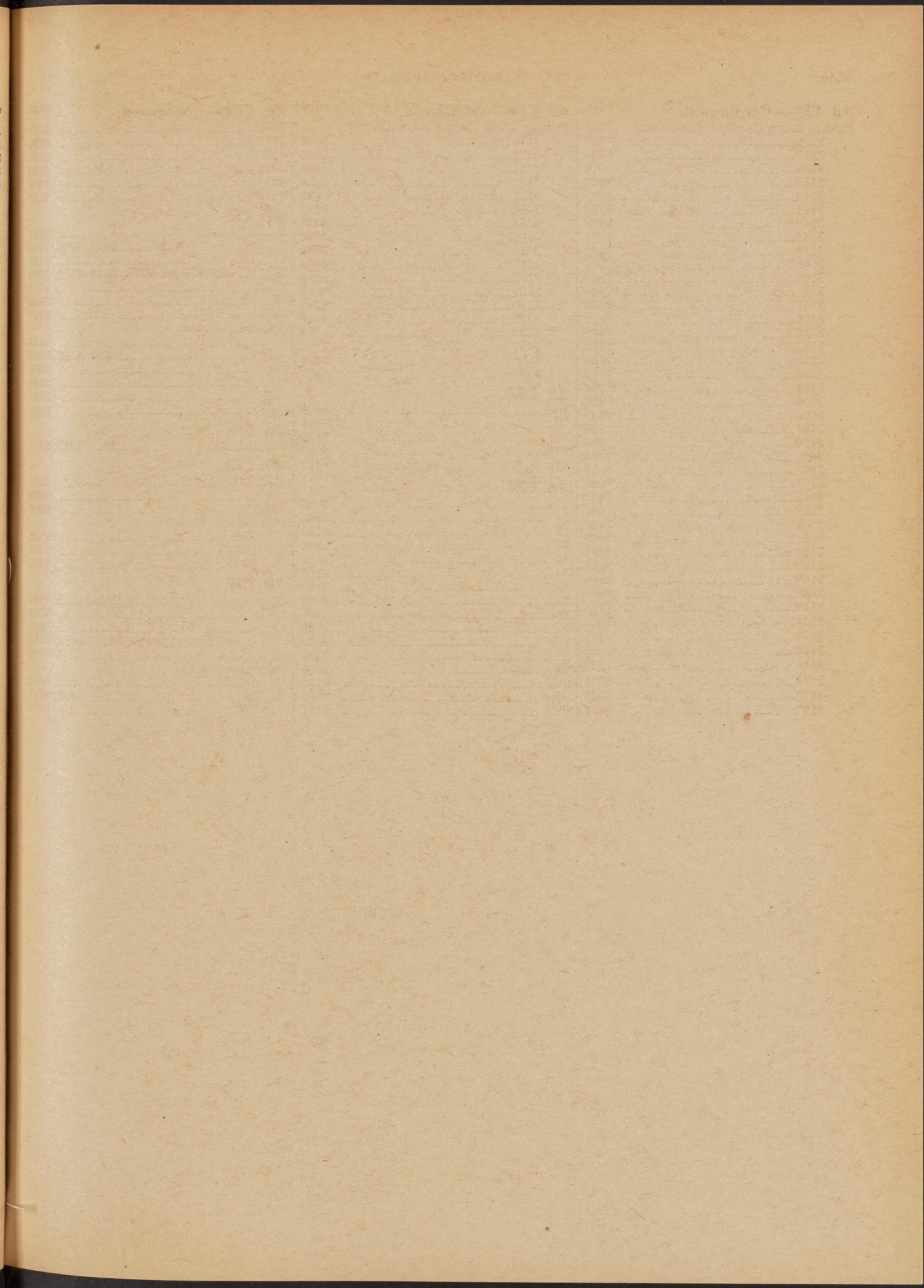
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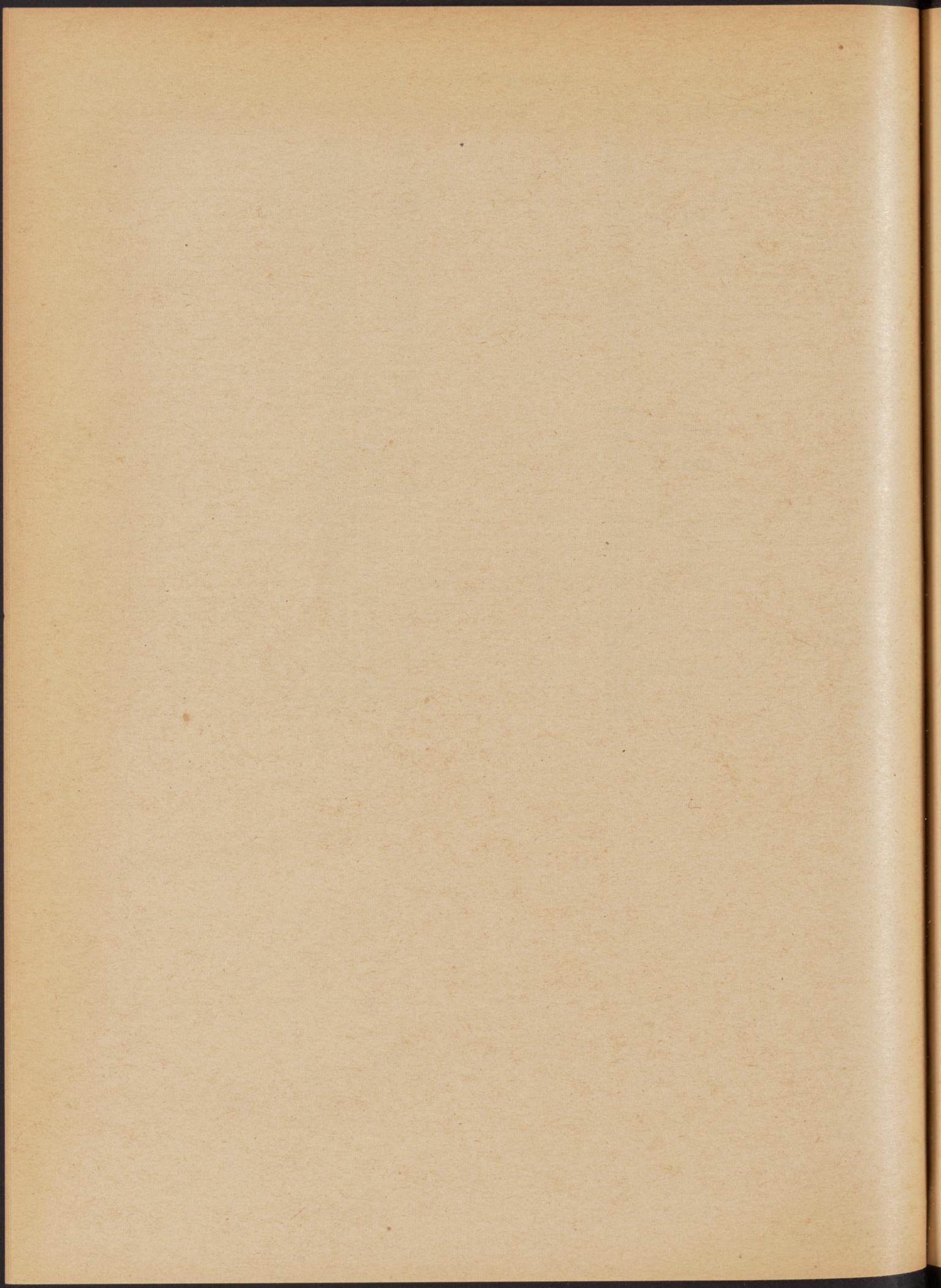
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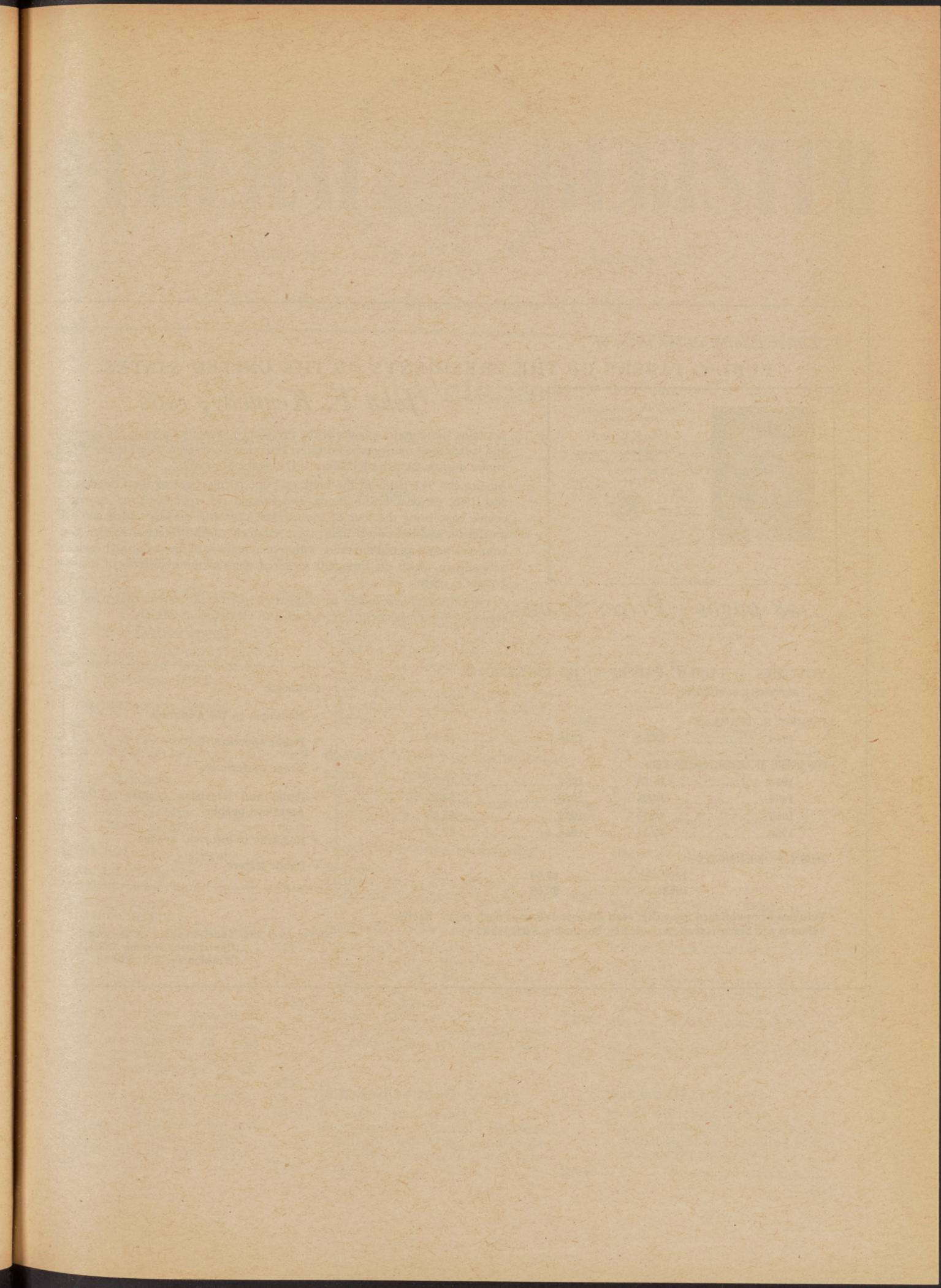
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