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Just Released**NEW CODIFICATION GUIDE**

[January 1964]

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Rules and Regulations

Title 7—AGRICULTURE

Chapter I—Agricultural Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

PART 51—FRESH FRUITS, VEGETABLES AND OTHER PRODUCTS (INSPECTION, CERTIFICATION AND STANDARDS)

Subpart—United States Standards for Grades of Mushrooms for Processing¹

On October 30, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 11548) regarding the issuance of United States Standards for Grades of Mushrooms for Processing (7 CFR, §§ 51.3435-51.3449).

Statement of considerations leading to the issuance of the grade standards. Following publication of the proposed standards under notice of proposed rule making a number of recommendations were received from representatives of the mushroom processing industry and from individual processors. Among these was a recommendation that scaling be referred to as feathering since the latter is the term which the industry applies to this defect. This change is made in the grade requirements in §§ 51.3435 and 51.3436 as well as in the definitions of damage and serious damage in §§ 51.3447 and 51.3448 which have been reworded.

NOTE: Packing of the product in conformity with the requirements of these standards shall not excuse failure to comply with the provisions of the Federal Food, Drug and Cosmetic Act or with applicable State laws and regulations.

It was also recommended that disease spots be excluded from the U.S. No. 1 grade instead of requiring only that mushrooms be free from damage by other disease. Appropriate changes are made in both grades, §§ 51.3435 and 51.3436, and a definition of serious damage by disease spots added to § 51.3448.

There were also recommendations that a smaller minimum diameter be provided and that a maximum diameter requirement be added. It is not believed that these are necessary since the grades state that unless otherwise specified each mushroom cap is not less than one-half inch in diameter. This provision gives contracting parties the option of specifying some other minimum diameter, or a maximum diameter, or a minimum and a maximum diameter, in accordance with their particular needs.

After consideration of all relevant matters presented, including the proposal set forth in the aforesaid notice, the following United States Standards

¹ These standards apply only to the cultivated mushroom *Agaricus Campestris*.

for Grades of Mushrooms for Processing are hereby promulgated pursuant to the Agricultural Marketing Act of 1946 (60 Stat. 1087, as amended; 7 U.S.C. 1621-1627).

GRADES

Sec.
51.3435 U.S. No. 1.
51.3436 U.S. No. 2.

CULLS

51.3437 Culls.

CULL MATERIAL

51.3438 Cull material.

DEFINITIONS

51.3439 Similar varietal characteristics.
51.3440 Fairly well shaped.
51.3441 Tender.
51.3442 Soft.
51.3443 Mushroom cap.
51.3444 Whole mushroom.
51.3445 Usable piece.
51.3446 Usable portion of stem.
51.3447 Damage.
51.3448 Serious damage.
51.3449 Diameter.

AUTHORITY: The provisions of this subpart issued under secs. 203, 205, 60 Stat. 1087, as amended, 1090 as amended; 7 U.S.C. 1622, 1624.

GRADES

§ 51.3435 U.S. No. 1.

(a) (1) "U.S. No. 1" consists of fresh mushroom caps or, when so specified, whole mushrooms of similar varietal characteristics which are not soft, which are at least fairly well shaped, tender, and are free from decay, disease spots and insects and free from damage caused by insects, bruising, discoloration, feathering or other means.

(2) Size: Unless otherwise specified, each mushroom cap is not less than one-half inch in diameter.

§ 51.3436 U.S. No. 2.

(b) (1) "U.S. No. 2" consists of fresh mushroom caps, whole mushrooms, usable pieces, and the usable portions of the stems of mushrooms of similar varietal characteristics which are tender, are free from decay and insects and free from damage caused by insects and free from serious damage caused by disease spots, bruising, discoloration, feathering or other means.

(2) Size: Unless otherwise specified, each mushroom cap is not less than one-half inch in diameter.

CULLS

§ 51.3437 Culls.

"Culls" consist of fresh whole mushrooms, mushroom caps, pieces and stems of mushrooms which fail to meet the requirements of the U.S. No. 2 grade.

CULL MATERIAL

§ 51.3438 Cull material.

"Cull material" means the root end of the stem with or without adhering caked dirt, loose dirt and other foreign material or extraneous material.

DEFINITIONS

§ 51.3439 Similar varietal characteristics.

"Similar varietal characteristics" means that the mushrooms are of the same general color. Those of white color shall not be mixed in the same container with cream or brown mushrooms.

§ 51.3440 Fairly well shaped.

"Fairly well shaped" means that the mushroom cap is not flattened, scalloped, indented or otherwise deformed to an extent that materially detracts from the appearance or the processing quality.

§ 51.3441 Tender.

"Tender" means the flesh of the cap and stem is not fibrous, rubbery or stringy.

§ 51.3442 Soft.

"Soft" means that the mushroom cap is more than slightly indented or concave; or the veil is stretched or open and has a cottony appearance.

§ 51.3443 Mushroom cap.

"Mushroom cap" means the round crown or top part of the mushroom, which may include a relatively short portion of the stem.

§ 51.3444 Whole mushroom.

"Whole mushroom" means the mushroom cap with the usable portion of the stem attached.

§ 51.3445 Usable piece.

"Usable piece" means a piece of cap or stem which is not seriously damaged.

§ 51.3446 Usable portion of stem.

"Usable portion of stem" consists of that portion of the stem remaining after the cap and root end have been removed.

§ 51.3447 Damage.

"Damage" means any specific defect described in this section, or an equally objectionable variation of any one of these defects, any other defect, or any combination of defects, which materially detracts from the edible or processing quality of the mushrooms. The following specific defects shall be considered damage:

(a) Bruising, when more than 5 percent of the surface of the mushroom cap is materially flattened, ragged or skinned;

(b) Discoloration, when more than 5 percent of the aggregate surface of the mushroom cap is affected by discoloration which distinctly contrasts with the normal color of the mushroom;

(c) Mushrooms showing evidence of insect feeding; and,

(d) Feathering, when materially affecting the appearance of white mushroom caps and when raised and affecting more than 5 percent of the surface of cream or brown mushroom caps.

§ 51.3448 Serious damage.

"Serious damage" means any specific defect described in this section, or an equally objectionable variation of any one of these defects, any other defect, or any combination of defects, which renders the mushroom cap, whole mushroom or detached stem unsuitable for processing. The following specific defects shall be considered as serious damage:

- (a) Bruising, when more than 20 percent of the surface of the mushroom cap is distinctly flattened, ragged or skinned;
- (b) Discoloration, when more than 20 percent of the aggregate surface of the mushroom cap is badly discolored;
- (c) Disease spots, when affecting more than 10 percent of the cap surface; and,
- (d) Feathering, when hard, rough separations of the flesh affect more than 20 percent of the surface of cream or brown mushroom caps.

§ 51.3449 Diameter.

"Diameter" means the greatest dimension of the cap measured at right angles to the stem.

The United States Standards for Grades of Mushrooms for Processing contained in this subpart shall become effective April 1, 1964.

Dated: February 14, 1964.

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

[F.R. Doc. 64-1642; Filed, Feb. 18, 1964;
8:49 a.m.]

Chapter X—Agricultural Marketing Service (Marketing Agreements and Orders; Milk), Department of Agriculture

[Milk Order No. 136]

PART 1136—MILK IN GREAT BASIN MARKETING AREA

Order Terminating Certain Provision

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and of the order regulating the handling of milk in the Great Basin marketing area (7 CFR Part 1136), it is hereby found and determined that:

(a) The following provision of the order no longer tends to effectuate the declared policy of the Act:

In § 1136.7 the provision "or a dairy farmer who during the current month qualifies as a producer under another Federal milk order".

(b) Notice of proposed rule making, public procedure thereon, and 30 days notice of the effective date hereof, is impractical, unnecessary, and contrary to the public interest in that:

(1) This termination order does not require of persons affected substantial or extensive preparation prior to the effective date.

(2) This termination order is necessary to reflect current marketing conditions and to maintain orderly marketing conditions in the marketing area.

(3) This action is necessary to facilitate the movement of milk directly from the farms of dairy farmers who are producers under this order to handlers regulated under nearby Federal orders where supplemental outside supplies have been required. The present order provides that milk of any producer pooled under another Federal order for part of a month cannot be pooled under this order for the remainder of the month. The Central Arizona order requires that milk received directly from farms be pooled under that order. This termination will permit such milk to be pooled under the Great Basin order during the portion of the month when it is not pooled under the Central Arizona order.

The original purpose of this provision was to permit surplus producer milk from the Western Colorado order to move directly from farms to a Great Basin pool plant for manufacturing use without qualifying as producer milk under the Great Basin order. No such movements have occurred in over a year, nor are any likely in the foreseeable future from any other orders.

(4) This termination action is based on the request of Weber Central Dairy Association, Federated Milk Producers Association and Hi-Land Dairyman's Association who represent more than 95 percent of the producers supplying the market. Handlers of a majority of the Class I sales in the market have indicated they do not oppose this action.

Therefore, good cause exists for making this order effective upon publication in the FEDERAL REGISTER.

It is therefore ordered, That the aforesaid provision of the order is hereby terminated.

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

Effective date. Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on February 13, 1964.

GEORGE L. MEHREN,
Assistant Secretary.

[F.R. Doc. 64-1621; Filed, Feb. 18, 1964;
8:46 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 4002; Amdt. 93-2]

PART 93—SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS [NEW]

Subpart B—New York International Airport Traffic Area

On December 24, 1963, the New York International Airport was renamed the John F. Kennedy International Airport in honor of our late President.

The purpose of this amendment to the Federal Aviation regulations is to change the name of the New York International Airport to the John F. Kennedy International Airport wherever it appears in Part 93 [New].

Since this amendment is editorial in nature and imposes no additional 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 to aeronautical publications, this amendment will be effective more than 30 days after publication.

In consideration of the foregoing, Part 93 [New] of the Federal Aviation Regulations (14 CFR Part 93) is amended as follows:

1. By striking out the words "New York International Airport" wherever they appear in Subpart B and inserting the words "John F. Kennedy International Airport" in place thereof.

This amendment becomes effective April 2, 1964. It is issued under the authority of section 307 of the Federal Aviation Act of 1958, 49 U.S.C. 1348.

Issued in Washington, D.C., on February 10, 1964.

N. E. HALABY,
Administrator.

[F.R. Doc. 64-1606; Filed, Feb. 18, 1964;
8:45 a.m.]

Chapter II—Civil Aeronautics Board

SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. No. ER-398A]

PART 221—CONSTRUCTION, PUBLICATION, FILING AND POSTING OF TARIFFS OF AIR CARRIERS AND OF FOREIGN AIR CARRIERS

Effectiveness of Amendments Requiring Improved Notice of Warsaw Convention Limit

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 14th day of February 1964.

By Regulation ER-398, adopted January 3, 1964, and published at 29 F.R. 177, the Board postponed from February 1, 1964, to March 1, 1964, the effective date of certain amendments to Part 221 adopted October 31, 1963, ER-395, and published at 28 F.R. 11775, requiring improved notice by the carriers of the Warsaw Convention limit on liability to passengers. The postponement was granted to enable any carriers desiring to waive the limit of liability to petition for amendment of the rule to relieve them of the burden of giving the notice. It was specified that any such petitions should be submitted to the Board by January 24, 1964.

None of the documents filed in response to ER-398 expressed an intention by any carrier to waive the limit, and no carrier has requested amendment of the rule on grounds of such a waiver. Accordingly, no changes will be made at this time in the amendments to Part 221 contained in ER-395, and such amendments will become effective on March 1, 1964.

(Sec. 204 of the Federal Aviation Act of 1958, as amended, 72 Stat. 743; 49 U.S.C. 1324.)

Interpret or apply secs. 401(e), 403 and 411, 72 Stat. 754, 758 and 769; 49 U.S.C. 1371, 1373 and 1381)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-1656; Filed, Feb. 18, 1964;
8:50 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 2072; Amdt. 686]

PART 507—AIRWORTHINESS
DIRECTIVES

Boeing Models 707 and 720 Series
Aircraft

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring installation of cabin sidewall air baffle modification and metal grill on Boeing Models 707 and 720 Series aircraft was published in 28 F.R. 12629.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Several airlines have indicated their intention to accomplish their own modifications in lieu of that provided in the Boeing service bulletins. The AD as written provides for accepting these on the basis of equivalent designs, and some operators have already made such FAA-approved installations.

Some of the airlines suggested longer compliance times, up to 7,000 hours; but, in checking the major overhaul periods, it is considered that the time from the effective date of the AD is adequate. Already 1,000 hours has elapsed since the AD was proposed.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

BOEING. Applies to all Models 707 and 720 Series aircraft.

Compliance required within 5,000 hours' service time after the effective date of this AD.

Fires have occurred in the cabin lower sidewall panels in the return air system. In order to reduce the possibility of fire damage, the fire protection properties of the installation shall be improved as follows:

Install the lower sidewall modifications, including flame resistant insulation, fire stop air baffles, and metal grills, in accordance with Boeing Service Bulletins Nos. 1807 (R-1), 1807 (R-1) A, 1861, and 1868, as applicable, or FAA-approved equivalent.

(Boeing Service Bulletins Nos. 1807 (R-1), 1807 (R-1) A, 1861, and 1868 cover this subject.)

This amendment shall become effective March 20, 1964.

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

Issued in Washington, D.C., on February 12, 1964.

G. S. MOORE,
Director,

Flight Standards Service.

[F.R. Doc. 64-1607; Filed, Feb. 18, 1964;
8:45 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER A—GENERAL

PART 3—STATEMENTS OF GENERAL POLICY OR INTERPRETATION

Status of Pteroylglutamic Acid (Folic Acid) in Foods for Special Dietary Use and as a Drug

In order to reflect developments since it was originally issued in the FEDERAL REGISTER of August 27, 1960 (25 F.R. 8224), the statement of policy § 3.42 Status of folic acid in foods for special dietary use and as a drug is revised to read as set forth below, pursuant to the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 701(a), 52 Stat. 1055; 21 U.S.C. 371(a)) and delegated to the Commissioner of Food and Drugs by the Secretary (21 CFR 2.90; 29 F.R. 471):

§ 3.42 Status of pteroylglutamic acid (folic acid) in foods for special dietary use and as a drug.

(a) Pteroylglutamic acid (folic acid) for food use is regarded as a food additive, subject to the provisions of section 409 of the Federal Food, Drug, and Cosmetic Act. As provided by § 121.1134 of this chapter which became effective July 20, 1963, pteroylglutamic acid (folic acid) may be safely used as a component of dietary supplements, provided the directions for use are such that, when followed, daily ingestion will not exceed 0.1 milligram of the additive.

(b) Preparations supplying over 0.1 milligram of pteroylglutamic acid (folic acid) in the daily dosage recommended or suggested may be marketed only as drugs for use under medical supervision. Among other things, these drugs must be labeled with the statement "Caution: Federal law prohibits dispensing without prescription," and their labeling must bear adequate information for their use

by physicians, including information about the possible harmful effect of administering pteroylglutamic acid (folic acid) to patients who may have pernicious anemia.

(c) Because preparations represented or intended for drug use and supplying 0.1 milligram or less of pteroylglutamic acid (folic acid) in the daily dosage recommended or suggested may also supply other active ingredients, each such preparation should be considered on an individual basis to establish its status under the Federal Food, Drug, and Cosmetic Act.

(Secs. 403(j), 409, 502(f), (j), 701(a), 52 Stat. 1048, 1051, 1055; 72 Stat. 1785; 21 U.S.C. 343(j), 348, 352(f), (j), 371(a))

Dated: February 13, 1964.

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

[F.R. Doc. 64-1634; Filed, Feb. 18, 1964;
8:48 a.m.]

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart A—Definitions and Procedural and Interpretative Regulations

FURTHER EXTENSIONS OF EFFECTIVE DATE OF STATUTES FOR CERTAIN SPECIFIED FOOD ADDITIVES

As provided in the Federal Food, Drug, and Cosmetic Act (sec. 6(c), Public Law 85-929, as amended sec. 2, Public Law 87-19; 72 Stat. 1788, as amended 75 Stat. 42; 21 U.S.C., note under sec. 342) and delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (25 F.R. 8625), the food additive regulations (21 CFR 121.90, 121.91) are amended as set forth below:

1. Section 121.90 Further extensions of effective date of statute for certain specified food additives as direct additives to food is amended in the following respects:

a. By adding thereto in alphabetical order, under the headings indicated, the following items being reinserted from previous extension lists:

SYNTHETIC FLAVORING SUBSTANCES AND ADJUNCTS

Product	Specified uses or restrictions	Effective date of statute extended to—	Progress report required by—
Ethyl myristate	***	June 30, 1964	***
Iso-eugenol acetate	***	June 30, 1964	***

FLAVORING SUBSTANCES AND NATURAL SUBSTANCES USED IN CONJUNCTION WITH FLAVORS

Fir, Siberian; <i>Abies sibirica</i> Ledeb.	***	June 30, 1964	***
Fir, silver, oil; <i>Abies alba</i> Mill.	***	June 30, 1964	***
Maple (mountain) bark and bark extract, solid; <i>Acer spicatum</i> Lam.	***	June 30, 1964	***

MISCELLANEOUS

Polyethylene glycol 400 through 6,000	Component of coatings and binders in tableted food.	June 30, 1964	***
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b. By extending the effective date of the following items listed under "Flavoring Substances and Natural * * *" from January 1, 1964, to June 30, 1964, and by deleting the requirement for a progress report: "Maple (mountain) extract, solid; *Acer spicatum* Lam."

c. By extending the effective date of the following miscellaneous items from January 1, 1964, to June 30, 1964, and by deleting the requirement for a progress report:

Butoxyethylene - polypropylene glycol (mol. wt. 3800-4200).
Disodium cyanodithiolimidocarbonate.
Disodium ethylenediamine tetraacetate.
Ethylenediamine.
Polyoxyethylene glycol esters of mixed fatty acids * * *.

Potassium *N*-methylthiocarbamate.
Sodium methyl sulfate.

2. Section 121.91 *Further extensions of effective date of statute for certain specified food additives as indirect additives to food* is amended in the following respects:

a. By extending the effective date of the following items from January 1, 1964, to June 30, 1964, and by deleting the requirement for a progress report:

Bromides, inorganic.
Isobutylene isoprene copolymer.
Polyisobutylene.
Polyethylene, oxidized * * *.

b. By adding thereto in alphabetical order the following item being reinserted from previous extension lists:

Product	Specified uses or restrictions	Effective date of statute extended to—	Progress report required by—
*** Dialkyl (C ₆ -C ₁₈) dimethyl ammonium chloride. ***	*** Flocculating agent in manufacture of silica and silicate pigments used in food packaging. ***	*** June 30, 1964 ***	*** ----- ***

Notice and public procedure and delayed effective date are not necessary prerequisites to the promulgation of this order, and I so find, since extensions of time, under certain conditions, for the effective date of the food additives amendment to the Federal Food, Drug, and Cosmetic Act were contemplated by Public Law 87-19 as a relief of restrictions of the food-processing industry.

Effective date. This order shall become effective on the date of signature.

(Sec. 6(c), Public Law 85-929, as amended, sec. 2, Public Law 87-19; 72 Stat. 1788, as amended 75 Stat. 42; 21 U.S.C., note under sec. 342)

Dated: February 13, 1964.

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

[F.R. Doc. 64-1635; Filed, Feb. 18, 1964; 8:48 a.m.]

Title 46—SHIPPING

Chapter II—Maritime Administration, Department of Commerce

SUBCHAPTER G—EMERGENCY OPERATIONS [General Order 82, 9th Rev., Amdt. 1]

PART 309—VESSEL VALUES FOR WAR RISK INSURANCE

Vessel Data Forms

Paragraphs (b) and (c) of § 309.8 are hereby amended to read as follows:

§ 309.8 Vessel data forms.

(b) *Vessels of 1500 gross tons or more.* Vessel data for all vessels of 1500 gross tons or more shall be submitted on Form MA-510.

(c) *Vessels under 1500 gross tons.* Vessel data for all vessels under 1500 gross tons shall be submitted on Form MA-511.

Effective date. The foregoing shall be effective as of March 23, 1964.

(Sec. 204, 49 Stat. 1987, as amended; 46 U.S.C. 1114; sec. 1209, 64 Stat. 775, as amended, 70 Stat. 984; 46 U.S.C. 1289)

Dated: February 12, 1964.

L. C. HOFFMANN,
Chairman, Ship Valuation Committee.

[F.R. Doc. 64-1623; Filed, Feb. 18, 1964; 8:46 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[RM-564; FCC 64-111]

PART 15—RADIO FREQUENCY DEVICES

Radiation Interference Limits

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 12th day of February 1964;

The Commission, having under consideration § 15.72(a) of its rules and regulations and in particular the proviso therein permitting operation of UHF television receivers with a field strength of 1000 uv/m at 100 feet until April 30, 1964; and a petition for rule amendment; received January 31, 1964, from Electronic Industries Association for extension of such authority until April 30, 1965; and

It appearing, that, no evidence has been brought to the attention of the Commission substantiating or supporting a need for a return to the 500 uv/m limit, at this time; and

It further appearing, that, the "state of the art" in regard to controlling oscillator radiation on frequencies between 470 and 1000 Mc/s from television receivers, though gradually improving, requires further investigation and research; and

It further appearing, that, commencing May 1, 1964, all television receivers

manufactured on or after that date for sale or resale in interstate commerce to the general public must be equipped with a UHF tuner; and that a strict adherence to the 500 uv/m limitation might interfere with the ability of television receiver manufacturers to convert to the exclusive manufacture of all-channel receivers required on May 1, 1964; and

It further appearing, that, the proposed amendment merely extends an existing provision and is in the circumstances believed by the Commission, based upon its knowledge and experience in this area, to be of such nature as to make notice and public procedure unnecessary; and

It further appearing, that, since the amendment herein imposes no new requirements, but rather relieves an existing requirement, the amendment may be effective without publication as provided in section 4(c) of the Administrative Procedures Act; and

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

It is ordered, That, the EIA petition is granted, that the limit for radiation from television receivers in the band 470-1000 Mc/s be temporarily increased until April 30, 1965 from 500 uv/m to 1000 uv/m, and that the Commission's Rules, Part 15 are amended, effective April 30, 1964, as set forth below.

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

Released, February 13, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,

Secretary.

1. In § 15.63, the last entry in the table in paragraph (a) is amended and a new paragraph (c) is added as follows:

§ 15.63 Radiation interference limits.

(a) * * *

Frequency of radiation (Mc/s)	Field strength (uv/m)
***	***
470-1000.....	500 (see paragraph (c) below).

(c) For television broadcast receivers, the limit 500 uv/m is temporarily increased to 1000 uv/m until April 30, 1965.

2. Section 15.72(a)(2) is amended to read as follows:

§ 15.72 Date when certification is required.

(a) For television broadcast receivers. * * *

(2) UHF television broadcast receivers manufactured after December 31, 1957, shall comply with the certification requirements with respect to radiation of radio frequency energy.

[F.R. Doc. 64-1643; Filed, Feb. 18, 1964; 8:49 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER B—CARRIERS BY MOTOR VEHICLES

PART 205—REPORTS OF MOTOR CARRIERS

Annual Report of Carriers of Passengers Other Than Class I Carriers

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 20th day of November A.D. 1963.

It appearing, that the matter of annual reports of motor carriers of passengers other than Class I carriers being under further consideration, and the changes to be made by this order being minor changes in the data to be furnished, rule making procedures under section 4(a) of the Administrative Procedure Act, 5 U.S.C. 1003, being deemed unnecessary:

It is ordered, That § 205.4 of the order dated November 29, 1961, in the matter of Motor Carrier Annual Report Form E

(other than Class I carriers of passengers) be, and it is hereby, modified and amended, with respect to annual reports for the year ended December 31, 1963, and subsequent years, to read as shown below.

It is further ordered, That 49 CFR 205.4 be, and it is hereby, modified and amended to read as follows:

§ 205.4 Annual reports of carriers of passengers other than Class I carriers.

Commencing with the year ended December 31, 1963, and for subsequent years thereafter, until further order, all motor carriers of passengers other than Class I carriers, as defined in 49 CFR 181.02-1, viz., carriers having gross operating revenues (including interstate and intrastate) of less than \$200,000 annually from passenger motor carrier operations, are required to file annual reports in accordance with Motor Carrier Annual Report Form E¹ (passenger), which is attached to and made a part of this section. Such report shall be filed in the

¹ Filed as part of the original document.

Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington, D.C., 20423, on or before April 30 of the year following the year to which it relates.

(Sec. 204, 49 Stat. 546, as amended; 49 U.S.C. 304, interpret or apply Sec. 220, 49 Stat. 563, as amended; 49 U.S.C. 320)

And it is further ordered, That a copy of this order and of motor carrier Annual Report Form E (passenger) shall be served on all motor carriers of passengers (other than Class I carriers of passengers) and upon every trustee, receiver, executor, administrator, or assignee of any such motor carrier, and that notice of this order shall be given to the general public by posting a copy thereof in the office of the Secretary of the Commission at Washington, D.C., and by filing a copy with the Director, Office of the Federal Register.

By the Commission, Division 2.

[SEAL]

HAROLD D. McCox,
Secretary.

[F.R. Doc. 64-1625; Filed, Feb. 18, 1964; 8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Research Service

[9 CFR Part 18]

MEAT INSPECTION

Proposed Use of Citric Acid or Sodium Citrate

Correction

In F.R. Doc. 64-1034 appearing in the issue for Saturday, February 1, 1964, at page 1657, § 18.7(s) (2) should read as set forth below:

(2) With appropriate declaration as required under Parts 16 and 17 of this subchapter, ascorbic acid, erythorbic acid, sodium ascorbate or sodium erythorbate or a combination of one of these with citric acid or sodium citrate may be used in the preparation of cooked, cured, comminuted meat food products in an amount not to exceed three-fourths ounce of ascorbic acid or erythorbic acid or a mixture of one of these with citric acid or sodium citrate, or seven-eighths ounce of sodium ascorbate or sodium erythorbate or a mixture of one of these with citric acid or sodium citrate, for each 100 pounds of fresh meat or meat by-product. A solution containing not more than 10 percent ascorbic acid, erythorbic acid, sodium ascorbate or sodium erythorbate in water or brine may be applied to the outer surface of sliced and unsliced cured pork and beef product and cured comminuted meat food products prior to packaging. The use of such solutions shall not result in the addition of a significant amount of moisture to the product.

FEDERAL AVIATION AGENCY

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-SO-53]

CONTROL ZONE AND TRANSITION AREA

Alteration of Proposed Description

In a notice of proposed rule making published in the FEDERAL REGISTER on December 10, 1963 (28 F.R. 13368) it was stated that the Federal Aviation Agency proposed to alter the Augusta, Ga., control zone and the Macon, Ga., transition area, revoke the Augusta, Ga., control area extension and designate the Augusta transition area.

Subsequent to the publication of the notice, the FAA initiated action to establish an additional instrument approach capability to Bush Field, Augusta, Ga., based on the 348° True bearing from the Augusta ILS middle marker locator (LMM). Therefore, in order to provide protection for aircraft utilizing this approach procedure, it is proposed that an extension based on the 348° True bear-

ing from the Augusta LMM extending from the Augusta 5-mile radius zone to 7 miles north of the LMM be added to the proposed description of the Augusta control zone. In order to provide for the protection of aircraft utilizing this approach procedure beyond the lateral limits of the proposed Augusta control zone it is also proposed that an extension within 2 miles each side of the 348° True bearing from the Augusta LMM extending from the Augusta LMM to 18 miles north of the LMM be added to the description of the portion of the proposed Augusta transition area with a floor 700 feet above the surface.

In order to provide interested persons time to adequately evaluate this proposal, as modified, and an opportunity to submit additional written data, views or arguments, the date for filing such material is extended to 30 days after the date of publication in the FEDERAL REGISTER of this supplemental notice. Communications should be submitted in triplicate to the Director, Southern Region, Attention: Chief, Airspace Utilization Branch, Air Traffic Division, Southern Region, Federal Aviation Agency, P.O. Box 20636, Atlanta, Ga., 30320.

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 February 11, 1964.

D. E. BARROW,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-1608; Filed, Feb. 18, 1964; 8:45 a.m.]

[14 CFR Part 99 [New]]

[Notice 64-8; Docket No. 4001]

DISTANT EARLY WARNING IDENTIFICATION ZONE BOUNDARIES, ALASKA

Proposed Alteration

The Federal Aviation Agency has under consideration a proposal to amend Part 99 of the Federal Aviation Regulations to alter the boundary of the Alaskan DEWIZ.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should identify the regulatory docket and notice numbers and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before April 16, 1964, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of

comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

Section 99.47 of the Federal Aviation Regulations describes the Alaskan Distant Early Warning Identification Zone (DEWIZ) as follows:

The area bounded by a line 73°00' N., 141°00' W.; 69°50' N., 141°00' W.; 71°18' N., 156°44' W.; 68°53' N., 166°16' W.; 63°17' N., 168°42' W.; 58°39' N., 162°03' W.; 54°00' N., 169°00' W.; 52°00' N., 169°00' W.; 56°34' N., 154°10' W.; 59°28' N., 146°18' W.; 59°30' N., 139°30' W.; 57°00' N., 139°30' W.; 52°00' N., 153°00' W.; 50°00' N., 174°00' W.; 60°00' N., 174°10' W.; 61°45' N., 177°00' W.; 65°00' N., 169°00' W.; 73°00' N., 169°00' W.; 73°00' N., 141°00' W. (point of beginning).

The FAA proposes a partial realignment of the Alaskan DEWIZ, which would reduce the frequency of flight progress reports and estimates by adjusting the DEWIZ boundary to coordinates compatible with normal over-water reporting points. The change would result in the expansion of portions of the western and southern boundaries of the DEWIZ.

In the Anchorage area, over-water pilots are required to report each five degrees, latitude or longitude, ending in either zero or five. The DEWIZ boundary on the heavier-travelled air routes does not fall upon these latitudes or longitudes. This requires the pilot to provide estimate and position reports for two places, instead of one. The proposed change would reduce pilot and controller workload. The DEWIZ boundaries were originally established based strictly on military requirements for identification with no regard for normal ATC reporting points. The Department of Defense has advised that the proposed change would be consistent with the requirements of national defense.

In consideration of the foregoing, it is proposed to amend § 99.47 [New] of the Federal Aviation Regulations to read as follows:

§ 99.47 Alaskan DEWIZ.

The area bounded by a line 73°00' N., 141°00' W.; 69°50' N., 141°00' W.; 71°18' N., 156°44' W.; 68°53' N., 166°16' W.; 63°17' N., 168°42' W.; 58°39' N., 162°03' W.; 54°00' N., 169°00' W.; 52°00' N., 169°00' W.; 56°34' N., 154°10' W.; 59°28' N., 146°18' W.; 59°30' N., 139°30' W.; 57°00' N., 139°30' W.; 50°00' N., 157°00' W.; 50°00' N., 175°00' W.; 60°00' N., 175°00' W.; 61°45' N., 177°00' W.; 65°00' N., 169°00' W.; 73°00' N., 169°00' W.; 73°00' N., 141°00' W. (point of beginning).

This amendment is proposed under the authority of sections 307, 1110 and 1202 of the Federal Aviation Act of 1958 (49 U.S.C. 1348, 1510, 1522) and Executive Order 10854.

Issued in Washington, D.C. on February 7, 1964.

LEE E. WARREN,
Director, Air Traffic Service.

[F.R. Doc. 64-1609; Filed, Feb. 18, 1964; 8:45 a.m.]

[14 CFR Part 507]

[Reg. Docket No. 4004]

BOEING MODELS 707 AND 720 SERIES AIRCRAFT

Proposed Airworthiness Directives

The Federal Aviation Agency has under consideration a proposal to amend Part 507 of the Regulations of the Administrator to include an Airworthiness Directive for Boeing Models 707 and 720 Series aircraft equipped with JT3D turbo fan engines. This directive requires modification of the thrust reverser directional control valve cam and rocker arm assemblies in the throttle control system. Instances of snap action closing of the throttles to the idle position have resulted in momentary overtravel of the thrust reverser actuating cam sufficient to cause actuation of the thrust reverser directional control valve and subsequent extension of both the fan and primary thrust reversers to the reverse thrust position. It is considered necessary in the interest of safety to modify the cam system to allow rapid throttle action without the subsequent danger of possible unwanted reverse thrust in one or more engines.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should identify the regulatory docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before March 2, 1964, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601 and 603 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423).

In consideration of the foregoing, it is proposed to amend § 507.10(a) of Part 507 (14 CFR Part 507), by adding the following airworthiness directive:

BOEING. Applies to all Models 707 and 720 Series aircraft equipped with Pratt & Whitney JT3D-1, -3, or -3B engines. Compliance required as indicated.

To prevent inadvertent inflight reversals caused by snap action closing of the throttles to the idle position accomplish the following:

(a) Within 500 hours' time in service after the effective date of this AD, unless already accomplished, rerig the throttle control system in accordance with Boeing Service Letter 6-7161-4-6112 dated September 30, 1963.

(b) Within 2,500 hours' time in service after the effective date of this AD, unless already accomplished, accomplish the following:

(1) Inspect the strut mounted bracket in accordance with Service Bulletin No. 1659 (R-1) to determine what bracket assembly part number is installed on each airplane reverser installation.

(2) Modify the cam rocker arm, P/N 69-10814, in accordance with Boeing Service Bulletin No. 1931 or an FAA approved equivalent. This modification shall be accomplished prior to or concurrent with the thrust reverser directional control valve cam modification required in paragraph (b) (3). Installation of a modified cam with an unmodified cam rocker arm is prohibited because of operational incompatibility and subsequent possible interference.

(3) Modify the thrust reverser directional control valve cam assembly, P/N's 65-18225-1, -2, -3 or 65-27438-3, in accordance with Boeing Service Bulletin No. 1931 or an FAA approved equivalent. Models 707 and 720 fan engine airplanes may have any one of or a combination of the thrust reverser directional control valve cam assembly part numbers listed above. Interchangeability of these directional control valve cam assemblies with strut mounted brackets and fan reverser followup cams are as follows:

(i) Cam assemblies P/N's 65-18225-2, -3 and 65-27438-3, all reworked per Service Bulletin No. 1931 must be used with bracket assembly P/N's 65-11882-2 or -4 or with bracket assembly 65-11882 reworked per Service Bulletin No. 1659 (R-1).

(ii) Cam assembly P/N 65-18225-1 reworked per Service Bulletin No. 1931 must be used with bracket P/N's 65-11882-2, -4 or 65-11882 reworked per Service Bulletin No. 1659 (R-1).

(iii) Cam assemblies P/N 65-27438-3 reworked per Service Bulletin 1931 shall be used with fan reverser followup cams P/N's 65-27437-1 or 66-16560-1.

(i) Cam assemblies P/N's 65-18225-1, -2 or -3 reworked per Service Bulletin 1931 shall be used with fan reverser followup cam P/N's 65-11826-3 or -7.

(c) Approval of any equivalent means shall be processed through the Engineering and Manufacturing Branch, FAA Western Region, Los Angeles, California.

(Boeing Service Bulletins Nos. 1659 (R-1) and 1931 cover this subject.)

Issued in Washington, D.C., on February 12, 1964.

G. S. MOORE,
Director,

Flight Standards Service.

[F.R. Doc. 64-1610; Filed, Feb. 18, 1964; 8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 170]

WASHINGTON, D.C., COMMERCIAL ZONE

Proposed Redefinition

FEBRUARY 14, 1964.

Redefinition of the Washington, D.C., commercial zone heretofore defined in Ex Parte No. MC-7, Washington, D.C., Commercial Zone, 3 M.C.C. 243, 48 M.C.C. 460, 54 M.C.C. 797.

Petitioners:

Security Storage Co. of Washington.
Human Sciences Research, Inc.
Champion Press.
Commercial Services Co., Inc.
Westgate Corp.

Petitioners' attorneys:

Russell S. Bernhard and Harold E. Mesirov,
1625 K Street NW.,
Washington 6, D.C.

Upon consideration of a petition of Security Storage Company of Washington, and others, filed February 6, 1964, for reopening of this proceeding and redefinition of the zone adjacent to and commercially a part of Washington, D.C., within the meaning of section 203(b) (8) of the Interstate Commerce Act, which was last defined on September 18, 1952, reported at 54 M.C.C. 797 (49 CFR 170.4), the Interstate Commerce Commission, pursuant to section 4(a) of the Administrative Procedure Act (60 Stat. 237, 5 U.S.C. 1003), hereby gives notice that revision of the present zone boundaries from Virginia Highway 7 at Tyson's Corner, Va., to Ash Grove Road at Lewinsville, Va., as set forth in 49 CFR 170.4, is under consideration.

Commencing at the junction of Virginia Highways 7 and 650, the affected portion of the boundary now reads as follows:

* * * thence northwesterly over Virginia Highway 7 to Tysons Corner, Va., thence northeasterly along Ash Grove Road (Virginia Highway 694), to Jones Corners, Va., * * *

The boundary revision proposed by the petition reads:

* * * thence northwesterly along Virginia Highway 7 to its junction with the Dulles Airport Access Road, thence easterly along the Dulles Airport Access Road to its junction with the Capital Beltway (Interstate Highway 495), thence north along the Capital Beltway to its junction with Ash Grove Road (Virginia Highway 694), thence northwesterly along Ash Grove Road (Virginia Highway 694), to Jones Corner, Va., * * *

The effect of the revision would be to include in the zone a 2 square mile area immediately north of Tyson's Corner, Va., contiguous to the present zone, and bounded by Leesburg Pike, Dulles Airport Access Road, and Dolley Madison Highway. Transportation by motor vehicle wholly within such zone would be exempt from regulation under certain provisions of the Interstate Commerce Act, including the requirement that certificates of public convenience and necessity be obtained.

No oral hearing is contemplated, but anyone wishing to make representations in favor of, or against, the above-proposed revision of the defined boundary of the Washington, D.C., commercial zone, may do so by the submission of written data, views, or arguments. An original and five copies of such data, views, or arguments, shall be filed with the Commission on or before March 23, 1964.

Notice to the general public of the matter herein under consideration will be given by depositing a copy of this notice in the office of the Secretary of the Commission for public inspection and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-1626; Filed, Feb. 18, 1964; 8:46 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[T.D. 56112]

UNITED STATES STEEL CORP.; INTERCOASTAL FLEET

Registration of House Flag

FEBRUARY 13, 1964.

The Commissioner of Customs by virtue of the authority vested in him and in accordance with § 3.81(a), Customs Regulations (19 CFR 3.81(a)), has registered the house flag of the United States Steel Corporation (Intercoastal Fleet), described below:

House flag. The house flag is in the shape of a burgee or fishtail with the sides of the fly parallel. The hoist is 3 feet in height; the fly is 5 feet. Superimposed on the center of a blue field is a white circle, the outside diameter of which is 28 inches and the inside diameter 24 inches. Centered in the circle are the letters "USS" in white. The letters are 10 inches in height and 5½ inches in width with the middle letter lower than the others.

Colored scale replica drawings of the house flag described above are on file with Office of the Federal Register, National Archives and Records Service.

[SEAL] LESTER D. JOHNSON,
Acting Commissioner of Customs.

[F.R. Doc. 64-1640; Filed, Feb. 18, 1964;
8:49 a.m.]

Comptroller of the Currency

HARRISBURG NATIONAL BANK AND TRUST CO. AND FIRST NATIONAL BANK OF NEW BLOOMFIELD

Notice of Decision Granting Application To Merge

On December 2, 1963, the \$126 million Harrisburg National Bank and Trust Company, Harrisburg, Pennsylvania, and the \$4.6 million First National Bank of New Bloomfield, New Bloomfield, Pennsylvania, applied to the Comptroller of the Currency for permission to merge under the charter and title of the former.

On February 12, 1964, the comptroller of the Currency granted this application.

Copies of this decision are available on request to the Comptroller of the Currency, Washington 25, D.C.

Dated: February 13, 1964.

[SEAL] A. J. FAULSTICH,
*Administrative Assistant to the
Comptroller of the Currency.*

[F.R. Doc. 64-1638; Filed, Feb. 18, 1964;
8:48 a.m.]

OLD NATIONAL BANK OF WASHING- TON, SPOKANE, AND FIRST NA- TIONAL BANK OF PULLMAN

Notice of Decision Granting Application To Merge

On December 11, 1963, the \$186.7 million Old National Bank of Washington, Spokane, Spokane, Washington, and the \$14.5 million First National Bank of Pullman, Pullman, Washington applied to the Comptroller of the Currency for permission to merge under the charter and with the title of the former.

On February 12, 1964, the Comptroller of the Currency granted this application.

Copies of this decision are available on request to the Comptroller of the Currency, Washington 25, D.C.

Dated: February 13, 1964.

A. J. FAULSTICH,
*Administrative Assistant to the
Comptroller of the Currency.*

[F.R. Doc. 64-1639; Filed, Feb. 18, 1964;
8:48 a.m.]

Office of the Secretary

[T.D. Order 150-59]

REDESIGNATION OF INTERNAL REVE- NUE REGIONS AND REGIONAL SERVICE CENTERS

By virtue of the authority vested in me as Secretary of the Treasury by Reorganization Plan No. 26 of 1950, Reorganization Plan No. 1 of 1952, section 7621 of the Internal Revenue Code of 1954, as amended, and Executive Order 10289, approved September 17, 1951, made applicable to the Internal Revenue Code of 1954 by Executive Order 10574, approved November 5, 1954, it is hereby ordered:

1. *Redesignation of regions.* The titles of the Internal Revenue regions and the offices of the Regional Commissioners of Internal Revenue, as provided by Treasury Department Order No. 150-58, dated May 17, 1963, are modified as follows:

<i>Previous title</i>	<i>New title</i>
Atlanta.....	Southeast.
Boston.....	Northeast.
Chicago.....	Midwest.
Cincinnati.....	Central.
Dallas.....	Southwest.
New York City.....	New York.
Philadelphia.....	Mid-Atlantic.
San Francisco.....	Western.

2. *Redesignation of regional service centers.* Each of the regional service centers established to assist the Internal Revenue regions in the performance of their assigned duties shall be identified by the name of the principal city in or near which the center is located, as determined by the Commissioner of Internal Revenue.

3. *Effective date.* The provisions of this Order shall be effective immediately

except that the Commissioner of Internal Revenue is authorized to make provision for the use of existing forms, letterheads, stamps, seals, and other identifying materials until they can be replaced in an economical and orderly fashion.

4. Treasury Department Order No. 150-58 dated May 17, 1963, and Treasury Decision 6698 dated December 20, 1963, are modified to the extent that they are in conflict with this Order.

Dated: February 11, 1964.

[SEAL] DOUGLAS DILLON,
Secretary of the Treasury.

[F.R. Doc. 64-1641; Filed, Feb. 18, 1964;
8:49 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management OUTER CONTINENTAL SHELF OFF OREGON AND WASHINGTON Oil and Gas Lease Offer

FEBRUARY 11, 1964.

Pursuant to section 8 of the Outer Continental Shelf Lands Act (67 Stat. 462; 43 U.S.C. sec. 1331 et seq.) and the regulations issued thereunder (43 CFR Part 201), sealed bids addressed to the Manager, Bureau of Land Management, Pacific Coast Outer Continental Shelf Office, Bartlett Building, Room 1130, 215 West 7th Street, Los Angeles, California, 90014, will be received on or before October 1, 1964, at 9:00 a.m., P.d.t., for the lease of oil and gas in certain areas of the Outer Continental Shelf, adjacent to the States of Oregon and Washington. Bids may be delivered in person to the Office of the Manager between 8:00 a.m., P.d.t., and 9:00 a.m., P.d.t., October 1, 1964. Bids will be opened at 10:00 a.m., P.d.t., October 1, 1964, in the Los Angeles Room of the Statler Hilton Hotel, 930 Wilshire Boulevard, Los Angeles, California.

All bids must be submitted in accordance with applicable regulations, particularly 43 CFR 201.20, 201.21, and 201.22. Bids may not be modified or withdrawn unless the modification or withdrawals are received prior to the time fixed for filing of the bids. Bidders are warned against violation of section 1860, Title 18 U.S.C., prohibiting unlawful combination or intimidation of bidders. Attention is directed to the nondiscrimination clauses in section 2(k) of the lease agreement (Form 4-1255 (September 1963)). Bidders must submit with each bid one-fifth of the amount bid in cash, or by cashier's check, bank draft, certified check, or money order payable to the order of the Bureau of Land Management. The leases will provide for a royalty rate of one-sixth, and a rental or minimum royalty of \$3 per acre or fraction thereof. The successful bidder for each tract will be required to pay the

remainder of the bid and the first year's rental of \$3 per acre and furnish an acceptable surety bond as provided in 43 CFR 201.51 prior to the issuance of each lease.

All leases resulting from this offering will contain the following stipulation: Upon order of the Commander, Western Sea Frontier, U.S. Navy, when in his opinion the interests of national security would so require, the lessee agrees to temporarily suspend operations. This suspension would preclude the use of drilling and such associated machinery and equipment which the Commander, Western Sea Frontier, considers would generate interference that would temporarily impede defense activities. Such order shall be for a period not to exceed 72 hours unless specifically extended by the Secretary of Defense. During such period personnel and equipment may remain in place. Communications and normal producing operations may continue, if so determined by the Commander, Western Sea Frontier.

Copies of the lease agreement (Form 4-1255 (September 1963)) with the special stipulation to be incorporated in the lease agreement may be obtained from the above-listed Manager, or the Director, Bureau of Land Management, Washington, D.C., 20240.

Bids will be considered on the basis of the highest cash bonus offered for a tract but no total bid amounting to less than \$5 per acre or fraction thereof will be considered. Oil payment, overriding royalty, logarithmic or sliding scale bids will not be considered. No bid for less than full tract, as listed below, will be considered. A separate bid, in a separate sealed envelope, must be submitted for each tract. The envelope should be endorsed "Sealed bid for oil and gas lease, Oregon (or Washington) (insert number of tract), not to be opened until 10:00 a.m., P.d.t., October 1, 1964." The right is reserved to reject any or all bids even though the bid may exceed the minimum referred to previously.

The tracts offered for bid are as follows:

OREGON

OFFICIAL LEASING MAP, OREGON MAP NO. 1
(Approved May 3, 1963; Revised June 6, 1963)

Tillamook Area

Tract No.	Block	Description	Acreage
Ore-1	42N 66W	All	5,760
Ore-2	42N 67W	do	5,760
Ore-3	43N 66W	do	5,760
Ore-4	43N 67W	do	5,760
Ore-5	44N 66W	do	5,760
Ore-6	44N 67W	do	5,760
Ore-7	45N 65W	do	5,760
Ore-8	45N 66W	do	5,760
Ore-9	45N 67W	do	5,760
Ore-10	46N 65W	do	5,760
Ore-11	46N 66W	do	5,760
Ore-12	46N 67W	do	5,760
Ore-13	56N 63W	do	5,760
Ore-14	56N 64W	do	5,760
Ore-15	56N 65W	do	5,760
Ore-16	57N 63W	do	5,760
Ore-17	57N 64W	do	5,760
Ore-18	57N 65W	do	5,760
Ore-19	58N 63W	do	5,760
Ore-20	58N 64W	do	5,760
Ore-21	58N 65W	do	5,760
Ore-22	59N 63W	do	5,760
Ore-23	59N 64W	do	5,760
Ore-24	59N 65W	do	5,760

OREGON

OFFICIAL LEASING MAP, OREGON MAP NO. 2
(Approved May 3, 1963; Revised November 1, 1963)

Newport Area

Tract No.	Block	Description	Acreage
Ore-25	13N 64W	All	5,534.35
Ore-26	13N 65W	do	5,524.62
Ore-27	13N 66W	do	5,514.76
Ore-28	13N 67W	do	5,504.74
Ore-29	13N 68W	do	5,494.56
Ore-30	13N 69W	do	5,484.23
Ore-31	13N 70W	do	5,473.75
Ore-32	13N 71W	do	5,463.12
Ore-33	14N 64W	do	5,760
Ore-34	14N 65W	do	5,760
Ore-35	14N 66W	do	5,760
Ore-36	14N 67W	do	5,760
Ore-37	14N 68W	do	5,760
Ore-38	14N 69W	do	5,760
Ore-39	14N 70W	do	5,760
Ore-40	14N 71W	do	5,760
Ore-41	15N 64W	do	5,760
Ore-42	15N 65W	do	5,760
Ore-43	15N 66W	do	5,760
Ore-44	15N 67W	do	5,760
Ore-45	15N 68W	do	5,760
Ore-46	16N 64W	do	5,760
Ore-47	16N 65W	do	5,760
Ore-48	16N 66W	do	5,760
Ore-49	16N 67W	do	5,760
Ore-50	16N 68W	do	5,760
Ore-51	16N 69W	do	5,760
Ore-52	16N 70W	do	5,760
Ore-53	16N 71W	do	5,760
Ore-54	20N 65W	do	5,760
Ore-55	20N 66W	do	5,760
Ore-56	20N 67W	do	5,760
Ore-57	21N 65W	do	5,760
Ore-58	21N 66W	do	5,760
Ore-59	21N 67W	do	5,760
Ore-60	22N 65W	do	5,760
Ore-61	22N 66W	do	5,760
Ore-62	22N 67W	do	5,760
Ore-63	23N 65W	do	5,760
Ore-64	23N 66W	do	5,760
Ore-65	23N 67W	do	5,760
Ore-66	24N 65W	do	5,760
Ore-67	24N 66W	do	5,760
Ore-68	24N 67W	do	5,760
Ore-69	28N 61W	do	5,760
Ore-70	28N 62W	do	5,760
Ore-71	28N 63W	do	5,760
Ore-72	28N 64W	do	5,760
Ore-73	29N 61W	do	5,760
Ore-74	29N 62W	do	5,760
Ore-75	29N 63W	do	5,760
Ore-76	29N 64W	do	5,760
Ore-77	30N 61W	do	5,760
Ore-78	30N 62W	do	5,760
Ore-79	30N 63W	do	5,760
Ore-80	30N 64W	do	5,760
Ore-81	31N 61W	do	5,760
Ore-82	31N 62W	do	5,760
Ore-83	31N 63W	do	5,760
Ore-84	31N 64W	do	5,760
Ore-85	32N 61W	do	5,760
Ore-86	32N 62W	do	5,760
Ore-87	32N 63W	do	5,760
Ore-88	32N 64W	do	5,760
Ore-89	33N 61W	do	5,760
Ore-90	33N 62W	do	5,760
Ore-91	33N 63W	do	5,760

OREGON

OFFICIAL LEASING MAP, OREGON MAP NO. 3
(Approved May 3, 1963)

Coos Bay Area

Ore-92	36N 68W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Oregon.	2,730
Ore-93	36N 69W	All	5,760
Ore-94	37N 67W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Oregon.	720
Ore-95	37N 68W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Oregon.	5,680
Ore-96	37N 69W	All	5,760
Ore-97	38N 67W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Oregon.	1,450

OREGON

OFFICIAL LEASING MAP, OREGON MAP NO. 3
(Approved May 3, 1963)

Coos Bay Area

Tract No.	Block	Description	Acreage
Ore-98	38N 68W	All	5,760
Ore-99	38N 69W	do	5,760
Ore-100	39N 67W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Oregon.	2,140
Ore-101	39N 68W	All	5,760
Ore-102	39N 69W	do	5,760
Ore-103	52N 64W	do	5,760
Ore-104	52N 65W	do	5,760
Ore-105	52N 66W	do	5,760
Ore-106	52N 67W	do	5,760
Ore-107	53N 64W	do	5,760
Ore-108	53N 65W	do	5,760
Ore-109	53N 66W	do	5,760
Ore-110	53N 67W	do	5,760
Ore-111	54N 64W	do	5,760
Ore-112	54N 65W	do	5,760
Ore-113	54N 66W	do	5,760
Ore-114	54N 67W	do	5,760
Ore-115	55N 64W	do	5,760
Ore-116	55N 65W	do	5,760
Ore-117	55N 66W	do	5,760
Ore-118	55N 67W	do	5,760
Ore-119	55N 68W	do	5,760
Ore-120	55N 69W	do	5,760
Ore-121	55N 70W	do	5,760
Ore-122	55N 71W	do	5,760
Ore-123	56N 64W	do	5,760
Ore-124	56N 65W	do	5,760
Ore-125	56N 66W	do	5,760
Ore-126	56N 67W	do	5,760
Ore-127	56N 68W	do	5,760
Ore-128	56N 69W	do	5,760
Ore-129	56N 70W	do	5,760
Ore-130	56N 71W	do	5,760
Ore-131	57N 64W	do	5,760
Ore-132	57N 65W	do	5,760
Ore-133	57N 66W	do	5,760
Ore-134	57N 67W	do	5,760
Ore-135	57N 68W	do	5,760
Ore-136	57N 69W	do	5,760
Ore-137	57N 70W	do	5,760
Ore-138	57N 71W	do	5,760
Ore-139	58N 64W	do	5,760
Ore-140	58N 65W	do	5,760
Ore-141	58N 66W	do	5,760
Ore-142	58N 67W	do	5,760
Ore-143	58N 68W	do	5,760
Ore-144	58N 69W	do	5,760
Ore-145	58N 70W	do	5,760
Ore-146	58N 71W	do	5,760

OREGON

OFFICIAL LEASING MAP, OREGON MAP NO. 4
(Approved May 3, 1963)

Rogue River Area

Ore-147	35N 68W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Oregon.	1,820
Ore-148	35N 69W	All	5,760
Ore-149	36N 70W	do	5,760

WASHINGTON

OFFICIAL LEASING MAP, WASHINGTON MAP NO. 1
(Approved May 3, 1963)

Cape Flattery Area

Wash-1	10N 56W 10N 57W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Washington.	2,950
Wash-2	11N 57W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Washington.	3,200
Wash-3	11N 58W	All	5,760
Wash-4	12N 61W	do	5,760
Wash-5	17N 62W	do	5,760
Wash-6	18N 61W	do	5,760
Wash-7	18N 62W	do	5,760
Wash-8	19N 61W	do	5,760

NOTICES

WASHINGTON
OFFICIAL LEASING MAP, WASHINGTON MAP NO. 1
(Approved May 3, 1963)
Cape Flattery Area

Tract No.	Block	Description	Acreage
Wash-9	19N 62W	All	5,760
Wash-10	20N 61W	do	5,760
Wash-11	20N 62W	do	5,760
Wash-12	21N 61W	do	5,760
Wash-13	21N 62W	do	5,760

WASHINGTON
OFFICIAL LEASING MAP, WASHINGTON MAP NO. 2
(Approved May 3, 1963)
Copalis Beach Area

Wash-14	34N 58W 34N 59W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Washington.	5,660
Wash-15	34N 60W	All	5,760
Wash-16	34N 61W	do	5,760
Wash-17	34N 62W	do	5,760
Wash-18	35N 59W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Washington.	5,750
Wash-19	35N 60W	All	5,760
Wash-20	35N 61W	do	5,760
Wash-21	35N 62W	do	5,760
Wash-22	36N 59W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Washington.	5,320
Wash-23	36N 60W	All	5,760
Wash-24	36N 61W	do	5,760
Wash-25	36N 62W	do	5,760
Wash-26	37N 60W	do	5,760
Wash-27	37N 61W	do	5,760
Wash-28	37N 62W	do	5,760
Wash-29	39N 59W 39N 60W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Washington.	5,290
Wash-30	39N 61W	All	5,760
Wash-31	39N 62W	do	5,760
Wash-32	40N 59W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Washington.	450
Wash-33	40N 60W	All	5,760
Wash-34	40N 61W	do	5,760
Wash-35	40N 62W	do	5,760
Wash-36	41N 59W	All that portion lying seaward of a line 3 geographical miles distant from the coast line of Washington.	620
Wash-37	41N 60W	All	5,760
Wash-38	41N 61W	do	5,760
Wash-39	41N 62W	All	5,760
Wash-40	45N 61W	do	5,760
Wash-41	45N 62W	do	5,760
Wash-42	45N 63W	do	5,760
Wash-43	45N 64W	do	5,760
Wash-44	45N 65W	do	5,760
Wash-45	46N 63W	do	5,760
Wash-46	46N 64W	do	5,760
Wash-47	46N 65W	do	5,760

Official Outer Continental Shelf leasing maps consisting of a set off Oregon, designated as Maps Nos. 1, 2, 3 and 4, and a set off Washington, designated as Maps Nos. 1 and 2 can be purchased for one dollar per set from Manager, Bureau of Land Management, Pacific Coast Outer Continental Shelf Office, Bartlett Building, Room 1130, 215 West 7th Street, Los Angeles, California, 90014, or the Director, Bureau of Land Management, Washington, D.C., 20240.

Bidders are requested to submit their bids in the following form:

Manager,
Pacific Coast Outer Continental Shelf Office,
Bureau of Land Management,
Department of the Interior,
Los Angeles, Calif.

OIL AND GAS BID

The following bid is submitted for an oil and gas lease on land of the Outer Continental Shelf specified below:

Area	Official Leasing Map No.	Tract No.	Total Amount Bid	Amount Submitted With Bid	(Signature)	(Address)

Important. The bid must be accompanied by one-fifth of the total amount bid. This amount may be in cash, money order, cashier's check, certified check, or bank draft.

A separate bid must be made for each tract.

CHARLES H. L. STODDARD,
Director,
Bureau of Land Management.

Approved:

JAMES K. CARR,
Under Secretary, Department
of the Interior.

[F.R. Doc. 64-1618; Filed, Feb. 18, 1964;
8:45 a.m.]

ALASKA

Canceling Certain Small Tract Classification Orders

FEBRUARY 12, 1964.

1. Pursuant to the authority redelegated to me from Bureau Order 684, dated August 28, 1961 (26 F.R. 6215) as amended by the Alaska State Director in section 3, Delegation of Authority (28 F.R. 294) dated January 9, 1963, the following Small Tract Classification Orders are hereby cancelled as to the lands embraced thereby:

Small Tract Classification Order No. 15, as amended. 2. Small Tract Classification Order No. 15 of November 2, 1949 (F.R. Doc. 49-9158), as amended by the general amendment of February 19, 1957, which classified the following lands for lease and sale for home and cabin sites under the Small Tract Act of June 1, 1938 (52 Stat. 609, 43 U.S.C., 682a), as amended:

FAIRBANKS MERIDIAN

T. 1 S., R. 1 W.,
Sec. 19, SE 1/4 NE 1/4;
Sec. 20, E 1/2 NW 1/4, SW 1/4 NW 1/4.

Containing approximately 160 acres.

Small Tract Classification Order No. 16, as amended. 3. Small Tract Classification Order No. 16 of November 2, 1949 (F.R. Doc. 49-9157), as amended by the general amendment of February 19, 1957, which classified the following lands for lease and sale for home and cabin sites under the Small Tract Act of June 1,

1938 (52 Stat. 609, 43 U.S.C. 682a), as amended:

FAIRBANKS MERIDIAN

T. 1 S., R. 1 W.,
Sec. 7, lots 3 and 6.

FAIRBANKS MERIDIAN

T. 1 S., R. 2 W.,
Sec. 13, lots 4 and 6;
Sec. 14, lots 3, 4 and 5;
Sec. 23, lot 5.

Containing 277.49 acres.

Small Tract Classification Order No. 20, as amended. 4. Small Tract Classification Order No. 20 of March 23, 1950 (F.R. Doc. 2642), as amended by the general amendment of February 19, 1957, and as modified by the partial cancellation order of April 26, 1960 (F.R. Doc. 60-4012), which classified the following lands for lease and sale for home and cabin sites under the Small Tract Act of June 1, 1938 (52 Stat. 609, 43 U.S.C., 682a), as amended:

FAIRBANKS MERIDIAN

T. 1 S., R. 1 W.,
Sec. 17, SW 1/4 NW 1/4 and N 1/2 SW 1/4;
Sec. 19, lot 4 and E 1/2 SW 1/4.

Containing 269.33 acres.

Small Tract Classification Order No. 26, as amended. 5. Small Tract Classification Order No. 26 of July 18, 1950 (F.R. Doc. 50-6607), as amended by the general amendment of February 19, 1957, which classified the following lands for lease and sale for home and cabin sites under the Small Tract Act of June 1, 1938 (52 Stat. 609; 43 U.S.C. 682a), as amended:

FAIRBANKS MERIDIAN

T. 1 S., R. 1 W.,
Sec. 7, lot 2 except that portion if described in terms of a normal subdivision would be: SE 1/4 SW 1/4 SW 1/4 NW 1/4 and NE 1/4 NW 1/4 NW 1/4 SW 1/4.

FAIRBANKS MERIDIAN

T. 1 S., R. 2 W.,
Sec. 13, lot 2, except that portion if described in terms of normal subdivision would be: NE 1/4 NW 1/4 SW 1/4 NW 1/4 and NW 1/4 NE 1/4 NW 1/4 NE 1/4;
Sec. 14, lot 2, except that portion if described in terms of a normal subdivision would be: S 1/2 SE 1/4 SW 1/4 NE 1/4 and NE 1/4 SE 1/4 SW 1/4 NE 1/4;
Sec. 14, SE 1/4 NW 1/4.

Containing approximately 148.66 acres.

6. This order will take effect as soon as published in the FEDERAL REGISTER. Cancellation of these classification orders does not affect valid existing rights as to the lands embraced thereby.

PEDRO DENTON,
Acting Chief, Branch of Lands
and Minerals Operations.

[F.R. Doc. 64-1624; Filed, Feb. 18, 1964;
8:46 a.m.]

[Classification 120]

ALASKA

Small Tract Classification; Corrected Land Description

FEBRUARY 11, 1964.

F.R. Doc. 63-12926 appearing in the issue for December 13, 1963 is hereby corrected as follows:

Paragraph 1 containing description of the land classified by the order is hereby corrected so that portion reading:

SEWARD MERIDIAN

T. 17 S., R. 47 W.,
Sec. 2, portions of Lot 1 described as:
S $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ (excluding that portion within U.S. Survey 2368), N $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$.

will read:

SEWARD MERIDIAN

T. 17 S., R. 47 W.,
Sec. 2, portions of Lot 1 described as:
S $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ (excluding that portion within U.S. Survey 2368), NW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, and SE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$.

GEORGE R. SCHMIDT,
Chief, Branch of Lands
and Minerals Operations.

[F.R. Doc. 64-1622; Filed, Feb. 18, 1964;
8:46 a.m.]

[Classification No. C3-3]

CALIFORNIA

**Small Tract Classification,
Amendment**

FEBRUARY 6, 1964.

1. Effective immediately, paragraph 1 of F.R. Doc. 64-967, appearing on page 1624 of the issue for January 31, 1964, is hereby amended to include the following-described lands:

MOUNT DIABLO MERIDIAN

T. 32 N., R. 5 W.,
Sec. 32: E $\frac{1}{2}$ of Lot 76, that portion of Lot 128 lying North and West of the centerline of Lower Springs Road, and the S $\frac{1}{2}$ of Lot 125.

T. 31 N., R. 5 W.,
Sec. 5: S $\frac{1}{2}$ SW $\frac{1}{4}$ of Lot 4, N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ of Lot 5 and NW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$.

VIRGIL L. BOTTINI,
District Manager.

[F.R. Doc. 64-1615; Filed, Feb. 18, 1964;
8:46 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 15018]

PACIFIC WESTERN AIRLINES LTD.

Notice of Hearing

Application of Pacific Western Airlines Ltd. for a foreign air carrier permit issued pursuant to section 402 of the Federal Aviation Act of 1958, as amended, to engage in foreign air carrier transportation between Canada and the United States of America.

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled matter is assigned to be held on February 25, 1964, at 10:00 a.m., e.s.t., in Room 911, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Joseph L. Fitzmaurice.

Dated at Washington, D.C., February 13, 1964.

[SEAL]

FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 64-1636; Filed, Feb. 18, 1964;
8:48 a.m.]

[Docket No. 14875, etc.]

SERVICE TO HURON, SOUTH DAKOTA

Notice of Prehearing Conference

Pursuant to instructions from the Board notice is hereby given that a prehearing conference is assigned to be held in connection with the above-entitled proceeding on February 26, 1964, at 10:00 a.m., e.s.t., in Room 911, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Robert L. Park.

This case will include Docket 14875 insofar as it seeks suspension of Western Airlines, Inc., at Huron, South Dakota, pursuant to section 401(g) of the Federal Aviation Act of 1958, as amended, and the application of North Central Airlines, Inc., in Docket 14950 for an amendment of its certificate to authorize service between Pierre, South Dakota, and Huron, South Dakota.

Dated at Washington, D.C., February 13, 1964.

[SEAL]

FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 64-1637; Filed, Feb. 18, 1964;
8:48 a.m.]

**FEDERAL COMMUNICATIONS
COMMISSION**

[Docket No. 15338]

SIDNEY C. KARNEKE

Order To Show Cause

In the matter of Sidney C. Karneke, Sacramento, California, order to show cause why there should not be revoked the license for Radio Station KFD-5199 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 § 1.89 (formerly § 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 December 17, 1963, alleging violation of §§ 19.61 (a), (c), and (f) (now §§ 95.81 (a), (c), and (f)) of the Commission's rules.

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated De-

cember 31, 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 § 1.89 of the Commission's rules; and

It further appearing, that the violations of § 1.89 of the Commission's rules and the related facts create apparent liability by the respondent to a monetary forfeiture of \$100 under section 510 of the Communications Act of 1934, as amended, and § 1.80 of the Commission's rules; and also subject the license of the above-captioned station to revocation under the provisions of section 312 of the Communications Act of 1934, as amended; but further proceedings in this Docket should be limited to action looking toward a determination as to whether an order of revocation should be issued;

It is ordered, This 12th day of February 1964, pursuant to section 312(a) (4) and (c) of the Communications Act of 1934, as amended, and § 0.331(b) (8) of the Commission's rules, that 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 licensee at his last known address of 2311 "N" Street, Apartment B, Sacramento, California.

Released: February 13, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-1650; Filed, Feb. 18, 1964;
8:50 a.m.]

[Docket No. 15271; FCC 65M-117]

**AMERICAN COLONIAL BROADCAST-
ING CORP.**

Order Continuing Hearing

In re application of American Colonial Broadcasting Corporation, Ponce, Puerto Rico, Docket No. 15271, File No. BPCT-3104; for construction permit to change transmitter site and antenna height above average terrain of Station WSUR-TV, Channel 9, Ponce, Puerto Rico.

The Hearing Examiner having under consideration a change of date for commencement of hearing;

It appearing, that a conference was held on February 11, 1964, at which time problems in connection with the adduction of evidence were discussed together with other matters; and

It further appearing, that the currently established date for commencement of hearing of March 11 will not be feasible so that a change must be made;

It is ordered, This 11th day of February, 1964, that the date for commence-

ment of hearing is changed from March 11 to April 21, 1964.

Released: February 12, 1964.

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

[F.R. Doc. 64-1644; Filed, Feb. 18, 1964;
8:49 a.m.]

[Docket No. 14321-14328; FCC 64M-122]

BLACK HILLS VIDEO CORP.
Order Continuing Hearing

In re application, of Black Hills Video Corporation, Docket No. 14321, File No. 223-C1-R-61, for renewal of the license for Station KAR42, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Fredericktown, Missouri; Docket No. 14322, File No. 361-C1-ML-61, for modification of license to cover a construction permit for additional facilities for Station KAR42 in the Domestic Public Point-to-Point Microwave Radio Service at Fredericktown, Missouri; Docket No. 14323, File No. 338-C1-R-61, for renewal of the license for Station KQU98, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Davy, Texas; Docket No. 14324, File No. 752-C1-R-61, for renewal of the license for Station KAP22, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Weld County, Colorado; Docket No. 14325, File No. 753-C1-R-61, for renewal of the license for Station KAP23, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Mitchell, Nebraska; Docket No. 14326, File No. 754-C1-R-61, for renewal of the license for Station KAP25, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Crawford, Nebraska; Docket No. 14327, File No. 755-C1-R-61, for renewal of the license for Station KOY47, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Albin, Wyoming; Docket No. 14328, File No. 756-C1-R-61, for renewal of the license for Station KAQ88, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Custer, South Dakota.

The hearing conference in the above-entitled matter having been held on February 12, 1964, and it appearing from the record made therein that certain agreements were reached which properly should be formalized by order;

It is ordered, This 12th day of February 1964 that:

(1) The direct cases of the parties shall be presented by written sworn exhibits with preliminary drafts thereof to be exchanged among the parties on March 11, 1964;

(2) Requests for additional information shall be made on or before March 16, 1964;

(3) All exhibits to be offered in evidence in the presentation of the direct affirmative cases shall be exchanged among the parties and copies thereof supplied the Hearing Examiner on March 25, 1964;

(4) Notification of witnesses to be called for cross-examination and of un-

derlying data desired for purposes of cross-examination shall be given on or before April 1, 1964, with all data desired in advance of commencement of the evidentiary phases of the proceeding to be so specified;

It is further ordered, That the hearing herein presently scheduled to commence on March 10, 1964, is continued to April 20, 1964 commencing at 10:00 a.m. in the offices of the Commission at Washington, D.C.

Released: February 13, 1964.

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

[F.R. Doc. 64-1645; Filed, Feb. 18, 1964;
8:49 a.m.]

[Docket Nos. 15303, 15304]

**CASCADE BROADCASTING CO. AND
SUNSET BROADCASTING CO.**
(KNDX-FM)

**Order Designating Applications for
Consolidated Hearing on Stated
Issues**

In re applications of Cascade Broadcasting Company, Yakima, Washington, requests: 107.3 mc, No. 297, 29.3 kw; 903 feet, Docket No. 15303, File No. BPH-4072; David Zander Pugsley TR/AS Sunset Broadcasting Company (KNDX-FM), Yakima, Washington, has: 106.3 mc, No. 292, 890 w; 125 feet, requests: 107.3 mc, No. 297, 31 kw; 150 feet, Docket No. 15304, File No. BPH-4180; for construction permits.

The Commission, by the Chief of the Broadcast Bureau under delegated authority, considered the above-captioned applications on February 10, 1964;

It appearing, that the above-captioned applications are mutually exclusive in that operation by the applicants as proposed would result in mutually destructive interference; and

It further appearing, that the areas for which the applicants propose to provide FM broadcast service are significantly different in size and that for purposes of comparison, the areas and populations within the respective proposed 1 mv/m contours together with the availability of other FM service (at least 1 mv/m) within such areas will be considered in the hearing ordered below for the purpose of determining whether a comparative preference should accrue to either applicant; and

It further appearing, that upon due consideration of the above-captioned applications, the Commission finds that pursuant to section 309(e) of the Communications Act of 1934, as amended, a hearing is necessary; that each of the applicants is legally, financially, technically and otherwise qualified to construct, own and operate the FM broadcast facilities proposed.

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned applications are designated for hearing in a consolidated proceeding at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations within the proposed 1 mv/m contour of the Cascade Broadcasting Company, the areas and populations therein which would be served by the proposed station and the availability of other FM services (at least 1 mv/m) to such areas and populations.

2. To determine the area and population within the proposed 1 mv/m contour of Station KNDX-FM, the areas and populations which would gain or lose FM broadcast service resulting from the operation of KNDX-FM as proposed and the availability of other FM services (at least 1 mv/m) to such proposed service area.

3. To determine, on a comparative basis, which of the proposals would better serve the public interest, convenience and necessity in the light of the evidence adduced pursuant to the foregoing issues and the significant differences between the applicants as to:

(a) The background and experience of each having a bearing on the applicant's ability to own and operate its proposed station.

(b) The proposals of each of the applicants with respect to the management and operation of the proposed station.

(c) The programming service proposed in each of the said applications.

4. To determine, in the light of the evidence adduced pursuant to the foregoing issues, which of the applications should be granted.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants herein, pursuant to § 1.221(c) of the Commission's rules, in person or by attorney, shall, within twenty (20) days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of the hearing, either individually or, if feasible and consistent with the rules, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

It is further ordered, That the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations or fact in support thereof, by the addition of the following issue:

To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the applications will be effectuated.

Released: February 12, 1964.

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

[F.R. Doc. 64-1646; Filed, Feb. 18, 1964;
8:49 a.m.]

[Docket Nos. 15303, 15304; FCC 64M-129]

**CASCADE BROADCASTING CO. AND
SUNSET BROADCASTING CO.
(KNDX-FM)**

Order Scheduling Hearing

In re applications of Cascade Broadcasting Company, Yakima, Washington, Docket No. 15303, File No. BPH-4072; David Zander Pugsley tr/as Sunset Broadcasting Company (KNDX-FM), Yakima, Washington, Docket No. 15304, File No. BPH-4180; for construction permits.

It is ordered, This 13th day of February, 1964, that H. Gifford Irion will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on April 8, 1964, in Washington, D.C.: *And, it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., March 9, 1964.

Released: February 13, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-1647; Filed, Feb. 18, 1964;
8:49 a.m.]

[Docket Nos. 15299, 15300; FCC 64M-128]

**GREAT NORTHERN BROADCASTING
SYSTEM AND MIDWESTERN
BROADCASTING CO.**

Order Scheduling Hearing

In re applications of Robert L. Greige and Roderick C. Maxson d/b as Great Northern Broadcasting System, Traverse City, Michigan, Docket No. 15299, File No. BPH-3982; Midwestern Broadcasting Company, Traverse City, Michigan, Docket No. 15300, File No. BPH-4079; for Construction permits.

It is ordered, This 13th day of February, 1964, that Herbert Sharfman will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on April 7, 1964, in Washington, D.C.: *And it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m. March 9, 1964.

Released: February 13, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-1648; Filed, Feb. 18, 1964;
8:49 a.m.]

[Docket Nos. 15323-15325; FCC 64M-120]

**INTEGRATED COMMUNICATION SYS-
TEMS, INC., OF MASSACHUSETTS,
ET AL.**

Order Scheduling Hearing

In re applications of integrated communication Systems, Inc. of Massachusetts, Boston, Massachusetts, Docket No. 15323, File No. BPCT-3167; United

Artists Broadcasting, Inc., Boston, Massachusetts, Docket No. 15324, File No. BPCT-3169; WGBH Educational Foundation, Boston, Massachusetts, Docket No. 15325, File No. BPCT-3277; for construction permits for new television broadcast stations.

It is ordered, This 10th day of February 1964, that Sol Schildhouse shall serve as presiding officer in the above-entitled proceeding; that the hearings in the proceeding shall be held in the Offices of the Commission, Washington, D.C., commencing April 20, 1964; and that a prehearing conference shall be convened in the offices of the Commission, Washington, D.C., on February 26, 1964.

Released: February 13, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-1649; Filed, Feb. 18, 1964;
8:49 a.m.]

[Docket No. 15135; FCC 64M-127]

RAUL SANTIAGO ROMAN

**Order Scheduling Prehearing
Conference**

In re application of Raul Santiago Roman, Vega Baja, Puerto Rico, Docket No. 15135, File No. BP-15145; for construction permit.

The Hearing Examiner having under consideration the memorandum opinion and order of the Review Board enlarging the issues in the above-entitled proceeding, released February 11, 1964 (FCC 64R-70);

It is ordered, On the Hearing Examiner's own motion, this 13th day of February 1964, that a prehearing conference, for the purpose of prescribing procedural ground rules for the conduct of the further hearing upon the added issue, is hereby scheduled to convene at the Commission's offices, Washington, D.C., at 10 a.m., Wednesday, February 19, 1964, and that all parties, by themselves or by counsel, are directed to attend; and

It is ordered further, That the parties will be prepared particularly to discuss, and hopefully, to agree upon, reasonable formulae for effective evidential presentation under the new issue at an early date, which is also to be established, if possible, by stipulation.

Released: February 13, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-1651; Filed, Feb. 18, 1964;
8:50 a.m.]

[Docket No. 15276; FCC 64M-126]

CHARLES A. SEAMAN

**Order Scheduling Prehearing
Conference**

In re application of Charles A. Seaman, 935 Tanner Avenue, Elizabeth,

Pennsylvania, for a general class amateur operator license.

It is ordered, This 12th day of February, 1964, on the Hearing Examiner's own motion, that a prehearing conference in the above-entitled proceeding will be held at 10:00 a.m., February 26, 1964, at the offices of the Commission in Washington, D.C.

Released: February 13, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-1652; Filed, Feb. 18, 1964;
8:50 a.m.]

[Docket No. 15322; FCC 64M-119]

SPARTAN RADIOCASTING CO.

Order Scheduling Hearing

In re application of Spartan Broadcasting Company, Asheville, North Carolina, Docket No. 15322, File No. BPTTV-1996; for construction permit for new television broadcast translator station.

It is ordered, This 10th day of February 1964, that Elizabeth C. Smith will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on March 31, 1964, in Washington, D.C.: *And, it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., March 5, 1964.

Released: February 13, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-1653; Filed, Feb. 18, 1964;
8:50 a.m.]

[Docket Nos. 15326-15328; FCC 64M-121]

**SPRINGFIELD TELEVISION BROAD-
CASTING CORP. ET AL.**

Order Scheduling Hearing

In re applications of Springfield Television Broadcasting Corporation, Toledo, Ohio, Docket No. 15326, File No. BPCT-3157; D. H. Overmyer, Toledo, Ohio, Docket No. 15327, File No. BPCT-3173; Producers, Inc., Toledo, Ohio, Docket No. 15328, File No. BPCT-3178; for construction permits for new television broadcast stations.

It is ordered, This 10th day of February 1964, that Forest L. McClennning will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence at 10:00 a.m., April 20, 1964, in Washington, D.C.; that the initial prehearing conference in the proceeding will be convened by the presiding officer at 10:00 a.m., March 11, 1964, in Washington, D.C.; and that counsel for all parties to the proceeding, at the time of their appearance at this conference, will be prepared to discuss to the fullest extent applicable, in the light of the governing issues, all of the pertinent points enumerated in § 1.251

of the Commission's rules of practice and procedure.

Released: February 13, 1964.

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

[F.R. Doc. 64-1654; Filed, Feb. 18, 1964;
8:50 a.m.]

[Docket No. 15248-15250; FCC 64M-123]

UNITED ARTISTS BROADCASTING INC. ET AL.

Order Scheduling Prehearing Conference

In re applications of United Artists Broadcasting, Inc., Cleveland, Ohio, Docket No. 15248, File No. BPCT-3168; Cleveland Telecasting Corp., Cleveland, Ohio, Docket No. 15249, File No. BPCT-3191; The Superior Broadcasting Corp., Cleveland, Ohio, Docket No. 15250, File No. BPCT-3243; for construction permits for new television broadcast stations.

At prehearing conference today all parties agreed to undertake a written case presentation and to meet informally with each other with a view to arriving at various agreements and stipulations looking to order in the conduct of the proceeding. Further prehearing conference will be held in this matter on February 24, 1964, and the hearing is rescheduled from March 16 to May 25, 1964.

So ordered, This 12th day of February, 1964.

Released: February 13, 1964.

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

[F.R. Doc. 64-1655; Filed, Feb. 18, 1964;
8:50 a.m.]

FEDERAL MARITIME COMMISSION

CARIB WIDE FORWARDING CO. ET AL.

Independent Ocean Freight Forwarder Applications

Notice is hereby given of changes in the following applications for independent ocean freight forwarder licenses issued pursuant to section 44, Shipping Act, 1916 (75 Stat. 522 and 46 U.S.C. 841(b)).

GRANDFATHER APPLICANTS

NAME AND ADDRESS

Carib Wide Forwarding Co., No. 772, 1795 Coral Way, Miami, Fla., 33145, revoked January 9, 1964.
Carlsen, H. R., No. 478, 26 Broadway, New York, N.Y., 10004, revoked January 8, 1964.
Casado, Ramon P., No. 50, 358 Broadway, New York 13, N.Y., revoked January 9, 1964.
Cueva Co., Inc., No. 177, 535 Gravier Street, New Orleans 12, La., revoked January 9, 1964.

Export Transportation Co., No. 207 (Isidor Greenberg, d/b/a), 550 Fifth Avenue, New York 36, N.Y., revoked January 9, 1964.
Frazar & Hansen Ltd., No. 679, 150 California Street, San Francisco 11, Calif., revoked January 9, 1964.
Interport (USA) Inc., No. 685, 700 Montgomery Street, San Francisco 11, Calif., revoked January 9, 1964.
Kuhne, Inc., Walter E., No. 758, 11 Broadway, New York 4, N.Y., revoked January 9, 1964.
Mercantile Freight Forwarders, Inc., No. 884, 6 State Street, New York 4, N.Y., revoked January 9, 1964.
Myca Shipping Co., No. 650, 1317 North Fourth Street, McAllen, Tex., 78501, revoked January 9, 1964.
Rogers Company, I. F., No. 543 (Maria J. Gonzalez, d/b/a), 15 Moore Street, New York, N.Y., 10004, revoked January 17, 1964.
Santos & Co., Inc., E. L., No. 555, 7 Water Street, New York, N.Y., 10004, revoked January 17, 1964.
Sea-Land-Air Shipping Co., No. 698 (George Zambrana, d/b/a), 204 Franklin Street, New York 13, N.Y., revoked January 9, 1964.
Sutherland International Despatch, Inc., No. 711, 370 Lexington Avenue, New York 17, N.Y., revoked January 9, 1964.
Williams Forwarding Co., Inc., No. 612, 1797 Broadway, New York 17, N.Y., revoked January 8, 1964.

Notice is hereby given that the following applicants have filed with the Federal Maritime Commission, applications for licenses as independent ocean freight forwarders, pursuant to section 44(a) of the Shipping Act, 1916 (75 Stat. 522 and 46 U.S.C. 841(b)).

Persons knowing of any reason why any applicant should not receive a license are requested to communicate with the Director, Bureau of Domestic Regulation, Federal Maritime Commission, Washington, D.C., 20573. Protests received within 60 days from the date of publication of this notice in the FEDERAL REGISTER will be considered.

NON-GRANDFATHER APPLICANTS

NAME AND ADDRESS

All American Foreign Freight Forwarding Co., (Stanley J. Hope, d/b/a), 702 Stevenson Lane, Baltimore, Md., Stanley J. Hope, owner.
Crystal Shipping Co. (George A. Grech, d/b/a), 17 State Street, New York, N.Y., George A. Grech, owner.
Gladish & Associates (Stephen Gladish, d/b/a), 1319 Second Avenue, Seattle, Wash., 98101, Stephen Gladish, owner.
Trans Atlantic Shipping Co., Ltd., 29 Broadway, New York, N.Y., 10004, Blooma Zadeh, President, Leonard Arnold, Vice President, Galo Pineda, Secretary/Treasurer.

Notice is hereby given of changes in the following application for independent ocean freight forwarder licenses to the following applicants, pursuant to section 44, Shipping Act, 1916, (75 Stat. 522 and 46 U.S.C. 841(b)).

NON-GRANDFATHER APPLICANTS

Lann Greene Forwarding Co., Inc., 55 Lighthouse Street, New York, N.Y., withdrawn January 27, 1964.
Panaco Shipping Corp., 521 Fifth Avenue, New York, N.Y., denied January 10, 1964.

Dated: February 11, 1964.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-1632; Filed, Feb. 18, 1964;
8:48 a.m.]

JAVA PACIFIC RATE AGREEMENT ET AL.

Notice of Filing of Agreements Pursuant to General Order 7, Self-Policing Systems

Notice is hereby given that the following described agreements have 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. 191-4, between the member lines of the Java Pacific Rate Agreement;

Agreement No. 192-3, between the member lines of the Deli-Pacific Rate Agreement;

Agreement No. 7190-3, between the member lines of the Deli/New York Rate Agreement.

The above agreements modify the self-policing provisions of the respective conferences.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., 20573, 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, D.C., 20573, 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: February 14, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-1633; Filed, Feb. 18, 1964;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Project Nos. 2409, 2410]

CALAVERAS COUNTY WATER DISTRICT AND TUOLUMNE COUNTY WATER DISTRICT NO. 2

Order Consolidating Proceedings, Fixing Hearing and Prescribing Procedure

FEBRUARY 12, 1964.

On September 9, 1963, Calaveras County Water District, (Calaveras) a municipal corporation, of San Andreas, California, filed an application for license under the Federal Power Act for a proposed hydroelectric development (Project No. 2409), to be located on North Fork Stanislaus River and Highland and Beaver Creeks in California, the project facilities to be located in Alpine, Calaveras and Tuolumne Counties, California, affecting lands of the United States within Stanislaus National Forest. The proposed project would consist of the enlargement of the existing Spicer Meadow reservoir of Project No. 2019 (under H-

cense to Pacific Gas and Electric Co.) and the development of a series of reservoirs and powerhouses on the North Fork Stanislaus River. The project would initially provide 294,000 acre-feet of storage and develop 3,021 feet of head at two powerhouses having a total installed capacity of 165,000 kw. Ultimately, the project would provide 352,000 acre-feet of storage and develop 5445 feet of head at four powerhouses having a total installed capacity of 321,000 kw.

On September 13, 1963, Tuolumne County Water District No. 2 (Tuolumne), a municipal corporation, of Sonora, California, filed an application for a license under the Federal Power Act for a proposed hydroelectric development (Project No. 2410), to be located on North Fork Stanislaus River, the project facilities to be located in Alpine and Tuolumne Counties, California, affecting lands of the United States within the Stanislaus National Forest. The North Fork-Middle Fork Project No. 2410 would also include enlargement of Spicer Meadow reservoir; in addition, it would include several new powerhouses with associated tunnels and the use or enlargement of existing developments on the Middle Fork Stanislaus River. The project would initially provide 164,000 acre-feet of storage and develop 3,539 feet of head at three powerhouses having a total installed capacity of 87,600 kw. Ultimately, the project would provide 326,000 acre-feet of storage and develop 8050 feet of head at six powerhouses having a total installed capacity of 232,600 kw. The ultimate plan includes two reservoirs and two powerhouses on the North Fork Stanislaus River.

The proposed projects are in conflict with each other, in their proposed usage of the flow of North Fork Stanislaus River, and in the proposed development and use of Spicer Reservoir.

Tuolumne has intervened against the granting of a license for Calaveras' Project No. 2409, and the latter District has in turn intervened against Tuolumne's Project No. 2410. In addition, the State of California, Department of Fish and Game and the Pacific Gas and Electric Company have been permitted to intervene with respect to both applications.

The Commission, in issuing the license for Pacific Gas and Electric's Project No. 2019 recognized the need for further development of the Stanislaus River watershed, and expressly reserved the right to grant another license authorizing an applicant, alone or jointly with the licensee of Project No. 2019, to raise the dams and increase the storage capacity of any or all of the licensed reservoirs.

The Commission finds: It is desirable and in the public interest to consolidate these two matters for the purpose of a public hearing and to hold such a hearing respecting the matters involved and the issues presented by the two applications.

The Commission orders: (A) Pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by the Federal Power Act, particularly sections 4(e), 10(a) and 308 thereof, and the Commission's rules of practice and pro-

cedure, a public hearing shall be held in Washington, D.C., on August 18, 1964, at 10 a.m. (e.d.s.t.) in a hearing room of the Federal Power Commission respecting the matters involved in and the issues presented by the applications for license for Project Nos. 2409 and 2410.

(B) The following procedure is prescribed:

(1) A prehearing conference will be held on March 3, 1964, at 10 a.m. (e.s.t.) in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C., 20426, before the Presiding Examiner.

(2) The parties, including Commission staff, shall file their direct testimony and exhibits by May 15, 1964.

(3) The parties, including Commission staff, shall file their rebuttal testimony and exhibits by July 10, 1964.

(4) No exhibits (except those of which official notice may properly be taken) shall contain narrative material other than brief explanatory notes, and all exhibits shall be fully explained in the prepared testimony by the witness or witnesses sponsoring them.

(5) Any motions to strike any part of the prepared testimony and exhibits shall be filed by July 28, 1964, and answers thereto shall be filed by August 10, 1964.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-1612; Filed, Feb. 18, 1964;
8:45 a.m.]

[Docket No. CP64-156]

EL PASO NATURAL GAS CO.

Notice of Application

FEBRUARY 12, 1964.

Take notice that on January 7, 1964, El Paso Natural Gas Company ("El Paso"), a Delaware corporation, whose mailing address is Post Office Box 1492, El Paso, Texas 79999, filed in Docket No. CP64-156 an application pursuant to section 7(b) of the Natural Gas Act, as amended, for permission and approval to abandon by sale approximately 1.3 miles of 4½" O.D. pipeline, extending from the South Cowden Gasoline Plant of Inland Natural Gasoline ("Inland") located in Ector County, Texas, to a point of connection with El Paso's 20" O.D. Sweetie Peck-Goldsmith line, and a purchase meter station located at the outlet of the said plant, all as more fully set forth in the application on file with the Commission and open to public inspection.

The application states that, by use of the above facilities, El Paso is currently purchasing residue gas from Inland at the outlet of Inland's South Cowden Plant under the terms of a residue gas purchase agreement dated June 25, 1956. The application further states that due to a decline in the volumes of gas available to Inland for processing at its South Cowden Plant, Inland proposes to discontinue the sale of gas to El Paso and the parties have agreed to terminate the agreement of June 25, 1956.

Upon cessation of deliveries of gas by Inland to El Paso, the facilities installed

by El Paso to receive such gas will no longer be required. El Paso proposes to sell such facilities to E. G. Rodman, an individual, upon receipt of the requested abandonment authorization. The total consideration payable by E. G. Rodman for the facilities will be the original cost thereof less accrued depreciation as of the date of conveyance. As of December 31, 1963, the original cost less accrued depreciation was \$13,766.75.

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 preliminary staff analysis has indicated that there are no problems which would warrant a recommendation that the Commission designate this application for formal hearing before an examiner and 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 may be held without further notice before the Commission on this application provided no protest or petition to intervene is filed within the time required herein. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before March 6, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-1613; Filed, Feb. 18, 1964;
8:46 a.m.]

**SECURITIES AND EXCHANGE
COMMISSION**

[File No. 24FW-1267]

SOUTHWEST FACTORIES, INC.

**Order Vacating Temporary
Suspension Order**

FEBRUARY 13, 1964.

Southwest Factories, Inc. (issuer), 1432 West Main Street, Oklahoma City, Oklahoma, filed a notification on Form 1-A and offering circular on October 10, 1961, for the purpose of obtaining an exemption from registration pursuant to section 3(b) of the Securities Act of 1933, as amended, and to Regulation A promulgated thereunder. The Commission issued an order temporarily suspending the exemption of the issuer on October 18, 1962. The issuer requested a hearing which was postponed pending reorganization proceedings.

A plan of reorganization of the issuer under Chapter X of the Bankruptcy Act was confirmed on April 18, 1963, by order of the United States District Court for the Western District of Oklahoma, and the plan has since been consummated.

It appears that a hearing to determine whether to vacate or make permanent the temporary suspension order is not necessary under the circumstances and that it is not in the public interest and for the protection of investors that said order be made permanent.

It is therefore ordered, That the order dated October 18, 1962, temporarily suspending respondent's exemption under Regulation A be, and it hereby is, vacated.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 64-1611; Filed, Feb. 18, 1964;
8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice No. 292]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

FEBRUARY 14, 1964.

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.

No. MC 151 (Deviation No. 4), LOVE-LACE TRUCK SERVICE, INC., 425 North Second Street, Terre Haute, Ind., filed February 6, 1964. Applicant proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (A) from Indianapolis, Ind., over Interstate Highway 74 to Danville, Ill., and (B) from Champaign, Ill., over Interstate Highway 74 to Peoria, Ill., 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 Indianapolis over U.S. Highway 36 to Chrisman, Ill., thence over U.S. Highway 150 to Danville, and, from Champaign over U.S. Highway 150 to Peoria, and return over the same routes.

No. MC 29910 (Deviation No. 5), ARKANSAS-BEST FREIGHT SYSTEM, INC., 301 South 11th Street, Fort Smith, Ark., filed February 3, 1964. Carrier pro-

poses to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: from junction U.S. Highway 70 and Interstate Highway 55, over Interstate Highway 55 to junction U.S. Highway 64, thence over U.S. Highway 64 to junction U.S. Highway 67, at or near Bald Knob, Ark., thence over U.S. Highways 64 and 67 to junction said highways near Beebe, Ark., thence over U.S. Highway 64 to Conway, Ark., 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 Memphis, Tenn., over U.S. Highway 70 to Little Rock, Ark., thence over U.S. Highway 65 to Conway, and return over the same route.

No. MC 29964 (Deviation No. 2) COCHRANE TRANSPORTATION COMPANY, 1622 Commerce Road, Richmond 6, Va., filed February 4, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction Delaware Memorial Bridge and U.S. Highway 40 in Delaware, over bypass connecting with Interstate Highway 95 thence over Interstate Highway 95 to Baltimore, Md., 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 Hopewell, Va., over Virginia Highway 10 to junction U.S. Highway 1, via Richmond, Va., thence over U.S. Highway 1 to Baltimore, Md., thence over U.S. Highway 40 to junction U.S. Highway 13, thence over U.S. Highway 13 to Philadelphia, Pa., thence over U.S. Highway 1 to New York, N.Y., and return over the same route.

No. MC 32474 (Deviation No. 5), (Canceling unnumbered deviation notice filed April 26, 1957), KEESHIN TRANSPORT SYSTEM, INC., 3131 Douglas Road, Toledo 6, Ohio, filed February 7, 1964. Applicant proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Toledo, Ohio, over Interstate Highway 75 to junction U.S. Highway 24, 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 Toledo over U.S. Highway 24 to junction U.S. Highway 25, thence over U.S. Highway 25 to Detroit, Mich., and return over the same route.

No. MC 40235 (Deviation No. 3) I.R.C. & D. MOTOR FREIGHT, INC., 128 South Second Street, Richmond, Inc., filed February 5, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (A) From Indianapolis, Ind., over Interstate Highway 74 to Cincinnati, Ohio. (B) from Cincinnati, Ohio, over Interstate Highway 75 to Dayton, Ohio, and (C) from Dayton, Ohio, over Interstate Highway 75 to junction U.S. High-

way 33, thence over U.S. Highway 33 to Decatur, Ind., 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 Indianapolis over U.S. Highway 40 to junction U.S. Highway 35, thence over U.S. Highway 35 to Eaton, Ohio, thence over U.S. Highway 127 to Hamilton, Ohio, thence over Ohio Highway 4 to Cincinnati; from Cincinnati over U.S. Highway 52 to Indianapolis, Ohio from Cincinnati over Ohio Highway 4 to Hamilton, Ohio, thence over U.S. Highway 127 to Eaton, thence over U.S. Highway 35 to Dayton; from Cincinnati over U.S. Highway 25 to Dayton; and from Dayton over U.S. Highway 35 to Richmond, Ind., and thence over U.S. Highway 27 to Decatur, and return over the same routes.

No. MC 40235 (Deviation No. 4), I.R.C. & D. MOTOR FREIGHT, INC., 128 South Second Street, Richmond, Ind., filed February 6, 1964. Applicant proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (A) From Indianapolis, Ind., over Interstate Highway 70 to junction Interstate Highway 75 to Dayton, Ohio, (B) from Indianapolis over Interstate Highway 69 to Fort Wayne, Ind., and (C) from junction Interstate Highways 74 and 275 (near Cincinnati, Ohio) over Interstate Highway 275 to junction Interstate Highway 75, 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 Indianapolis over U.S. Highway 40 to junction U.S. Highway 35, thence over U.S. Highway 35 to Dayton; from Indianapolis over U.S. Highway 36 to junction Indiana Highway 38, thence over Indiana Highway 38 to junction Indiana Highway 9, thence over Indiana Highway 9 to Anderson, Ind., thence over Indiana Highway 32 to Muncie, Ind., thence over Indiana Highway 67 to Portland, Ind., thence over U.S. Highway 27 to Fort Wayne; and, from Indianapolis over U.S. Highway 40 to junction U.S. Highway 35, thence over U.S. Highway 35 to Eaton, Ohio, thence over U.S. Highway 127 to Hamilton, Ohio, thence over Ohio Highway 4 to Cincinnati, and return over the same routes.

No. MC 52709 (Deviation No. 13), RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver, Colo., 80216, filed February 3, 1964. Applicant proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Denver, Colo., over Interstate Highway 80S to junction Interstate Highway 80, thence over Interstate Highway 80 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 pertinent service routes as follows: From Denver over U.S. Highway 85 to Greeley, Ohio, thence over U.S.

Highway 34 to Brush, Colo., thence over U.S. Highway 6 via Sterling, Colo., and Hastings, Nebr., to Omaha, Nebr., and from Omaha over U.S. Highway 6 to junction unnumbered highway (formerly U.S. Highway 6), thence over unnumbered highway via Brooklyn, Carnforth and Victor, Iowa, to junction U.S. Highway 6, thence over U.S. Highway 6 via Marengo, Iowa, to Moline, Ill., thence over Illinois Highway 92 to junction U.S. Highway 34, thence over U.S. Highway 34 to LaMoille, Ill., thence return over U.S. Highway 34 to junction Illinois Highway 92, thence continue over U.S. Highway 34 to junction unnumbered highway (formerly U.S. Highway 34) near Earlville, Ill., thence over unnumbered highway via Earlville, to junction U.S. Highway 34, thence over U.S. Highway 34 to junction unnumbered highway (formerly U.S. Highway 34), near Leland, Ill., thence over unnumbered highway via Leland to junction U.S. Highway 34, thence over U.S. Highway 34 to Chicago, and return over the same route.

No. MC 123268 (Deviation No. 2), STEVENS EXPRESS, INC., 1125 East 3d Street, Post Office Box 92, Hutchinson, Kans., filed February 5, 1964. Attorney James F. Miller, 7501 Mission Road, Shawnee Mission, Kans. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Salina, Kans., over Interstate Highway 70 to Topeka, Kans., 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 Salina via Chapman and Abilene, Kans., over Kansas Highway 206 (formerly U.S. Highway 40) to Junction City, thence via Ogden and Fort Riley, Kans., over Kansas Highway 18 to Manhattan, Kans., thence over U.S. Highway 24 to junction unnumbered highway, near Topeka, thence over said unnumbered highway to Topeka, and return over the same route.

MOTOR CARRIER OF PASSENGERS

No. MC-1515 (Deviation No. 146) (Cancelling MC-1504) (Deviation Nos. 1 and 3) (CORRECTION), GREYHOUND LINES, INC. (Southern Greyhound Lines Division), 219 East Short Street, Lexington, Ky., filed January 20, 1964. Previous notice published in the February 6, 1964 issue of the FEDERAL REGISTER was in error in describing the proposed deviation route. The correct deviation route as now proposed is as follows: from Winston-Salem, N.C., over Interstate Highway 40 to Greensboro, N.C., and return over the same route, for operating convenience only.

No. MC 1515 (Deviation No. 157), GREYHOUND LINES, INC. (Southern Greyhound Lines Division), 219 East Short Street, Lexington, Ky., filed February 5, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *Passengers and their baggage*, over deviation routes as follows: (A) From Monteagle, Tenn., over Interstate Highway 24 to junction U.S. Highway 41 6.4

miles south of Hillsboro, Tenn., and (B) from Pelham, Tenn., over Tennessee Highway 50 to junction Interstate Highway 24, and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From Murfreesboro, Tenn., over U.S. Highway 41 to Chattanooga, Tenn., and return over the same route.

No. MC 1515 (Deviation No. 158), GREYHOUND LINES, INC. (Central Greyhound Lines Division), 1740 Main Street, Kansas City 8, Mo., filed February 7, 1964. Applicant proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over a deviation route as follows: From junction U.S. Highways 63 and 66 over U.S. Highway 66 to junction unnumbered highway, west of Rolla, Mo., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From St. Louis, Mo., over U.S. Highway 66 to junction U.S. Highway 63, thence over U.S. Highway 63 to Rolla, thence over unnumbered highway to junction U.S. Highway 66, and return over the same route.

No. MC 1515 (Deviation No. 159), GREYHOUND LINES, INC., (Central Greyhound Lines Division), 1740 Main Street, Kansas City, Mo., filed February 7, 1964. Applicant proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over a deviation route as follows: from junction U.S. Highway 66 and unnumbered highway, east of Bourbon, Mo., over U.S. Highway 66 to junction unnumbered highway, west of Fanning, Mo., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: from St. Louis, Mo., over U.S. Highway 66 to junction Missouri Highway 100, at or near Gray Summit, Mo., thence over U.S. Highway 66 to junction unnumbered highway, at or near Bourbon, Mo., thence over unnumbered highway via Bourbon, Cuba, and Fanning, Mo., to junction U.S. Highway 66, and return over the same route.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-1627; Filed, Feb. 18, 1964;
8:47 a.m.]

[Notice No. 600]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

FEBRUARY 14, 1964.

Section A. The following publications are governed by the new Special Rule 1.247 (49 CFR 1.247) of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

Section B. 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., United States standard time (or 9:30 a.m., local daylight saving time, if that time is observed), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING

SECTION A

MOTOR CARRIERS OF PROPERTY

No. MC 2202 (Sub-No. 261), filed February 10, 1964. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Akron 10, Ohio. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value Classes A and B explosives, livestock, household goods as defined by the commission, commodities in bulk, and those requiring special equipment), serving Odenton, Md., as an off-route point in connection with applicant's authorized regular-route operations between Washington, D.C., and Baltimore, Md.

NOTE: Common control may be involved.

HEARING: March 3, 1964, in Room 709, U.S. Appraisers' Stores Building, Bay and Lombard Streets, Baltimore, Md., before Joint Board No. 112.

No. MC 42261 (Sub-No. 80), filed February 11, 1964. Applicant: LANGER TRANSPORT CORP., Route 1, foot of Danforth Avenue., Jersey City, N.J. Applicant's attorney: William C. Mitchell, Jr., 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid synthetic latex*, in bulk, in tank vehicles, from the plant site of B. F. Goodrich Chemical Co., located at Avon Lake, Ohio, to points in Connecticut, Illinois, Indiana, Kentucky, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Wisconsin.

HEARING: March 3, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 56388 (Sub-No. 30), filed February 11, 1964. Applicant: HAHN TRANSPORTATION, INC., New Market, Md. Applicant's attorney: Francis J. Ortman, 1866 National Press Building, Washington 4, 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 the outlet of Plantation Oil Line Co. of Atlanta, at or near Newington, Va., to points in Virginia, West Virginia, Maryland, and the District of Columbia.

HEARING: March 13, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Richard H. Roberts.

No. MC 107403 (Sub-No. 534), filed February 5, 1964. Applicant: **MATLACK, INC.**, 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal tar products*, in bulk, in tank vehicles, from Indianapolis, Ind., to points in Illinois, Indiana, Kentucky, Michigan, Mississippi, Ohio, Tennessee, and Wisconsin.

NOTE: Common control may be involved.

HEARING: February 27, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Parks M. Low.

No. MC 116273 (Sub-No. 21), filed January 31, 1964. Applicant: **D & L TRANSPORT, INC.**, 3800 South Laramie Avenue, Cicero 50, Ill. 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: *Coal tar products*, in bulk, in tank vehicles, from Indianapolis, Ind., to points in Illinois, Indiana, Kentucky, Michigan, Mississippi, Ohio, Tennessee, and Wisconsin.

HEARING: February 27, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Parks M. Low.

SECTION B

MOTOR CARRIERS OF PROPERTY

No. MC 531 (Sub-No. 138), filed August 29, 1963. Applicant: **YOUNGER BROTHERS, INC.**, 4904 Griggs Road, Houston 21, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Silica gel catalyst*, in bulk, in tank vehicles, from Brian, La., to points in Illinois, Indiana, Kentucky, Ohio, Pennsylvania, New Jersey, Michigan, Wisconsin, Minnesota, Colorado, Wyoming, and Montana.

NOTE: Common control may be involved.

HEARING: April 14, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Laurence E. Masoner.

No. MC 5948 (Sub-No. 5), filed April 1, 1963. Applicant: **D. & C. TRANSPORTATION CO., INC.**, 20 Stainton Avenue, Dayton, Ohio. Applicant's attorney: William V. Blake, 123 Glencoe Road, Columbus 14, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except high explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Xenia, Ohio, and Jamestown and Bowersville, Ohio, (1) from Xenia to junction Ohio Highway 72, via Jasper road through New Jasper; (2) from junction Jasper road and Waynesville-Jamestown road, via Waynesville-Jamestown road to Jamestown; and (3) from Jamestown to Bowersville via Ohio Highway 72 and return over the same routes serving the intermediate point of New Jasper, in (1) above.

HEARING: April 3, 1964, at New Post Office Building, Columbus, Ohio, before Joint Board No. 117, or, if the Joint

Board waives its right to participate before Examiner Laurence E. Masoner.

No. MC 10761 (Sub-No. 149), filed November 18, 1963. Applicant: **TRANS-AMERICAN FREIGHT LINES, INC.**, 1700 North Waterman Avenue, Detroit 9, Mich. Applicant's attorney: Howell Ellis, Suite 616-618 Fidelity Building, 111 Monument Circle, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities requiring special equipment, and those injurious or contaminating to other lading), serving Churubusco, Ind., as an off-route point in connection with applicant's presently authorized regular-route operations between Chicago, Ill., and Lima, Ohio.

HEARING: April 6, 1964, in Room 908, Indiana Public Service Commission, New State Office Building, 100 North Senate Avenue, Indianapolis, Ind., before Joint Board No. 72, or, if the Joint Board waives its right to participate before Examiner Laurence E. Masoner.

No. MC 15473 (Sub-No. 15), filed December 23, 1963. Applicant: **BEST TRUCK LINES, INC.**, 321 North Main, Ottawa, Kans. Applicant's attorney: Frank W. Taylor, Jr., 1221 Baltimore Avenue, Kansas City 5, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, dangerous explosives, household goods, commodities in bulk, those requiring special equipment, and those injurious or contaminating to other lading), between Ottawa, and Lawrence, Kans., from Ottawa, over U.S. Highway 59 to Lawrence, and return over the same route, serving no intermediate or off-route points.

HEARING: April 2, 1964, at the Hotel Pick-Kansan, Topeka, Kansas, before Joint Board No. 52.

No. MC 18535 (Sub-No. 41), filed December 13, 1963. Applicant: **O. ALEX HICKLIN**, doing business as **HICKLIN MOTOR LINE**, Post Office Box 377, St. Matthews, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, in bunches and boxes, from Gulfport, Miss., to Raleigh, N.C., and Columbia, S.C.

HEARING: April 3, 1964, at the U.S. Courtrooms, Columbia, S.C., before Chief Hearing Examiner James C. Cheseldine.

No. MC 19227 (Sub-No. 81), filed December 5, 1963. Applicant: **LEONARD BROS. TRANSFER, INC.**, 2595, Northwest 20th Street, Miami, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Air conditioners, air coolers, air heaters, air humidifiers and dehumidifiers, cooling and freezing machines, hot air furnaces, and parts and equipment* therefor from points in York County, Pa., to points in Alabama, Arizona, California, Florida, Georgia, Louisiana, Mississippi, New Mexico, and Texas.

HEARING: April 6, 1964, at the Dupont Plaza Hotel, Miami, Fla., before Chief Examiner James C. Cheseldine.

No. MC 22195 (Sub-No. 97), filed December 12, 1963. Applicant: **DAN DUGAN TRANSPORT COMPANY**, a corporation, Post Office Box 946, 41st and Grange Avenue, Sioux Falls, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from points in Davison and Hanson Counties, S. Dak., to points in North Dakota, Montana, Wyoming, Nebraska, Iowa, and Minnesota, and *rejected shipments*, on return.

HEARING: March 9, 1964, in Room B-29, Federal Building, and U.S. Courthouse, 110 South 4th Street, Minneapolis, Minn., before Examiner Raymond V. Sar.

No. MC 22195 (Sub-No. 98), filed December 13, 1963. Applicant: **DAN DUGAN TRANSPORT COMPANY**, a corporation, Post Office Box 946, 41st and Grange Avenue, Sioux Falls, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from points in Beadle County, S. Dak., to points in North Dakota, Montana, Wyoming, Nebraska, Iowa, and Minnesota, and *rejected shipments* on return.

HEARING: March 9, 1964, in Room B-29, Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., before Examiner Raymond V. Sar.

No. MC 23942 (Sub-No. 12), filed November 29, 1963. Applicant: **THE SEACOAST TRANSPORTATION COMPANY**, a corporation, 500 Water Street, Jacksonville, Fla. Applicant's attorney: Richard D. Sanborn, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, with usual restrictions that service is limited to that which is auxiliary to, or supplemental of, rail service of the Atlantic Coast Line Railroad Company, between Marion, S.C., and Conway, S.C.; from Marion over U.S. Highway 501 via Aynor, S.C., to Conway, and return over the same route, as an alternate route for operating convenience only in connection with applicant's regular-route authority, serving no intermediate points.

NOTE: Common control may be involved.

HEARING: April 7, 1964, at the U.S. Courtrooms, Columbia, S.C., before Joint Board No. 177.

No. MC 23942 (Sub-No. 13), filed November 29, 1963. Applicant: **THE SEACOAST TRANSPORTATION COMPANY**, a corporation, 500 Water Street, Jacksonville, Fla. Applicant's attorney: Richard D. Sanborn, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor

vehicle, over regular routes, transporting: *General commodities*, (1) between Augusta, Ga. and Spartanburg, S.C., from Augusta north over Georgia Highway 28 to the Georgia-South Carolina State line, thence over South Carolina Highway 28 through McCormick, S.C., to junction South Carolina Highway 10, thence over South Carolina Highway 10 through Troy, S.C., to junction U.S. Highway 221, thence over U.S. Highway 221 through Greenwood and Laurens, S.C., to Spartanburg, S.C., and return over the same route, and (a) between McCormick and Bradley, S.C., from McCormick over U.S. Highway 221 to Bradley, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, to be used in connection with (1); (2) between Laurens and Greenville, S.C., from Laurens north over South Carolina Highway 14 through Gray Court and Fountain Inn, S.C., to Mauldin, S.C., thence over U.S. Highway 276 to Greenville, and return over the same route, and (a) between junction U.S. Highway 221 and South Carolina Highway 92 near Enoree, S.C., and Gray Court, S.C., from junction U.S. Highway 221 and South Carolina 92, thence over South Carolina Highway 92 to Gray Court, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, to be used in connection with (2), and (b) between Woodruff and Fountain Inn, S.C., from Woodruff over South Carolina Highway 418 to Fountain Inn, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, to be used in connection with (2); (3) between McCormick and Anderson, S.C., from McCormick north over South Carolina Highway 28, to junction South Carolina Highway 81 near Bordeaux, S.C., thence over South Carolina Highway 81 through Calhoun Falls and Iva, S.C., to Anderson, S.C., and return over the same route, and (a) between Anderson and Spartanburg, S.C., from Anderson over U.S. Highway 29 through Greenville to Spartanburg, and return over the same route, serving no intermediate points as an alternate route for operating convenience only, to be used in connection with (1), (2) and (3); (4) between Augusta, Ga., and Port Royal, S.C., from Augusta south over Georgia Highway 28 to the Georgia-South Carolina State line near Beech Island, S.C., thence over South Carolina Highway 28 through Barnwell and Allendale, S.C., to Yemese, S.C., thence over U.S. Highway 21 to Beaufort, S.C., thence over South Carolina Highway 281 to Port Royal, and return over the same route, and (5) between Beech Island and Jackson, S.C., from Beech Island south over South Carolina Highway 125 to Jackson, and return over the same route, and (a) between Jackson, S.C., and junction unnumbered highway and South Carolina Highway 28, from Jackson over unnumbered highway to junction South Carolina Highway 28, and return over the same route, serving no intermediate points, as an alternate route for op-

erating convenience only, to be used in connection with (5).

Note: Applicant states it proposes to serve all intermediate points in (1), (2), (3), (4) and (5) above, that are stations on the Atlantic Coast Line Railroad. It is further noted that the above proposed operations will be limited to a transportation service which will be auxiliary to, or supplemental of, rail service of the Atlantic Coast Line Railroad Company. Applicant suggests that a key-point be made at Augusta, Ga., on shipments not having an immediately prior or immediately subsequent movement by rail or water. Common control may be involved.

HEARING: April 7, 1964, at the U.S. Courtrooms, Columbia, S.C., before Joint Board No. 131.

No. MC 23942 (Sub-No. 14), filed November 29, 1963. Applicant: THE SEACOAST TRANSPORTATION COMPANY, a corporation, 500 Water Street, Jacksonville, Fla. 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), (1) between Manning, S.C., and Santee, S.C.; from Manning, over U.S. Highway 301, to Summerton, S.C., thence over U.S. Highway 15 to Santee, and (2) between Paxville and Santee: From Paxville, over U.S. Highway 15 to Summerton, thence to Santee, and return over the same routes, serving all points that are stations on the Atlantic Coast Line Railroad.

NOTE: Common control may be involved.

HEARING: April 7, 1964, at the U.S. Courtrooms, Columbia, S.C., before Joint Board No. 177.

No. MC 29566 (Sub-No. 84), filed December 9, 1963. Applicant: SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City 5, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products and articles distributed by meat packing-houses*, as described in Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, (restricted against any transportation in bulk or tank vehicles), from Kansas City, Kans., to Springfield, Mo., and *rejected shipments*, on return.

NOTE: Common control may be involved.

HEARING: April 7, 1964, at the Pickwick Motor Inn, McGee and 10th Street, Kansas City, Mo., before Joint Board No. 36.

No. MC 30844 (Sub-No. 132), filed October 30, 1963. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 218, Sumner, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Hastings, Nebr., to points in Illinois, Indiana, and Ohio.

HEARING: March 31, 1964, in Room 2401, New Federal Building, 215 North 17th Street, Omaha, Nebr., before Examiner Wm. N. Culbertson.

No. MC 42261 (Sub-No. 79), filed December 18, 1963. Applicant: LANGER TRANSPORT CORP., Route 1, foot of Danforth Avenue, Jersey City, N.J. Applicant's attorney: S. S. Eisen, 140 Cedar Street, New York 6, N.Y., 10006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry commodities*, in bulk, from Painesville, Ohio, to Skaneateles Falls, N.Y.

HEARING: March 23, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Francis A. Welch.

No. MC 44300 (Sub-No. 11), filed October 14, 1963. Applicant: HESS CARTAGE COMPANY, a corporation, 17065 Hess Avenue, Melvindale, Mich. Applicant's attorney: Walter N. Bieman, Suite 1700, 1 Woodward Avenue, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, from Wyandotte, Mich., to Mason City, W. Va., and points in Ohio.

HEARING: April 8, 1964, at the Federal Building, Lansing, Mich., before Joint Board No. 244, or, if the Joint Board waives its right to participate, before Examiner Samuel C. Shoup.

No. MC 45657 (Sub-No. 41), filed December 18, 1963. Applicant: PICWALSH FREIGHT CO., a corporation, 731 Campbell Avenue, St. Louis 15, Mo. 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 regular routes, transporting: *General commodities*, (1) between junction Arkansas Highway 17 and U.S. Highway 70 and Little Rock, Ark.; from junction Arkansas Highway 17 and U.S. Highway 70 over U.S. Highway 70 to Little Rock, and return over the same route, serving no intermediate points, to be used as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations; (2) between Little Rock, Ark., and Pine Bluff, Ark.; from Little Rock over U.S. Highway 65 to Pine Bluff, and return over the same route, serving no intermediate points, to be used as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations.

Note: Applicant states that the proposed operation is to be subject to the following restrictions: The route between Little Rock and Pine Bluff may not be utilized for the transportation of traffic (a) originating or interchanged at Pine Bluff destined to Little Rock, and (b) originating or interchanged at Little Rock destined to Pine Bluff.

HEARING: April 3, 1964, at the Arkansas Commerce Commission, Justice Building, State Capitol, Little Rock, Ark., before Joint Board No. 215, or, if the Joint Board waives its right to participate, before Examiner Leo A. Riegel.

No. MC 50002 (Sub-No. 39), filed November 18, 1963. Applicant: T. CLARENCE BRIDGE & HENRY W. BRIDGE, doing business as BRIDGE BROTHERS, North Santa Fe Trail, Lamar, Colo. Applicant's attorney: C. Zimmerman, 503 Schweiter Building, Wichita 2, Kans.

Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer* (including, but not restricted to anhydrous ammonia, aqua ammonia, urea solution, fertilizer ammoniated solutions, nitrogen fertilizer solutions and other fertilizer solutions) in bulk, from Fremont, Nebr., and points within 10 miles thereof, to points in Iowa, Missouri, Kansas, Colorado, and Wyoming, and *rejected shipments*, on return.

HEARING: March 31, 1964, in Room 2401, New Federal Building, 215 North 17th Street, Omaha, Nebr., before Examiner Wm. N. Culbertson.

No. MC 50002 (Sub-No. 40), filed December 10, 1963. Applicant: T. CLARENCE BRIDGE AND HENRY W. BRIDGE, doing business as BRIDGE BROTHERS, North Santa Fe Trail, Lamar, Colo. Applicant's attorney: C. Zimmerman, 503 Schweiter Building, Wichita 2, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, including, but not restricted to, *anhydrous ammonia*, *fertilizer ingredients* and *fertilizer solutions*, in bulk, from points in Texas on and west of U.S. Highway 83 and on and north of U.S. Highway 80, to points in Oklahoma, Kansas, Colorado, Wyoming, Nebraska, and Missouri, and *rejected shipments*, on return.

HEARING: April 13, 1964, at the Lassen Terrace Motor Hotel, Wichita, Kansas, before Examiner Jerry F. Laughlin.

No. MC 52704 (Sub-No. 41), filed December 18, 1963. Applicant: GLENN MCLENDON CO., INC., Lafayette, Ala. Applicant's attorney: D. H. Markstein, Jr., 818-821 Massey Building, Birmingham 3, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt and salt products*, from Chalmette, La., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Texas, and Virginia.

HEARING: March 31, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner David Waters.

No. MC 55236 (Sub-No. 77), filed October 9, 1963. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Applicant's attorney: Robert Levy, 105 West Adams Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia* and *nitrogen solutions* in bulk, in tank vehicles, from Marseilles, Ill., and points within 5 miles thereof, to points in Indiana, Illinois, Kentucky, Michigan, Minnesota, Ohio, Iowa, Missouri, and Wisconsin.

HEARING: April 16, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Laurence E. Masoner.

No. MC 67450 (Sub-No. 5), filed October 4, 1963. Applicant: PETERLIN CARTAGE CO., 9651 South Ewing Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlon, 111 West Washington Street, Chicago 2, Ill. Authority

sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are manufactured, sold and distributed by persons engaged in the manufacture, processing, and milling of grain products*, other than commodities in bulk in tank vehicles, from Chicago and West Chicago, Ill., to points in Indiana, Ohio, and the lower peninsula of Michigan.

HEARING: March 31, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Samuel C. Shoup.

No. MC 76032 (Sub-No. 183), filed October 25, 1963. Applicant: NAVAJO FREIGHT LINES, INC., 1025 South Platte River Drive, Denver 23, Colo. Applicant's attorney: O. Russell Jones, P.O. Box 1437, Santa Fe, N. Mex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except explosives, heavy machinery, livestock, fresh fish, coal, ore, sand, gravel, and household goods as defined by the Commission), between Kansas City, Mo., and junction U.S. Highway 36 and Missouri Highway 15 at or near Shelbina, Mo.: from Kansas City over U.S. Highway 24 to junction Missouri Highway 15 at or near Paris, Mo., thence over Missouri Highway 15 to junction U.S. Highway 36 and Missouri Highway 15 at or near Shelbina, and return over the same route serving no intermediate points and serving junction U.S. Highway 36 and Missouri Highway 15 for joinder purposes only as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations.

NOTE: Common control may be involved.

HEARING: April 14, 1964, at the Post Office Building, Jefferson City, Mo., before Joint Board No. 36.

No. MC 78400 (Sub-No. 19), filed August 30, 1963. Applicant: BEAUFORT TRANSFER COMPANY, a corporation, Post Office Box 102, Gerald, Mo. Applicant's attorney: Joseph R. Nacy, 117 West High Street, Post Office Box 352, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in containers, not in tank vehicles, from Kansas City, Kans., to points in Franklin, Osage, Phelps, Crawford, Gasconade, and Maries Counties, Mo.

HEARING: April 13, 1964, at the Post Office Building, Jefferson City, Mo., before Joint Board No. 36.

No. MC 78400 (Sub-No. 20), filed September 5, 1963. Applicant: BEAUFORT TRANSFER COMPANY, a corporation, Post Office Box 102, Gerald, 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 regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and commodities requiring special equipment), between Kansas City, Kans., and Japan, Mo., from Kansas City over city streets to Kansas City, Mo., thence over U.S. High-

way 50 to junction Franklin County Highway H, at or near Gerald, Mo., thence over Franklin County Highway H to Japan, and return over the same route, serving no intermediate points.

HEARING: April 14, 1964, at the Post Office Building, Jefferson City, Mo., before Joint Board No. 36.

No. MC 61955 (Sub-No. 6), filed October 16, 1963. Applicant: CENTROPOLIS TRANSFER CO., INC., 6700 Wilson Rd., Kansas City, Mo. Applicant's attorney: William B. Jensen, 914 Commerce Building, Kansas City 6, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron pressure pipe, fittings and jointing materials*, from points in the Kansas City, Mo., Commercial Zone, to points in Iowa.

HEARING: April 7, 1964, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., before Joint Board No. 55.

No. MC 82808 (Sub-No. 5), filed November 18, 1963. Applicant: LEWIS R. HUNT AND C. L. HUNT, a partnership, doing business as HUNT AND SON, Holden, 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 transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities requiring special equipment, and those injurious or contaminating to other lading), **OVER REGULAR ROUTES,**

(1) between Kansas City, Mo., and Shawnee Mound, Mo.; (a) from Kansas City over U.S. Highway 50 to junction Missouri Highway 131, thence over Missouri Highway 131 to junction Missouri Highway 2, thence over Missouri Highway 2 to junction Missouri Highway 13, thence over Missouri Highway 13 to Shawnee Mound, and return over the same route, serving the intermediate points of Holden and Post Oak, Mo., and the off-route points of Kingsville, Leeton, and Centerville, Mo., and (b) **AS AN ALTERNATE ROUTE:**

From Kansas City over U.S. Highway 50 to junction Missouri Highway 58, thence over Missouri Highway 58 to junction Missouri Highway 131, thence over Missouri Highway 131 to junction Missouri Highway 2, thence over Missouri Highway 2 to Leeton, thence returning over Missouri Highway 2 to junction Missouri Highway 13, thence over Missouri Highway 13 to Shawnee Mound, and return over the same route, (2) between Kansas City, Mo. and Shawnee Mound, Mo., (a) from Kansas City over U.S. Highway 50 to junction Missouri Highway 13, thence over Missouri Highway 13 to Shawnee Mound, and return over the same route, serving the intermediate point of Warrensburg and the off-route point of Knob Noster, Mo., and (b) **AS AN ALTERNATE ROUTE:**

From Kansas City over U.S. Highway 40 to junction Missouri Highway 13, thence over Missouri Highway 13 to junction U.S. Highway 50, thence over U.S. Highway 50 to Knob Noster, thence returning over U.S. Highway 50 to junc-

tion Missouri Highway 13, thence over Missouri Highway 13 to Shawnee Mound, and return over the same route, (3) between St. Louis, Mo., and Shawnee, Mo., (a) from St. Louis over U.S. Highway 50 to junction Missouri Highway 131, thence over Missouri Highway 131 to junction Missouri Highway 2, thence over Missouri Highway 2 to junction Missouri Highway 13, and thence over Missouri Highway 13 to Shawnee Mound, and return over the same route, serving the intermediate points of Holden, Warrensburg, Post Oak, Chilhowee, and Knob Noster and the off-route points of Kingsville, Centerview, and Leeton, and (b) AS AN ALTERNATE ROUTE:

From St. Louis over U.S. Highway 40 to junction Missouri Highway 13, thence over Missouri Highway 13 to junction U.S. Highway 50, thence over U.S. Highway 50 to Knob Noster, thence returning over U.S. Highway 50 to junction Missouri Highway 58, thence over Missouri Highway 58 to Kingsville, thence returning over Missouri Highway 58 to junction Missouri Highway 131, thence over Missouri Highway 2, thence over Missouri Highway 2 to Leeton, thence returning over Missouri Highway 2 to junction Missouri Highway 13, thence over Missouri Highway 13 to Shawnee Mound, and return over the same route, and (4) between St. Louis, Mo., and Shawnee Mound, Mo., (a) from St. Louis over U.S. Highway 50 to junction Missouri Highway 13, thence over Missouri Highway 13 to Shawnee Mound, and return over the same route, serving the intermediate points of Warrensburg and Knob Noster, Mo., and (b) AS AN ALTERNATE ROUTE:

From St. Louis over U.S. Highway 40 to junction Missouri Highway 13, thence over Missouri Highway 13 to junction U.S. Highway 50, thence over U.S. Highway 50 to Knob Noster, thence returning over U.S. Highway 50 to junction Missouri Highway 13, thence over Missouri Highway 13 to Shawnee Mound, and return over the same route, and

OVER IRREGULAR ROUTES, between Holden, Pleasant Hill, and Kingsville, Mo., on the one hand, and, on the other, points in Illinois and Kansas.

HEARING: April 8, 1964, at the Pickwick Motor Inn, McGee and 10th Street, Kansas City, Mo., before Joint Board No. 195.

No. MC 95212 (Sub-No. 35), filed August 14, 1963. Applicant: HELEN R. HENDERSON, doing business as H. R. HENDERSON, Post Office Box 327, Seneca, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (a) *Fertilizer compounds* (other than liquid), from Marseilles, Ill., to points in Indiana, Michigan, Wisconsin, Minnesota, Ohio, Iowa, and Missouri, and (b) *ammonium nitrate compounds* (other than liquid) from Seneca, Ill., to points in Indiana, Michigan, Wisconsin, Minnesota, Ohio, Iowa, and Missouri.

HEARING: April 16, 1964, at the Midland Hotel, before Examiner Laurence E. Masoner.

No. MC 95540 (Sub-No. 555), filed October 6, 1963. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat by-products*, restricted against transportation of commodities in bulk, in tank vehicles, from Omaha, Nebr., and Sioux City, Iowa, to points in Tennessee.

HEARING: April 2, 1964, in Room 2401, New Federal Building, 215 North 17th Street, Omaha, Nebr., before Examiner Wm. N. Culbertson.

No. MC 98501 (Sub-No. 2), filed November 4, 1963. Applicant: DON V. LINDGREN, doing business as DAKOTA FILM DELIVERY SERVICE, Box 1012, Grand Forks, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Theater film and small packages* not to exceed one hundred (100) pounds, in a circuitous manner beginning and ending at Grand Forks, N. Dak., (1) from Grand Forks over U.S. Highway 81 to Grafton, N. Dak., thence west on North Dakota Highway 17 to junction North Dakota Highway 18, thence north on North Dakota Highway 18 to Cavalier and Neche, N. Dak., thence east on unnumbered county road to Pembina, N. Dak., thence south on Interstate Highway 29 to junction North Dakota Highway 44, thence over North Dakota Highway 44 to Manvel, N. Dak., thence over U.S. Highway 81 to Grand Forks, serving all intermediate points, and (2) from Grand Forks over U.S. Highway 81 to Grafton, thence west on North Dakota Highway 17 to Edmore, N. Dak., thence north on North Dakota Highway 1 to Langdon, N. Dak., thence east on North Dakota Highway 5 to junction North Dakota Highway 32, thence north on North Dakota Highway 32 to Wahalla, N. Dak., thence south on North Dakota Highway 32 to junction unnumbered county road, thence east on unnumbered county road to Conway and Forest River, N. Dak., thence from Forest River south on unnumbered county road to junction U.S. Highway 2, thence east on U.S. Highway 2 to Grand Forks, serving all intermediate points.

HEARING: April 16, 1964, at the North Dakota Public Service Commission, Bismarck, N. Dak., before Joint Board No. 24.

No. MC 103051 (Sub-No. 163), filed December 16, 1963. Applicant: FLEET TRANSPORT COMPANY, INC., 340 Armour Drive Northeast, Atlanta, Ga., 30324. Applicant's attorney: R. J. Reynolds, Jr., Suite 403-11 Healey Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vegetable oils, animal oils and fats, and blends thereof*, in bulk, in tank vehicles, from points in Mecklenburg County, N.C., to points in Tennessee.

HEARING: April 10, 1964, at the U.S. Courtrooms, Columbia, S.C., before Joint Board No. 289.

No. MC 106398 (Sub-No. 221), filed December 16, 1963. Applicant: NATIONAL TRAILER CONVOY, INC., 1916

North Sheridan Road, Tulsa, Okla. Applicant's attorney: Harold G. Hernly, 711-14th Street Northwest, Washington, 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 trucking service, from points in Nebraska, to points in the United States, including Alaska but excluding Hawaii.

HEARING: April 1, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James A. McKiel.

No. MC 106657 (Sub-No. 13), filed September 11, 1963. Applicant: MACHINERY & MATERIALS CORPORATION, 3200 Gibson Transfer Road, Hammond, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Diammonium phosphate*, dry, in bulk, in dump trucks, from Marseilles, Ill., to points in Michigan, Illinois, Wisconsin, Minnesota, Iowa, Ohio, and Missouri.

HEARING: April 16, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Laurence E. Masoner.

No. MC 106657 (Sub-No. 17), filed October 21, 1963. Applicant: MACHINERY & MATERIALS CORPORATION, 3200 Gibson Transfer Road, Hammond, Ind. 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: *Sand*, in bulk, in dump trucks (1) from Michigan City, Ind., to points in Wisconsin, Illinois, and Ohio; and (2) from points in Berrien County, Mich., to points in Wisconsin, Illinois, Indiana, and Ohio.

HEARING: April 14, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Laurence E. Masoner.

No. MC 106707 (Sub-No. 3), filed November 29, 1963. Applicant: O. T. ADAMS, doing business as MIKE ADAMS, 801 2d Street North, Eagle Grove, 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: *Animal and poultry feed, and feed ingredients*, from the plant sites of Pro-Min, Inc., and Eagle Mills, Inc., at Eagle Grove, Iowa, to points in Kansas, Montana, and Wyoming, and points in Nebraska on and west of U.S. Highway 81, and *exempt ordinary livestock*, on return.

HEARING: April 6, 1964, in Room 401, Old Federal Office Building, 5th and Court Avenues, Des Moines, Iowa, before Examiner Wm. N. Culbertson.

No. MC 107403 (Sub-No. 513), filed November 18, 1963. Applicant: E. BROOKE MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, in bulk, from Michigan City, Ind., to points in Ohio (except points in Ashtabula, Cuyahoga, Lake, Summit, Muskingum, Licking, Franklin, and Wayne Counties, Ohio).

NOTE: Common control may be involved.

HEARING: April 7, 1964, in Room 908, Indiana Public Service Commission, New State Office Building, 100 North Senate Avenue, Indianapolis, Ind., before Joint Board No. 9, or, if the Joint Board waives its right to participate, before Examiner Laurence E. Masoner.

No. MC 107496 (Sub-No. 298), filed November 7, 1963. Applicant: RUAN TRANSPORT CORPORATION, 408 Southeast 30th Street, Des Moines, Iowa. Applicant's attorney: H. L. Fabritz, Post Office Box 855, Des Moines 4, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia and nitrogen fertilizer solutions*, from Marseilles, Ill., and points within five (5) miles thereof, to points in Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, Wisconsin, and Kentucky.

NOTE: Common control may be involved.

HEARING: April 16, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Laurence E. Masoner.

No. MC 107496 (Sub-No. 301), filed November 29, 1963. Applicant: RUAN TRANSPORT CORPORATION, 408 Southeast 30th, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid sugar and blends thereof*, in bulk, in tank vehicles, from Grimes, Iowa, to points in Nebraska, Missouri, and Minnesota.

NOTE: Common control may be involved.

HEARING: April 7, 1964, in Room 401, Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner Wm. N. Culbertson.

No. MC 108120 (Sub-No. 8) (AMENDMENT) filed November 15, 1963, published in FEDERAL REGISTER issue February 5, 1964, and republished as amended this issue. Applicant: KENNEDY MOTOR LINES, INC., 215 43d Street, Brooklyn, N.Y. Applicant's attorney: Morris Honig, 150 Broadway, New York 38, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Laboratory furniture, appliances, equipment and parts thereof*, crated and uncrated, when moving in mixed shipments in the same vehicle, from Carle Place (Mineola), Hicksville, Farmingdale, and New York, N.Y., to points in Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, and Louisiana.

NOTE: The purpose of this republication is to add New York, N.Y., as an origin point.

HEARING: To remain as assigned March 19, 1964, at 346 Broadway, New York, N.Y., before Examiner John B. Mealy.

No. MC 108207 (Sub-No. 117), filed August 14, 1963. Applicant: FROZEN FOOD EXPRESS, 318 Cadiz Street, Dallas, Tex. Applicant's attorney: Leroy Hallman, First National Bank Building Dallas 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food, food preparations, foodstuffs, confections and confectionery products*, in mechanically refrigerated vehicles, from points in the St. Louis, Mo.-East St.

Louis, Ill., Commercial Zone to points in Arkansas, Louisiana, Mississippi, Oklahoma, Texas, and Memphis, Tenn.

HEARING: March 31, 1964, in Room 1620, New Federal Building, 1520 Market Street, St. Louis, Mo., before Examiner Jerry F. Laughlin.

No. MC 108207 (Sub-No. 123), filed September 26, 1963. Applicant: FROZEN FOOD EXPRESS, 318 Cadiz Street, Dallas, Tex. Applicant's attorney: Ralph W. Pulley, Jr., First National Bank Building, Dallas 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs and food preparations*, from Mattawan, Mich., and Chicago, Ill., to points in Iowa, Kansas, Nebraska, and Missouri. RESTRICTION: The proposed service at Chicago, Ill., will be restricted to the completion of loading of a through trailer originating shipments at Mattawan, Mich., and en route to one or more of the destination states herein named.

HEARING: April 9, 1964, at the Pickwick Motor Inn, McGee and 10th Street, Kansas City, Mo., before Examiner Jerry F. Laughlin.

No. MC 108207 (Sub-No. 129), filed November 29, 1963. Applicant: FROZEN FOOD EXPRESS, a corporation, 318 Cadiz Street, Dallas, Tex. Applicant's attorney: Leroy Hallman, First National Bank Building, Dallas 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food, food preparations, foodstuffs, confections, and confectionery products*, from Dallas, Tex., commercial zone to points in Arizona, Arkansas, California, Illinois, Indiana, Iowa, Kansas, Louisiana, Mississippi, Missouri, Nebraska, New Mexico, Oklahoma, and Memphis, Tenn.

HEARING: April 13, 1964, at the Baker Hotel, Dallas, Tex., before Examiner Leo A. Riegel.

No. MC 109210 (Sub-No. 137), filed December 3, 1963. Applicant: CRANEL B. HERNDON, Box 605, Hampton, S.C. Applicant's representative: Charles R. Greenwell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Equipment materials and supplies*, used in the conduct of a door manufacturing company, from Varnville, S.C., to points in Alabama, Connecticut, Delaware, District of Columbia, Georgia, Illinois, Indiana, Kentucky, Louisiana, Mississippi, Massachusetts, Maryland, Maine, Michigan, North Carolina, New York, New Jersey, Ohio, Pennsylvania, Texas, Vermont, Virginia, West Virginia, Wisconsin, Florida.

HEARING: April 2, 1964, at the U.S. Courtrooms, Columbia, S.C., before Chief Hearing Examiner James C. Cheseldine.

No. MC 109478 (Sub-No. 70), filed October 30, 1963. Applicant: WORSTER MOTOR LINES, INC., East Main Road, Rural Delivery No. 1, North East, Pa. Applicant's attorney: William W. Knox, 23 West 10th Street, Erie, Pa., 16501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Corn syrup and blends of corn syrup*, in bulk, in tank

vehicles, from Roby, Ind., to North East, Pa.

NOTE: Common control may be involved.

HEARING: April 1, 1964, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 308, or, if the Joint Board waives its right to participate, before Examiner Laurence E. Masoner.

No. MC 109749 (Sub-No. 24), filed November 13, 1963. Applicant: GAIL W. DAHL and FRED E. HAGEN, doing business as DAHL TRUCK LINES, 4120 Floyd Street, Sioux City, Iowa. Applicant's attorney: J. Max Harding, Box 2028, Lincoln, Nebr. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat and packinghouse products*, as described by the Commission in Appendix I, Sections A, B, C, and D, 61 M.C.C. 209, from Omaha, Nebr., to points in Idaho and Malheur County, Oreg.

NOTE: Applicant states that the proposed service is to be limited to a transportation service to be performed under continuing contract with Wilson and Company, Omaha, Nebr. Common control may be involved.

HEARING: April 1, 1964, in Room 2401, New Federal Building, 215 North 17th Street, Omaha, Nebr., before Examiner Wm. N. Culbertson.

No. MC 109947 (Sub-No. 30), filed September 19, 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 *contract carrier*, by motor vehicle, over irregular routes, transporting: *Church furniture*, uncrated, from the plant site of Endicott Church Furniture, Inc., located at or near Warsaw, Ind., to points in Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming, and the District of Columbia, and *lumber and wood carvings and wood and metal church seats, and parts thereof*, on return.

NOTE: The proposed operation will be conducted under a continuing contract or contracts with Endicott Church Furniture, Inc., Warsaw, Ind. Applicant holds common carrier authority under MC-123294; therefore, dual operations may be involved. Applicant states that "in the event that contract carrier authority should be inconsistent with the public interest because of the common carrier authority held by applicant, it is requested that common carrier authority be granted herein limited to the plant site of Endicott Church Furniture, Inc., located at Warsaw, Ind."

HEARING: April 13, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Laurence E. Masoner.

No. MC 110354 (Sub-No. 8), filed November 21, 1963. Applicant: V. KAP TRUCKING, INC., Post Office Box 706, Painesville, Ohio. Applicant's attorney:

Richard H. Brandon, Hartman Building, Columbus 15, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chlorine*, in containers from Painesville, Ohio and points within (5) five miles thereof to that part of Pennsylvania east of a line extending from the New York-Pennsylvania State line over U.S. Highway 219 to junction U.S. Highway 119, thence along U.S. Highway 119 to the Pennsylvania-West Virginia State line, and on and west of a line beginning at the New York-Pennsylvania State line over U.S. Highway 11 to junction U.S. Highway 15, thence along U.S. Highway 15 to the Pennsylvania-Maryland State line, including points on the indicated portions of highways named, and *empty containers or other such incidental facilities*, used in transporting the above described commodity on return.

NOTE: Applicant states that the proposed operation will be for the account of Diamond Alkali Company, Cleveland, Ohio.

HEARING: March 31, 1964, at New Post Office Building, Columbus, Ohio, before Examiner Laurence E. Masoner.

No. MC 111812 (Sub-No. 225), filed October 7, 1963. Applicant: MIDWEST COAST TRANSPORT, INC., Post Office Box 747, 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 and packinghouse products*, as described in Appendix I, sections A, B, and C in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Omaha, Nebr., to points in Teton County, Wyo., points in Malheur County, Oreg., points in Idaho (except Pocatello, Burley and Boise), and West Yellowstone, Mont.

NOTE: Common control may be involved.

HEARING: April 1, 1964, in Room 2401, New Federal Building, 215 North 17th Street, Omaha, Nebr., before Examiner Wm. N. Culbertson.

No. MC 111862 (Sub-No. 9), filed December 23, 1963. Applicant: HENNES TRUCKING CO., a corporation, 320 South 19th Street, Milwaukee 3, Wis. Applicant's attorney: Jack B. Josselson, Atlas Bank Building, Cincinnati, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cement* (portland and mortar), in bulk, in packages and in bags, from the plant site of Dundee Cement Company located in Monroe County, Mich., to points in Illinois, Ohio, and Indiana.

NOTE: Common control may be involved.

HEARING: March 24, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Harry M. Shooman.

No. MC 112617 (Sub-No. 167), filed December 26, 1963. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville, Ky. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington, D.C., 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*,

portland and masonry, in bulk and in bags, (1) from Decatur, Ala., to points in Alabama, Georgia, Kentucky, North Carolina on and west of U.S. Highway 21, Mississippi, South Carolina on and west of U.S. Highway 21, and Tennessee, and (2) from Louisville, Ky., to points in Kentucky, Indiana, Ohio, Tennessee, and West Virginia on and west of Interstate Highway 77.

HEARING: March 26, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Charles J. Murphy.

No. MC 113828 (Sub-No. 52), filed November 8, 1963. Applicant: O'BOYLE TANK LINES, INC., 4848 Cordell Avenue NW.; Washington 14, D.C. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington 36, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime, lime products, limestone and limestone products*, between points in Virginia, restricted to shipments having a prior movement by rail.

HEARING: March 31, 1964, at the Federal Building, 400 North 8th Street, Richmond, Va., before Joint Board No. 108.

No. MC 113908 (Sub-No. 129), filed October 6, 1963. Applicant: ERICKSON TRANSPORT CORPORATION, MPO Box 706, 706 West Tampa Street, Springfield, Mo. Applicant's attorney: Turner White, 805 Woodruff Building, Springfield, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from Kansas City, Mo.-Kans., Commercial Zone to points in Iowa, Nebraska, Minnesota, Colorado, Utah, and Louisiana.

NOTE: Applicant states that it does not seek to duplicate any existing authority held by it.

HEARING: April 8, 1964, at the Pickwick Motor Inn, McGee and 10th Street, Kansas City, Mo., before Examiner Jerry F. Laughlin.

No. MC 114239 (Sub-No. 10), filed September 16, 1963. Applicant: GENNIE FARRIS, doing business as FARRIS TRUCK LINE, Faucett, Mo. Applicant's attorney: Carl V. Kretsinger, Suite 510 Professional Building, Kansas City 6, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dry animal and poultry feed, feed ingredients and supplements, and flour in bags* when moving in mixed loads with shipments of feed, from Kansas City, Mo.-Kans., Commercial Zone (as defined by the Commission) to points in Kansas, Nebraska, Colorado, Wyoming, New Mexico, South Dakota, and Oklahoma, and *rejected, damaged and exempt shipments* on return.

NOTE: Applicant states that the proposed transportation will be under a continuing contract with Albers Milling Company, Kansas City, Mo.

HEARING: April 6, 1964, at the Pickwick Motor Inn, McGee and 10th Street, Kansas City, Mo., before Examiner Jerry F. Laughlin.

No. MC 114533 (Sub-No. 77), filed October 8, 1963. Applicant: B. D. C.

CORPORATION, 4970 South Archer Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Exposed and processed film and prints, complimentary replacement film, and incidental dealer handling supplies* (except motion picture film, and materials and supplies used in connection with commercial and television motion pictures), between Detroit, Mich., on the one hand, and on the other, points in Ohio.

HEARING: April 9, 1964, at the Federal Building, Lansing Mich., before Joint Board No. 57, or, if the Joint Board waives its right to participate, before Examiner Samuel C. Shoup.

No. MC 115056 (Sub-No. 14), filed September 20, 1963. Applicant: BUNDY TRUCK LINE, INC., Gatesville, N.C. Applicant's attorney: Jno C. Goddin, Insurance Building, 10 South 10th Street, Richmond 19, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, (except plywood and veneer), from Snell, Laurel, Richmond, Cologne, Dewitt, Pendleton, and Buckner, Va., to Edenton, N.C., and *refused, rejected and damaged shipments*, on return.

HEARING: April 1, 1964, at the Federal Building, 400 North 8th Street, Richmond, Va., before Joint Board No. 7.

No. MC 115160 (Sub-No. 3), filed December 16, 1963. Applicant: B. L. LAWRENCE, doing business as LAWRENCE TRANSPORTATION CO., Tioga, N. Dak. Applicant's attorney: Alan Foss, First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Contractor's equipment, materials and supplies and commodities which because of their size and weight require the use of special equipment*, between points in that part of Minnesota west of U.S. Highway 71 and points in North Dakota.

HEARING: April 14, 1964, at the North Dakota Public Service Commission, Bismarck, N. Dak., before Joint Board No. 24.

No. MC 115311 (Sub-No. 41), filed December 4, 1963. Applicant: J & M TRANSPORTATION CO., INC., Post Office Box 894, Americus, Ga. Applicant's attorney: Paul M. Daniell, Suite 214-217 Grant Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Salt and salt products*; and (2) *pepper, sugar and mineral mixtures* when moving in mixed shipments with salt and salt products, from Columbus, Ga., and points within 10 miles thereof, to points in Georgia, Florida, and Alabama.

HEARING: April 15, 1964, at the Georgia Public Service Commission, 244 Washington Street SW., Atlanta, Ga., before Joint Board No. 99.

No. MC 115856 (Sub-No. 7), filed September 16, 1963. Applicant: TRANSPORT DELIVERY COMPANY, a corporation, Thompson Building, Tulsa, Okla. Applicant's attorney: John E.

Burruss, Jr., Central Trust Building, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, from the terminal of the Triangle Refining Company, located at La Grange, Mo., to points in Illinois on and west of U.S. Highway 51, and to points in Iowa on and south of U.S. Highway 20, and only *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified above, on return.

HEARING: April 15, 1964, at the Post Office Building, Jefferson City, Mo., before Joint Board No. 46.

No. MC 116043 (Sub-No. 2), filed December 20, 1963. Applicant: HAYMAKER'S SECURITY STORAGE & TRANSFER CORPORATION, 1621 Shenandoah Avenue, NW., Roanoke, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in Roanoke County, Va.

HEARING: March 31, 1964, at the Federal Building, 400 North 8th Street, Richmond, Va., before Joint Board No. 108.

No. MC 116317 (Sub-No. 28), filed November 4, 1963. Applicant: FEASTER TRUCKING SERVICE, INC., Clafin, Kans. Applicant's representative: H. V. Eskelin, Post Office Box 2028, Kansas City, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Clay products*, from the plant site of Cloud Ceramics, located about seven miles southeast of Concordia, Kans., to points in that part of Iowa on and east of a line formed by the western boundaries of Dickinson, Clay, Buena Vista, Sac, and Carroll Counties, Iowa, and on and north of a line formed by the southern boundaries of Carroll, Greene, Boone, Story, Marshall, Tama, Benton, Linn, Jones, and Jackson Counties, Iowa, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

HEARING: April 2, 1964, at the Hotel Pick-Kansan, Topeka, Kansas, before Joint Board No. 139.

No. MC 117344 (Sub-No. 110), filed September 9, 1963. Applicant: THE MAXWELL CO., a corporation, 10380 Evendale Drive, Cincinnati 15, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Corn syrup*, in bulk, in tank vehicles, from Cincinnati, Ohio, to points in Indiana and Kentucky, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodity, on return.

HEARING: April 2, 1964, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 208, or, if the Joint Board waives its right to participate before Examiner Laurence E. Masoner.

No. MC 117534 (Sub-No. 1), filed December 2, 1963. Applicant: FLOYD BARBER, 17039 Lincoln, East Detroit, Mich. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Brick*, from Cleveland, Columbus and points within 20 miles of Columbus, Mansfield, Marion, Nelsonville, Newark, and Wells-ville, Ohio, and from Pittsburgh and Somerset, Pa., to Detroit, Mich., and points within 25 miles of Detroit, and *rejected and damaged shipments* on return.

NOTE: Applicant states the proposed service will be performed under a continuing contract or contracts with Mercer Brick Company, of Dearborn, Mich.

HEARING: April 15, 1964, at the Detroit Statler Hilton Hotel, Detroit, Mich., before Examiner Samuel C. Shoup.

No. MC 117765 (Sub-No. 15), filed December 26, 1963. Applicant: HAHN TRUCK LINE, INC., 19 Kansas Avenue, South Hutchinson, Kans. Applicant's attorney: Rufus H. Lawson, 106 Bixler Building, 2400 Northwest 23d Street, Oklahoma City 7, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer dry, fertilizer compounds, dry, fertilizer ingredients, dry, and urea, dry, in bags and in bulk*, from points in Oklahoma to points in Iowa, Kansas, Minnesota, Nebraska, South Dakota, Illinois, Missouri, North Dakota, and Wisconsin, and *rejected and refused shipments*, on return.

HEARING: April 10, 1964, at the Federal Building, 200 Northwest 4th, Oklahoma City, Okla., before Examiner Leo A. Riegel.

No. MC 118457 (Sub-No. 2), filed November 20, 1963. Applicant: THOMAS W. ROBBINS and RAYMOND S. PULDA, doing business as ROBBINS DISTRIBUTING COMPANY, 1113 Grand Avenue, Racine, Wis. Applicant's attorney: William C. Dineen, 746 Empire Building, 710 North Plankinton Avenue, Milwaukee 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods* between Chicago, Ill., and Waukesha, Wis., and *damaged or returned shipments of frozen foods*, on return.

HEARING: April 7, 1964, at the U.S. Courtrooms, Madison, Wis., before Joint Board No. 17.

No. MC 118971 (Sub-No. 5), filed October 3, 1963. Applicant: EKLUND BROTHERS TRANSPORT, INC., Watford City, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt water and fresh water*, in bulk, in tank vehicles between points in North Dakota, Montana, and South Dakota.

HEARING: April 15, 1964, at the North Dakota Public Service Commission, Bismarck, N. Dak., before Joint Board No. 124.

No. MC 119031 (Sub-No. 1), filed December 18, 1963. Applicant: NEWSOM TRANSPORTS, INC., 1503 West 10th Street, Roanoke Rapids, N.C. Applicant's attorney: Vaughan S. Winborne, Capital Club Building, Raleigh, N.C.

Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Liquid petroleum products*, in bulk, in tank vehicles, between Bellwood, Va., and 10 miles thereof on the one hand, and on the other, points in Halifax, Northampton counties and the Town of Littleton, N.C.

NOTE: This transportation is to be restricted solely to the account of Newsom Oil Company, Inc. which is under common control and ownership with the applicant.

HEARING: April 2, 1964, at the Heart of Raleigh Motel, 227 East Edenton Street, Raleigh, N.C., before Joint Board No. 7.

No. MC 119873 (Sub-No. 4), filed December 20, 1963. Applicant: FRANZIA AND FRANZIA, INC., 164 West Main Street, Monongahela, Pa. Applicant's attorney: Arthur J. Diskin, 302 Frick Building, Pittsburgh 19, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Scrap metals*, other than when moving in containers, from points in New York, Massachusetts, Rhode Island, and Connecticut to Monongahela, Pa.

NOTE: Applicant states that the proposed service is to be performed under a continuing contract with Monongahela Iron and Metal Co.

HEARING: March 24, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Edith H. Cockrill.

No. MC 123048 (Sub-No. 28), filed September 30, 1963. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural implements, farm machinery and utility trailers* from Glenbeulah, Wis., to points in Illinois, Indiana, Michigan, Pennsylvania, New York, Kentucky, and Ohio, and *rejected shipments*, on return.

HEARING: April 15, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Laurence E. Masoner.

No. MC 124034 (Sub-No. 21), filed December 23, 1963. Applicant: SCHWERTMAN TRUCKING CO. OF N.Y., INC., 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: *Precast and prestressed concrete structural elements*, from Somerville, N.J., and points within 5 miles thereof, to points in Connecticut, Delaware, Maryland, Massachusetts, New York, Pennsylvania, Virginia, and the District of Columbia.

NOTE: Common control may be involved.

HEARING: March 26, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner J. Thomas Schneider.

No. MC 124078 (Sub-No. 89), filed December 11, 1963. Applicant: SCHWERTMAN TRUCKING CO., a corporation,

620 South 29 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: *Lime and limestone products*, from Bonner Springs, Kans., and points within 5 miles thereof, to points in Missouri, Nebraska, and Kansas.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit MC 113832 and Subs thereunder; therefore dual operations may be involved. It is further noted that common control may be involved.

HEARING: April 10, 1964, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., before Joint Board No. 140.

No. MC 124078 (Sub-No. 90), filed December 11, 1963. Applicant: SCHWERMANN TRUCKING CO., 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: *Mineral filler*, from Kansas City, Mo., to points in Kansas and Missouri.

NOTE: Common control may be involved. Applicant is also authorized to conduct operations as a contract carrier in Certificate MC 113832, therefore dual operations may be involved.

HEARING: April 10, 1964, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., before Joint Board No. 36.

No. MC 124105 (Sub-No. 12), filed December 26, 1963. Applicant: BAGGETT BULK TRANSPORT, INC., 2 South 32d Street, Birmingham, Ala. 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: *Cement*, in bulk and in bags, (1) from Decatur, Ala., to points in Alabama, Georgia, Kentucky, North Carolina and on west of U.S. Highway 21, Mississippi, South Carolina and on west of U.S. Highway 21, and Tennessee, and (2) from Louisville, Ky., to points in Indiana, Kentucky, Ohio, Tennessee, and West Virginia on and west of U.S. Highway 77. Common control may be involved.

HEARING: March 26, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Charles J. Murphy.

No. MC 124123 (Sub-No. 15), filed December 26, 1963. Applicant: SCHWERMANN TRUCKING CO. OF ILL., INC., 620 South 29 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: *Fertilizers and fertilizer materials*, from Fulton, Ill., to points in Iowa, Wisconsin, and Illinois.

NOTE: Common control may be involved.

HEARING: April 2, 1964, at the Midland Hotel, Chicago, Ill., before Joint Board No. 111.

No. MC 124170 (Sub-No. 3), filed November 7, 1963. Applicant: FROSTWAYS, INC., 2450 Scotten, Detroit,

Mich. Applicant's attorney: Eugene C. Ewald, Suite 1700, One Woodward Avenue, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh and frozen meat*, from Detroit, Mich., to Media, Kimberton, Williamsport, Steelton, Reading, Bellwood, Milton, and Stroudsburg, Pa., Baltimore and Salisbury, Md., Smithfield, Salem, and Bristol, Va., Trenton, N.J., and Wilmington and Georgetown, Del.

HEARING: April 14, 1964, at the Detroit Statler Hilton Hotel, Detroit, Mich., before Examiner Samuel C. Shoup.

No. MC 124379 (Sub-No. 2), filed December 23, 1963. Applicant: WEBSTER McGLIFFEN, doing business as MILK DELIVERY SERVICE, Rural Route 3, Vincennes, Ind. Applicant's Attorney: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*, as described in Section B of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 (except poultry, dead, dressed, and rabbits, dead), and *milk and cream mixtures, liquid dietary foods, fruit segments, ice cream mix, orange juice, fruit juice drinks, and cottage cheese*, in containers, from Louisville, Ky., to points in that part of Indiana north of Indiana Highway 18 and on and south of Indiana Highway 14, and *returned products*, from the destination points described above to Louisville, Ky.

HEARING: April 10, 1964, in Room 908, Indiana Public Service Commission, New State Office Building, 100 North Senate Avenue, Indianapolis, Ind., before Joint Board No. 155, or, if the Joint Board waives its right to participate before Examiner Laurence E. Masoner.

No. MC 124511 (Sub-No. 2), filed October 30, 1963. Applicant: JOHN F. OLIVER, Post Office Box 233, Mexico, 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: *Soybean products*, in bulk, in specialized vehicles, from Mexico, Mo., to a barge terminal located at or near Louisiana, Mo., on traffic destined to out-of-state points.

HEARING: April 17, 1964, at the Post Office Building, Jefferson City, Mo., before Joint Board No. 179.

No. MC 124671 (Sub-No. 1), filed December 12, 1963. Applicant: JOHN KLEFFNER, Brinktown, Mo. Applicant's attorney: Joseph R. Nacy, 117 West High Street, Jefferson City, Mo., 65102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal feed, animal feed ingredients, and fertilizers*, in bags, from East St. Louis, Ill., to Argyle, Mo.

HEARING: April 16, 1964, at the Post Office Building, Jefferson City, Mo., before Joint Board No. 135.

No. MC 124813 (Sub-No. 5), filed December 23, 1963. Applicant: UMTHUN TRUCKING CO., a corporation, 910 South Jackson Street, Eagle Grove,

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: (1) *Bran, middlings, and linseed meal*, from Minneapolis, Minn., to points in Iowa (except Eagle Grove and Fort Dodge), (2) *Feed and feed ingredients* (except liquids, in bulk in tank vehicles), from Muscatine, Iowa, to points in Indiana, and (3) *feed ingredients* (except liquids, in bulk in tank vehicles), from Eagle Grove, Iowa, to points in Montana, North Dakota, South Dakota, and that part of Illinois south of U.S. Highway 24 and west of U.S. Highway 51, and from Terre Haute, Ind., to Eagle Grove, Iowa.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit MC 118468 and Subs thereunder; therefore dual operations may be involved.

HEARING: April 8, 1964, in Room 401, Old Federal Office Building, 5th and Court Avenues, Des Moines, Iowa, before Examiner Wm. N. Culbertson.

No. MC 125117 (Sub-No. 2), filed December 6, 1963. Applicant: CLAUDE HAYES, doing business as BROWNING TRUCK LINE, Ohio and Washington Streets, Clinton, 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 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 Kansas City, Kans., and Windsor, Mo., from Kansas City, Kans., over city streets to Kansas City, Mo., thence over U.S. Highway 50 to junction bypass U.S. Highway 71, thence over bypass U.S. Highway 71 to junction U.S. Highway 71, thence over U.S. Highway 71 to junction Missouri Highway 7, thence over Missouri Highway 7 to junction Missouri Highway 52, thence over Missouri Highway 52 to Windsor, and return over the same route, serving all intermediate points and the off-route points of Clinton and Calhoun, Mo.

HEARING: April 9, 1964, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., before Joint Board No. 36.

No. MC 125220 (Sub-No. 1), filed December 9, 1963. Applicant: ROBERT EADES AND EDWARD EADES, a partnership, doing business as EADES TRUCKING, 6500 Dixie Highway, Florence, Ky. Applicant's attorney: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Milk products, milk by-products, and fruit juices, fruit drinks, and fruit segments*, in containers, from the plant or plants of Sealtest Foods Division, National Dairy Products Corporation, at Cincinnati, Ohio, to points in Kentucky located east of a line beginning at the Kentucky-Indiana State line and extending over U.S. Highway 421 to junction U.S. Highway 127, at or

near Frankfort, Ky., thence over U.S. Highway 127 to the Kentucky-Tennessee State line, including points on and within three (3) miles of said highways.

HEARING: April 3, 1964, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 37, or, if the Joint Board waives its right to participate before Examiner Laurence E. Masoner.

No. MC 125378 (Sub-No. 2), filed October 3, 1963. Applicant: MICHAEL VALIHORA, 2350 Tourangeau Road, Windsor, Ontario, Canada. Applicant's attorney: James P. Tryand, 115 Park Street, Chelsea, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Tobacco tying machinery and parts thereof*, in truck loads on flat bed equipment, from the Port of Entry on the International Boundary line between the United States and Canada located at Detroit, Mich., to points in Virginia, North Carolina, South Carolina, and Georgia, and *empty containers or other such incidental facilities* (not specified) used in transporting the above commodities, on return.

NOTE: Applicant states the proposed transportation will be for the account of Volta Welders, Ltd.

HEARING: April 13, 1964, at the Detroit Statler Hilton Hotel, Detroit, Mich., before Examiner Samuel C. Shoup.

No. MC 125430 (Sub-No. 1), filed December 19, 1963. Applicant: CLAUDE W. WAGNER, McHenry, Md. Applicant's attorney: James J. Doherty, 432 West Pratt Street, Baltimore 1, Md. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Such commodities as are dealt in by retail grocery stores*, between points in Fayette, Westmoreland, Allegheny, and Washington Counties, Pa., Garrett and Allegany Counties, Md., and Preston and Mineral Counties, W. Va., (2) *lumber and lumber products*, between points in Garrett and Allegany Counties, Md., on the one hand, and, on the other, points in North Carolina, Tennessee, and South Carolina, and (3) *fertilizer and barn cleaning powder*, between points in York County, Pa. on the one hand, and, on the other, points in Garrett and Allegany Counties, Md.

HEARING: March 23, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James A. McKiel.

No. MC 125521 (Sub-No. 2), filed August 21, 1963. Applicant: FUNK MOTOR TRANSPORTATION, INC., Box 75, Grand Rapids, Mich. Applicant's attorney: Arthur R. Cline, 420 Security Building, Toledo 4, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Milwaukee, Wis., and South Bend, Ind., to Bowling Green, Ohio, and points within 3 miles thereof, 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 under a continuing contract or contracts with Cross Distributing, Inc.

HEARING: April 16, 1964, at the Detroit Statler Hilton Hotel, Detroit, Mich., before Examiner Samuel C. Shoup.

No. MC 125526, filed July 12, 1963. Applicant: IRWIN REITEN AND GLADYS REITEN, doing business as REITEN IMPLEMENT COMPANY, Petersburg, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bags, from Duluth, Minn., and Superior, Wis., to points in Nelson, Walsh, and Ramsey Counties, N. Dak., and *exempt commodities, and incidental facilities* (not specified) used in transporting the commodities specified, on return.

HEARING: April 15, 1964, at the North Dakota Public Service Commission, Bismarck, N. Dak., before Joint Board No. 219.

No. MC 125669, filed September 12, 1963. Applicant: WILLIAM A. GARRETSON, Route No. 1, De Soto, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities, including but not limited to lumber, electrical parts, plumbing, beauty shop supplies, hardware supplies, fertilizer, notions and clothing*, between De Soto, Kans., and points in Johnson, Douglas, Wyandotte, and Leavenworth Counties, Kans., on the one hand, and, on the other, Kansas City, Mo., and points in Jackson, Clay, Platte, Johnson, and Cass Counties, Mo.

HEARING: April 6, 1964, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., before Joint Board No. 36.

No. MC 125684 (Sub-No. 2), filed December 6, 1963. Applicant: ARNOLD KUEHL, Rural Route No. 1, Davenport, Iowa. Authority sought to operate as a *contract carrier*, by motor vehicle, over regular routes, transporting: (1) *Feed and farm supplies*, and (2) *empty containers or other incidental facilities* (not specified) used in transporting the above described commodities, between Galesburg, Ill., and Pleasant Valley, Iowa, from Galesburg over U.S. Highway 150 to junction U.S. Highway 67, thence over U.S. Highway 67 to Pleasant Valley, and return over the same route, serving all intermediate points and the off-route point of Lynn Center, Ill.

HEARING: April 10, 1964, in Room 401, Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Joint Board No. 54, or, if the Joint Board waives its right to participate, before Examiner Wm. N. Culbertson.

No. MC 125711 (Sub-No. 1), filed October 4, 1963. Applicant: PETER RODRIGUEZ, 4869 Joyfield Road, Frankfort, Mich. Applicant's attorney: Ronald R. Pentecost, 1400 Michigan National Tower, Lansing, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Frozen fruits and vegetables*, from the plant site of Sawyer Fruit, Vegetable and Cold Storage, Co., located in Bear Lake Township (Manistee County), Mich., to points in the Commercial Zones of Richmond and Williamsburg, Va., Mil-

waukee, Wis., Pittsburgh, Altoona, Pottstown, and Harrisburg, Pa., Toledo, Canton, and Cleveland, Ohio, Duluth, St. Paul and Minneapolis, Minn., Fargo, N. Dak., Hammond, Ind., Chicago, Peoria, and Springfield, Ill., Knoxville and Dayton, Tenn., and St. Louis and Kansas City, Mo., and *empty containers or other such incidental facilities* (not specified) used in transporting the above commodities on return.

HEARING: April 6, 1964, at the Federal Building, Lansing, Mich., before Examiner Samuel C. Shoup.

No. MC 125719, filed September 30, 1963. Applicant: BOB R. QUEENER, Rural Route No. 3, Box 308, Joplin, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, from Joplin, Mo., to Kansas City and Springfield, Mo., Rogers, Ark., and Tulsa and Miami, Okla.

HEARING: April 7, 1964, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., before Examiner Jerry F. Laughlin.

No. MC 125770 (Sub-No. 1) filed December 20, 1963. Applicant: SPIEGEL TRUCKING, INC., 504 Essex Street, Harrison, N.J. Applicant's attorney: LeRoy Danziger, 334 King Road, North Brunswick, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Steel office furniture and equipment*, crated and uncrated, from Newark, N.J., to Baltimore and Bengies, Md., Buffalo and Lackawanna, N.Y., Albany and Dorcas, Ga., Shelby, Ohio, Chicago, Ill., Boston and Hingham, Mass., Philadelphia, Pa., and points in the District of Columbia, (2) *materials, supplies and equipment* used in the manufacturing of the above described commodities, from Sparrows Point, Md., Chicago, Ill., Lackawanna, N.Y., and Morrisville (Bucks County), Pa., to Newark, N.J., and (3) *returned, damaged and rejected shipments* of (1) and (2) above, on return.

NOTE: Applicant states the proposed operations will be restricted to a transportation service to be performed under a continuing contract or contracts with Hillside Metal Products, Inc.

HEARING: April 2, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Gordon M. Callow.

No. MC 125781, filed October 31, 1963. Applicant: ALBERT JAMES, doing business as JAMES TRUCKING CO., 633 East Atherton Road, Flint, Mich. Applicant's attorney: Ronald R. Pentecost, 1400 Michigan National Tower, Lansing, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bricks*, from points in Ohio to points in the lower peninsula of Michigan, and *empty containers or other such incidental facilities*, (not specified) used in transporting brick, on return.

NOTE: Applicant states the proposed transportation will be for Perkins Supply Co., a Michigan corporation of Flint, Mich., and Grand Blanc Cement Products, Inc., a Michigan corporation of Grand Blanc, Mich.

HEARING: April 10, 1964, at the Federal Building, Lansing, Mich., before Joint Board No. 57, or, if the Joint Board waives its right to participate, before Examiner Samuel C. Shoup.

No. MC 125786, filed October 31, 1963. Applicant: AMSTUTZ TRUCKING CO., a corporation, Rural Route No. 2, Stowell Road, Dundee, Mich. Applicant's attorney: Donald K. Tyler, 1905-1910 Dime Building, Detroit 26, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Steel tubing*, from Dundee, Mich., to points in Illinois, Indiana, Missouri, Nebraska, New York, North Carolina, Oklahoma, Ohio, Pennsylvania, Virginia, West Virginia, Wisconsin, Kentucky, and Tennessee, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, and *rejected materials*, on return.

HEARING: April 13, 1964, at the Detroit Statler Hilton Hotel, Detroit, Mich., before Examiner Samuel C. Shoup.

No. MC 125803 (Sub-No. 2), filed November 29, 1963. Applicant: JEREMIAH L. HOWARD, 1086 East Downey Avenue, Flint, Mich. Applicant's attorney: William B. Elmer, 22644 Gratiot Avenue, Kaiser Building, East Detroit, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Brick*, from points in Ohio, Indiana, and Illinois, to points in the lower Peninsula of Michigan on and north of a line extending from Ludington, Mich., over U.S. Highway 10 to junction with U.S. Highway 27, thence over U.S. Highway 27 to junction with Michigan Highway 21, thence over Michigan Highway 21 to junction with Michigan Highway 47, thence over Michigan Highway 47 to junction with U.S. Highway 16, thence over U.S. Highway 16, to junction with Michigan Highway 59, thence over Michigan Highway 59 to Lake St. Clair.

NOTE: Applicant states the proposed service "to be under contract with Grand Blanc Cement Products Company."

HEARING: April 7, 1964, at the Federal Building, Lansing, Mich., before Examiner Samuel C. Shoup.

No. MC 125804 (Sub-No. 2), filed December 16, 1963. Applicant: KLEYSEN'S CARTAGE CO. LTD., a corporation, 420 MacDonald Road, Fort Garry Post Office, Winnipeg 9, Manitoba, Canada. Applicant's attorney: Alan Foss, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement and lime*, in bulk and in bags, from the port of entry on the international boundary line between the United States and Canada, located near Pembina, N. Dak., to points in North Dakota and Minnesota.

HEARING: April 13, 1964, at the North Dakota Public Service Commission, Bismarck, N. Dak., before Joint Board No. 24.

No. MC 125810, filed November 12, 1963. Applicant: K. M. BAKER, JR., INC., Lovingson (Nelson County), Va. Authority sought to operate as a *common carrier*, by motor vehicle, over ir-

regular routes, transporting: *Rough hickory dimension and ski billets, and sawdust* (for export), (1) from the site of Phillips Hickory Plant, approximately one-fourth mile from Woods Mill, Va., to Newport News and Norfolk, Va., and (2) from the same origin point as above to Baltimore, Md.

HEARING: April 1, 1964, at the Federal Building, 400 North Eighth Street, Richmond, Va., before Joint Board No. 226.

No. MC 125815, filed November 15, 1963. Applicant: JOSEPH J. MIHELIC, doing business as MIHELIC TRUCKING, G-4234 Corunna Road, Flint 4, Mich. Applicant's attorney: Walter F. Jones, Jr., 1017-19 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Beer and malt beverages*, from Fort Wayne, Ind., to points in Genesee County, Mich., and to points in Illinois on and east of U.S. Highway 51, and *empty bottles and containers*, on return.

NOTE: Applicant states that the proposed operations will be under a continuing contract with Flint Beverage Distributors, a division of Mihelic Distributors, Inc., Flint 4, Mich., and Danville Palstaff Distributors, Inc., Danville, Ill.

HEARING: April 8, 1964, in Room 908, Indiana Public Service Commission, New State Office Building, 100 North Senate Avenue, Indianapolis, Ind., before Joint Board No. 73, or, if the Joint Board waives its right to participate before Examiner Laurence E. Masoner.

No. MC 125829, filed November 20, 1963. Applicant: D & M CORPORATION, 5555 North Meridian Street, Indianapolis, Ind. Applicant's attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis 8, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Horses, and mascots* (animal pacifier stable companions), between points in Indiana, Kentucky, and Illinois.

HEARING: April 9, 1964, at the Indiana Public Service Commission, Room 908, New State Office Building, 100 North Senate Avenue, Indianapolis, Ind., before Joint Board No. 1, or, if the Joint Board waives its right to participate before Examiner Laurence E. Masoner.

No. MC 125835, filed November 26, 1963. Applicant: DEWEY OWEN, doing business as KG SERVICE, 1423 West Jefferson, Detroit, Mich. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Merchandise, materials, supplies, and other commodities used in or useful in connection with the operation of a retail department store*, from Detroit, Mich., to Pontiac, Mich., and *rejected and damaged shipments of the commodities specified*, on return.

NOTE: Applicant states the proposed service will be performed under a continuing contract or contracts with the S. S. Kresge Company.

HEARING: April 8, 1964, at the Federal Building, Lansing, Mich., before Joint Board No. 76, or, if the Joint

Board waives its right to participate, before Examiner Samuel C. Shoup.

No. MC 125842, filed November 26, 1963. Applicant: WALTER FLOWERS, 1001 North Oneida Street, Appleton, Wis. Applicant's attorney: William C. Dineen, 746 Empire Building, 710 N. Plankinton Avenue, Milwaukee 3, Wis. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fermented malt beverages and advertising matter*, (1) from Chicago, Ill., (a) to Brillion, Wis., under a continuing contract with Hendricks Beverage of Brillion, Wis., and (b) to Appleton, Wis., under a continuing contract with Mid City Beer Depot, Appleton, Wis., and (2) from Houghton, Mich., (a) to Brillion, Wis., under a continuing contract with Hendricks Beverage of Brillion, Wis., (b) to Menasha, Wis., under a continuing contract with Baer Beverage, Inc., Menasha, Wis., and (c) to Fond du Lac, Wis., under a continuing contract with Al Franke Distributing Company, Fond du Lac, Wis.

NOTE: Applicant states he proposes to transport empty containers and other incidental facilities (not specified) used in transporting the above-described commodities and advertising material, on return.

HEARING: April 8, 1964, at the U.S. Courtrooms, Madison, Wis., before Joint Board No. 162.

No. MC 125855, filed November 29, 1963. Applicant: WALTER V. COVERT, 2444 Pattie Street, Wichita, Kans. Applicant's attorney: John E. Jandera, 641 Harrison Street, Topeka, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mill feeds*, from Wichita, Hutchinson, Buhler, and Inman, Kans., to points in Missouri and Arkansas.

HEARING: April 3, 1964, at the Hotel Pick-Kansan, Topeka, Kans., before Joint Board No. 154.

No. MC 125857, filed November 29, 1963. Applicant: HARVEY M. MINTEN, doing business as Minten Trucking Service, Route 2, Black Creek, Wis. Applicant's attorney: Hugh Nelson, 111 South Memorial Drive, Appleton, Wis. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, in bags, from Chicago, Chicago Heights, and Streator, Ill., to points in Brown, Calumet and Outagamie Counties, Wis., and *exempt commodities*, on return.

NOTE: Applicant states it seeks authority to transport for the following: Kauers Seed Farms, Kaukauna, Wis., Center Valley Coop, Black Creek, Wis., Ticler Farms, Black Creek, Wis., and Art Flinnel, Denmark, Wis.

HEARING: April 6, 1964, at the U.S. Courtrooms, Madison, Wis., before Joint Board No. 17.

No. MC 125871, filed December 2, 1963. Applicant: CHESTER FRY AND MARIE E. FRY, doing business as FRY TRUCKING, Wilton Junction, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines, Iowa, 50316. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Mineral feed supplements, trace mineral premix, livestock insecticides and*

remedies, and farm disinfectants, and empty containers or other such incidental facilities (not specified) used in transporting the above-described commodities, between Cedar Rapids, Iowa, on the one hand, and, on the other, points in Illinois, Indiana, Kansas, Michigan, Minnesota, Missouri, Nebraska, Ohio, South Dakota, and Wisconsin.

NOTE: Applicant states that the proposed operations will be performed under a continuing contract with the Corn King Co., of Cedar Rapids, Iowa.

HEARING: April 6, 1964, in Room 401, Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner Wm. N. Culbertson.

No. MC 125888, filed December 16, 1963. Applicant: HOOSIER POINT TRUCK SALES, INC., Corner U.S. Highways 24 and 13, Wabash, Ind. Applicant's attorney: Donald W. Smith, Suite 511 Fidelity Building, Indianapolis 4, Ind. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Wooden cabinets and (2) counter tops, plastic drawers and mirrors and other accessories to wooden cabinets, from Andrews, Ind., to points in Alabama, Arkansas, California, the District of Columbia, Georgia, Illinois, Iowa, Kentucky, Massachusetts, Michigan, Minnesota, Missouri, New Jersey, New York, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and Wisconsin and (3) lumber and plywood used in the manufacture of wooden cabinets from Centerville, Ala., Jamestown, N.Y., and Emporia, Va., to Andrews, Ind. and empty containers or other such incidental facilities used in transporting the above-described commodities on return.

HEARING: April 8, 1964, in Room 908, Indiana Public Service Commission, New State Office Building, 100 North Senate Avenue, Indianapolis, Ind., before Examiner Laurence E. Masoner.

No. MC 125891, filed December 17, 1963. Applicant: HARVEY BRODY, HARRY STARR AND ARNOLD SHAPIRO, a partnership, doing business as AQUA GARMENT EXPRESS, 2079 Hudson Boulevard, Jersey City, 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: (1) Clothing bags, furniture, chair pads, hangers, plastic articles other than cellulose, expanded or sponge, advertising materials and supplies, loose or in packages, from the plant site of the Protex Products Company, Inc., located at Kearny, N.J., to New York, N.Y., and (2) advertising materials and supplies, from New York, N.Y., to the plant site of the Protex Products Company, Inc., located at Kearny, N.J.

HEARING: March 23, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Warren C. White.

No. MC 125911 (CORRECTION), filed December 30, 1963, published FEDERAL REGISTER, issue of February 12, 1964, and republished as corrected this issue. Applicant: W. A. JARRETT AND JAMES F. JARRETT, a partnership, doing business as JARRETT & SON, Post Office

Box 847, Spartanburg, S.C. Applicant's attorney: A. Alvis Layne, Pennsylvania Building, Washington, D.C., 20004. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Textile waste materials, including sweepings, scrap, threads, and bagging and cotton, in bags and bales, between points in Virginia, North Carolina, South Carolina, Tennessee, and Georgia.

NOTE: The purpose of this correction is to show the correct hearing date, April 13, 1964, as shown below in lieu of April 12, 1964, as shown in previous publication.

HEARING: April 13, 1964, at the New Queen Charlotte Hotel, Charlotte, N.C., before Examiner James O'D. Moran.

MOTOR CARRIERS OF PASSENGERS

No. MC 29623 (Sub-No. 26), filed November 21, 1963. Applicant: SOUTHEASTERN STAGES, INC., 457 Piedmont Avenue NE, Atlanta, Ga., 30308. 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 junction U.S. Highways 52 and 78 and South Carolina Highway 642 and the West Gate of the Charleston Air Force Base, S.C., from junction U.S. Highways 52 and 78 and South Carolina Highway 642, thence over South Carolina Highway 642 to junction unnumbered County Highway, thence over unnumbered County Highway to the West Gate of the Charleston Air Force Base, S.C., serving only the Charleston Air Force Base.

NOTE: Applicant states in MC 29623, it is authorized to service the East Gate of the Charleston Air Force Base, in connection with its regular-route operations between Charleston, S.C. and Augusta, Ga. By this instant application, it seeks to reroute some of its trips, thereby establishing a through route, which will serve both the East and West Gates of the Charleston Air Force Base.

HEARING: April 6, 1964, at the U.S. Courtrooms, Columbia, S.C., before Joint Board No. 177.

No. MC 44770 (Sub-No. 10), filed December 30, 1963. Applicant: ZEPHYR LINES, INC., 501 North Seventh Street, Minneapolis 5, Minn. Applicant's attorney: Adolph J. Bieberstein, 121 West Doty Street, Madison 3, Wis. 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, (1) between St. Paul, Minn., and Durand, Wis.; from St. Paul over U.S. Highway 12 and Interstate Highway 94 to their junction with Wisconsin Highway 35, thence over Wisconsin Highway 35 to Ellsworth, Wis., thence over U.S. Highway 10 to Durand, and return over the same route, serving all intermediate points and the off-route point of Hudson, Wis., (2) between Minneapolis and Hutchinson, Minn.; from Minneapolis over U.S. Highway 12 to Wayzata, Minn., thence over Hennepin County Highway 15 to Mound, Minn.; thence over Hennepin County Highway 110 to junction Minnesota Highway 7, thence over Minnesota Highway 7 to Hutchin-

son, and return over the same route, serving all intermediate points and the off-route points of Mayer, New Germany and Lester Prairie, Minn., (3) between Minneapolis and Mora, Minn.; from Minneapolis over Minnesota Highway 65 to Mora, and return over the same route, serving all intermediate points and the off-route point of Isanti, Minn.

NOTE: Applicant states the proposed service is proposed to substitute for the identical service (except between Ellsworth and Durand, Wis.) for that now performed by the Greyhound Corporation. Greyhound Corporation has indicated it will surrender such duplicating authority. The service proposed is conditional upon such surrender and abandonment of duplicating authority by the Greyhound Corporation.

HEARING: April 10, 1964, in Room B-29, Federal Building, and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., before Joint Board No. 142.

No. MC 61616 (Sub-No. 67), filed October 28, 1963. Applicant: MIDWEST BUSLINES, INC., 433 West Washington, North Little Rock, Ark. Applicant's attorney: Warren A. Goff, 315 Continental Avenue, Dallas, Tex. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers, and their baggage, newspapers, and express, in the same vehicle with passengers, between the junction of Missouri Highway 13 and county road "N", 1 mile west of Humansville, Mo., and junction Missouri Highways 13 and 32, 2 miles west of Bolivar, Mo., over Missouri Highway 13 as relocated, as an alternate route for operating convenience, serving no intermediate points.

NOTE: Common control may be involved.

HEARING: April 17, 1964, at the Post Office Building, Jefferson City, Mo., before Joint Board No. 179.

No. MC 116397 (Sub-No. 2), filed December 23, 1963. Applicant: ALFRED WALLEN, doing business as MISSOURI SOUTHERN COACHES, 215 East Wayne Street, Ironton, Mo. Applicant's attorney: Joseph R. Nacy, 117 West High Street, Jefferson City, Mo., 65102. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers, their baggage, express, and newspapers, in the same vehicle with passengers, (A) to operate from the junction of U.S. Bypass Highway 67 (Linbergh Boulevard) and U.S. Interstate Highway 55; from the junction of U.S. Bypass Highway 67 and U.S. Interstate Highway 55, over U.S. Interstate Highway 55 to St. Louis, Mo., and return over the same route, serving no intermediate points; (B) to operate between the junction of Missouri Highway 21 and U.S. Bypass Highway 67 (Concord Village) and South County Shopping Center, at or near junction U.S. Bypass Highway 67 and U.S. Interstate Highway 55; from the junction of Missouri Highway 21 and U.S. Bypass Highway 67, over U.S. Bypass Highway 67 to South County Shopping Center, which route applicant is presently authorized to traverse, but on which he is not authorized to pick up or discharge passengers; (C) to abandon and discontinue all operations between Mehlville, Mo.,

and St. Louis, Mo. over U.S. Highway 67, which route applicant is authorized to traverse, but on which he is not authorized to pick up or discharge passengers; (D) to operate between the junction of Missouri Highways 21 and 49 and the junction of Missouri Highways 21 and 34; from the junction of Missouri Highways 21 and 49, over Missouri Highway 21 to the junction of Missouri Highway 34, and return over the same route, serving all intermediate points; (E) to abandon and discontinue service over Missouri Highway 34 between Piedmont, Mo., and junction of Missouri Highways 21 and 34; (F) to serve all intermediate points between South County Shopping Center, located at or near junction of U.S. Bypass Highway 67 and U.S. Interstate Highway 55 and Van Buren, Mo., including those two named points.

HEARING: April 16, 1964, at the Post Office Building, Jefferson City, Mo., before Joint Board No. 135.

No. MC 124023 (Sub-No. 1), filed December 13, 1963. Applicant: MIDWEST TRANSPORTATION, INC., 1003 West Second Street, Ames, Iowa. Applicant's attorney: Don N. Kersten, 200 Snell Building, Fort Dodge, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in school and church group charter trips, between points in the City of Ames, Iowa, on the one hand, and, on the other, points in Illinois, Missouri, Minnesota, Wisconsin, Kansas, and Nebraska.

HEARING: April 8, 1964, in Room 401, Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner Wm. N. Culbertson.

NOTICE OF FILING OF PETITIONS

No. MC 303 (Sub-No. 9) (PETITION TO AMEND PERMIT TO SUBSTITUTE NEW CONTRACTING SHIPPER), filed January 30, 1964. Petitioner: DOVER TRUCKING CO., Post Office Box 285, Dover, N.J. Petitioner is authorized by virtue of Permit No. MC 303 (Sub-No. 9), dated March 2, 1960, to transport, over irregular routes: Component parts of special ordnance equipment, component parts of radar and under water sound devices, component parts of missile and missile handling equipment for aircraft carriers, and component parts of special machinery manufactured to customers specification, between Dover, N.J., on the one hand, and, on the other, points in Vermont, New Hampshire, New York, Pennsylvania, Maryland, and Virginia within 250 miles of Dover, N.J., and points in New Jersey, Rhode Island, Connecticut, Massachusetts, and the District of Columbia. This permit carries a restriction limiting its transportation service on the commodities described herein to continuing contracts with the McKiernan-Terry Corporation. By the instant petition, petitioner states that the McKiernan-Terry Corporation has discontinued its operation at Dover, N.J., and has sold its manufacturing facilities and has authorized the manufacturing and distributing of these products to the MKT Corporation, Dover, N.J. Petitioner requests that the Commission substitute the MKT Corporation, Dover,

N.J., in lieu of the McKiernan-Terry Corporation. Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication, become a party to this proceeding by filing representations supporting or opposing the relief sought by petitioner.

No. MC 102885 (PETITION FOR WAIVER OF RULE 1.101(e) OF THE GENERAL RULES OF PRACTICE TO PERMIT FILING OF ACCOMPANYING PETITION AND FOR MODIFICATION OF CERTIFICATE ISSUED ON FEBRUARY 29, 1956, AND FOR REOPENING OF "GRANDFATHER PROCEEDING"), filed February 6, 1964. Petitioner: MATTHEW SANTANGELO, ALFONSO SANTANGELO and CATHERINE SANTANGELO doing business as CHARLES SANTANGELO & SONS, 725 High Street, Norristown, Pa., Petitioner's attorney: Morris J. Winokur, 1920 Two Penn Center Plaza, Philadelphia, Pa., 19102. Petitioner is authorized in Certificate No. MC 102885, issued February 29, 1956 to transport, as a common carrier, by motor vehicle, in interstate commerce, over irregular routes: Road building materials, between Howellville, Pa., and points within twenty-five (25) miles of Howellville, on the one hand, and, on the other, points in Delaware, Maryland, and New Jersey, acquired from petitioner's predecessor in No. MC 71200 transfer proceeding MC-FC-58744. By the instant petition, petitioner states that it, and all of its predecessors operated under the said rights in the transportation of commodities of the type used as "road building materials" without restriction to the intended use of such materials. Petitioner prays that the "Grandfather Proceedings" in MC-71200 be reopened, and its Certificate be amended so that the commodity description would read: "crushed stone, earth, sand and road building materials." Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication, become a party to this proceeding by filing representations supporting or opposing the relief sought by petitioner.

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

No. MC 67226 (Sub-No. 8), filed February 6, 1964. Applicant: THE BALTIMORE MOTOR COACH COMPANY, a corporation, 619 West Biddle Street, Baltimore, Md. Applicant's attorney: Edward G. Villalon, Perpetual Building, 1111 E Street NW., Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in special operations, during racetrack seasons of each year at Charles Town, W. Va., race tracks, (1) between Frederick, Md., and the race tracks at Charles Town, W. Va., over U.S. Highway 340, serving no intermediate points, and (2) between Baltimore, Md. and Shenandoah Downs Race Track at Charles Town, W. Va., from Baltimore over U.S. Highway 40 to Frederick, Md., thence over U.S. Highway 340 to Charles Town, and return over the same route,

serving the intermediate point of Frederick, Md.

NOTE: This is a matter directly related to MC-F 8671, published this issue.

APPLICATIONS UNDER SECTION 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-8670. Authority sought for purchase by GEORGE A. TAYLOR, INC., 244 Spring Street, Avon, N.Y., of a portion of the operating rights of CONTRACT SERVICE, INC., Souderton, Pa., and for acquisition by GEORGE A. TAYLOR, also of Avon, of control of such rights through the purchase. Applicants' attorney: Leroy Danziger, 334 King Road, North Brunswick, N.J. Operating rights sought to be transferred: *Gypsum products, plaster retarder, plaster accelerator, plasterboard joint system, tape, and wallboard*, as a common carrier, over irregular routes, from Caledonia, N.Y., to points in New Jersey, and points in that part of Pennsylvania on and east of U.S. Highway 15. Vendee is authorized to operate as a contract carrier in New York, Pennsylvania, Ohio and Michigan. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8672. Authority sought for purchase by MISSOURI-ARKANSAS TRANSPORTATION COMPANY, 15th and Maiden Lane, Joplin, Mo., of a portion of the operating rights of BRYANT TRUCK LINE, INCORPORATED, 1819 St. Louis Street, Springfield, Mo., and for acquisition by W. L. GEHRS, JR., BETTY JO GEHRS, both of 1505 Maiden Lane, Joplin, Mo., and W. L. GEHRS, SR., 612 Glenview, Joplin, Mo., of control of such rights through the purchase. Applicants' attorney: Rolland V. Cox, 1032 Landers Building, Springfield, Mo. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a common carrier, over regular routes, between El Dorado Springs, Mo., and Kansas City, Mo., serving the intermediate point of Dederick, Mo., and all intermediate and off-route points in the Kansas City, Mo.-Kansas City, Kans., commercial zone, as defined by the Commission, between Bolivar, Mo., and El Dorado Springs, Mo., between Springfield, Mo., and Clinton, Mo., serving all intermediate points. Vendee is authorized to operate as a common carrier in Kansas, Arkansas, Missouri, and Oklahoma. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8673. Authority sought for purchase by ANCHOR MOTOR FREIGHT, INC., 21111 Chagrin Boulevard, Cleveland 22, Ohio, of the operating rights and certain property of (1) ANCHOR MOTOR FREIGHT, INC., OF DELAWARE, 21111 Chagrin Boulevard,

Cleveland 22, Ohio, (2) ANCHOR MOTOR FREIGHT, N.Y. CORP., 21111 Chagrin Boulevard, Cleveland 22, Ohio, and (3) ANCHOR MOTOR FREIGHT, INC., OF MICHIGAN, 21111 Chagrin Boulevard, Cleveland 22, Ohio, and for acquisition by H. M. O'NEILL, F. J. O'NEILL, and W. J. O'NEILL, all of Cleveland 22, Ohio, of control of such rights and property through the purchase. Additionally, it is proposed that in exchange for the operating rights and properties sought to be purchased, vendee will transfer 1,000 shares of stock to the three vendor corporations. Applicants' attorney: Ewald E. Kundtz, 1050 Union Commerce Building, Cleveland 14, Ohio. Operating rights sought to be transferred: (1) *New automobiles, new trucks, new chassis, automobile parts, and automobile show equipment, restricted to initial movements, in truckaway and driveaway service, as a contract carrier over irregular routes, from places of manufacture and assembly in Buffalo, N.Y., to points in Delaware, the District of Columbia, Maryland, New York, Pennsylvania, Virginia, West Virginia, and that part of Ohio, north of U.S. Highway 40 and east of Ohio Highway 13, including points on the indicated portions of the highways specified, from places of manufacture and assembly in Norwood, Ohio, to points in Indiana, Kentucky, Ohio, and West Virginia, from places of manufacture and assembly in Baltimore, Md., to points in Delaware, the District of Columbia, Maryland, New Jersey, North Carolina, Pennsylvania, Virginia, and West Virginia;*

Automobiles, trucks, chassis, automobile parts, and automobile show equipment, new, used, unfinished, or wrecked, restricted to secondary movements, between all points described above; automobiles, new and used, finished and unfinished and automobile chassis, in initial movements, in driveaway and truckaway service, and automobile parts and accessories, moving at the same time and with the vehicle of which they are a part and on which they are to be installed, from the plant site of Buick-Oldsmobile-Pontiac Assembly Division of General Motors Corporation located within 2 miles of Wilmington, Del., to points in Kentucky and Ohio; automotive vehicles, chassis, and trailers, new, finished or unfinished in initial movements, in driveaway and truckaway service, automotive vehicles, chassis, and trailers used or wrecked, bodies, cabs, and show equipment or paraphernalia, from Baltimore, Md., to points in Tennessee; automotive vehicles, chassis, bodies, cabs, and trailers, new, used, finished, unfinished, or wrecked, automobile parts, tools, and accessories, when moving in connection with automotive vehicles, chassis, bodies, cabs, and trailers, and automobile show equipment or paraphernalia, in initial movements, by driveaway and truckaway service, from assembly plants at points in Delaware within 2 miles of Wilmington, Del., but not including Wilmington, to points in Delaware, Maryland, New Jersey, New York, North Carolina, Pennsylvania, South Carolina, Virginia, West Virginia, and the District of Columbia;

Automotive vehicles, chassis, bodies, cabs and trailers, new, used, finished, unfinished, or wrecked, automobile parts, tools and accessories, moving in connection with the above specified commodities, chassis, bodies, cabs, and trailers, and show equipment or paraphernalia, restricted to initial movements, in driveaway and truckaway service, from Norwood, Ohio, to points in Delaware, Illinois, Maryland, Michigan, New Jersey, New York, Pennsylvania, Tennessee, Virginia, and the District of Columbia, from Baltimore, Md., to points in Connecticut, Maine, Massachusetts, New Hampshire, New York, Ohio, Rhode Island, South Carolina, and Vermont; automotive vehicles, chassis, bodies, cabs, and trailers, new, used, finished, unfinished, or wrecked, automobile parts, tools and accessories, moving in connection with the above-specified commodities, chassis, bodies, cabs, and trailers, and show equipment or paraphernalia, restricted to secondary movements, in driveaway and truckaway service, between points in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia; automotive vehicles (except trailers), and chassis, in initial movements, in driveaway and truckaway service, from the plant sites of Chevrolet Motor Division of General Motors Corporation, at or near Baltimore, Md., to points in Florida and Georgia; automotive vehicles (except trailers) and chassis, in secondary movements, in driveaway and truckaway service, between Baltimore, Md., on the one hand, and, on the other, points in Florida and Georgia; automotive vehicles bodies and cabs, and automobile parts, tools, accessories, show equipment and paraphernalia, restricted against the transportation of automobile parts other than those moving with the vehicles on which they are to be installed, between points in Florida and Georgia, between Baltimore, Md., on the one hand, and, on the other, points in Florida and Georgia, with the following restriction applying to the four commodity descriptions immediately above:

RESTRICTION: The operations authorized herein are limited to a transportation service to be performed, under a continuing contract, or contracts, with General Motors Corporation, of Detroit, Mich.; *new automobiles, and new trucks, in initial movements, in driveaway and truckaway service, from the plant site of General Motors Corporation Assembly Division, located at or near Wilmington, Del., to points in Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont, RESTRICTION:* The service authorized herein is subject to the following conditions: The operations authorized herein are limited to a transportation service to be performed under a continuing contract, or contracts, with General Motors Corporation, of Detroit, Mich., and the authority granted herein shall be subject to the right of the Commission, which is expressly reserved to impose such terms,

conditions, or limitations in the future as it may find necessary in order to insure that carrier's operations shall conform to the provisions of section 210 of the Act;

(2) *New automobiles, trucks, bodies, and chassis, and automobile parts and accessories (when part of the original equipment of new vehicles), by truckaway and driveaway methods, in initial movements, as a contract carrier, over irregular routes, from Tarrytown, N.Y. and Linden, N.J., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and the District of Columbia; new, used, and unfinished automobiles, trucks, bodies, and chassis, and automobile parts and accessories (when part of the original equipment of new vehicles) by truckaway and driveaway methods, in secondary or subsequent movements, between all points in the immediately above-described destination territory;*

New automobiles, trucks, bodies, and chassis, and automobile parts and accessories, when moving as part of the original equipment of new vehicles, also being transported, in initial movements by truckaway and driveaway methods, from Framingham, Mass., to points in Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, Vermont, and Pennsylvania; new automobiles and new trucks, in initial movements, in driveaway and truckaway service, from Framingham, Mass., to points in Maryland, Delaware, Virginia, Ohio, West Virginia, and the District of Columbia, RESTRICTION: The operations authorized herein are limited to a transportation service to be performed, under a continuing contract, or contracts, with Chevrolet Motor Division of General Motors Corporation, of Detroit, Mich.; *new automobiles, and new trucks, in initial movements, in driveaway and truckaway service, from Linden, N.J., to points in Kentucky, North Carolina, Ohio, South Carolina, Virginia, and West Virginia, RESTRICTION:* The service authorized herein is subject to the following conditions: The operations authorized herein are limited to a transportation service to be performed, under a continuing contract, or contracts, with the General Motors Corporation, of Detroit, Mich., and the authority granted herein shall be subject to the right of the Commission, which is hereby expressly reserved, to impose such terms, conditions, or limitations in the future as it may find necessary in order to insure that carrier's operations shall conform to the provisions of section 210 of the Act;

(3) *Automobiles, trucks, chassis, new, finished, unfinished, and all other automotive vehicles, automobile parts, tools and accessories and show equipment and paraphernalia, in initial movements, in truckaway and driveaway service, as a contract carrier, over irregular routes, from places of manufacture and assembly in Flint, Mich., to points in Michigan, Ohio, Indiana, Pennsylvania, and West Virginia; automobiles, trucks, chassis, new, used, finished, unfinished, or wrecked and all other automotive vehi-*

cles, automobile parts, tools and accessories, and show equipment and paraphernalia, in secondary movements, in truckaway and driveaway service, between points in Michigan, Ohio, Indiana, Pennsylvania, and West Virginia; *automotive vehicles, chassis, bodies, cabs, trailers, new, used, finished unfinished, or wrecked, automobile parts, tools and accessories, moving in connection with the above-specified commodities, chassis, bodies, cabs, and trailers, and show equipment or paraphernalia, restricted to initial movements, in driveaway and truckaway service, from Flint, Mich., to points in Connecticut, Delaware, Illinois, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, Vermont, Virginia, Wisconsin, and the District of Columbia; the above-specified commodities, restricted to secondary movements, in driveaway and truckaway service, between points in Connecticut, Delaware, Illinois, Indiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia;*

Products of manufacturers of automotive vehicles, when such articles are transported for purposes of exhibition and display, and not for sale, and related exhibits, displays, and show paraphernalia, between points in the United States. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8674. Authority sought for purchase by HUSBY TRUCKING SERVICE, INC., Post Office Box 238, Menomonie, Wis., of the operating rights and property of WILLIAM E. HUSBY, doing business as HUSBY TRUCKING SERVICE, Post Office Box 238, Menomonie, Wis., and for acquisition by WILLIAM E. HUSBY, also of Menomonie, Wis., of control of such rights and property through the purchase. Applicants' representative: Robert E. Swanson, 364 Griggs Midway Building, 1821 University Avenue, St. Paul 4, Minn., 55104. Operating rights sought to be transferred: *Coffee beans, as a common carrier over irregular routes, from New York, N.Y., to Minneapolis, Minn.; cocoa beans, from New York, N.Y., to Milwaukee, Wis.; frozen berries, from Seattle, Wash., to Chicago, Ill.; and dry fertilizer, from the plant sites of (1) the International Minerals and Chemicals Corp. located at Chicago Heights, Ill., and (2) Smith Douglas, Inc., located at Streator, Ill., to points in that part of Wisconsin on and north of U.S. Highway 16 and west of the western boundaries of Adams, Wood, Marathon, Lincoln, Oneida, and Vilas Counties, Wis. Application has been filed for temporary authority under section 210a(b).*

No. MC-F-8675. Authority sought for purchase by WHEATON VAN LINES, INC., 2525 East 56th Street, Post Office Box 55191, Indianapolis, Ind., of a portion of the operating rights of MERCHANTS TRANSFER AND STORAGE COMPANY, INC., c/o Mrs. Margaret G. Stout, Sheridan Inn, Sheridan, Wyoming, and for acquisition by E. S. WHEATON AND

MARJORIE A. WHEATON, both of Indianapolis, Ind., of control of such rights through the purchase. Applicants' attorney: Alan F. Wohlstetter, 1 Farragut Square South, Washington 6, D.C. Operating rights sought to be transferred: *Household goods, as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, as a common carrier over irregular routes, between Sheridan, Wyo., on the one hand, and, on the other, points in Nebraska, Colorado, South Dakota, Montana, Oklahoma, Texas, Utah, and Minnesota, between points in Wyoming within 50 miles of Sheridan, including Sheridan, on the one hand, and, on the other, points in Idaho, North Dakota, Iowa, and Kansas. Vendee is authorized to operate as a common carrier in Arkansas, Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Minnesota, Missouri, Nebraska, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, West Virginia, Wisconsin, Colorado, Florida, Kansas, Alabama, Delaware, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Virginia, New Hampshire, Maine, Vermont, Massachusetts, Connecticut, Rhode Island, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).*

No. MC-F-8676. Authority sought for purchase by VALLETTA MOTOR TRUCKING CO., INC., 200 North Main Street, Vestal, N.Y., of the operating rights of KORETZ BROTHERS EXPRESS, INC., 210 North Cary Street, Brockton, Mass., and for acquisition by Mary C. Sheridan, also of Vestal, N.Y., of control of such rights through the purchase. Applicants' attorneys: Martin Werner, 2 West 45th Street, New York 36, N.Y., and Theodore E. Shasta, 1 Court Street, Boston, Mass. Operating rights sought to be transferred: *General commodities, excepting, among others, household goods and commodities in bulk, as a common carrier, over regular routes, between Brockton, Mass., and Lynn, Mass., serving all intermediate points; general commodities, excepting, among others, household goods and commodities in bulk, over irregular routes, between Brockton, Holbrook, Braintree, Quincy, Milton, Boston, and Chelsea, Mass. Vendee is authorized to operate as a common carrier in New York, Massachusetts, Pennsylvania, and New Jersey. Application has been filed for temporary authority under section 210a(b).*

MOTOR CARRIERS OF PASSENGERS

No. MC-F-8671. Authority sought for purchase by THE BALTIMORE MOTOR COACH COMPANY, 619 West Biddle Street, Baltimore 1, Md., of a portion of the operating rights and certain property of POTOMAC MOTOR LINES, INC., 119 West Franklin Street, Hagerstown, Md., and for acquisition by PHILIP P. RESTIVO, 8347 Liberty Road, Baltimore 7, Md., JOSEPH F. RESTIVO, 2203 Dalewood Road, Timoneum, Md., and MARION E. RESTIVO, 4120 Colby Road, Baltimore 8, Md., of control of such rights and property through the purchase. Applicants' attorneys: James E.

Wilson and Edward G. Villalon, 716 Perpetual Building, Washington 4, D.C., Edward Pierson, Central Savings Bank Building, Baltimore 2, Md., and L. C. Major, Jr., 2001 Massachusetts Avenue N.W., Washington 6, D.C. Operating rights sought to be transferred: *Passengers and their baggage, in special operations, limited to the transportation of passengers traveling between Baltimore, Md., and Charles Town, W. Va., during the racing seasons of each year at Charles Town race track, as a common carrier, over a regular route, between Baltimore, Md., and Frederick, Md. Vendee is authorized to operate as a common carrier in Maryland, Delaware, New Jersey, Pennsylvania, New York, Virginia, West Virginia, North Carolina, Massachusetts, Rhode Island, Connecticut, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).*

NOTE: To be handled concurrently with No. MC-67226 Sub-B.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-1628; Filed, Feb. 18, 1964; 8:47 a.m.]

[Notice No. 601]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

FEBRUARY 14, 1964.

Section A.—The following publications are governed by the new Special Rule 1.247 (47 CFR 1.247) of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

Section B.—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

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 avail-

able 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.

SECTION A

MOTOR CARRIERS OF PROPERTY

No. MC 29647 (Sub-No. 31), filed February 5, 1964. Applicant: CHARLTON BROS. TRANSPORTATION COMPANY, INC., 552 Jefferson Street, Hagerstown, Md. Applicant's attorney: Spencer T. Money, Mills Building, Washington 6, 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 points in Fairfax County, Va., to points in Maryland, Pennsylvania, and West Virginia.

HEARING: April 6, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

No. MC 111812 (Sub-No. 231) (AMENDMENT), filed January 16, 1964, and published FEDERAL REGISTER issue February 5, 1964, amended February 7, 1964, and republished as amended this issue. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 474, Sioux Falls, S. Dak. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr.

NOTE: The purpose of this republication is to include the additional destination states to those shown in previous publication as follows: Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Delaware, Connecticut, New Jersey, New York, Pennsylvania, Maryland, Michigan (lower peninsula only), Ohio, Virginia, West Virginia, District of Columbia, Idaho, Montana, Arizona, California, Nevada, and Utah.

HEARING: Remains as assigned, March 23, 1964, at the Midland Hotel, Chicago, Illinois, before Examiner Raymond V. Sar.

No. MC 119170 (Sub-No. 4), filed February 10, 1964. Applicant: REEFER TRANSIT LINES, INC., 1413 West Pershing Road, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (other than commodities in bulk, in tank vehicles), as described in sections A and C, appendix I, in *Descriptions in Motor Car-*

rier Certificates, 61 M.C.C. 209, and 766, from the plant site of Armour and Company located at or near Worthington, Minn., to points in Missouri, Kansas, Nebraska, Iowa, New York, New Jersey, Pennsylvania, Ohio, and Wheeling, W. Va., and points within twenty-five (25) miles thereof.

NOTE: Applicant states the proposed service is restricted to the transportation of shipments originating at the plant site specified above.

HEARING: March 23, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Raymond V. Sar.

No. MC 119268 (Sub-No. 27), filed February 12, 1964. Applicant: OSBORN, INC., 228 North Fourth Street, Gadsden, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from the plant site of Armour and Company, located at or near Worthington, Minn., to points in Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee, and exempt commodities on return.

NOTE: Applicant states that the proposed service is to be restricted against tacking or interlining at the point of origin.

HEARING: March 23, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Raymond V. Sar.

No. MC 119697 (Sub-No. 7), filed February 10, 1964. Applicant: CHRISPENS TRUCK LINES, INC., 348 West 42d Place, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (other than commodities in bulk, in tank vehicles), as described in sections A and C, appendix I, in *Descriptions in Motor Carrier Certificates*, 71 M.C.C. 209, and 766, from the plant site of Armour and Company located at or near Worthington, Minn., to points in Illinois, Indiana, and Ohio.

NOTE: Applicant states the proposed service is restricted to the transportation of shipments originating at the plant site specified above.

HEARING: March 23, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Raymond V. Sar.

No. MC 119741 (Sub-No. 7), filed February 7, 1964. Applicant: KIM FREIGHT LINES, INC., 4234 South Emerald Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (other than commodities in bulk, in tank vehicles), as described in sections A and

C, appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant of Armour and Company at or near Worthington, Minn., to points in Illinois, Iowa, Nebraska, Kansas, and Missouri.

HEARING: March 23, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Raymond V. Sar.

No. MC 119792 (Sub-No. 11), filed February 10, 1964. Applicant: CHICAGO SOUTHERN TRANSPORTATION COMPANY, a corporation, 4000 Packers Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (other than commodities in bulk, in tank vehicles), as described in sections A and C, appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour and Company, located at or near Worthington, Minn., to points in Arkansas, Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee.

NOTE: Applicant states that the authority sought herein is restricted to the transportation of shipments originating at the plant site of Armour & Company, located at or near Worthington, Minn.

HEARING: March 23, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Raymond V. Sar.

No. MC 119816 (Sub-No. 3), filed February 12, 1964. Applicant: FLEETLINE, INC., 1984 Oakdale Avenue, West St. Paul, Minn. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (other than commodities in bulk, in tank vehicles), as described in sections A and C, appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour and Company, located at or near Worthington, Minn., to points in Wisconsin, Iowa, North Dakota, South Dakota, and the upper peninsula of Michigan.

NOTE: Applicant states that the above-proposed operations will involve shipments originating from the plant site of Armour & Company, at or near Worthington, Minn.

HEARING: March 23, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Raymond V. Sar.

No. MC 125368 (Sub-No. 3), filed February 10, 1964. Applicant: CONNELL TRANSPORT CO., INC., Post Office Box 846, Warren, Ohio. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (other than commodities in bulk, in tank vehicles), as described in sections A and C, appendix I, in *Descriptions in Motor Carrier Cer-*

tificates, 61 M.C.C. 209 and 766, from the plant of Armour and Company at or near Worthington, Minn., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, District of Columbia, West Virginia, and Delaware.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 111442 and Subs thereunder, therefore dual operations may be involved.

HEARING: March 23, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Raymond V. Sar.

No. MC 125949 (Sub-No. 1), filed January 24, 1964. Applicant: MOLNER TRANSPORT, INC., 304 South Kane Street, Baltimore 24, Md. Applicant's attorney: Edward G. Villalon, Perpetual Building, 1111 E Street N.W., Washington 4, 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 Colonial Pipe Line Terminals, located in Fairfax County, Va., to points in West Virginia and Pennsylvania.

HEARING: April 6, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

SECTION B

MOTOR CARRIERS OF PROPERTY

No. MC 104960 (Sub-No. 31), filed June 3, 1963. Applicant: MOTOR FUEL CARRIERS, INC., 404 Elm Avenue (Post Office Box 2288), Panama City, Fla. Applicant's attorney: James S. Wilson, Jr., Wilson Building, Paris, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products, including naphtha*, but excluding all other acids and chemicals, in bulk, in tank vehicles, from Colonial Pipe Line Company terminals located in Alabama and Georgia to points in Alabama, Florida, South Carolina, and Georgia, and returned and rejected shipments, on return.

HEARING: April 6, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

No. MC 111138 (Sub-No. 38) (AMENDMENT), filed October 28, 1963, published FEDERAL REGISTER issue of February 5, 1964, and republished as amended this issue. Applicant: COLONIAL & PACIFIC FRIGIDWAYS, INC., Post Office Box 459, Storm Lake, Iowa. 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, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C, appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles) from the plant site of Armour and Company, at or near Worthington, Minn., to points in Washington, Oregon, Idaho,

Montana, Utah, Arizona, California, Nevada, Colorado, New Mexico, and Wyoming. Restriction: Authority sought is limited to shipments originating at the said plant site and further restricted against tacking at origin.

NOTE: The purpose of this republication is to include Colorado, New Mexico, and Wyoming as destination States.

HEARING: Remains as assigned March 23, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Raymond V. Sar.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-1629; Filed, Feb. 18, 1964; 8:47 a.m.]

[Notice No. 943]

MOTOR CARRIER TRANSFER PROCEEDINGS

FEBRUARY 14, 1964.

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 66554. By order of February 13, 1964, the Transfer Board approved the transfer to Brada-Miller Freight System, Inc., Indiana corporation, 1200 South Home, Kokomo, Ind., of Certificates Nos. MC 29079, MC 29079 (Sub-No. 10) and MC 29079 (Sub-No. 13), issued March 13, 1962, March 13, 1962, and May 15, 1963, respectively, to Brada-Miller Freight System, Inc., Michigan corporation, 1200 South Home, Kokomo, Ind., authorizing the transportation of: Metal and metal products, automobile parts, roofing and roofing materials, between Saginaw, Mich., and Detroit, Mich., between Pontiac, Mich., and junction U.S. Highways 24 and 25, between Lansing, Mich., and Toledo, Ohio, and between Grand Rapids, Mich., and Detroit, Mich., serving specified intermediate and off-route points; iron, steel, and iron and steel products, from Detroit, Dearborn, Ecorse, Hamtramck, Highland Park, and the plant site of the Kelsey-Hayes Company at Romulus and River Rouge, Mich., Newport and Ashland, Ky., Chicago, Ill., and points in Ohio, to points as specified Illinois, Indiana, Michigan, and Ohio, and between Warren, Youngstown, Akron, Marion and Defiance, Ohio, on the one hand and, on the other points as specified in Michigan and Ohio; iron and steel products, between Kokomo, Ind., and points

within 50 miles thereof, on the one hand, and, on the other, Erie, Pa.; iron and steel articles, from Gibraltar, Mich., Ashland and Newport, Ky., and points in Ohio, except Toledo, to points as specified in Michigan, Illinois, Indiana and Ohio, and between the site of the Ford Motor Company plant at Chicago Heights, Ill., and points in Michigan; jute carpet lining, cotton batts, rubber mats, and automobile running boards, between Willoughby and Cleveland, Ohio, Plymouth and Detroit, Mich., and points within 3 miles of Detroit; sugar from points in Michigan on and south of Michigan Highway 21, to points in Ohio; prefabricated buildings, complete, knocked down, or in sections, from Terre Haute, Ind., to points as specified in Michigan and Ohio; beans, from points in the lower peninsula of Michigan as specified, to points in Indiana as excepted; composition building slabs, loose or individually packaged, from North Judson, Ind., to points as specified in Illinois, Ohio, Missouri, Kentucky, and Michigan; and general commodities, excluding household goods, commodities in bulk, and other specified commodities, between Portage, Ind., Kokomo, Ind., and points within 50 miles of Kokomo, on the one hand, and, on the other, points as specified in Kentucky, Missouri, Ohio, Illinois, Indiana and Michigan, and serving the site of the plant of the Ford Motor Company at the intersection of 23-mile Road and Mound Road, Macomb County, Mich., as an off-route point in connection with authorized regular route operations to and from Detroit, Mich. Jack Goodman, 39 South La Salle Street, Chicago 3, Ill., attorney for applicants.

No. MC-FC 66572. By order of February 11, 1964, the Transfer Board approved the transfer to Hudson Express, Inc., Boston, Mass., applicant in No. MC 56803 (Sub-No. 1), BOR-99 filed in the name of Samuel Taplin, Brookline, Mass., for certificate of registration to operate in interstate or foreign commerce authorizing operations under the former second proviso of section 206(a) (1) of the Act, supported by Massachusetts Certificate No. 1117, authorizing transportation of property anywhere in the Commonwealth of Massachusetts. Joseph A. Kline, 185 Devonshire Street, Boston, Mass., attorney for applicants.

No. MC-FC 66632. By order of February 11, 1964, the Transfer Board approved the transfer to Dusablon Trucking Service, Inc., Centerville, Iowa, of the operating rights in Certificate Nos. MC 123604 and MC 123604 (Sub-No. 3) issued December 4, 1961 and August 7, 1962, to Alfred R. Dusablon, doing business as Dusablon Trucking Service, Centerville, Iowa, authorizing the transportation, over irregular routes, of: Hay-dite, and soybean meal, from and to specified points in Iowa, Illinois, and Missouri. Stephen Robinson, 412 Equitable Building, Des Moines, Iowa, 50309, attorney for applicants.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-1631; Filed, Feb. 18, 1964; 8:48 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

CERTIFICATES AUTHORIZING EMPLOYMENT OF LEARNERS AT SPECIAL MINIMUM RATES

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.), and Administrative Order No. 579 (28 F.R. 11524) the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the act. The effective and expiration dates, occupations, wage rates, number or proportion of learners and learning periods, for certificates issued under general learner regulations (29 CFR 522.1 to 522.9), and the principal product manufactured by the employer are as indicated below. Conditions provided in certificates issued under the supplemental industry regulations cited in the captions below are as established in those regulations.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.20 to 522.25, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

The Arrow Co., 407 South Main Street, Lewistown, Pa.; effective 2-1-64 to 1-31-65 (boys' sport shirts and ladies' blouses).

Berwick Shirt Co., Inc., 10th and Pine Streets, Berwick, Pa.; effective 1-30-64 to 1-29-65 (men's sport shirts).

Biltmore Manufacturing Co., a division of Kellwood Co., Asheville, N.C.; effective 2-3-64 to 2-2-65. Learners may not be employed at special minimum wage rates in the production of skirts (women's dungarees, slacks, pedal pushers, and shorts).

Custom Sportswear, Inc., 10th and Spring Streets, Reading, Pa.; effective 2-1-64 to 1-31-65 (men's, women's, and children's shirts).

Ely & Walker Factory, Paragould, Ark.; effective 2-5-64 to 2-4-65 (boys' sport shirts).

The Enro Shirt Co., Inc., 133 Center Street, Madisonville, Ky.; effective 2-1-64 to 1-31-65 (sport shirts).

The H. W. Gossard Co., Sullivan, Ind.; effective 2-9-64 to 2-8-65 (women's foundation garments).

The H. W. Gossard Co., Ishpeming, Mich.; effective 2-9-64 to 2-8-65 (ladies' foundation garments).

Hebron Pants Factory, Hebron, Md.; effective 2-4-64 to 2-3-65 (men's work pants).

F. Jacobson and Sons, Inc., 127 Arch Street, Albany, N.Y.; effective 2-2-64 to 2-1-65 (men's dress and sport shirts).

M. & G. Sportswear, Inc., 18 Martine Street, Fall River, Mass.; effective 2-12-64 to 2-11-65 (children's outerwear jackets and sportswear).

Martin Manufacturing Co., Inc., 202 North Broadway, Martin, Tenn.; effective 1-30-64 to 1-29-65 (men's shirts and outerwear jackets).

Publix Shirt Corp., Hazleton, Pa.; effective 1-30-64 to 1-29-65 (men's and boys' dress and sport shirts).

Reidbord Bros. Co., Wilson Lane, Elkins, W. Va.; effective 1-30-64 to 1-29-65 (men's and boys' casual pants).

The Sallsbury Co., 110 East Second Street, Sallsbury, Mo.; effective 2-12-64 to 2-11-65 (men's and young men's dress trousers and slacks).

A. J. Schnelerson & Son, Inc., Randleman, N.C.; effective 1-27-64 to 1-16-65 (ladies' slips and dresses) (replacement certificate).

Shamrock of Dublin, Ltd., 404 Dellam Road, Dublin, Ga.; effective 1-30-64 to 1-29-65 (men's and boys' semi-dress slacks).

Smith Bros. Manufacturing Co., 524 Howard Street, Carthage, Mo.; effective 2-3-64 to 2-2-65 (men's denim overalls, jackets, jeans, and work pants).

Smith Bros. Manufacturing Co., Neosho, Mo.; effective 2-3-64 to 2-2-65 (men's work and casual pants and ladies' jeans).

Smith Bros. Manufacturing Co., Webb City, Mo.; effective 2-3-64 to 2-2-65 (men's work shirts and ladies' blouses).

Solomon Bros. Co., Thomasville, Ala.; effective 1-30-64 to 1-29-65 (men's sport shirts).

Sturgis Clothing Co., Sixth and Main Streets, Sturgis, Ky.; effective 2-1-64 to 1-31-65 (men's single pants).

I. Taitel & Son, Drew, Miss.; effective 1-31-64 to 1-30-65 (men's and boys' outerwear jackets and pants).

Twin City Manufacturing Co., Twin City, Ga.; effective 2-14-64 to 2-13-65 (men's dress and sport shirts).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number of learners authorized are indicated.

Betty Blythe Originals Corp., Asheville Highway, Canton, N.C.; effective 1-31-64 to 1-30-65; 5 learners. Learners may not be employed at special minimum wages in the production of ladies' suits (children's dresses).

Culpeper Industries, Inc., Post Office Box 72, Culpeper, Va.; effective 2-1-64 to 1-31-65; 10 learners (women's slacks and outerwear jackets).

M & H Dress Co., 410 Washington Street, Jermyn, Pa.; effective 1-30-64 to 1-29-65; 5 learners (ladies' dresses).

Solomon Bros. Co., Thomaston, Ala.; effective 1-30-64 to 1-29-65; 10 learners (men's sport shirts).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

Alamo Shirt Co., Inc., Alamo, Ga.; effective 1-31-64 to 7-30-64; 10 learners (men's sport shirts).

The Arrow Co., 18th and Penn Streets, Huntingdon, Pa.; effective 1-29-64 to 7-28-64; 60 learners (men's sport shirts).

Culpeper Industries, Inc., Post Office Box 72, Culpeper, Va.; effective 2-1-64 to 7-31-64; 10 learners (women's slacks and outerwear jackets).

Ely & Walker, a division of Burlington Ind., Inc., Heber Springs, Ark.; effective 2-12-64 to 8-11-64; 50 learners (boys' sport shirts).

Glamorise Foundations, Inc., 161-163 West Water Street, Muncy, Pa.; effective 1-29-64 to 7-28-64; 40 learners (women's brassieres).

Reidbord Bros. Co., Wilson Lane, Elkins, W. Va.; effective 1-30-64 to 7-29-64; 50 learners (men's and boys' casual pants).

Shamrock of Dublin, Ltd., 404 Dellam Road, Dublin, Ga.; effective 1-30-64 to 7-29-64; 120 learners (men's and boys' semi-dress slacks).

Henry I. Siegel Co., Inc., Tiptonville, Tenn.; effective 2-3-64 to 8-2-64; 50 learners. Learners may not be employed at special minimum wage rates in the production of sport coats of suit type construction (men's and boys' unlined outerwear jackets).

Tompkinsville Manufacturing Co., Tompkinsville, Ky.; effective 2-3-64 to 8-2-64; 40 learners (men's cotton pants).

Glove Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.60 to 522.65, as amended).

Louisville Glove Co., Inc., 404-408 East Burnett Avenue, Louisville, Ky.; effective 2-5-64 to 2-4-65; 10 learners for normal labor turnover purposes (work gloves).

Wells Lamont Corp., Hugo, Okla.; effective 1-29-64 to 7-28-64; 10 learners for plant expansion purposes (leather palm work gloves).

Hosiery Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.40 to 522.43, as amended).

Belmont Hosiery Mills, Inc., Belmont, N.C.; effective 2-1-64 to 1-31-65; 5 percent of the total number of factory production workers for normal labor turnover purposes (seamless).

Kayser-Roth Hosiery Co., Inc., Burlington, N.C.; effective 2-14-64 to 2-13-65; 5 percent of the total number of factory production workers for normal labor turnover purposes (full-fashioned).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.30 to 522.35, as amended).

Ashland Knitting Mills, Inc., Front and Chestnut Streets, Ashland, Pa.; effective 1-24-64 to 1-23-65; 5 percent of the total number of factory production workers for normal labor turnover purposes (infants' boys', misses', and ladies' cotton knit underwear).

Ellwood Knitting Mills, Inc., 1110 Mecklen Lane, 911 Lawrence Avenue, Ellwood City, Pa.; effective 1-24-64 to 1-23-65; 5 percent of the total number of factory production workers for normal labor turnover purposes (men's and boys' knitted sweaters and swim trunks).

Hazelhurst Manufacturing Co., Inc., 202 Gill Street, Hazelhurst, Ga.; effective 2-14-64 to 2-13-65; 5 percent of the total number of factory production workers for normal labor turnover purposes (women's and children's underwear).

Royal Manufacturing Co., Inc., Crawfordville, Ga.; effective 2-7-64 to 2-6-65; 5 learners for normal labor turnover purposes (men's and boys' underwear).

A. J. Schnelerson & Son, Inc., Randleman, N.C.; effective 1-27-64 to 1-16-65; 5 percent of the total number of factory production workers engaged in the production of slips of knitted fabric for normal labor turnover purposes (ladies' slips—knitted) (replacement certificate).

Tazewell Textiles, Inc., Tazewell, Tenn.; effective 1-31-64 to 7-30-64; 60 learners for plant expansion purposes (men's and boys' knitted athletic shirts, tee shirts, and briefs).

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.9, as amended).

The following learner certificates were issued in Puerto Rico to the companies hereinafter named. The effective and expiration dates, learner rates, occupations, learning periods, and the number or proportion of learners authorized to be employed, are indicated.

Sabana Grande Manufacturing Corp., Post Office Box 354, Sabana Grande, P.R.; effective 1-23-64 to 7-22-64; 123 learners for plant expansion purposes, in the occupations of: (1) looper for a learning period of 960 hours at the rates of 68 cents an hour for the first 480 hours and 74 cents an hour for the remaining 480 hours; (2) mender for a learning period of 720 hours at the rates of 68 cents an hour for the first 360 hours and

74 cents an hour for the remaining 360 hours; and (3) knitter; examiner and inspector, each for a learning period of 240 hours at the rate of 68 cents an hour (ladies' seamless hosiery).

Swan Hook and Eye Corp., Km. 66.8, Road Number 2, Post Office Box 693, Arecibo, P.R.; effective 1-20-64 to 7-19-64; 40 learners for plant expansion purposes, in the occupations of: (1) metal former; sewing machine operator; cloth winder; tape winder; nickel plater, each for a learning period of 480 hours at the rates of 78 cents an hour for the first 240 hours and 91 cents an hour for the remaining 240 hours; and (2) inspector for a

learning period of 160 hours at the rate of 78 cents an hour (hook and eye tape).

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at special minimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. 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 522.9. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in 29 CFR, Part 528.

Signed at Washington, D.C., this 7th day of February 1964.

ROBERT G. GRONEWALD,
Authorized Representative of
the Administrator.

[F.R. Doc. 64-1583; Filed, Feb. 17, 1964; 8:45 a.m.]

CUMULATIVE CODIFICATION GUIDE—FEBRUARY

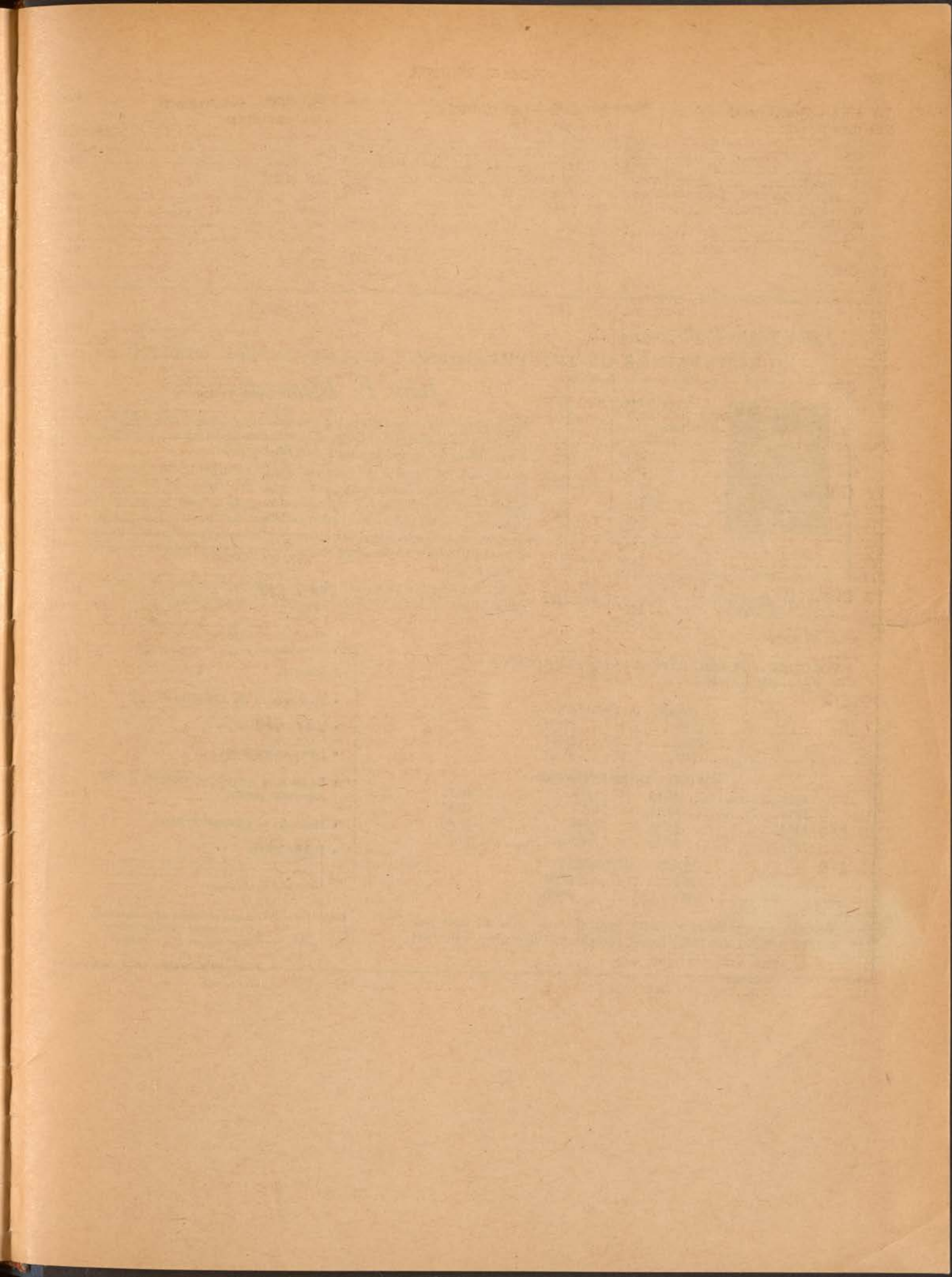
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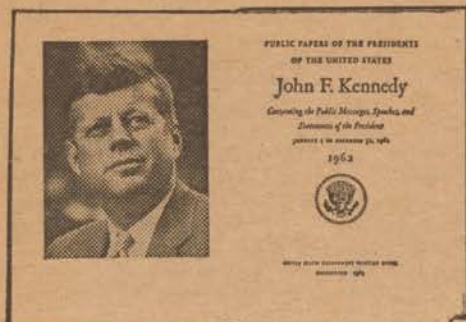
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