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A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1964, and specifies how they are affected.

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Volume 76

UNITED STATES STATUTES AT LARGE

[87th Cong., 2d Sess.]

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Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Small Business Administration

Effective upon publication in the FEDERAL REGISTER, paragraph (y) is added to § 213.3332 as set out below.

§ 213.3332 Small Business Administration.

(y) Director, Office of Public Information.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION.

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

[F.R. Doc. 64-2371; Filed, Mar. 10, 1964; 8:50 a.m.]

Title 7—AGRICULTURE

Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar) Department of Agriculture

[Sugar Reg. 811, Amdt. 1]

SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

PART 811—CONTINENTAL SUGAR REQUIREMENTS AND AREA QUOTAS

Requirements, Quotas and Quota Deficits for 1964

Basis and purpose and bases and considerations. This amendment is issued pursuant to the authority vested in the Secretary of Agriculture by the Sugar Act of 1948, as amended (61 Stat. 922, as amended), hereinafter referred to as the "Act." The purpose of this amendment to Sugar Regulation 811 (28 F.R. 13923) is to determine and to prorate and allocate deficits in the quotas established pursuant to the Act.

Section 204(a) of the Act provides that the Secretary shall from time to time determine whether any area or country will be unable to fill its quota or proration of a quota. On the basis of the quota established for Puerto Rico for the calendar year 1964 in § 811.21 of this chapter and the supply of sugar expected to be available from that area for marketing in the continental United States during the calendar year 1964, it is herein found that Puerto Rico will be unable to fill its quota by 225,000 short tons, raw value. This quantity, plus 25,407 short tons, raw value, representing the reductions in quotas of Paraguay, British Hon-

duras and Panama pursuant to section 202(d) of the Act and 11,170 short tons, raw value, representing the quota prorations for the United Kingdom, Canada, Hong Kong, and the Netherlands which these countries will be unable to fill because of the limitations provided in section 202(e) of the Act are herein determined to be deficits in quotas.

The total deficits herein determined, amounting to 261,577 short tons, raw value, represent deficits previously determined of 175,000 tons for Puerto Rico and 11,170 tons from four net-importing countries, plus new deficits amounting to 50,000 tons for Puerto Rico, and 25,407 tons representing a reduction in quotas of Paraguay, British Honduras and Panama pursuant to section 202(d) of the Act. The deficits determined for Puerto Rico will not decrease marketing opportunities within its respective quota.

Effective date. This action establishes additional deficits of 75,407 short tons, raw value, that may be authorized for importation from the Republic of the Philippines and Western Hemisphere countries as a group. In order to insure an orderly flow of sugar into the United States during 1964 for the mutual benefit of consumers and the sugar industry, it is essential at this time that all persons selling and purchasing sugar for consumption in the continental United States be informed as soon as possible of the changes in marketing opportunities. Therefore, it is hereby determined and found that compliance with the notice, procedure and effective date requirements of the Administrative Procedure Act is unnecessary, impracticable, and contrary to the public interest and the amendment herein shall become effective when filed for public inspection in the Office of the Federal Register.

By virtue of the authority vested in the Secretary of Agriculture by the Act, Part 811 of this chapter is hereby amended by amending §§ 811.21, 811.22 and 811.23 as follows:

1. Paragraph (a) (2) of § 811.21 is amended to read:

§ 811.21 Quotas for domestic areas.

(a) (1) * * *

(2) It is hereby determined pursuant to section 204(a) of the Act that for the calendar year 1964 Puerto Rico will be unable by 225,000 short tons, raw value, of sugar to market the quota established for such area in subparagraph (1) of this paragraph. Pursuant to section 204 (b) of the Act, the determination of deficits shall not affect the quotas established in subparagraph (1) of this paragraph.

* * *

2. Section 811.22 is amended to read:

§ 811.22 Proration and allocation of deficits and quotas in effect.

The deficits in quotas determined in paragraph (a) (2) of § 811.21 amounting to a total of 225,000 short tons, raw value,

plus 25,407 short tons, raw value, representing a reduction in quotas of foreign countries pursuant to section 202(d) of the Act and 11,170 short tons, raw value, withheld from net-importing countries as provided in section 202(e) of the Act, are hereby prorated, pursuant to section 204(a) of the Act between the Republic of the Philippines and Western Hemisphere countries named in section 202 (c) (3) (A) of the Act which are in diplomatic relations with the United States by prorating 123,521 short tons, raw value, to the Republic of the Philippines, and by allocating the remainder of the deficit amounting to 138,056 short tons, raw value, to such Western Hemisphere countries as a group for purchase and importation on the basis of applications submitted pursuant to Part 817 of this chapter, or proposals from countries submitted pursuant to § 811.27. Such applications and proposals with respect to the additional quantity of deficit allocation to Western Hemisphere countries of 39,799 short tons, raw value, determined by this action shall become eligible for approval or for acceptance at the time of their receipt or the effective date of this amendment whichever occurs later. Applications shall be approved in accordance with procedures set forth in Part 817 of this chapter, and proposals from countries shall be accepted as provided in § 811.27. *Provided*, That whenever at any one time the unfilled balance of the quantity from Western Hemisphere countries that may be authorized for purchase and importation under this § 811.22 (quantity not committed by approved or accepted applications or proposals) is less than the quantity covered by applications and proposals that are eligible for approval or acceptance at any one time, the order of eligibility and priority provided for in § 817.6 (b) of this chapter shall be modified to give priority of approval or acceptance, to proposals submitted in accordance with § 811.27 in the following order of priority: First, to proposals to use receipts from sale of sugar for purchase and export of U.S. Agricultural Commodities in order of stated percentage of net receipts (highest first); and second to proposals in the order of arrival dates of sugar (earliest first).

3. Paragraph (b) of § 811.23 is amended to read:

§ 811.23 Quotas for foreign countries.

(b) (1) For the calendar year 1964 the quota for the Republic of the Philippines is 1,050,000 short tons, raw value, and the quantity established in subparagraph (2) of this paragraph. Of the quantity of 1,050,000 short tons, raw value, 59,920 short tons, raw value, may be filled by direct-consumption sugar.

(2) In addition to the quantity of 1,050,000 short tons, raw value, for the Republic of the Philippines in subparagraph (1) of this paragraph a quantity

of 123,521 short tons, raw value, representing a proration of a quota deficit as provided in § 811.22, is added to and established as a part of the quota for such country. Such quantity of 123,521 short tons, raw value, of sugar may be imported only as raw sugar.

(Sec. 403, 61 Stat. 932, & U.S.C. 1153. Interprets or applies Secs. 202, 204; 61 Stat. 924, as amended, 925, as amended; 7 U.S.C. 1112, 1114)

Issued at Washington, D.C., this 6th day of March 1964.

CHARLES S. MURPHY,
Acting Secretary.

[F.R. Doc. 64-2381; Filed, Mar. 10, 1964;
8:51 a.m.]

Title 12—BANKS AND BANKING

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER D—FEDERAL SAVINGS AND LOAN INSURANCE CORPORATION

[No. FSLIC-1,591]

PART 563—OPERATIONS

Sales Plans and Sales Commissions Correction

In F.R. Doc. 63-6256, appearing at page 6062 of the issue for Friday, June 14, 1963, the clause in second sentence of § 563.24 which reads "or to pay or absorb any of the cost of a give-away promise, offered, or given for or in connection with the solicitation" should read "or to pay or absorb any of the cost of a give-away promised, offered, or given for or in connection with the solicitation".

Title 13—BUSINESS CREDIT AND ASSISTANCE

Chapter I—Small Business Administration

[Rev. 4; Amdt. 3]

PART 121—SMALL BUSINESS SIZE STANDARDS

Definition of Small Business for Purpose of Government Procurements for Finishers of Broad Woven Fabrics of Cotton

On January 9, 1964, there was published in the FEDERAL REGISTER (29 F.R. 233) a notice of proposal to amend the definition of a small business manufacturer for the purpose of bidding on Government procurements for products classified in SIC Industry 2261, Finishers of broad woven fabrics of cotton.

Under the proposed amendment, a concern in this industry would be considered as small if, together with its affiliates, its number of employees does not exceed 1000 persons.

Interested persons were given an opportunity to present their comments or suggestions thereon to the Size Stand-

ards Division within thirty days after the date of publication of the notice in the FEDERAL REGISTER. After consideration of all relevant matters regarding the proposal, the amendment set forth below is hereby adopted.

The Small Business Size Standards Regulation (Revision 4) (29 F.R. 86), as amended (29 F.R. 2988), is hereby further amended by adding to Schedule B of § 121.3-8 the following industry size standard:

Census classification code	Industry	Employment standard (number of employees)
2261	Finishers of broad woven fabrics of cotton	1000

Effective date. This amendment shall become effective upon publication in the FEDERAL REGISTER.

Date: March 4, 1964.

EUGENE P. FOLEY,
Administrator.

[F.R. Doc. 64-2314; Filed, Mar. 10, 1964;
8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT [NEW]

[Reg. Docket No. 2047]

PART 1—CERTIFICATION, IDENTIFICATION, AND MARKING OF AIRCRAFT AND RELATED PRODUCTS

PART 3—AIRPLANE AIRWORTHINESS; NORMAL, UTILITY, AND ACROBATIC CATEGORIES

PART 4b—AIRPLANE AIRWORTHINESS; TRANSPORT CATEGORIES

PART 6—ROTORCRAFT AIRWORTHINESS; NORMAL CATEGORY

PART 7—ROTORCRAFT AIRWORTHINESS; TRANSPORT CATEGORIES

PART 10—CERTIFICATION AND APPROVAL OF IMPORT AIRCRAFT AND RELATED PRODUCTS

PART 13—AIRCRAFT ENGINE AIRWORTHINESS

PART 14—AIRCRAFT PROPELLER AIRWORTHINESS

PART 45—IDENTIFICATION AND REGISTRATION MARKING [NEW]

Miscellaneous Amendments

This amendment adds a Part 45—Identification and Registration Marking [New] to Chapter I of Title 14 of the Code of Federal Regulations. Part 45 [New] consolidates the aircraft identification and registration marking provisions of eight Civil Air Regulations into one part of the Federal Aviation Regulations. The amendment is a part of the program of the Federal Aviation

Agency to recodify its regulatory material into a new series of regulations called the "Federal Aviation Regulations" to replace the present "Civil Air Regulations" and "Regulations of the Administrator".

The substance of the new part was published in the FEDERAL REGISTER on November 13, 1963 (28 F.R. 12096), as a notice of proposed rulemaking, and as Notice No. 63-43.

During the life of the recodification project, Chapter I of Title 14 may contain more than one part bearing the same number. To differentiate between the two, the recodified Parts, such as this one, will be labeled "[New]". The label will of course be dropped at the completion of the project as all of the regulations will be new.

Some of the comments received recommended specific substantive changes to the regulations. Although some of the recommendations might, upon further study, appear to be meritorious, they cannot be adopted as a part of the recodification program. The purpose of the program is simply to streamline and clarify present regulatory language and to delete obsolete or redundant provisions. To attempt substantive changes in the recodification of these regulations (other than minor, relaxatory ones that are completely noncontroversial) would delay the project and be contrary to the ground rules specified for it in the FEDERAL REGISTER on November 15, 1961 (26 F.R. 10698), and Draft Release 61-25. However, all comments of this nature will be preserved and considered in any later substantive revision of this Part.

Notice No. 63-43 included a proposed relaxation of registration marking with respect to small aircraft. Where the limited size of an aircraft precludes the display of 12 inch marks, the owner need only display marks as large as practicable. This would obviate the present requirement for specific FAA approval of the use of smaller marks. Three comments were received recommending that the rule be relaxed even further to permit the use of 2 inch marks. The Agency has had this matter under consideration for some period of time but our studies are not yet complete. Rather than delay the recodification project, the amendment is being issued containing the relaxation as originally proposed. The submitted recommendations will be taken into consideration in any future rulemaking action relating to the size of identification marks.

As a result of other comments received, several changes have been made in the new part.

Section 45.11, as contained in the draft release, omitted certain language relating to the placement of identification plates. Section 4b.750, upon which the revised section is based, required that the plate not be placed in a location where it might be "expected" to be lost or destroyed. One comment stated that without these words compliance must be literally impossible. To avoid any implication that a change was intended and in order to avoid any indication of impossibility of compliance, the word "likely" has been reinserted before the

phrase "be defaced during normal service" and the words "be expected to be" have been reinserted before the phrase "lost or destroyed in the event of an accident".

Section 45.15, relating to the marking of replacement and modification parts, has been clarified to show that it does not apply to parts manufactured under an Agency Technical Standard Order, type certificate, or production certificate; parts manufactured by owners or operators for maintaining or altering their own product; or to standard parts, such as nuts and bolts, conforming to established industry or government specifications.

Two comments received regarding § 45.25 (b) expressed some concern that it would require the removal of certain markings and asked for clarification of the matter. As a result, § 45.25 (b) has been revised to make it clear that aircraft displaying the marks described therein do not have to display the marks prescribed by § 45.25 (a) until the aircraft is re-marked or until January 1, 1966, whichever is earlier. Section 45.25 (b) does not require the removal of the old marks, nor does it prohibit their display, at any time, in addition to those required by § 45.25 (a).

Finally, one comment suggested that an exception be made in the character height and width requirements of § 45.29 (c), in that the letters "M" and "W" should be allowed to have a maximum width equal to their height. This comment has been adopted as a relaxatory measure.

Other minor changes of a technical clarifying or relaxatory nature have been made. They are not substantive and do not impose any burden on regulated persons.

The definitions, abbreviations, and rules of construction contained in Part 1 [New] of the Federal Aviation Regulations apply to Part 45 [New].

Interested persons have been afforded an opportunity to participate in the making of this regulation, and due consideration has been given to all relevant matter presented. The Agency appreciates the cooperative spirit in which the public's comments were submitted.

In consideration of the foregoing, Chapter I of Title 14 is amended by deleting §§ 1.50, 1.50-1, 1.55-2 (b) and (d), and 1.100-1.110 of Part 1; §§ 3.791 and 3.792 of Part 3; §§ 4b.750 and 4b.751 of Part 4b; §§ 6.750 and 6.751 of Part 6; §§ 7.750 and 7.751 of Part 7; § 10.30 of Part 10; § 13.20 of Part 13; § 14.20 of Part 14; the last sentence of the sixth paragraph of SR 425C; and by adding Subchapter C—"Aircraft" [New] reading as hereinafter set forth, effective April 20, 1964.

This amendment is made under the authority of sections 307(c), 313(a), 501, 502, 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1348(c), 1354(a), 1401, 1402, 1421, and 1423).

Issued in Washington, D.C. on March 5, 1964.

N. E. HALABY,
Administrator.

SUBCHAPTER C—AIRCRAFT [NEW]
PART 45—IDENTIFICATION AND REGISTRATION MARKING [NEW]

Subpart A—General

Sec.

45.1 Applicability.

Subpart B—Identification of Aircraft and Related Products

45.11 General.

45.13 Identification data.

45.15 Replacement and modified parts.

Subpart C—Nationality and Registration Marks

45.21 General.

45.23 Display of marks; general.

45.25 Location of marks; fixed-wing aircraft.

45.27 Location of marks; nonfixed-wing aircraft.

45.29 Size of marks.

45.31 Marking of export aircraft.

45.33 Sale of aircraft to a non-U.S. citizen; removal of marks.

AUTHORITY: The provisions of this Part 45 issued under secs. 307(c), 313(a), 501, 502, 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1348(c), 1354(a), 1401, 1402, 1421, and 1423).

Subpart A—General

§ 45.1 Applicability.

This part prescribes the requirements for—

(a) Identification of aircraft, aircraft engines, propellers, and appliances that are manufactured under the terms of a type or production certificate;

(b) Identification of certain replacement and modified parts produced for installation on type certificated products; and

(c) Nationality and registration marking of U.S. registered aircraft.

Subpart B—Identification of Aircraft and Related Products

§ 45.11 General.

(a) *Aircraft and aircraft engines.* Each person who manufactures an aircraft or aircraft engine under a type or production certificate shall identify it by means of a fireproof identification plate that is attached to it in an accessible location and contains the information specified in § 45.13. The identification plate must be so located that it will not likely be defaced during normal service, or be expected to be lost or destroyed in the event of an accident.

(b) *Appliances.* Each person who manufactures an appliance under a type or production certificate shall identify it by permanent means with the information specified in § 45.13.

(c) *Propellers and propeller blades and hubs.* Each person who manufactures a propeller, propeller blade, or propeller hub under the terms of a type or production certificate shall identify it by a plate, stamping, engraving, etching, or other approved method of permanent identification that is placed on it on a noncritical surface and contains the information specified in § 45.13.

§ 45.13 Identification data.

(a) The identification required by § 45.11 shall include the following information:

- (1) Manufacturer's name.

(2) Model designation.

(3) Manufacturer's serial number, if any.

(4) Date of manufacture, if the product has no serial number or if it is subject to deterioration as a result of aging.

(5) Type certificate number.

(6) Production certificate number, if any.

(7) Except in the case of airplanes or propellers, the established capacity or rating.

(8) Any other data the Administrator finds appropriate.

(b) No person may remove or change identification data without the approval of the Administrator.

§ 45.15 Replacement and modification parts.

(a) Except as provided in paragraph (b) of this section, each person not holding a type certificate who produces an approved replacement or modified part for sale for installation on a type certificated product shall identify that part as an approved part and, in addition, with such of the following information as the Administrator considers appropriate:

(1) Manufacturer's or modifier's name, trademark, or symbol.

(2) Part number.

(3) Name and model designation of the type certificated products on which the part is eligible for installation or, if this is impractical, a tag attached to the part containing this information.

(b) This section does not apply to parts produced under a type or production certificate, to parts produced by owners or operators for maintaining or altering their own product, to parts produced under an FAA Technical Standard Order, or to standard parts, such as nuts and bolts, conforming to established industry or government specifications.

Subpart C—Nationality and Registration Marks

§ 45.21 General.

(a) Except as provided in paragraphs (d) and (e), of this section, no person may operate a U.S. registered aircraft unless that aircraft displays nationality and registration marks in accordance with requirements of this subpart.

(b) Aircraft nationality and registration marks must:

(1) Be painted on the aircraft or affixed by any other means insuring a similar degree of permanence (except that aircraft intended for immediate delivery to a foreign purchaser may display marks affixed with readily removable material);

(2) Have no ornamentation;

(3) Contrast in color with the background; and

(4) Be legible.

(c) Unless otherwise authorized by the Administrator, no person may place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks.

(d) If, due to the configuration of an aircraft, it is impossible for a person to mark it in accordance with this subpart, he may apply to the Administrator for a different marking procedure.

(e) Aircraft manufactured before January 1, 1933 and aircraft having the same external configuration as an aircraft for which a type certificate, airworthiness certificate, license, or any other authorization was issued before January 1, 1933, by the United States, may, under the following conditions, display marks that are not in accord with this subpart:

(1) The aircraft must display marks at least two inches high on each side of the fuselage or vertical tail surface. These marks, and any other set of identification marks on the aircraft must consist of the Roman capital letter "N" followed by the registration number.

(2) The aircraft must be operated at an airspeed of less than 180 knots TAS and within those parts of the 48 contiguous States and the District of Columbia that lie north of latitude 28° N. or west of longitude 85° W.

§ 45.23 Display of marks; general.

(a) Except as provided in paragraph (b) of this section, each operator of an aircraft shall display on that aircraft marks consisting of the Roman capital letter "N" (denoting United States registration) followed by the registration number of the aircraft.

(b) If an aircraft was registered before January 1, 1949, and it displays marks containing an airworthiness symbol "C", "R", "X", or "L", the operator of that aircraft may continue to display those marks until the first time it is recovered or refinished to an extent necessitating the reapplication of the marks. However, no person may operate outside of the United States any aircraft displaying such an airworthiness symbol.

(c) When marks that include only the Roman capital letter "N" and the registration number are displayed on limited or restricted category aircraft or experimental or provisionally certificated aircraft, the operator shall also display on that aircraft near each entrance to the cabin or cockpit, in letters not less than two inches nor more than six inches in height, the words "limited", "restricted", "experimental", or "provisional airworthiness", as the case may be.

§ 45.25 Location of marks; fixed-wing aircraft.

(a) Except as provided in paragraph (b) of this section, each operator of a fixed-wing aircraft shall display the required marks horizontally, on the vertical tail surfaces or on the sides of the fuselage, as follows:

(1) If displayed on the vertical tail surfaces, both surfaces of a single vertical tail or the outer surfaces of a multi-vertical tail must be marked.

(2) If displayed on the fuselage surfaces, both sides of the fuselage must be marked between the trailing edge of the wing and the leading edge of the horizontal stabilizer, but if engine pods or other appurtenances are located in this area and are an integral part of the fuselage side surfaces, the operator may place the marks on those pods or appurtenances.

(b) The operator of a fixed-wing air-

craft that was marked before January 1, 1962, and displays the marks described below, need not display the marks described in paragraph (a) of this section until that aircraft is completely re-marked or until January 1, 1966, whichever is earlier:

(1) Marks at least 20 inches high displayed on the right half of the upper surface and the left half of the lower surface of the wing equally spaced between the leading and trailing edge with the top of the marks toward the leading edge of the wing.

(2) In the case of aircraft with vertical tail surfaces, marks at least two inches high displayed either horizontally or vertically on the upper half of each side of a single tail or each outer side of a multitail.

(3) If the aircraft does not have a vertical tail surface, marks displayed either horizontally or vertically on each side of the top half of the fuselage just forward of the leading edge of the horizontal tail surface.

§ 45.27 Location of marks; nonfixed-wing aircraft.

(a) *Rotorcraft.* Each operator of a rotorcraft shall display on that rotorcraft the marks required by § 45.23 on the—

(1) Bottom surface of the fuselage or cabin with the top of the marks toward the left side of the fuselage; and

(2) Side surfaces of the fuselage below the window lines, as near the cockpit as possible.

(b) *Airships.* Each operator of an airship shall display on that airship the marks required by § 45.23, horizontally on—

(1) The upper surface of the right horizontal stabilizer and on the under surface of the left horizontal stabilizer with the top of the marks toward the leading edge of each stabilizer; and

(2) Each side of the bottom half of the vertical stabilizer.

(c) *Spherical balloons.* Each operator of a spherical balloon shall display the marks required by § 45.23 in two places diametrically opposite and near the maximum horizontal circumference of that balloon.

(d) *Nonspherical balloons.* Each operator of a nonspherical balloon shall display the marks required by § 45.23 on each side of the balloon near its maximum cross section and immediately above either the rigging band or the points of attachment of the basket or cabin suspension cables.

§ 45.29 Size of marks.

(a) Except as provided in § 45.25(b), each operator of an aircraft shall display marks on that aircraft meeting the size requirements of this section. However, if due to the limited size of an aircraft's surface a person cannot comply with this section, he shall mark the aircraft with marks as large as practicable.

(b) *Height.* The character marks must be of equal height and on—

(1) Fixed-wing aircraft—must be at least 12 inches high;

(2) Airships, spherical balloons, and nonspherical balloons—must be at least 20 inches high; and

(3) Rotorcraft fuselage or cabin—

(i) Bottom surfaces—must be at least four-fifths as high as the fuselage is wide or 20 inches high, whichever is less; and

(ii) Side surfaces—must be as high as practicable, but not less than 2 inches high.

However, subparagraph (3)(ii) of this paragraph does not require the use of marks more than 6 inches high.

(c) *Width.* Characters must be two-thirds as wide as they are high, except the number "1", which must be one-sixth as wide as it is high, and the letters "M" and "W" which may be as wide as they are high.

(d) *Thickness.* Characters must be formed by solid lines one-sixth as thick as the character is high.

(e) *Spacing.* The space between each character may not be less than one-fourth of the character width.

§ 45.31 Marking of export aircraft.

A person who manufactures an aircraft in the United States for delivery outside thereof may display on that aircraft any marks required by the State of registry of the aircraft. However, no person may operate an aircraft so marked within the United States, except for test and demonstration flights for a limited period of time, or while in necessary transit to the purchaser.

§ 45.33 Sale of aircraft to a non-U.S. citizen; removal of marks.

When an aircraft that is registered in the United States is sold to a person who is not a citizen of the United States, the United States registered owner shall, before its delivery to the purchaser, remove all United States marks from that aircraft.

DISTRIBUTION TABLE

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10.30 -----	(¹)
13.20 -----	45.11
14.20 -----	45.11
SR 425C (last sentence of 6th para.) --	45.23

¹ Obsolete.

[F.R. Doc. 64-2345; Filed, Mar. 10, 1964; 8:48 a.m.]

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 63-CE-104]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]**Alteration of Control Zone, Revocation of Control Area Extension and Designation of Transition Area**

On November 7, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 11909) stating that the Federal Aviation Agency proposed to alter the Columbus, Ind., control zone, designate a transition area at Columbus and revoke the Atterbury, Ind., control area extension.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. The single comment received was favorable.

An examination of the controlled airspace requirements in the terminal areas adjacent to Columbus, subsequent to publication of the notice, revealed that the retention of the Atterbury control area extension is required to provide controlled airspace for holding patterns and radar vectoring beyond the limits of the proposed Atterbury transition area until the CAR Amendments 60-21/60-29 terminal area studies in adjacent areas are completed. Therefore, the Federal Aviation Agency is deleting the revocation of the Atterbury control area extension from this docket, and it will be revoked at a later date.

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

1. In § 71.171 (29 F.R. 1101), the Columbus, Ind., control zone is amended to read:

Columbus, Ind.

Within a 5-mile radius of Bakalar AFB, Columbus, Ind. (latitude 39°15'50" N., longitude 85°53'55" W.), and within 2 miles each side of the 044° bearing from the Bakalar AFB, extending from the 5-mile radius zone to 12 miles NE of the AFB, from 0730 to 2330 hours, local time, daily.

2. Section 71.181 (29 F.R. 1160) is amended by adding the following:

Atterbury, Ind.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bakalar AFB (latitude 39°15'50" N., longitude 85°53'55" W.), and within 2 miles each side of the 044° bearing from the AFB, extending from the 6-mile radius zone to 12 miles NE of the AFB; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 39°30'00" N., on the E by longitude 85°39'00" W., on the S by latitude 39°10'00" N., and on the W by longitude 86°06'00" W.

These amendments shall become effective 0001 e.s.t., April 30, 1964.

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

Issued in Washington, D.C., on March 4, 1964.

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

[F.R. Doc. 64-2316; Filed, Mar. 10, 1964; 8:45 a.m.]

[Airspace Docket No. 64-WA-14]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]**Alteration of Control Area Extension**

The purpose of this amendment to § 71.165 of the Federal Aviation Regulations is to alter the description of the New Iberia, La., control area extension.

On October 22, 1963, there was published in the FEDERAL REGISTER (28 F.R. 11260) amendments to Part 71 [New] of the Federal Aviation Regulations which revoked the south alternate to V-20 between Lake Charles, La., and Lafayette, La., and redescribed the north boundary of the New Iberia control area extension. These amendments were effective on December 12, 1963.

Subsequent to these actions, it was determined that, as a result of the revocation of V-20S between Lake Charles and Lafayette, a portion of the airspace formerly designated as controlled airspace associated with the main and alternate airway was still required for the protection of aircraft conducting IFR procedures in the Lafayette/New Iberia terminal area. Accordingly, action is taken herein to restore a portion of the controlled airspace removed by the revocation of V-20S by redescribing the New Iberia control area extension as being bounded on the north by the main airway, V-20, rather than by the present reference to radials from the Lafayette VOR.

For the reasons stated above, the Administrator finds that good cause exists for expeditious action in the interest of safety, that notice and public procedure hereon are impractical and contrary to the public interest, and, that, for the same reasons, good cause exists for making this amendment effective with less than 30 days notice.

In consideration of the foregoing, in § 71.165 (29 F.R. 1073) the New Iberia, La., control area extension is amended as follows: In the text "S of a line 5 miles S of and parallel to the Lafayette, La., VOR 115° and 255° radials," is deleted and "S of V-20," is substituted therefor.

This amendment shall become effective upon issuance.

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

Issued in Washington, D.C., on March 4, 1964.

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

[F.R. Doc. 64-2317; Filed, Mar. 10, 1964; 8:45 a.m.]

[Airspace Docket No. 63-AL-2]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]**Alteration of Federal Airway and Designation of Reporting Point**

On August 31, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 9645) stating that the Federal Aviation Agency proposed to extend VOR Federal airway No. 440 from McGrath, Alaska, via Unalak-

leet, Alaska, to Nome, Alaska, and to designate Unalakleet as a reporting point.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments but no comments were received.

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

1. In § 71.125 (27 F.R. 220-36, November 10, 1962, 27 F.R. 12616, 28 F.R. 8448) V-440 "to McGrath, Alaska (14 mile-wide airway from 45 nmi from Anchorage to 45 nmi from McGrath)," is deleted and "McGrath, Alaska (14-mile wide airway from 45 nmi from Anchorage to 45 nmi from McGrath); Unalakleet, Alaska (beginning at 45 nmi from McGrath increasing in width of one mile for every five nmi in length to 60 nmi from McGrath, thence 14 miles wide to 60 nmi from Unalakleet, thence decreasing in width of one mile for every five nmi in length to 45 nmi from Unalakleet); to Nome, Alaska (beginning at 45 nmi from Unalakleet increasing in width of one mile for every five nmi in length to 50 nmi from Unalakleet, thence 12 miles wide to 50 nmi from Nome, thence decreasing in width of one mile for every five nmi in length to 45 nmi from Nome)," is substituted therefor.

2. In §§ 71.211 and 71.213 (27 F.R. 220-174 and 175, November 10, 1962) add: Unalakleet, Alaska.

These amendments shall become effective 0001 e.s.t., May 28, 1964.

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

Issued in Washington, D.C., on March 3, 1964.

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

[F.R. Doc. 64-2318; Filed, Mar. 10, 1964; 8:45 a.m.]

[Airspace Docket No. 63-CE-115]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]**Revocation of Segments of Federal Airways**

On December 5, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 12942) stating that the Federal Aviation Agency (FAA) proposed to revoke alternate airway segments of VOR Federal airways Nos. 4, 9, 14 and 210, and a segment of VOR Federal airway No. 179.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable. Subsequent to publication of the notice, St. Louis, Mo., terminal area departure procedures were revised which now utilize V-14 north alternate segment from St. Louis to Vichy, Mo., as the primary southwestbound departure route when ILS Runway 6/ADF No. 2 approaches are in use at St. Louis. Accordingly, this north alternate segment of V-14 is being retained.

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

Section 71.123 (29 F.R. 1009) is amended as follows:

a. In V-4 "Hallsville, Mo., including an N alternate from Kansas City to Hallsville via INT of Kansas City 076° and Hallsville 292° radials;" is deleted and "Hallsville, Mo.;" is substituted therefor.

b. In V-9 "Farmington, Mo., including a W alternate;" is deleted and "Farmington, Mo.;" is substituted therefor.

c. In V-14 "Springfield, Mo., including an N alternate via INT of Neosho 044° and Springfield 261° radials; and also" is deleted and "Springfield, Mo., including" is substituted therefor.

d. V-179 is amended to read:

V-179 From Paducah, Ky., to Centuria, Ill.

e. In V-210 "Hallsville, Mo., including an N alternate via INT of Kansas City 076° and Hallsville 292° radials;" is deleted and "Hallsville, Mo.;" is substituted therefor.

These amendments shall become effective 0001 e.s.t., April 30, 1964.

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

Issued in Washington, D.C., on March 3, 1964.

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

[F.R. Doc. 64-2319; Filed, Mar. 10, 1964;
8:45 a.m.]

[Airspace Docket No. 62-SW-19]

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

Designation, Alteration and Revocation of Federal Airways

On December 5, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 12943) stating that the Federal Aviation Agency proposed to take the following actions:

1. Designate a Federal airway from Amarillo, Tex., via a new VOR to be installed near Borger, Tex., at approximately latitude 35°46'00" N., longitude 101°23'45" W., to Liberal, Kans., including a west alternate from Borger to Liberal.

2. Extend VOR Federal airway No. 272 from Sayre, Okla., direct to Borger, direct to Dalhart, Tex.

3. Realign VOR Federal airway No. 140 north alternate from Amarillo via the intersection of Amarillo 072° and the Sayre direct Borger radial, to Sayre.

4. Realign VOR Federal airway No. 12 north alternate from Amarillo, via Borger, the intersection of Borger 061° and Gage, Okla., 249° True radials, to Gage.

5. Revoke the segment of VOR Federal airway No. 81 east alternate from Amarillo to Dalhart.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments but no comments were received.

Subsequent to publication of the notice, the site of the Borger VOR has been determined as latitude 35°48'25" N., longitude 101°22'54" W. This adjustment to the original site will require only slight alteration to the airway alignments proposed in the notice.

In consideration of the foregoing, the following actions are taken:

Section 71.123 (29 F.R. 1009) is amended as follows:

1. V-304 "From Amarillo, Tex., via Borger, Tex.; to Liberal, Kans., including a W alternate via the INT of Borger 354° and Liberal 233° radials (11 miles wide from 45 nautical miles from Borger to the INT of Borger 354° and Liberal 233° radials)." is added.

2. In V-272 "From Sayre, Okla., via" is deleted and "From Dalhart, Tex., via Borger, Tex.; Sayre, Okla.;" is substituted therefor.

3. In V-140 "via Sayre, Okla., including an N alternate;" is deleted and "via Sayre, Okla., including an N alternate via the INT of Amarillo 072° and Sayre 289° radials;" is substituted therefor.

4. In V-12 "Gage, Okla., including an N alternate;" is deleted and "Gage, Okla., including an N alternate via Borger, Tex., and the INT of Borger 061° and Gage 249° radials;" is substituted therefor.

5. In V-81 "Amarillo, Tex., including an E alternate;" is deleted and "Amarillo, Tex.;" is substituted therefor.

These amendments shall become effective 0001 e.s.t., April 30, 1964.

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

Issued in Washington, D.C., on March 3, 1964.

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

[F.R. Doc. 64-2321; Filed, Mar. 10, 1964;
8:46 a.m.]

[Airspace Docket No. 63-SO-69]

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

Alteration of Federal Airway

On October 1, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 10550) stating that the Federal Aviation Agency proposed to redesignate the south alternate of VOR Federal airway No. 18 between Monroe, La., and Jackson, Miss., as a standard alternate.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

The substance of the proposed amendment having been published and for the reasons stated in the notice, the following action is taken: In § 71.123 (29 F.R. 1009) V-18 "an S alternate via INT of

Monroe 110° and Jackson 248° radials;" is deleted and "an S alternate;" is substituted therefor.

This amendment shall become effective 0001 e.s.t., April 30, 1964.

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

Issued in Washington, D.C., on March 4, 1964.

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

[F.R. Doc. 64-2322; Filed, Mar. 10, 1964;
8:46 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 4036; Amdt. 703]

PART 507—AIRWORTHINESS DIRECTIVES

Beech Model 23 Aircraft

Several instances of failure of the cabin heater/muffler weld assembly have occurred on Beech Model 23 aircraft. In these failures the tail pipe stub portion becomes detached from the heat exchanger core of the heat muffler and drops down leaving approximately a ½ inch gap. This opening allows a large quantity of exhaust gases to mix with cabin air when the cabin heat is used. To correct this unsafe condition, an airworthiness directive is being issued to require modification or deactivation of the heater/muffler shroud assemblies.

As a situation exists which demands immediate action in the interest of safety, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days after the date of publication in the FEDERAL REGISTER.

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:

BEECH. Applies to all Model 23 aircraft prior to Serial Number M-555 except Serial Number M-1.

Compliance required within 10 hours' time in service after the effective date of this AD, unless already accomplished.

Failures of the cabin heater/muffler weld assembly, Beech P/N 169-950010-21, have occurred. Such failures can cause hazardous quantities of carbon monoxide to enter the cabin when cabin heat is used. To preclude carbon monoxide contamination of cabin air, accomplish either of the following:

(a) Install a stainless steel dam around the exhaust tube between the muffler assembly and heater shroud assembly in accordance with Beechcraft Service Bulletin No. 64-1 dated January 13, 1964; or

(b) Render the cabin heat and windshield defrost system inoperative by positively securing in the closed position the sliding doors of both the cabin heat and the defrost valves in the airplane firewall.

This amendment shall become effective March 17, 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 March 5, 1964.

W. LLOYD LANE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 64-2323; Filed, Mar. 10, 1964; 8:46 a.m.]

[Reg. Docket No. 3040; Amdt. 702]

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 removal of the nylon covers from the generator and bus-tie contractors, and replacement or modification on Boeing Models 707 and 720 Series aircraft was published in 29 F.R. 437.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

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 the next 1,000 hours' time in service after the effective date of this AD, unless already accomplished.

To eliminate possible inflight electrical fire in the J6 electrical distribution panel as a result of heat generated by a loose terminal on a generator contactor, modify the J6 electrical distribution center as follows:

(a) Remove the nylon terminal covers from the generator and bus-tie circuit breakers 50088-001, -002 or -003 and external power contactor B102D or B102F.

(b) Replace the vinyl covered braid connections BAC J40D-30-24 between each generator circuit breaker and bus-tie circuit breaker with No. 4 gauge high temperature wire jumpers manufactured from MIL-W-7139A, Type I, Class A wire, or equivalent.

(c) Replace capacitors 28F345 with General Electric capacitors 49F2204 (pyranol) or equivalent.

(d) Replace synchronizing bus radio noise filter capacitors CP53B1EP205K with Sprague Electric 121P20506T13 capacitors (dry metallized paper), or equivalent.

(e) Reroute wiring to the auxiliary negative sequence relays separate from all other wires in the a.c. power shield.

(f) Modifications (a) through (e) shall be accomplished in accordance with Paragraph 3, Modification Data of Boeing Service Bulletin No. 1720, or a method approved by FAA Engineering and Manufacturing Branch, Western Region.

(Boeing Service Bulletin No. 1720 covers this same subject.)

This amendment shall become effective April 13, 1964.

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

No. 49—2

Issued in Washington, D.C., on March 5, 1964.

W. LLOYD LANE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 64-2324; Filed, Mar. 10, 1964; 8:46 a.m.]

[Docket No. 3020; Amdt. 700]

PART 507—AIRWORTHINESS DIRECTIVES

Flottorp Models F12A-3 and F12A-5 Series Propellers

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring removal and replacement of the bolts with new bolts on Flottorp Models F12A-3 and F12A-5 Series propellers was published in 28 F.R. 14272.

Interested persons have been afforded an opportunity to participate in the making of the amendment. A comment was received which suggested that the bolts be changed to AN 4H6A or that extra washers be placed under the longer bolts since it was considered impractical to determine if the AN 4H7A bolts bottom out before reaching required torque. The AD has been revised to specify AN 4H6A bolts; however, the use of additional washers is not acceptable as this could upset propeller balance. There was also a comment that the condition was corrected by Flottorp Service Bulletin No. 2. Flottorp Service Bulletin No. 2 was issued to correct spinner failures resulting from use of the spinner bulkhead with oversized inside diameters and is unrelated to this AD.

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:

FLOTTORP. Applies to all F12A-3 and F12A-5 Series propellers with FS200-1 propeller spinner.

Compliance required as indicated.

Within 15 hours' time in service after the effective date of this AD, accomplish the following rework unless already accomplished:

Remove the six AN 4H7A bolts attaching the 248-1 spinner bulkhead to the propeller flange and reinstall six shorter AN 4H6A bolts. The old AN 960-416L washers may be reused. Torque bolts to 70 to 90 inch-pounds. Safety wire all boltheads with MS20995-C32 safety wire.

This amendment shall become effective April 10, 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 March 5, 1964.

W. LLOYD LANE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 64-2325; Filed, Mar. 10, 1964; 8:46 a.m.]

[Reg. Docket No. 3045; Amdt. 701]

PART 507—AIRWORTHINESS DIRECTIVES

Schleicher Models Ka2B, Ka6, K7 and K8 Gliders

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring inspection of the elevator control push rods and repair or modification where necessary on Schleicher Models Ka2B, Ka6, K7 and K8 gliders was published in 29 F.R. 437.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

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:

SCHLEICHER. Applies to all Models Ka2B, Ka6, K7 and K8 gliders.

Compliance required as indicated.

A number of elevator control failures have occurred in service due to deflection of a long unsupported section of the push pull control rod and some manufacturing deviations. To preclude recurrence of these failures, the following shall be accomplished:

(a) Each glider shall be inspected for conformity to Schleicher Service Document entitled "Automatic Elevator Connection" dated July 4, 1962, within the next 10 hours' time in service after the effective date of this AD.

(b) Models Ka2B, Ka6, K7 and K8 gliders not conforming to the document referred in (a) shall be repaired or modified before further flight. All repairs or modifications shall conform to standards specified in CAM 18.

(c) Unless already accomplished, install an additional push pull rod support in Models Ka2B, K7 and K8 gliders within the next 10 hours' time in service.

Model	Modification No.
Ka2B	No. 7 dated July 4, 1962
K7	No. 8 dated November 23, 1961
K8	No. 7 dated November 24, 1961

(Schleicher Service Document "Automatic Elevator Connection" dated July 4, 1962, for Models Ka2B, Ka6, K7 and K8, and Mod. No. 8 dated November 23, 1961, for Model K7, Mod. No. 7 dated November 24, 1961, for Model K8, and Mod. No. 7 dated July 4, 1962, for Model Ka2B, pertain to this same subject.)

This amendment shall become effective April 13, 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 March 5, 1964.

W. LLOYD LANE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 64-2326; Filed, Mar. 10, 1964; 8:46 a.m.]

Title 15—COMMERCE AND FOREIGN TRADE

Chapter III—Bureau of International Commerce, Department of Commerce

SUBCHAPTER B—EXPORT REGULATIONS

[9th General Rev., Export Regs.,
Amdt. No. 80]

PART 373—LICENSING POLICIES AND RELATED SPECIAL PROVISIONS

Agricultural Commodities and Manufactures Thereof Covering Shipments to Subgroup A Destinations and Cuba

Section 373.5 *Licensing policy for agricultural commodities and manufactures thereof covering shipments to Subgroup A destinations and Cuba* is amended in the following particulars:

Subparagraph (3) *Certification of paragraph (b) Exportations and reexportations of wheat and wheat flour*, and subparagraph (2) *Certification of paragraph (c) Exportations and reexportations of agricultural commodities and manufactures thereof other than wheat or wheat flour*, are amended to read as follows:

§ 373.5 *Licensing policy for agricultural commodities and manufactures thereof covering shipments to Subgroup A destinations and Cuba.*

(b) *Exportations and reexportations of wheat and wheat flour.* * * *

(3) *Certification.* The exporter shall enter the following certification on the license application in the space entitled "additional information" or on an attachment thereto:

I (We) certify that with respect to the commodities described on this application (1) the price will be on the basis of the prevailing world price at the time the contract is concluded; (2) the payment will be made in United States dollars or gold; (3) the terms of sale will be cash or normal commercial credit; (4) the exportation from the United States will not be financed under Public Law 480; (5) the sale does not involve (me) (us) in any barter arrangement; (6) the commodities were produced in the United States; (7) at least 50 percent of the commodities exported under any export license resulting from this application will be exported in United States flag ocean carriers; and (8) promptly upon entering into a charter or other shipping arrangement for each shipment of commodities to be exported under any export license resulting from this application, the Maritime Administration will be notified of the name of the ship, the name of the ship operator, the ship's flag of registration, the quantity of such shipment, and the export license number under which the shipment is made.

NOTE: Notification of shipping arrangements should be addressed to the Office of Ship Operations, Maritime Administration, 441 G Street NW., Washington, D.C., 20285.

(c) *Exportations and reexportations of agricultural commodities and manufactures thereof other than wheat or wheat flour.* * * *

(2) *Certification.* The exporter shall enter on the license application in the space entitled "additional information" or on an attachment thereto, whichever one of the following certifications is applicable:

(i) I (We) certify that with respect to the commodities described on this application (1) the terms of sale will be cash or normal commercial credit; (2) the exportation from the United States will not be financed under Public Law 480; (3) the commodities were produced in the United States; (4) the sale will not involve (me) (us) in any barter arrangement; (5) at least 50 percent of the commodities exported under any export license resulting from this application will be exported in United States flag ocean carriers; and (6) promptly upon entering into a charter or other shipping arrangement for each shipment of commodities to be exported under any export license resulting from this application, the Maritime Administration will be notified of the name of the ship, the name of the ship operator, the ship's flag of registration, the quantity of such shipment, and the export license number under which the shipment is made.

This certification shall be entered on a license application covering the exportation to the Union of Soviet Socialist Republics of any of the commodities described below:

Schedule B No.	Commodity description
10110-----	Barley.
10315-----	Corn, except seed.
10350-----	Grain sorghums.
10410-----	Oats.
10550-----	Paddy or rough rice.
10571-----	Milled rice.
10575-----	Milled rice, containing 75% or more broken kernels.
10610-----	Rye.
10990-----	Grains, N.E.C.

(ii) I (We) certify that with respect to the commodities described on this application (1) the terms of sale will be cash or normal commercial credit; (2) the exportation from the United States will not be financed under Public Law 480; (3) the commodities were produced in the United States; and (4) the sale will not involve (me) (us) in any barter arrangement.

This certification shall be entered on a license application covering the exportation to the Union of Soviet Socialist Republics of any agricultural commodity or manufacture thereof, except for wheat or wheat flour and except for a commodity listed in subdivision (i) of this subparagraph. It shall also be entered on a license application covering the exportation to any other Subgroup A country of any agricultural commodity or manufacture thereof, except for wheat or wheat flour.

This amendment shall become effective as of February 28, 1964.

(Sec. 3, 63 Stat. 7; 50 U.S.C. App. 2023; E.O. 10945, 26 F.R. 4487; E.O. 11038, 27 F.R. 7003)

FORREST D. HOCKERSMITH,
Director,

Office of Export Control.

[F.R. Doc. 64-2452; Filed, Mar. 10, 1964; 11:09 a.m.]

Title 20—EMPLOYEES' BENEFITS

Chapter II—Railroad Retirement Board

PART 238—RESIDUAL LUMP-SUM PAYMENTS

Miscellaneous Amendments

Pursuant to the general authority contained in section 10 of the act of June 24, 1937 (50 Stat. 314, 45 U.S.C. 228j), §§ 238.1(vi), 238.2 (a) (1), (b) (2) and 238.4(d) of Part 238 (20 CFR §§ 238.1(vi), 238.2(a) (1), 238.2(b) (2), 238.4(d)) of the Regulations under such act are amended by Board Order 64-27, dated February 26, 1964, to read as follows:

§ 238.1 Statutory provisions.

(vi) If there be no such widow, widower, child, grandchild, parent, brother, or sister, to the estate of such employee, a lump sum in an amount equal to the sum of 4 per centum of his or her compensation paid after December 31, 1936, and prior to January 1, 1947, plus 7 per centum of his or her compensation paid after December 31, 1946, and before January 1, 1959, plus 7½ per centum of his or her compensation paid after December 31, 1958, and before January 1, 1962, plus 8 per centum of his or her compensation paid after December 31, 1961 (exclusive of compensation in excess of \$300 for any month before July 1, 1954, and in excess of \$350 for any month after June 30, 1954, and before the calendar month [June 1959] next following the month in which this Act was amended in 1959 [May 1959], and in excess of \$400 for any month after the month in which this Act was so amended and before the calendar month [November 1963] next following the month in which this Act was amended in 1963 [October 1963], and in excess of \$450 for any month after the month in which this Act was so amended), minus the sum of all benefits paid to him or her, and to others deriving from him or her, during his or her life, or to others by reason of his or her death, under this Act, and pursuant to subsection (k) of this section, under title II of the Social Security Act, as amended: *Provided, however*, That if the employee is survived by a widow, widower, or parent who may upon attaining age sixty be entitled to further benefits under this section, or pursuant to subsection (k) of this section, upon attaining * * * [the] age * * * [of eligibility] be entitled to further benefits under title II of the Social Security Act, as amended, such lump sum shall not be paid unless such widow, widower, or parent makes and files with the Board an irrevocable election, in such form as the Board may prescribe, to have such lump sum paid in lieu of all benefits to which such widow, widower, or parent might otherwise become entitled under this section or, pursuant to subsection (k) of this section, under title II of the Social Security Act, as amended. Such election shall be legally effective according to its terms. Nothing in this section shall operate to deprive a widow, widower, or parent making such election of any insurance benefits under title II of the Social Security Act, as amended, to which such widow, widower, or parent would have been entitled had this section not been enacted. The term "benefits" as used in this paragraph includes all annuities payable under this Act, lump sums payable under paragraph (1) of this subsection, and insurance benefits and lump sum payments under title II of the Social Security Act, as amended, pursuant to subsection (k) of this section, except that the deductions of the

benefits which, pursuant to subsection (k) (1) of this section, are paid under title II of the Social Security Act, during the life of the employee to him or to her and to others deriving from him or her, shall be limited to such portions of such benefits as are payable solely by reason of the inclusion of service as an employee in "employment" pursuant to said subsection (k) (1). (Section 5(f) (2) of the act)

§ 238.2 Residual lump-sum payments.

(a) *Conditions of payment.* * * *

(1) The employee died on or after January 1, 1947; and

(b) *Persons entitled to receive payments.* * * *

(2) If the employee died after September 1958 and there was no designation of beneficiary in accordance with the provisions of § 238.3 or none of the persons described in subparagraph (1) of this paragraph is living at the time the residual lump-sum payment is to be made, such payment shall be made to the following person (or, if more than one, in equal shares to the following persons) whose relationship to the deceased employee will have been determined by the Board and who will not have died before receiving such payment: the widow or widower who was living with such employee at the time of the employee's death; child; grandchild; parent; or brother and sister.

§ 238.4 Election to have residual lump-sum payment awarded.

(d) *Deterred from filing election.*

Where an individual files an election after attaining age 60 or the age of eligibility, whichever is applicable, the election shall be considered to have been timely filed, provided the individual was deterred from filing a timely election. For this purpose, it shall be considered that the individual was deterred from filing a timely election under the following circumstances:

(1) The individual notified the Board in writing prior to attaining age 60 or the age of eligibility, whichever is applicable, of his or her intention or desire to file an election and filed the election within 90 days after he or she was furnished with the prescribed form, or

(2) The individual had not been informed by the Board of the necessity for filing an election on a prescribed form at least 90 days before the end of the period in which a timely election can be filed, but did file the election before the award of monthly benefits and within 90 days after being furnished the prescribed form.

(Sec. 10, 50 Stat. 314, 45 U.S.C. 228j)

Dated: March 4, 1964.

By authority of the Board.

LAWRENCE GARLAND,
Secretary of the Board.

[F.R. Doc. 64-2335; Filed, Mar. 10, 1964; 8:47 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[FCC 64-126, Corrected]

PART 1—RULES OF PRACTICE AND PROCEDURE

PART 81—STATIONS ON LAND IN THE MARITIME SERVICES

PART 83—STATIONS ON SHIPBOARD IN THE MARITIME SERVICES

PART 85—PUBLIC FIXED STATIONS AND STATIONS OF THE MARITIME SERVICES IN ALASKA

PART 87—AVIATION SERVICES

PART 89—PUBLIC SAFETY RADIO SERVICES

PART 91—INDUSTRIAL RADIO SERVICES

PART 93—LAND TRANSPORTATION RADIO SERVICES

PART 97—AMATEUR RADIO SERVICE

PART 99—DISASTER COMMUNICATIONS SERVICE

Renewal and Modification of Radio Station Licenses; Correction

NOTE: This document supersedes in its entirety FCC 64-126 (F.R. Doc. 64-1988, 29 F.R. 2864).

In the matter of amendment of Parts 1, 81, 83, 85, 87, 89, 91, 93, 97 and 99 of the Commission's rules to implement Public Laws 87-439 so as to permit early renewal of licenses in the Safety and Special Radio Services.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 19th day of February 1964;

The Commission having under consideration certain of its rules in Parts 1, 81, 83, 85, 87, 89, 91, 93, 97 and 99 which pertain to grants of renewal and/or renewal and modification of radio station licenses; and

It appearing, that, Public Law 87-439, approved April 27, 1962, (76 Stat. 58) amending section 307(e) of the Communications Act of 1934, as amended, authorizes the Commission to renew radio station licenses in the Safety and Special Radio Services more than 30 days prior to the expiration of the original license; and

It further appearing, that the rules governing these services should be amended to implement Public Law 87-439; and

It further appearing, that the amendments ordered herein are procedural in nature and would remove a restriction and hence the prior notice and effective date provisions of section 4 of the Administrative Procedure Act do not apply; and

It further appearing, that authority for adopting the amendments herein is found in sections 4(i) and 303(r) of the Communications Act of 1934, as amended;

It is ordered, Effective March 18, 1964, that Parts 1, 81, 83, 85, 87, 89, 91, 93, 97 and 99, are amended as shown below.

Released: March 2, 1964.

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

NOTE: Rules changes herein will be covered by T.S. I(63)-1, T.S. V(64)-1, T.S. VI(64)-1, and revised edition of Volume IV being prepared.

1. Section 1.926(c) is amended to read:

§ 1.926 Application for renewal of license.

(c) All applications for renewal of license must be made during the license term and should be filed within 90 days but not later than 30 days prior to the end of the license term. In any case in which the licensee has, in accordance with the provisions of this chapter, made timely and sufficient application for renewal of license, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

2. Section 81.37 is amended to read:

§ 81.37 Renewal of license.

Application for renewal of station license shall be submitted on FCC 405-A. All applications for renewal of license must be made during the license term and should be filed within 90 days but not later than 30 days prior to the end of the license term. In any case in which the licensee has, in accordance with the provisions of this chapter, made timely and sufficient application for renewal of license, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

3. Section 81.39(a) (1) and (5) is amended to read:

§ 81.39 Applications filed concurrently.

(a) * * *

(1) Applications for modification of station license and for renewal of station license.

(5) Applications for renewal of station license and for consent to voluntary assignment or transfer of control of station license.

§ 81.66 [Deleted]

4. Section 81.66 is deleted in its entirety.

§ 81.67 [Deleted]

5. Section 81.67 is deleted in its entirety.

6. Section 83.34 is amended to read:

¹ Commissioners Bartley, Ford, and Loevinger absent.

§ 83.34 Renewal of license.

All applications for renewal of license must be made during the license term and should be filed within 90 days but not later than 30 days prior to the end of the license term. In any case in which the licensee has, in accordance with the provisions of this chapter, made timely and sufficient application for renewal of license, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

§ 83.65 [Deleted]

7. Section 83.65 is deleted in its entirety.

8. Section 85.65(b) is amended to read:

§ 85.65 Rules in other parts applicable.

(b) So far as they are consistent with this part, the following rule sections contained in Subpart C of Part 81 of this chapter shall apply to stations of the fixed service subject to this part: §§ 81.61, 81.62, 81.64, 81.69, 81.70, 81.71 (a) and (b) and 81.73. Section 81.63, except subparagraphs (1) and (2) of paragraph (b), shall apply to stations of the fixed service subject to this part.

9. Section 87.125 is amended to read:

§ 87.125 Application for renewal of license.

All applications for renewal of license must be made during the license term and should be filed within 90 days but not later than 30 days prior to the end of the license term. In any case in which the licensee has, in accordance with the provisions of this chapter, made timely and sufficient application for renewal of license, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

10. Section 89.59(g) is amended to read:

§ 89.59 Standard forms to be used.

(g) Application for renewal of station license shall be submitted on FCC 405-A. All applications for renewal must be made during the license term and should be filed within 90 days but not later than 30 days prior to the end of the license term. In any case in which the licensee has, in accordance with the provisions of this chapter, made timely and sufficient application for renewal of license, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

11. Section 91.56(g) is amended to read:

§ 91.56 Standard forms to be used.

(g) Application for renewal of station license shall be submitted on FCC 405-A. All applications for renewal must be made during the license term and should be filed within 90 days but not later than 30 days prior to the end of the license term. In any case in which the licensee

has, in accordance with the provisions of this chapter, made timely and sufficient application for renewal of license, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

12. Section 93.56(f) is amended to read:

§ 93.56 Standard forms to be used.

(f) Application for renewal of station license shall be submitted on FCC 405-A. All applications for renewal must be made during the license term and should be filed within 90 days but not later than 30 days prior to the end of the license term. In any case in which the licensee has, in accordance with the provisions of this chapter, made timely and sufficient application for renewal of license, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

13. In Section 97.13, paragraph (d) is amended and a new paragraph (e) is added to read:

§ 97.13 Renewal or modification of amateur operator license.

(d) Application for renewal and/or modification (change of address, etc.) of an amateur operator license shall be submitted on FCC Form 610 and shall be accompanied by the applicant's license. Application for renewal of unexpired licenses must be made during the license term and should be filed within 90 days but not later than 30 days prior to the end of the license term. In any case in which the licensee has, in accordance with the provisions of this chapter, made timely and sufficient application for renewal of an unexpired license, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

(e) If a license is allowed to expire, application for renewal may be made during a period of grace of one year after the expiration date. During this one year period of grace, an expired license is not valid. A license renewed during the grace period will be dated currently and will not be backdated to the date of its expiration. Application for renewal shall be submitted on FCC Form 610 and shall be accompanied by the applicant's expired license.

14. Section 97.47 is amended to read as follows:

§ 97.47 Renewal and/or modification of amateur station license.

(a) Application for renewal and/or modification (change of address, etc.) of any station license shall be submitted on FCC Form 610. In every case the application shall be accompanied by the applicant's license. Applications for renewal of unexpired licenses must be made during the license term and should be filed within 90 days but not later than

30 days prior to the end of the license term. In any case in which the licensee has, in accordance with the provisions of this chapter, made timely and sufficient application for renewal of an unexpired license, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

(b) If a license is allowed to expire, application for renewal may be made during a period of grace of one year after the expiration date. During this one year period of grace, an expired license is not valid. A license renewed during the grace period will be dated currently and will not be backdated to the date of expiration. Applications shall be submitted on FCC Form 610 and shall be accompanied by the applicant's expired license.

15. Section 99.11(d) is amended to read:

§ 99.11 Applications.

(d) Application for renewal of station license shall be submitted on FCC 405-A. All applications for renewal must be made during the license term and should be filed within 90 days but not later than 30 days prior to the end of the license term. In any case in which the licensee has, in accordance with the provisions of this chapter, made timely and sufficient application for renewal of license, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

(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)

[F.R. Doc. 64-2378; Filed, Mar. 10, 1964; 8:51 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. No. 954]

PART 95—CAR SERVICE

Wellsville, Addison & Galetton Railroad Corp. Authorized To Operate Over Certain Trackage of New York Central Railroad Co.

At a session of the Interstate Commerce Commission, Safety and Service Board No. 1, held in Washington, D.C., on the 5th day of March A.D. 1964.

It appearing, That the Wellsville, Addison & Galetton Railroad Corporation has filed application, Finance Docket No. 22971, for a certificate authorizing the acquisition and operation of certain portions of the Cowanesque Valley Branch of the line of railroad formerly operated by The New York Central Railroad Company, abandoned pursuant to order in Finance Docket No. 22592. The Commission is of the opinion that there is need for service over this line of rail-

road pending decision in Finance Docket No. 22971 and that operation of this line will best promote the service in the interest of the public and the commerce of the people; and that notice and public procedure are impracticable and contrary to the public interest and that good cause exists for making this order effective upon less than thirty day's notice.

It is ordered, That

§ 95,954 Service Order No. 954.

(a) *Wellsville, Addison & Galetton Railroad Corporation authorized to operate over certain trackage of the New York Central Railroad Company.* The Wellsville, Addison & Galetton Railroad Corporation be, and it is hereby, authorized to operate over and perform service over certain trackage of The New York Central Railroad Company consisting of 8,846 feet of railroad track at Westfield; 4,159.5 feet of railroad track at Knoxville; and 1,450 feet of railroad track at Phillips, all in Tioga County, Commonwealth of Pennsylvania.

(b) *Application.* The provisions of this order shall apply to intrastate and foreign traffic as well as interstate traffic.

(c) *Rules and regulations suspended.* The operation of all rules and regulations insofar as they conflict with the provisions of this order is hereby suspended.

(d) *Effective date.* This order shall become effective at 12:01 a.m., March 9, 1964.

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., December 31, 1964, unless otherwise modified, changed, suspended or annulled by order of this Commission.

(Secs. 1, 12, 15, 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15. Interprets or applies Secs. 1(10-17), 15(4), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4))

It is further ordered, That copies of this order and direction shall be served upon The American Short Line Railroad Association, and upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be

given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Safety and Service Board No. 1.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-2358; Filed, Mar. 10, 1964; 8:48 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 33—SPORT FISHING

Sabine National Wildlife Refuge, Louisiana

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 33.5 Special regulations, sport fishing; for individual wildlife refuge areas.

LOUISIANA

SABINE NATIONAL WILDLIFE REFUGE

Sport fishing on the Sabine National Wildlife Refuge, Louisiana, is permitted only on the areas designated by signs as open to fishing. Waters open to fishing are included within an area comprising 24,500 acres or 17 percent of the total area of the refuge. This open area comprises the interior of Pool 1b, the roadside canal adjacent to State Highway 27 and that portion of the refuge east of State Highway 27 including the East Cove area, and is delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 809 Peachtree-Seventh Building, Atlanta, Georgia, 30323. Sport fishing is subject to the following conditions:

(a) Species permitted to be taken: Black bass, yellow bass, white bass, crap-

pie, sunfish, and other minor species permitted by State regulations.

(b) Open season: March 15, 1964, through October 15, 1964. From 45 minutes before sunrise to 45 minutes after sunset.

(c) Daily creel limits: Black bass—15, white bass—25, yellow bass—25, crappie—50, sunfish—100. Other creel limits for minor species are as prescribed by State regulations.

(d) Methods of fishing: Hand line, rod and reel, pole and line, and artificial and live bait permitted.

(e) Other provisions:

(1) The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33.

(2) Boats with outboard motors no larger than 10 h.p. permitted in refuge impounded areas. No size restriction on boats with motors in the canals and rivers.

(3) Boat access into Pool 1b will be restricted to bridge site(s) on Road Canal—Boats will not be pulled across dikes.

(4) Boats may be left in Pool 1b during the fishing season but must bear the owner's name and address. Mooring of boats remaining in Pool 1b is restricted to a special designated site. Boats found moored in other areas or without required identification will be removed to refuge headquarters. All boats must be removed from the refuge prior to the close of the fishing season. Fishermen are not to enter refuge waters earlier than 45 minutes before sunrise and shall leave refuge waters before 45 minutes after sunset.

(5) Travel over the refuge is restricted to waterways.

(6) A Federal permit is not required to enter the public fishing area.

(7) The provisions of this special regulation are effective to October 16, 1964.

WALTER A. GRESH,
Regional Director, Bureau of
Sport Fisheries and Wildlife.

MARCH 3, 1964.

[F.R. Doc. 64-2336; Filed, Mar. 10, 1964; 8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Parts 121, 146]

FOOD ADDITIVES; ANTIBIOTIC DRUGS

Procaine Penicillin, Bacitracin, Bacitracin Methylene Disalicylate, Zinc Bacitracin, Streptomycin Sulfate: Proposal To Establish and Amend Animal Feed Regulations

I. Upon consideration of information available to the Food and Drug Administration with respect to procaine penicillin in medicated poultry and swine feeds, alone or in combination with other additives permitted by regulations under the provisions of sections 409 and 507 of the Federal Food, Drug, and Cosmetic Act, the Commissioner of Food and Drugs has determined that establishment by regulation in Part 121 of conditions under which such additives may be safely used would be in the public interest. He has also concluded that the regulations for bacitracin and zinc bacitracin should be amended where antibiotics are combined with procaine penicillin from 100 grams to 500 grams per ton in the combination. These combination antibiotics have been shown to be safe and effective when combined in specified ratios, and these amendments so provide. Therefore, pursuant to the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 409, 72 Stat. 1785; 21 U.S.C. 348), and delegated to the Commissioner by the Secretary (25 F.R. 8625), it is proposed to amend Part 121, as follows:

1. By adding to Subpart C the following new section:

§ 121.256 Procaine penicillin.

The food additive procaine penicillin may be safely used in accordance with the following prescribed conditions:

(a) Procaine penicillin is the procaine salt of the antibiotic substance produced by the growth of *Penicillium notatum* or *Penicillium chrysogenum* or the same antibiotic substance produced by any other means, and for the purposes of this Part 121 refers to procaine penicillin or feed-grade procaine penicillin.

(b) The antibiotic activities authorized are expressed in this section in terms of the weight of the appropriate antibiotic standard.

(c) Permitted uses of procaine penicillin alone and with certain other additives in medicated feeds are described in tabular form in this section and the tables are to be read as follows:

(1) The numbered line items establish the required limitations and indications

for use of the principal ingredient as the medicament alone, or with another ingredient added.

(2) The lettered line items establish the required limitations and indications for use of secondary ingredients that may be added to the principal ingredients indicated by the numbered entry in the "principal ingredient" column. Where principal and secondary ingredients have been mixed, the applicable "limitations" and "indications for use" from both the numbered items and lettered items apply. If duplicate limitations occur, these may be appropriately combined.

(3) Permitted combinations of principal ingredients and secondary ingredients are individually listed. Unless specifically provided by the regulations,

the principal ingredients may not be mixed with secondary ingredients.

(4) Where cross-references specify a particular table and numbered line item of another section, use of only the principal ingredient or principal ingredient combination indicated by the cross-reference is authorized thereby.

(5) The term "principal ingredient" as used in this section refers to the additive named in the title of this section but may include other ingredients listed as numbered line items. Such term is not intended to imply that the ingredient or combination is of greater value than any other additives named in this section.

(d) The additive is used or intended for use as follows:

TABLE 1—PROCAINE PENICILLIN IN CHICKEN AND TURKEY FEEDS

Principal ingredient	Grams per ton	Combined with—	Grams per ton	Limitations	Indications for use
1.1 Penicillin + bacitracin.	10-50	-----	-----	For chickens; 12.5 gm. of penicillin + 37.5 gm. of bacitracin first 4 to 6 weeks of egg production; not less than 2.5 gm. nor more than 12.5 gm. of penicillin + not less than 7.5 gm. nor more than 37.5 gm. of bacitracin for remainder of laying period; as procaine penicillin + bacitracin, bacitracin methylene disalicylate, or zinc bacitracin.	Maintaining or increasing egg production.
a. 1.1	10-50	Hygromycin B.	8-12	For chickens.	§ 121.213(c), table 1, item 1.
2.1 Penicillin + streptomycin.	22.5	-----	-----	For chickens; 22.5 gm. of combination; 3.75 gm. of penicillin + 18.75 gm. of streptomycin; as procaine penicillin + streptomycin sulfate.	Maintaining or increasing egg production.
a. 2.1	22.5	Hygromycin B.	8-12	For chickens.	§ 121.213(c), table 1, item 1.
3.1 Penicillin.	50-100	-----	-----	For chickens; as procaine penicillin.	Prevention of complicated chronic respiratory disease (air-sac infection); blue comb (nonspecific infectious enteritis). Do.
3.2 Penicillin + bacitracin.	50-100	-----	-----	For chickens; 50-100 gm. of combination; not less than 12.5 gm. of penicillin nor less than 25 gm. of bacitracin; as procaine penicillin + bacitracin, bacitracin methylene disalicylate, or zinc bacitracin.	Do.
a. 3.1 or 3.2	50-100	Hygromycin B.	8-12	For chickens.	§ 121.213(c), table 1, item 1.
4.1 Penicillin.	50-100	-----	-----	For turkeys; as procaine penicillin.	Prevention of infectious sinusitis, blue comb (mud fever). Do.
4.2 Penicillin + bacitracin.	50-100	-----	-----	For turkeys; 50-100 gm. of combination; not less than 12.5 gm. of penicillin nor less than 25 gm. of bacitracin; as procaine penicillin + bacitracin, bacitracin methylene disalicylate, or zinc bacitracin.	Do.
5.1 Penicillin + streptomycin.	90	-----	-----	For chickens; 90 gm. of combination; 15 gm. of penicillin + 75 gm. of streptomycin; as procaine penicillin + streptomycin sulfate.	Treatment of complicated chronic respiratory disease (air-sac infection), blue comb (nonspecific infectious enteritis).
a. 5.1	90	Amprolium.	36.3-227	Not for laying chickens; as prescribed in § 121.210(c), table 1, items 2.1 and 3.1.	§ 121.210(c), table 1, items 2.1 and 3.1.
b. 5.1	90	Amprolium + ethopabate.	113.5-227 3.6	Not for laying chickens; as prescribed in § 121.210(c), table 1, item 2.2.	§ 121.210(c), table 1, item 2.2.
c. 5.1	90	Hygromycin B.	8-12	For chickens.	§ 121.213(c), table 1, item 1.
6.1 Penicillin + streptomycin.	90	-----	-----	For chickens; 90 gm. of combination; 15 gm. of penicillin + 75 gm. of streptomycin; as procaine penicillin + streptomycin sulfate.	Maintaining or increasing hatchability of eggs.
a. 6.1	90	Hygromycin B.	8-12	For chickens.	§ 121.213(c), table 1, item 1.

TABLE 1—PROCAINE PENICILLIN IN CHICKEN AND TURKEY FEEDS—Continued

Principal ingredient	Grams per ton	Combined with—	Grams per ton	Limitations	Indications for use
16.1 Penicillin + bacitracin.	100-500	-----	-----	For chickens; 100-500 gm. of combination, containing not more than 50% of penicillin and 75% of bacitracin, except that if contains not more than 125 gm. of penicillin; as procaine penicillin + bacitracin or zinc bacitracin.	Treatment of complicated chronic respiratory disease (mud fever), blue comb infection, blue comb (nonspecific infectious enteritis).
17.1 Penicillin + bacitracin.	100-500	-----	-----	For turkeys; 100-500 gm. of combination, containing not less than 50% nor more than 75% of bacitracin, except that it contains not more than 125 gm. of penicillin; as procaine penicillin + bacitracin or zinc bacitracin.	Treatment of infectious sinusitis, blue comb (mud fever).

TABLE 2—PROCAINE PENICILLIN IN SWINE FEED

Principal ingredient	Grams per ton	Combined with—	Grams per ton	Limitations	Indications for use
1. Penicillin + bacitracin.	50-100	-----	-----	For swine; 50-100 gm. of combination, containing not less than 25% and not more than 50% of penicillin; as procaine penicillin + bacitracin, bacitracin methylene disalicylate, or zinc bacitracin.	Aid in the prevention of bacterial swine enteritis.
2. Penicillin + streptomycin.	45-90	-----	-----	For swine; 45-90 gm. of combination, containing 16.7% of penicillin; as procaine penicillin + streptomycin sulfate.	Do.
3. Penicillin + bacitracin.	100	-----	-----	For swine; 100 gm. of combination, containing not less than 25% and not more than 50% of penicillin; as procaine penicillin + bacitracin, bacitracin methylene disalicylate, or zinc bacitracin.	Treatment of bacterial swine enteritis.
4. Penicillin + streptomycin.	90	-----	-----	For swine; 90 gm. of combination, containing 16.7% of penicillin; as procaine penicillin + streptomycin sulfate.	Do.

(e) To assure safe use, the label and labeling of the additive, any combination of additives, and any intermediate premix or final feed shall bear, in addition to the other information required by the act, the following:

- (1) The name of the additive or additives.
- (2) A statement of the quantity or quantities contained therein.
- (3) Adequate directions and warnings for use.

2. It is proposed to amend § 121.232 *Bacitracin* by designating the table in paragraph (d) as Table 1—Bacitracin in Complete Chicken and Turkey Feed, by changing the text in the limitations column in items 6.2, 7.2, and 8.2 in that table, and by adding to paragraph (d) a new table, as follows:

§ 121.232 **Bacitracin.**
 * * * * *
 (d) * * * *

TABLE 1—PROCAINE PENICILLIN IN CHICKEN AND TURKEY FEEDS—Continued

Principal ingredient	Grams per ton	Combined with—	Grams per ton	Limitations	Indications for use
7.1 Penicillin + streptomycin.	90	-----	-----	For turkeys; 90 gm. of combination; 15 gm. of penicillin + 75 gm. of streptomycin; as procaine penicillin + streptomycin sulfate.	Treatment of infectious sinusitis, blue comb (mud fever), hexamitiasis.
a. 7.1.	90	Amprolium.	113.5-227	As prescribed in § 121.210(c), item 1.1.	§ 121.210(c), table 1, item 1.1.
8.1 Penicillin + streptomycin.	90	-----	-----	For chickens; in starter ration; 90 gm. of combination; 15 gm. of penicillin + 75 gm. of streptomycin; as procaine penicillin + streptomycin sulfate.	Prevention of early mortality caused by organisms susceptible to penicillin + streptomycin.
a. 8.1.	90	Amprolium.	36.3-227	As prescribed in § 121.210(c), table 1, items 2.1, 3.1.	§ 121.210(c), table 1, item 2.2.
b. 8.1.	90	Amprolium + ethopabate.	113.5-227-3.6	As prescribed in § 121.210(c), table 1, item 2.2.	§ 121.213(c), table 1, item 1.
c. 8.1.	90	Hygromycin B.	8-12	For chickens.	Treatment of complicated chronic respiratory disease (air-sac infection), blue comb (nonspecific infectious enteritis).
9.1 Penicillin.	100	-----	-----	For chickens; as procaine penicillin.	§ 121.213(c), table 1, item 1.
a. 9.1.	100	Hygromycin B.	8-12	For chickens.	§ 121.213(c), table 1, item 1.
10.1 Penicillin + bacitracin.	100	-----	-----	For chickens; 100 gm. of combination; 25 gm. of penicillin + 75 gm. of bacitracin; as procaine penicillin + bacitracin, bacitracin methylene disalicylate, or zinc bacitracin.	Maintaining or increasing hatchability of eggs.
a. 10.1.	100	Hygromycin B.	8-12	For chickens.	§ 121.213(c), table 1, item 1.
11.1 Penicillin + bacitracin.	100	-----	-----	For chickens; 100 gm. of combination; not less than 25 gm. of penicillin + not less than 50 gm. of bacitracin; as procaine penicillin + bacitracin methylene disalicylate.	§ 121.213(c), table 1, item 1.
a. 11.1.	100	Hygromycin B.	8-12	For chickens.	§ 121.213(c), table 1, item 1.
12.1 Penicillin + bacitracin.	100	-----	-----	For chickens; 100 gm. of combination; 25 gm. of penicillin + 75 gm. of bacitracin; as procaine penicillin + bacitracin, bacitracin methylene disalicylate, or zinc bacitracin.	During times of stress; prevention of diseases caused by organisms susceptible to a combination of penicillin and bacitracin.
13.1 Penicillin + bacitracin.	100	-----	-----	For chicks; in starter ration; 100 gm. of combination; 20 gm. of penicillin + 75 gm. of bacitracin; as procaine penicillin + bacitracin methylene disalicylate.	Prevention of early mortality of chicks due to susceptible organisms.
a. 13.1.	100	Hygromycin B.	8-12	For chicks; in starter ration.	§ 121.213(c), table 1, item 1.
14.1 Penicillin.	100	-----	-----	For turkeys; as procaine penicillin.	Treatment of infectious sinusitis, blue comb (mud fever).
14.2 Penicillin + bacitracin.	100	-----	-----	For turkeys; 100 gm. of combination; not less than 25 gm. of penicillin + not less than 50 gm. of bacitracin; as procaine penicillin + bacitracin methylene disalicylate.	Do.
15.1 Penicillin + bacitracin.	100-500	-----	-----	For chicks; in starter ration; 100-500 gm. of combination, containing not less than 50% nor more than 75% of bacitracin, except that it contains not more than 125 gm. of penicillin; as procaine penicillin + bacitracin or zinc bacitracin.	Prevention of early mortality of chicks.

3. It is proposed to amend § 121.233 *Zinc bacitracin* by designating the table in paragraph (d) as Table 1—Zinc Bacitracin in Complete Chicken and Turkey Feed, by changing the text in the limitations column in items 6.2, 7.2, and 8.2 in that table and by adding to paragraph (d) a new table, as follows:

§ 121.233 *Zinc bacitracin.*

(d) * * * *

TABLE 1—ZINC BACITRACIN IN COMPLETE CHICKEN AND TURKEY FEED

Principal ingredient	Grams per ton	Combined with—	Grams per ton	Limitations	Indications for use
6.2 Bacitracin + penicillin.	100-500	***	***	For chickens; 100-500 gm. of combination, containing not less than 50% nor more than 75% of bacitracin except that it contains not more than 125 gm. of penicillin; as procaine penicillin + zinc bacitracin. ***	Do. ***
7.2 Bacitracin + penicillin.	100-500	***	***	For chicks; in starter ration; 100-500 gm. of combination, containing not less than 50% nor more than 75% of bacitracin except that it contains not more than 125 gm. of penicillin; as procaine penicillin + zinc bacitracin. ***	Do. ***
8.2 Bacitracin + penicillin.	100-500	***	***	For turkeys; 100-500 gm. of combination, containing not less than 50% nor more than 75% of bacitracin except that it contains not more than 125 gm. of penicillin; as procaine penicillin + zinc bacitracin. ***	Do. ***

TABLE 2—ZINC BACITRACIN IN COMPLETE SWINE FEED

Principal ingredient	Grams per ton	Combined with—	Grams per ton	Limitations	Indications for use
1.1 Bacitracin	50-100			For swine; as zinc bacitracin.	Aid in the prevention of bacterial swine enteritis. Do.
1.2 Bacitracin + penicillin.	50-100			For swine; 50-100 gm. of combination, containing not less than 50 percent nor more than 75 percent of bacitracin; as zinc bacitracin + procaine penicillin.	
2.1 Bacitracin	100			For swine; as zinc bacitracin.	Treatment of bacterial swine enteritis. Do.
2.2 Bacitracin + penicillin.	100			For swine; 100 gm. of combination, containing not less than 50 percent nor more than 75 percent of bacitracin; as zinc bacitracin + procaine penicillin.	

4. It is proposed to amend § 121.252 *Bacitracin methylene disalicylate* by designating the table in paragraph (d) as Table 1—Bacitracin Methylene Disalicylate In Complete Chicken and Turkey Feed, and by adding to paragraph (d) a new table as follows:

TABLE 1—BACITRACIN IN COMPLETE CHICKEN AND TURKEY FEED

Principal ingredient	Grams per ton	Combined with—	Grams per ton	Limitations	Indications for use
6.2 Bacitracin + penicillin.	100-500	***	***	For chickens; 100-500 gm. of combination, containing not less than 50% nor more than 75% of bacitracin except that it contains not more than 125 gm. of penicillin; as procaine penicillin + bacitracin. ***	Do. ***
7.2 Bacitracin + penicillin.	100-500	***	***	For chicks; in starter ration; 100-500 gm. of combination, containing not less than 50% nor more than 75% of bacitracin except that it contains not more than 125 gm. of penicillin; as procaine penicillin + bacitracin. ***	Do. ***
8.2 Bacitracin + penicillin.	100-500	***	***	For turkeys; 100-500 gm. of combination, containing not less than 50% nor more than 75% of bacitracin except that it contains not more than 125 gm. of penicillin; as procaine penicillin + bacitracin. ***	Do. ***

TABLE 2—BACITRACIN IN COMPLETE SWINE FEED

Principal ingredient	Grams per ton	Combined with—	Grams per ton	Limitations	Indications for use
1.1 Bacitracin	50-100			For swine; as bacitracin.	Aid in the prevention of bacterial swine enteritis. Do.
1.2 Bacitracin + penicillin.	50-100			For swine; 50-100 gm. of combination, containing not less than 50% nor more than 75% of bacitracin; as bacitracin + procaine penicillin.	Treatment of bacterial swine enteritis. Do.
2.1 Bacitracin	100			For swine; 100 gm. of combination, containing not less than 50% nor more than 75% of bacitracin; as bacitracin + procaine penicillin.	
2.2 Bacitracin + penicillin.	100			For swine; 100 gm. of combination, containing not less than 50% nor more than 75% of bacitracin; as bacitracin + procaine penicillin.	

§ 121.252 Bacitracin methylene disalicylate.

(d) * * *

TABLE 2—BACITRACIN METHYLENE DISALICYLATE IN COMPLETE SWINE FEED

Principal Ingredient	Grams per ton	Combined with—	Grams per ton	Limitations	Indications for use
1.1 Bacitracin.....	50-100	-----	-----	For swine; as bacitracin methylene disalicylate.	Aid in the prevention of bacterial swine enteritis. Do.
1.2 Bacitracin + penicillin.	50-100	-----	-----	For swine; 50-100 gm. of combination, containing not less than 50 percent nor more than 75 percent of bacitracin; as bacitracin methylene disalicylate + procaine penicillin.	
2.1 Bacitracin.....	100	-----	-----	For swine; as bacitracin methylene disalicylate.	Treatment of bacterial swine enteritis. Do.
2.2 Bacitracin + penicillin.	100	-----	-----	For swine; 100 gm. of combination, containing not less than 50 percent nor more than 75 percent of bacitracin; as bacitracin methylene disalicylate + procaine penicillin.	

5. Based upon an evaluation of the data before him and proceeding under the authority of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(4), 72 Stat. 1786; 21 U.S.C. 348(c)(4)), the Commissioner of Food and Drugs has further concluded that a tolerance limitation is required in order to assure that the use of the food additive streptomycin in accordance with § 121.1025 will not cause the edible tissues of swine to be unsafe. Therefore, it is proposed to revise § 121.1025 to read as follows:

§ 121.1025 Streptomycin.

A tolerance of zero is established for residues of streptomycin in the edible tissues of chickens, turkeys, and swine, and in eggs.

(Sec. 409, 72 Stat. 1785; 21 U.S.C. 348)

II. Under the authority vested in the Secretary of Health, Education, and Welfare, by the Federal Food, Drug, and Cosmetic Act (sec. 507(c), 59 Stat. 463 as amended; 21 U.S.C. 357(c)), and delegated to the Commissioner of Food and Drugs by the Secretary (21 CFR 2.90; 29 F.R. 471), the Commissioner finds that swine feed containing specified antibiotics is safe and efficacious for use in the amounts and under the conditions prescribed in Part 121 of this chapter. Therefore, it is proposed to amend § 146.26 *Animal feed containing certifiable antibiotic drugs* as set forth below:

1. It is proposed to amend paragraph (b) (6) by changing the third clause of the first sentence to read as follows: "or if it is intended solely for use as an aid in the prevention of bacterial swine enteritis, it contains, per ton of feed, not less than 45 grams nor more than 90 grams of penicillin and streptomycin in a combination containing 16.7 percent penicillin."

2. It is proposed to amend paragraph (b) (9) by changing that portion of the first sentence following the words "except that if it contains the combination drug and it is intended" to read: "as an aid in the prevention of bacterial swine enteritis, it contains per ton of feed, not less than 50 grams nor more than 100 grams of bacitracin or a combination of bacitracin plus penicillin; if it is the combination drug, it contains not less

than 50 percent nor more than 75 percent of bacitracin."

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

All interested persons are hereby invited to present written views, comments, or objections regarding this proposal within 30 days from the date of publication of this proposal in the FEDERAL REGISTER. Such comments should be submitted, preferably in quintuplicate, to the Hearing Clerk, Department of Health, Education, and Welfare, 330 Independence Avenue SW., Washington, D.C., 20201.

Dated: March 3, 1964.

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

[F.R. Doc. 64-2246; Filed, Mar. 10, 1964; 8:45 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-WA-18]

CONTROLLED AIRSPACE

Extension of Time for Comments

In a notice of proposed rule making published in the FEDERAL REGISTER on January 17, 1964 (29 F.R. 435), it was stated that the Federal Aviation Agency proposed to alter control area 1408; amend the description of VOR Federal airway No. 157; make editorial changes in the descriptions of VOR Federal airways Nos. 51, 225, 1507 and 1511; and proposed non-rule-making action to alter warning area W-173.

In accordance with the terms of the notice, the time of public comment expires forty-five days after the date of publication in the notice. The Department of the Navy has informed the Federal Aviation Agency that it wishes to present additional data on the proposals contained in the notice and requested that additional time be allotted for the submission of such data. This request appears to be reasonable. Therefore, in order to provide the Navy and other interested persons a further opportunity to

submit additional written data, views or arguments, the date for filing such material is extended to March 20, 1964. In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (14 CFR 11.65), I hereby give notice that the time within which comments will be received for consideration on Airspace Docket No. 63-WA-18 is extended to March 20, 1964. Communications should be submitted in triplicate to the Director, Southern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 20636, Atlanta, Ga., 30320.

(Secs. 307(a) and 1110, 72 Stat. 749 and 800; 49 U.S.C. 1348 and 1510 and Executive Order 10854, 24 F.R. 9765)

Issued in Washington, D.C., on March 4, 1964.

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

[F.R. Doc. 64-2327; Filed, Mar. 10, 1964; 8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-SO-95]

FEDERAL AIRWAYS

Proposed Alteration

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

VOR Federal airway No. 154 is designated in part from Meridian, Miss., via INT of Meridian 089° and Montgomery, Ala., 282° radials; to Montgomery. VOR Federal airway Nos. 209 and 1783 are designated from Mobile, Ala., via INT of Mobile 356° and Tuscaloosa, Ala., 223° radials; to Tuscaloosa.

The FAA is commissioning a new VOR in the vicinity of Kewanee, Miss. (latitude 32°22'00" N., longitude 88°27'30" W.) on or about April 15, 1964. The Agency has under consideration the following actions predicated on this new facility.

1. Realign V-154 from Meridian via Kewanee; Selma, Ala.; to Montgomery.

2. Realign V-209 from Mobile as a 10-mile wide airway to the intersection of the Mobile 356° and the Hattiesburg 080° True radials; thence 8-mile wide airway to Kewanee; thence 10-mile wide airway to Tuscaloosa.

3. Realign V-1783 from Mobile as a 10-mile wide airway to the intersection of the Mobile 356° and the Hattiesburg VOR 080° True radials; thence 8-mile wide airway to Kewanee; thence 10-mile wide airway to Tuscaloosa.

The proposed airway realignments via the Kewanee VOR would provide more precise navigational guidance for aircraft operating along these airway segments which are adjacent to the Craig Air Force Intensive Student Jet Training Areas Nos. 1 and 2. In addition, utilization of the Kewanee VOR would permit reduction in airway widths and a slight expansion of the western boundary of the Craig Intensive Student Jet Training Area No. 2. Concurrent with the airway realignments proposed here-

in, the FAA is considering the following nonrule-making action to redescribe the Craig Intensive Student Jet Training Area No. 2 boundaries as follows:

Craig ISJTA No. 2 boundaries:

Beginning at latitude 32°16'00" N., longitude 88°22'00" W.; thence to latitude 32°16'00" N., longitude 87°06'00" W.; thence to latitude 32°12'00" N., longitude 87°00'00" W.; thence to latitude 32°12'00" N., longitude 86°49'00" W.; thence to latitude 32°03'00" N., longitude 86°42'00" W.; thence to latitude 31°33'00" N., longitude 87°31'00" W.; thence to latitude 31°32'00" N., longitude 88°05'00" W.; thence to latitude 31°35'00" N., longitude 88°06'00" W.; thence to latitude 31°35'00" N., longitude 88°19'00" W.; to point of beginning.

The time of use and altitudes for Craig Intensive Student Jet Training Area No. 2 would remain as presently established.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Southern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 20636, Atlanta, Ga., 30320. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Regulations and Procedures Division, Federal Aviation Agency, Washington, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

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

Issued in Washington, D.C., on March 3, 1964.

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

[F.R. Doc. 64-2328; Filed, Mar. 10, 1964;
8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-WE-53]

FEDERAL AIRWAY SEGMENTS

Proposed Revocation

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

Amber Federal airway No. 1 is designated from Red Bluff, Calif., to the United States/Canadian border. The Federal Aviation Agency is considering the revocation of the segments of this airway from Red Bluff to Eugene, Ore., and from Portland, Ore., to Seattle, Wash. The latest Federal Aviation Agency IFR peak day airway traffic survey for Amber 1 shows a maximum of 4 aircraft movements on any two segments between Red Bluff and Eugene, and only 1 aircraft movement between Portland and Seattle. Therefore, it appears that the segments of Amber 1 between Red Bluff and Eugene, and between Portland and Seattle are unjustified as an assignment of airspace. In addition, these segments are adequately served by VOR Federal airway No. 23. Accordingly, the Federal Aviation Agency proposes to revoke these segments of Amber 1. Adoption of this proposal would not result in the discontinuance of the low frequency navigational aids associated with these airway segments. Any proposals to discontinue one or more of these aids would be circularized separately and interested persons would be afforded an opportunity to comment.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attn: Chief, Air Traffic Branch, Federal Aviation Agency, Western Region Area Office, P.O. Box 45018, Los Angeles, California, 90045. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Branch, Western Region Area Office, or the Chief, Airspace Regulations and Procedures Division, Federal Aviation Agency, Washington, D.C., 20553. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C. An informal docket will also be available for examination at the office of the Branch Chief, Western Region Area Office.

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

Issued in Washington, D.C., on March 3, 1964.

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

[F.R. Doc. 64-2329; Filed, Mar. 10, 1964;
8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-WE-71]

FEDERAL AIRWAY

Proposed Alteration

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

VOR Federal airway No. 25 is designated in part from Paso Robles, Calif., to Salinas, Calif., via the intersection of the Paso Robles 317° and the Salinas 147° True radials, including an east alternate segment between these points via the intersection of the Paso Robles 332° and the Salinas 131° True radials.

The FAA is considering realignment of V-25 main airway segment from Paso Robles direct to Salinas, and realignment of the east alternate segment via the intersection of the Paso Robles 342° and the Salinas 131° True radials. The direct realignment of V-25 main airway segment would provide a shorter route between Paso Robles and Salinas. The realignment of V-25 east alternate would provide lateral separation from the eastern boundary of R-2504 Restricted Area to permit simultaneous use of the east alternate airway segment while the restricted area is being utilized for its designated purpose.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles, Calif., 90009. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Regulations and Procedures Division, Federal Aviation Agency, Washington, D.C., 20553. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Ave. SW., Washington, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

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

Issued in Washington, D.C., on March 4, 1964.

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

[F.R. Doc. 64-2330; Filed, Mar. 10, 1964;
8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-EA-8]

FEDERAL AIRWAY SEGMENT AND
CONTROL AREA EXTENSION

Proposed Revocation and Alteration

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

VOR Federal airway No. 119 is designated in part from London, Ky., to Newcombe, Ky. The latest FAA IFR peak day airway traffic survey shows a maximum of three aircraft movements for this segment of V-119. Therefore, it appears that this airway segment is unjustified as an assignment of airspace. Accordingly, the FAA proposes its revocation.

The Lexington, Ky., control area extension is designated in part with reference to a boundary line described by the segment of V-119 proposed herein for revocation. The FAA proposes that this boundary line be redescribed by a line 8 miles southeast and parallel to the Newcombe 221° True radial. This redescribed boundary would slightly increase the southeastern portion of the Lexington control area extension. This would provide controlled airspace for protection of aircraft holding west of the Newcombe VOR utilizing the 264° magnetic radial.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica, N.Y., 11430. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Regulations and Procedures Division, Federal Aviation Agency, Washington, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel, Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C. An informal docket will

also be available for examination at the office of the Regional Air Traffic Division Chief.

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

Issued in Washington, D.C., on March 4, 1964.

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

[F.R. Doc. 64-2332; Filed, Mar. 10, 1964;
8:47 a.m.]

[14 CFR Parts 71 [New], 73 [New]]

[Airspace Docket No. 64-EA-4]

RESTRICTED AREA AND CONTROLLED
AIRSPACE

Proposed Designation and Alteration

Notice is hereby given that the Federal Aviation Agency is considering amendments to §§ 71.123 and 73.66 of the Federal Aviation Regulations, the substance of which is stated below.

The Camp Pickett, Va., Restricted Area R-6602 is an area of 44 square miles assigned to the Commanding General, Second United States Army, Fort Meade, Md., for artillery and infantry high trajectory weapons firing. The area is designated for continuous use from June 1 through September 8; 0600 e.s.t. Saturday to 2200 e.s.t. Sunday from September 9 through May 31; other times after issuance of NOTAMS by the using agency at least 48 hours in advance. When activated by NOTAM, another NOTAM shall be issued upon termination of use. The designated altitudes of R-6602 are surface to 18,500 feet MSL.

The Department of the Army has advised the Federal Aviation Agency that due to the reorganization and assignment of additional weapons to using organizations of Camp Pickett, the firing areas within the present boundaries of R-6602 are insufficient in number to meet all firing requirements. The Army has requested that 14 additional firing areas located outside the southeast boundary of R-6602 be included in the restricted area. The inclusion of these firing positions within the boundaries of R-6602 would require the designation of approximately four additional square miles of restricted airspace from the surface to 1,900 feet MSL. Since the modified restricted area would coincide with a portion of VOR Federal airway No. 157, it is proposed that the description of this airway be amended to exclude the airspace within R-6602.

If these actions are taken:

1. R-6602 Camp Pickett, Va., would be amended to read:

R-6602 Camp Pickett, Va.:

Boundaries. Beginning at latitude 37°05' 37" N., longitude 77°51'54" W.; to latitude 37°04'25" N., longitude 77°51'45" W.; along State Highway No. 40 to latitude 37°03'55" N., longitude 77°51'05" W.; to latitude 37°02'43" N., longitude 77°50'38" W.; to latitude 37°01'05" N., longitude 77°50'43" W.; to latitude 36°59'50" N., longitude 77°50'34" W.; to latitude 36°57'58" N., longitude 77°52'14" W.; to latitude 36°57'54" N., longitude 77°53'19" W.; to latitude 36°58'12"

N., longitude 77°57'42" W.; to latitude 37°01'50" N., longitude 77°58'40" W.; to latitude 37°01'50" N., longitude 77°55'58" W.; to latitude 37°05'37" N., longitude 77°56'00" W.; to point of beginning.

Designated altitudes. The area northwest of a line between latitude 37°01'05" N., longitude 77°50'43" W. and latitude 36°57'54" N., longitude 77°53'19" W., surface to 18,500 feet MSL. The area southeast of this line, surface to 1,900 feet MSL.

Time of designation. Continuous from June 1 through September 8; 0600 EST Saturday to 2200 EST Sunday from September 9 through May 31; other times after issuance of NOTAMS by the using agency at least 48 hours in advance. When activated by NOTAM, another NOTAM shall be issued upon termination of use.

Using agency. Commanding General, Second United States Army, Fort Meade, Md.

2. The description of Victor 157 would be amended to exclude the airspace within R-6602.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica, N.Y., 11430. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Regulations and Procedures Division, Federal Aviation Agency, Washington, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel, Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

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

Issued in Washington, D.C., on March 3, 1964.

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

[F.R. Doc. 64-2331; Filed, Mar. 10, 1964;
8:46 a.m.]

[14 CFR Part 507]

[Reg. Docket No. 4035]

GENERAL DYNAMICS MODELS 22,
22M, 30, AND 30A SERIES AIR-
CRAFT

Proposed Airworthiness Directive

The Federal Aviation Agency has under consideration a proposal to amend Part

PROPOSED RULE MAKING

507 of the Regulations of the Administrator to include an airworthiness directive for General Dynamics Models 22, 22M, 30, and 30A Series aircraft. Several instances of inadvertent operation of the engine air turbine starter at continuous overspeeds with subsequent failure of the starter have occurred in flight, resulting in extensive damage to the surrounding nacelle structure and propulsion systems. To correct this unsafe condition, this AD requires the installation and use of an improved warning system.

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 Ave. SW., Washington, D.C., 20553. All communications received on or before April 10, 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 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:

GENERAL DYNAMICS. Applies to all Models 22, 22M, 30, and 30A Series aircraft.

Compliance required within 1,500 hours' time in service after the effective date of this AD unless already accomplished.

Inadvertent operation of the engine air turbine starter at continuous overspeeds has occurred in flight. To preclude starter failures of this nature, the following modifications and airplane flight manual procedures are required:

(a) Modify the Models 22, 22M, 30, and 30A starter operation warning systems to include a master warning light indication when the starter valve is in the open position in accordance with the following General Dynamics/Convair Service Bulletins or an FAA approved equivalent:

(1) General Dynamics/Convair Service Bulletin 880 S.B. No. 80-5 for the Model 22.

(2) General Dynamics/Convair Service Bulletin 880M S.B. No. 80-2 for the Model 22M.

(3) General Dynamics/Convair Service Bulletin 990 S.B. No. 80-1 or 80-3 for the Models 30 and 30A.

(b) FAA engineering approval of equivalent methods of complying with (a) shall be processed through the FAA, Flight Standards Division, Engineering and Manufacturing Branch, Western Region.

(c) Revise the Emergency Procedures section of the appropriate FAA approved Airplane Flight Manual to incorporate the procedure for isolating a malfunctioning starter valve in flight as set forth in the following FAA approved General Dynamics/Convair Airplane Flight Manual revisions:

(1) Revision 73 to CS 59-061 dated December 17, 1963, for Model 22-2 and Revision 74 to CS 59-019 dated December 17, 1963, for the Model 22-1.

(2) Revision 34 to CS 61-008 dated December 17, 1963, for the Model 22M.

(3) Revision 32 to CS 61-048 dated December 17, 1963, for the Model 30.

(4) Revision 14 to CS 62-046 dated December 17, 1963, for the Model 30A.

Issued in Washington, D.C., on March 3, 1964.

W. LLOYD LANE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 64-2334; Filed, Mar. 10, 1964; 8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Parts 0, 1]

[Docket No. 15363; FCC 64-198]

NEW OR MODIFIED CALL SIGNS

Notice of Proposed Rule Making

In the matter of new § 1.550 and the amendment of § 0.241(c) of the Commission rules relating to requests for new or modified call signs for Standard, FM or Television Broadcasting Stations.

1. Notice is hereby given of proposed rule making in the above-entitled matter.

2. The Commission has under consideration a change in its procedures with respect to the assignment of call signs to broadcasting stations. Call signs are now assigned by the Office of the Chief Engineer under authority delegated in § 0.241(c) of the Commission rules as follows: If a permittee does not indicate a preference for a call sign, an appropriate one is assigned to him. If a permittee requests a specific call sign, it is assigned to him after a determination that it is available and assignable. Permittee can indicate his preference in writing, either personally or through his attorney. The same procedure is followed when an existing station requests a change of call sign.

3. This procedure has proved inadequate. In some instances stations in the same area as the applicant have objected to the assignment of a certain call sign on the basis of alleged similarity to their own call signs. The Commission then considers whether or not such call sign is sufficiently dissimilar from those of the objectors both phonetically and rhythmically so that there will be no significant likelihood of public confusion arising. The difficulties which have arisen as a result of such objections point to the need for revision of our procedure so that interested persons in the same area will have an opportunity to object to such requests before Commission action.

4. We are therefore proposing to amend our rules to provide that public notice will be given of such request and to indicate that no action will be taken thereon earlier than thirty days after the date of such notice. Applicants for new or modified call signs are therefore advised to take no action in reliance on securing said call sign until notified by the Commission that said request has been granted.

5. We are further proposing to amend our rules to require applicants for new or changed call signs for broadcasting stations to advise other broadcasting stations whose transmitters are within a thirty-five mile radius of applicant's transmitter of the intention to make such request. While we are aware that objections may be received from stations outside this area, by such notice the applicant will reach substantially all the stations which would be directly concerned.

6. We are of the view that it is unnecessary to include in the requirements of this section international broadcasting stations and stations in the experimental, auxiliary and special broadcasting service, and, therefore, do not propose to include them in the requirements of this rule.

7. Authority for the issuance of the proposed amendments is contained in sections 4(i) and 303 (o) and (r) of the Communications Act of 1934, as amended.

8. Accordingly, it is proposed to add § 1.550 to the Commission rules as set forth below. Section 0.241, in which the authority to act on said requests is delegated to the Chief Engineer, would be amended editorially to call attention to the changes made in § 1.550.

9. Pursuant to applicable procedures set out in § 1.415 of the Commission rules, interested persons may file comments on or before April 13, 1964, and reply comments on or before April 23, 1964. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this Notice.

10. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all comments, briefs, replies, pleadings, or other documents shall be furnished the Commission.

Adopted: March 4, 1964.

Released: March 6, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

1. It is proposed to add a new § 1.550 to the rules.

§ 1.550 Requests for new or modified call sign assignments.

(a) Requests for new or modified call sign assignments for standard, FM, or television broadcasting stations shall be made by letter to the Secretary, Federal Communications Commission, Washington, D.C., 20554.

(b) Each individual request submitted under the provisions of paragraph (a) of this section shall include the following:

(1) A statement that applicant has notified by mail all broadcasting stations whose transmitters are within a 35-mile radius of the authorized trans-

¹ Commissioners Hyde and Ford absent.

mitter site of its intention to apply for said call sign and the date on which it will make such application. The statement shall also contain the text of said notice, the date on which it was mailed, and the call signs and locations of all stations to which it was mailed.

(2) A statement as to whether or not the requested call sign has been used by any broadcasting station in the said 35-mile radius within the year preceding the date of the filing of the request.

(3) Subject to the other requirements of this paragraph, as many as five call signs, listed in descending order of preference, may be included in a single request.

(c) No request for call signs subject to the provisions of this section will be acted upon by the Commission earlier than 30 days following issuance of public notice of the receipt of such request. Applicants for new or modified call signs are therefore advised to take no action in reliance on securing said call sign until notified by the Commission that said request has been granted.

(d) The requirements of paragraphs (b) and (c) of this section are waived with respect to international broadcasting stations and stations in the experimental, auxiliary, and special broadcasting services.

2. It is proposed to amend § 0.241(c) as follows:

§ 0.241 Authority delegated.

(c) To assign new or modified call signs to stations in all of the radio services except the Citizens and Amateur Radio Services. See §§ 0.332(a) and 1.550.

[F.R. Doc. 64-2379; Filed, Mar. 10, 1964; 8:51 a.m.]

SMALL BUSINESS ADMINISTRATION

[13 CFR Part 121]

ENGINEERING AND ARCHITECTURAL SERVICES INDUSTRY

Hearing on Definition as Small Business

Notice is hereby given that the Small Business Administration proposes to hold a hearing on the definition of small business for the engineering and architectural services industry (Standard Industrial Classification Industry Number 8911) for the purpose of Government procurements and SBA business loans.

The hearing will take place on April 7, 1964, at 10:00 a.m., e.s.t., in Room 443, 811 Vermont Avenue NW., Washington, D.C.

Interested persons may file with the Director, Size Standards Division, on/or before April 3, 1964, written statements of facts, opinions, or arguments concerning the appropriate definition of a small business in the engineering and architectural services industry. Those persons who wish to make oral statements

should notify the Director in writing setting forth the name and title (if any) of the persons who will appear and whom they will represent.

All correspondence on this matter should be addressed to:

Samuel S. Solomon, Director,
Size Standards Division,
Small Business Administration,
811 Vermont Avenue NW.,
Washington, D.C., 20416.

The engineering and architectural services industry consists of concerns performing services of a professional nature in the fields of engineering and architecture of all kinds.

On July 1, 1963, SBA adopted new size standards (definitions) on an industry by industry basis. It defined a small business concern for the purpose of all Government contracts for services not separately defined, as one whose average sales or receipts for its preceding three fiscal years did not exceed \$1 million.

Subsequent to July 1, 1963, representatives of various segments of the engineering and architectural services industry have questioned the \$1 million annual receipts definition now applicable to service industries generally.

The purpose of this hearing is to consider the propriety of the \$1 million size standard. It should be noted that SBA considers that the size of a service concern should be measured by the amount of business it does, rather than by its number of employees. Consequently, comment should be directed to the question whether the \$1 million standard should be raised, lowered or retained at its present level.

We also are interested in receiving specific comments and suggestions with regard to statements made by members of the industry relating to:

(1) Competition between independent engineering concerns (concerns which are not departments, divisions or affiliates of manufacturing concerns), and engineering departments of large business.

(2) The growth aspects of well established independent engineering companies.

(3) The competitive problem of new business competing for Government contracts on equal terms with long-established multimillion dollar corporations.

(4) The competency of one-man and two-men concerns in this industry to perform the type contracts for this industry which the Government is setting aside for small business.

(5) The information this Agency has received that (a) there are approximately 15 independent Naval architectural firms which possess the capability of handling Government contracts in this specialized field and (b) such firms compete with the architectural and engineering departments of the major shipbuilding companies.

Dated: March 4, 1964.

EUGENE P. FOLEY,
Administrator.

[F.R. Doc. 64-2313; Filed, Mar. 10, 1964; 8:45 a.m.]

Notices

DEPARTMENT OF STATE

Agency for International Development

[Delegation of Authority No. 34]

DEPUTY ADMINISTRATOR

Delegation of Authority

Pursuant to the authority vested in me by Delegation of Authority No. 104, dated November 3, 1961, from the Secretary of State, the Deputy Administrator of the Agency for International Development is hereby designated to serve as full Deputy and alter ego to the Administrator and is responsible under my general direction for all aspects of the Agency's activities. In accordance with the foregoing, and to the extent consistent with law, the Deputy Administrator is authorized to represent, and to exercise the authority of the Administrator with respect to all functions now or hereafter conferred upon or held by the Administrator of the Agency for International Development by Delegation of Authority No. 104, as amended from time to time, or by or under any Agency Regulation, Manual Order, Directive, Notice or other issuance, and all functions or authorities delegated or assigned to, or otherwise conferred upon or held by me, as Administrator, or as a head of an agency by law or regulation of any competent authority.

Delegation of Authority No. 16 from the Administrator, dated June 12, 1962 (27 F.R. 5821) is hereby rescinded.

Delegation of Authority No. 9 (Revised) from the Administrator (27 F.R. 9226) is hereby amended as follows: Delete the titles "Deputy Administrator for Operations" and "Deputy Administrator for Administration" which appear in paragraphs numbered "1" and "2", respectively, and substitute therefor the titles "Deputy Administrator" and "Assistant Administrator for Administration", respectively.

This Delegation of Authority shall be effective immediately.

DAVID E. BELL,
Administrator.

FEBRUARY 29, 1964.

[F.R. Doc. 64-2352; Filed, Mar. 10, 1964;
8:48 a.m.]

[LA/FIELD-1]

DIRECTOR, A.I.D. MISSION TO PERU Delegation of Authority

Pursuant to the authority vested in the Assistant Administrator, Bureau for Latin America, by the Foreign Assistance Act of 1961, as amended, and the delegations of authority issued thereunder, I hereby delegate to the Director, United States A.I.D. Mission to Peru ("Director"), retaining for myself concurrent

authority to exercise any of the functions herein delegated:

(1) Authority to execute capital assistance authorizations, loan or grant, for projects or programs whenever:

(a) The amount proposed for obligation is less than \$2.5 million; and

(b) An intensive review request for the project or program has been approved by the Assistant Administrator or his designee.

(2) Authority to execute amendments to capital assistance authorizations executed heretofore or hereafter, where the amount originally authorized is less than \$2.5 million, and the amendment does not increase the maximum total amount of the loan or grant.

(3) Authority to negotiate, execute and implement all agreements and amendments to agreements hereafter authorized by the Director.

(4) Authority to implement all loans heretofore authorized for Peru by the Development Loan Fund, the International Cooperation Administration, and the Agency for International Development, and all capital assistance activities heretofore or hereafter authorized by the Agency for International Development, this authority to include authority to negotiate, execute and implement agreements and amendments to agreements in accordance with authorizing documents.

The authority hereby delegated may not be redelegated.

WILLIAM D. ROGERS,
Acting Assistant Administrator,
Bureau for Latin America.

JANUARY 31, 1964.

[F.R. Doc. 64-2353; Filed, Mar. 10, 1964;
8:48 a.m.]

[LA/FIELD-2]

DIRECTOR, A.I.D. MISSION TO BRAZIL Delegation of Authority

Pursuant to the authority vested in the Assistant Administrator, Bureau for Latin America, by the Foreign Assistance Act of 1961, as amended, and the delegations of authority issued thereunder, I hereby delegate to the Director, United States A.I.D. Mission to Brazil ("Director"), retaining for myself concurrent authority to exercise any of the functions herein delegated:

(1) Authority to execute capital assistance authorizations, loan or grant, for projects or programs whenever:

(a) The amount proposed for obligation is less than \$2.5 million; and

(b) An intensive review request for the project or program has been approved by the Assistant Administrator or his designee.

(2) Authority to execute amendments to capital assistance authorizations executed heretofore or hereafter, where the amount originally authorized is less than \$2.5 million, and the amendment does not increase the maximum total amount of the loan or grant.

(3) Authority to negotiate, execute and implement all agreements and amendments to agreements hereafter authorized by the Director.

(4) Authority to implement all loans heretofore authorized for Brazil by the Development Loan Fund, the International Cooperation Administration, and the Agency for International Development, and all capital assistance activities heretofore or hereafter authorized by the Agency for International Development, this authority to include authority to negotiate, execute and implement agreements and amendments to agreements.

The authority hereby delegated may not be redelegated.

WILLIAM D. ROGERS,
Acting Assistant Administrator,
Bureau for Latin America.

JANUARY 31, 1964.

[F.R. Doc. 64-2354; Filed, Mar. 10, 1964;
8:48 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service POCAHONTAS SALES CO. ET AL. Notice of Changes in Names of Posted Stockyards

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

ARKANSAS

Original name of stockyard, location, and date of posting	Current name of stockyard and date of change in name
Pocahontas Sales Co., Pocahontas, February 1, 1958.	Randolph County Livestock Auction Co., February 3, 1964.

KANSAS

Pratt Livestock Commission Co., Pratt, December 4, 1962.	Pratt Livestock Commission Co., Inc., January 22, 1964.
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MISSISSIPPI

Waynesboro Livestock Yard, Waynesboro, January 5, 1959.	Waynesboro Livestock Yard, Inc., February 14, 1962.
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OHIO

Original name of stockyard, location, and date of posting Current name of stockyard and date of change in name
 Dorset Sale, Dorset, May 30, 1959----- The Dorset Livestock Auction, Inc., January 28, 1964.

OKLAHOMA

Meeker Livestock Auction Co., Meeker, Fowler Brothers, February 18, 1964. October 9, 1962.

SOUTH DAKOTA

Campbell County Livestock Auction, Herreid, June 23, 1954. Campbell County Livestock Auction, Inc., March 1, 1963.

Done at Washington, D.C., this 5th day of March 1964.

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

[F.R. Doc. 64-2351; Filed, Mar. 10, 1964; 8:48 a.m.]

Commodity Credit Corporation
 SALES OF CERTAIN COMMODITIES

March 1964 CCC Monthly Sales List

Notice to buyers. Pursuant to the policy of Commodity Credit Corporation issued October 12, 1954 (19 F.R. 6669), and subject to the conditions stated therein as well as herein, the commodities listed below are available for sale and, where noted, for redemption of payment-in-kind certificates on the price basis set forth.

The prices at which Commodity Credit Corporation commodity holdings are available for sale during March 1964 were announced today by the U.S. Department of Agriculture. The following commodities are available: Butter, cheddar cheese, nonfat dry milk, cotton (upland and extra long staple), wheat, corn, oats, barley, rye, rice, grain sorghum, peanuts, and flax.

The March list of commodities available is unchanged from February.

Provision is made in this March Sales List for the initiation of redemptions of pooled wheat payment-in-kind certificates issued to participating farmers as a portion of their 1963-crop wheat price support. On the certificates against which sales will be made, farmers received sight drafts and requested CCC's marketing assistance. Certificate redemptions in storable CCC-owned wheat for unrestricted use will be made at a price determined by CCC but not less than the formula price (105 percent of the support loan rate plus carrying charges) for other unrestricted use storable wheat sales.

The CCC Monthly Sales List, which varies from month to month as additional commodities become available or commodities formerly available are dropped, is designed to aid in moving CCC's inventories into domestic or export use through regular commercial channels.

If it becomes necessary during the month to amend this list in any material way—such as by the removal or addition of a commodity in which there is general interest or by a significant change in price or method of sale—an announcement of the change will be sent to all persons currently receiving the list by mail from Washington. To be put on this mailing list, address: Director, Procurement and Sales Division, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, Washington, D.C., 20250.

Interest rates per annum under the CCC Export Credit Sales Program for March 1964 are 4 percent for periods up to and including 12 months, and 4½ percent for periods from over 12 months up to a maximum of 36 months. All commodities currently offered for sale by CCC, plus tobacco from CCC loan stocks, are available for export sale under the CCC Export Credit Sales Program.

The following CCC-owned commodities are available for programing under Title IV, Public Law 480, private trade agreements: Wheat, corn, barley, rye, rice, grain sorghum, upland and extra long staple cotton, tobacco from CCC loan stocks, butter, cheese, and nonfat dry milk. In addition, other surplus agricultural commodities are also eligible for Title IV programing. A list of all commodities available under this program, and current information on interest rates and other phases of the program are being sent separately to recipients of the CCC Monthly Sales List.

The following commodities are currently available for barter: Nonfat dry milk, butter, cheddar cheese, cotton, tobacco, wheat, corn, barley, and grain sorghum. This list is subject to change from time to time.

The CCC will entertain offers from responsible buyers for the purchase of any commodity on the current list. Offers accepted by CCC will be subject to the terms and conditions prescribed by the Corporation. These terms include payment by cash or irrevocable letter of credit before delivery of the commodity, and the conditions require removal of the commodity from CCC stocks within a reasonable period of time. Where conditions of sale for export differ from those for domestic sale, proof of exportation is also required, and the buyer is responsible for obtaining any required

U.S. Government export permit or license. Purchases from CCC shall not constitute any assurance that any such permit or license will be granted by the issuing authority.

Applicable announcements containing all terms and conditions of sale will be furnished upon request. For easy reference a number of these announcements are identified by code number in the following list. Interested persons are invited to communicate with the Agricultural Stabilization and Conservation Service, USDA, Washington, D.C., 20250, with respect to all commodities or—for specified commodities—with the designated ASCS Commodity Office.

Commodity Credit Corporation reserves the right to amend, from time to time, any of its announcements. Such amendments shall be applicable to and be made a part of the sale contracts thereafter entered into.

CCC reserves the right to reject any or all offers placed with it for the purchase of commodities pursuant to such announcements.

If CCC does not have adequate information as to the financial responsibility of a prospective buyer to meet all contract obligations that might arise by acceptance of an offer or if CCC deems such buyer's financial responsibility to be inadequate, CCC reserves the right (i) to refuse to consider the offer, (ii) to accept the offer only after submission by the buyer of a certified or cashier's check, bond, letter of credit or other security acceptable to CCC assuring that the buyer will discharge the responsibility under the contract, or (iii) to accept the offer upon condition that the buyer promptly submit to CCC such of the aforementioned security as CCC may direct. If a prospective buyer is in doubt as to whether CCC is acquainted with his financial responsibility he should communicate with the ASCS office at which the offer is to be placed to determine whether a financial statement or advance financial arrangement will be necessary in his case.

Disposals and other handling of inventory items often result in small quantities at given locations or in qualities not up to specifications. These lots are offered by the appropriate ASCS office promptly upon appearance and therefore, generally, they do not appear in the Monthly Sales List.

On sales for which the buyer is required to submit proof to CCC of exportation the buyer shall be regularly engaged in the business of buying or selling commodities and for this purpose shall maintain a bona fide business office in the United States, its territories or possessions and have a person, principal, or resident agent upon whom service of judicial process may be had.

Prospective buyers for export should note that generally, sales to United States Government agencies, with only minor

exceptions will constitute domestic unrestricted use of the commodity.

Commodity Credit Corporation reserves the right, before making any sales, to define or limit export areas.

Notice to exporters. The Department of Commerce, Bureau of International Commerce, pursuant to regulations under the Export Control Act of 1949, prohibits the exportation or re-exportation by anyone of any commodities (except absorbent cotton and sterilized gauze and bandages with respect to Cuba only) under this program to Cuba, the Soviet Bloc, or Communist-controlled area of the Far East including Communist China, North Korea and the Communist-controlled area of Vietnam, except under validated license issued by the U.S. Department of Commerce, Bureau of International Commerce.

These regulations generally require that exporters, in or in connection with their contracts with foreign purchasers, where the contract involves \$10,000 or more and exportation is to be made to a Group R country, obtain from the foreign purchaser a written acknowledgment of his understanding of (1) U.S. Commerce Department prohibitions (Comprehensive Export Schedule, 15 CFR §§ 371.4 and 371.8) against sales or resale for re-export of said commodities, or any part thereof, without express Commerce Department authorization, to the Soviet Bloc, Communist China, North Korea or the Communist-controlled area of Vietnam or to Cuba, and (2) the sanction of denial of future U.S. export privileges that may be imposed for violation of the Commerce Department regulations. Exporters who have a continuing and regular relationship with a foreign purchaser may obtain a blanket acknowledgment from such purchaser covering all transactions involving surplus agricultural commodities and manufactures thereof purchased from CCC or subsidized for export by the Secretary of Agriculture or CCC. Where commodities are to be exported by a party other than the original purchaser of the commodities from the CCC the original purchaser should inform the exporter in writing of the requirements for obtaining the signed acknowledgment from the foreign purchaser.

For all exportations, one of the destination control statements specified in Commerce Department Regulations (Comprehensive Export Schedule, 15 CFR § 379.10(c)) is required to be placed on all copies of the shipper's export declaration, all copies of the bill of lading, and all copies of the commercial invoices. For additional information as to which destination control statement to use, the exporter should communicate with the Bureau of International Commerce or one of the field offices of the Department of Commerce.

Exporters should consult the applicable Commerce Department regulations for more detailed information if desired and for any changes that may be made therein.

Commodity	Sales price or method of sale		
Dairy products.....	Sales are in carlots only in-store at storage location of products. Submission of offers: Submit offers to the Minneapolis ASCS Commodity Office.		
Butter.....	Domestic, unrestricted use: Announced prices, under LD-29, as amended: 62.0 cents per pound—New York, Pennsylvania, New Jersey, New England, and other States bordering the Atlantic Ocean and Gulf of Mexico. 61.25 cents per pound—Washington, Oregon, and California. All other States 61.0 cents per pound. Export: Competitive bid under LD-33, as amended, pursuant to invitations to bid to be issued by Minneapolis ASCS Commodity Office. Announced prices under LD-35: Any butter offered but not sold under the invitation to bid issued pursuant to LD-33 will be offered for sale through the following Wednesday at prices announced by press release in Washington each Thursday.		
Cheddar cheese (standard moisture basis).	Domestic, unrestricted use: Announced prices under LD-29, as amended: 40.75 cents per pound—New York, Pennsylvania, New England, New Jersey, and other States bordering the Atlantic Ocean and Pacific Ocean and the Gulf of Mexico. All other States 39.75 cents per pound. Export: Competitive bid under LD-33, as amended, pursuant to invitation to bid to be issued by Minneapolis ASCS Commodity Office. Announced prices under LD-35: Any cheese offered but not sold under the invitation to bid issued pursuant to LD-33 will be offered for sale through the following Wednesday at prices announced by press release in Washington each Thursday.		
Nonfat dry milk.....	Domestic, unrestricted use: Announced prices, under LD-29, as amended: Spray process, U.S. Extra Grade, 16.40 cents per pound. Export: Competitive bid under LD-33, as amended, pursuant to invitation to bid to be issued by Minneapolis ASCS Commodity Office. Announced prices, under LD-35: Any nonfat dry milk offered but not sold under the invitation to bid issued pursuant to LD-33 will be offered for sale through the following Monday at prices announced by press releases in Washington each Tuesday.		
Cotton, upland.....	Domestic, unrestricted use: Competitive bid under the terms and conditions of Announcement NO-C-16, as amended (Sale of Upland Cotton for Unrestricted Use). Under this announcement, upland cotton acquired under price support programs will be sold at the highest price offered but in no event at less than the higher of (a) 115 percent of the current support price for such cotton plus reasonable carrying charges, or (b) the market price for such cotton, as determined by CCC. Export, CCC Sales for export: Competitive bid under the terms and conditions of Announcements CN-EX-18 Cotton Export Program—Sales (1963-64 Marketing Year), as amended, and NO-C-22 Sale of Upland Cotton (Cotton Export Program—1963-64 Marketing Year), as amended, and NO-C-24 Sale of Irregular Upland Cotton for Export. Export, CCC Barter and Credit Sales: Competitive bid under the terms and conditions of Announcements CN-EX-21 (Acquisition of Upland Cotton for Export Under Barter and Credit Sales Programs) and NO-C-22, (Sale of Upland Cotton (Cotton Export Program—1963-64 Marketing Year)), as amended.		
Cotton, extra long staple.....	Domestic or export, unrestricted use: Competitive bid under the terms and conditions of Announcements NO-C-6 (Revised July 22, 1960), as amended, and NO-C-10, as amended. Under these announcements domestic grown extra long staple cotton will be sold at the highest price offered but in no event at less than the higher of (a) 115 percent of the current support price for such cotton plus reasonable carrying charges, or (b) the domestic market price as determined by CCC. Export, CCC Sales for export: Competitive bid under the terms and conditions of Announcements CN-EX-20 (Foreign-Grown Extra Long Staple Cotton Export Program) and NO-C-23 (Sale of Foreign-Grown Extra Long Staple Cotton).		
Available.....	Sales of cotton will be made by the New Orleans ASCS Commodity Office and catalogs for upland cotton and extra long staple cotton showing quantities, qualities, and locations may be obtained for a nominal fee from that office.		
Barley, bulk.....	Domestic and export, unrestricted use: A. Redemption of domestic payment-in-kind certificates: 1 Such CCC dispositions of barley, as CCC may designate, will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. The minimum price at which barley shall be valued for such dispositions shall be market price, but not less than the payment-in-kind formula price for such redemptions. Such formula price shall be the applicable 1963 price-support loan rate for the class, grade and quality of the barley plus the amount shown in C below applicable to the type of carrier involved. B. General sales: ¹ 1. Storable: Such CCC dispositions of storable barley, as CCC may designate as general sales, will be made during the month at market price but not less than the Agricultural Act of 1949 formula minimum price for such sales which is 105 percent of the applicable 1963 price support rate ¹ (published price-support loan rate plus 14 cents per bushel) for the class, grade, and quality of the barley plus the amount shown in C below applicable to the type of carrier involved. If delivery is outside the area of production, applicable freight will be added. Examples of these formula minimum prices are shown in C below. CCC will normally make general sales of barley when dispositions of such barley are not being made against domestic payment-in-kind certificates. 2. Nonstorable: Such dispositions of nonstorable barley as CCC may designate as general sales will be made at not less than market price, as determined by CCC. C. Markups and Agricultural Act of 1949 formula price examples (per bushel).		
Markup in cents received by	Example of in-store ² formula minimum prices for No. 2 or better barley (exrall or barge in dollars)		
Truck	Rail or barge	Terminal	General sales price
13	8	Minneapolis, Minn. Kansas City, Mo.	\$1.29 1.31
D. Availability information: For information on CCC barley sales and payment-in-kind from bin sites, contact ASCS State or county offices. For information on the disposition of barley from other locations, contact the Evanston, Kansas City, Minneapolis, or Portland ASCS grain office listed at end of table.			

See footnotes at end of table.

Commodity	Sales price or method of sale										
Corn, bulk	<p>Domestic and export—unrestricted use:</p> <p>A. Redemption of domestic payment-in-kind certificates: 1. Such CCC certificates or rights as represented by pooled certificates under a feed grain program shall be valued at the price at which corn shall be valued under the applicable 1963 price support loan rate for the class, grade and quality of the corn, plus the amount shown in C below applicable for the storage point involved.</p> <p>B. General sales: 1. Storable: Such CCC dispositions of storable corn, as CCC may designate as general sales, will be made during the month at market price, but not less than the Agricultural Act of 1949 formula minimum price for such sales which is 105 percent of the applicable 1963 price support rate¹ (published price support loan rate plus 18 cents per bushel) for the class, grade, and quality of the corn, plus the amount shown in C below, applicable to the storage point involved. Examples of these formula minimum prices are shown in C below. For corn in store at other than the point of production the freight from point of production to the present point of storage will also be added. CCC will normally make general sales of corn when dispositions of such corn are not being made against domestic payment-in-kind certificates.</p> <p>2. Nonstorable: Such dispositions of nonstorable corn as CCC may designate as general sales will be made at not less than market price, as determined by CCC.</p> <p>C. Markups and Agricultural Act of 1949 formula price examples (per bushel).</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Markup in cents in-store at</td> <td>Example of in-store² formula minimum prices for No. 2 yellow corn (14 percent Mt. and 2 percent F.M.L.) (extral or barge in dollars)</td> </tr> <tr> <td>Production point</td> <td>5</td> </tr> <tr> <td>Other points</td> <td>6½</td> </tr> <tr> <td>Terminal</td> <td>Minneapolis, Minn.⁴ Chicago, Ill.³</td> </tr> <tr> <td>General sales price</td> <td>\$1.90¾ 1.88½</td> </tr> </table> <p>D. Availability information: For information on CCC corn sales and payments-in-kind from bin sites, contact ASCS State or county offices. For information on the disposition of corn from other locations, contact the Evanson, Kansas City, Minneapolis or Portland ASCS grain office listed at end of table.</p> <p>Export announcement sales:</p> <p>(1) Under Announcement GR-212 (Revision 2, Jan. 9, 1961) for application to arrangements for barter, approved CCC credit and other designated sales. (2) Under Announcement GR-368 (Revised Aug. 31, 1959), as amended, or feed grain export payment-in-kind program, CCC reserves the right to determine the class, grade, quality and quantity to be made available for sale under the above announcements. CCC stocks of corn at West Coast seaboard terminals are available for sale under these export announcements, except such corn shall not be eligible for Title I, P.L. 480 purchase authorization or for barter. The statutory minimum price referred to in the price adjustment provisions of these export sales announcements is 105 percent of the applicable price support rate plus the adjustment market price, as determined by CCC; export payment-in-kind rates are deducted from credit and barter sales prices.</p> <p>Available: Evanson, Kansas City, Minneapolis, and Portland ASCS grain offices.</p>	Markup in cents in-store at	Example of in-store ² formula minimum prices for No. 2 yellow corn (14 percent Mt. and 2 percent F.M.L.) (extral or barge in dollars)	Production point	5	Other points	6½	Terminal	Minneapolis, Minn. ⁴ Chicago, Ill. ³	General sales price	\$1.90¾ 1.88½
Markup in cents in-store at	Example of in-store ² formula minimum prices for No. 2 yellow corn (14 percent Mt. and 2 percent F.M.L.) (extral or barge in dollars)										
Production point	5										
Other points	6½										
Terminal	Minneapolis, Minn. ⁴ Chicago, Ill. ³										
General sales price	\$1.90¾ 1.88½										

Commodity	Sales price or method of sale										
Barley, bulk (continued)	<p>Export announcement sales:</p> <p>(1) Under Announcement GR-368 (Revised Aug. 31, 1959), as amended, for feed grain export payment-in-kind program. (2) Under Announcement GR-212 (Revision 2, Jan. 9, 1961), or application to approved CCC barter, credit and other designated sales. CCC reserves the right to determine the class, rate, quality, and quantity to be made available for the sale under these announcements. Bin sites may be used for the sale of such stocks of the applicable price support rate, plus the adjustment referred to in subparagraph C above. Sale is made at the applicable export market price, as determined by CCC; export payment-in-kind rates are deducted from credit and barter sales prices.</p> <p>A. Availability information: For information on CCC grain sorghum sales and payments-in-kind from bin sites, contact ASCS State or county offices. For information on the disposition of grain sorghum from other locations, contact the Kansas City, Evanson, Portland or Minneapolis ASCS grain office listed at end of table.</p> <p>Export announcement sales:</p> <p>(1) Under Announcement GR-212 (Revision 2, Jan. 9, 1961), for application to arrangements for barter, approved CCC credit and other designated sales. (2) Under Announcement GR-368 (Revised Aug. 31, 1959), as amended, for feed grain export payment-in-kind program. CCC stocks of grain sorghum held in California export terminals are the only stocks stored in California available for sale under these export announcements, except that such sorghum shall not be eligible for application to Title I, P.L. 480 purchase authorizations or for barter. CCC reserves the right to determine the class, grade, quality, and quantity to be made available for sale under the announcements. The statutory minimum price referred to in the price adjustment provision of these export sales announcements is 105 percent of the applicable price support rate plus the adjustment referred to in subparagraph C above. Sale is made at the applicable export market price, as determined by CCC; export payment-in-kind rates are deducted from credit and barter sales prices.</p> <p>Available: Evanson, Kansas City, Minneapolis, and Portland ASCS grain offices.</p>										
Grain sorghum, bulk	<p>Domestic and export, unrestricted use:</p> <p>A. Redemption of domestic payment-in-kind certificates: Such CCC dispositions of grain sorghum, as CCC may designate, will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. The minimum price at which grain sorghum shall be valued for such dispositions shall be market price, but not less than the payment-in-kind formula price for such redemption. Such formula price shall be the applicable 1963 price support loan rate for the class, grade and quality of the grain sorghum, plus the amount shown in C below applicable to the type of carrier involved. If delivery is outside the area of production, applicable freight will be added. Examples of these formula minimum prices are shown in C below. CCC will normally make general sales of grain sorghum when dispositions of such grain sorghum are not being made against domestic payment-in-kind certificates.</p> <p>2. Nonstorable: Such dispositions of nonstorable grain sorghum as CCC may designate as general sales will be made at not less than market price, as determined by CCC.</p> <p>C. Markups and Agricultural Act of 1949 formula price examples (per hundredweight).</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Markup in cents received by</td> <td>Examples of in-store² formula minimum prices for No. 2 or better grain sorghum (extral or barge in dollars)</td> </tr> <tr> <td>Truck</td> <td>16</td> </tr> <tr> <td>Reel or barge</td> <td>16</td> </tr> <tr> <td>Terminal</td> <td>Kansas City, Mo</td> </tr> <tr> <td>General sales price</td> <td>\$2.63</td> </tr> </table> <p>D. Availability information: For information on CCC grain sorghum sales and payments-in-kind from bin sites, contact ASCS State or county offices. For information on the disposition of grain sorghum from other locations, contact the Kansas City, Evanson, Portland or Minneapolis ASCS grain office listed at end of table.</p> <p>Export announcement sales:</p> <p>(1) Under Announcement GR-212 (Revision 2, Jan. 9, 1961), for application to arrangements for barter, approved CCC credit and other designated sales. (2) Under Announcement GR-368 (Revised Aug. 31, 1959), as amended, for feed grain export payment-in-kind program. CCC stocks of grain sorghum held in California export terminals are the only stocks stored in California available for sale under these export announcements, except that such sorghum shall not be eligible for application to Title I, P.L. 480 purchase authorizations or for barter. CCC reserves the right to determine the class, grade, quality, and quantity to be made available for sale under the announcements. The statutory minimum price referred to in the price adjustment provision of these export sales announcements is 105 percent of the applicable price support rate plus the adjustment referred to in subparagraph C above. Sale is made at the applicable export market price, as determined by CCC; export payment-in-kind rates are deducted from credit and barter sales prices.</p> <p>Available: Evanson, Kansas City, Minneapolis, and Portland ASCS grain offices.</p>	Markup in cents received by	Examples of in-store ² formula minimum prices for No. 2 or better grain sorghum (extral or barge in dollars)	Truck	16	Reel or barge	16	Terminal	Kansas City, Mo	General sales price	\$2.63
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Truck	16										
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Terminal	Kansas City, Mo										
General sales price	\$2.63										

See footnotes at end of table.

Commodity	Sales price or method of sale																																							
	Rye, bulk	<p>Domestic and export, ¹ unrestricted use. Storable: Market price, as determined by CCC, but not less than the Agricultural Act of 1949 formula price which is 105 percent of the applicable 1963 price support rate² for the class, grade, and quality of the grain plus the respective amount shown below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to the above.</p> <table border="1"> <thead> <tr> <th colspan="3">Per bushel markup received by</th> <th colspan="3">Examples of per bushel formula minimum price (ex-rail or barge)</th> </tr> <tr> <th>Truck</th> <th>Rail or barge</th> <th>Terminal</th> <th>Class and grade</th> <th>Price</th> <th></th> </tr> </thead> <tbody> <tr> <td>Cents 14</td> <td>Cents 8</td> <td>Minneapolis, Minn.-----</td> <td>No. 2 or better (or No. 3 on TW only).</td> <td>\$1.44</td> <td></td> </tr> </tbody> </table> <p>Available: At bin sites through ASCS county offices. At other locations through the Evanson, Kansas City, Minneapolis, or Portland ASCS grain offices. Nonstorable (as available): At not less than market price as determined by CCC through the ASCS grain offices listed at end of table.</p> <p>Export: (1) Under Announcement GR-388 (Revised Aug. 31, 1959) as amended, for feed grain export payment-in-kind program. (2) Under Announcement GR-212 (Revision 2, Jan. 9, 1961), for application to arrangements for approved CCC credit and other designated sales. Sale is made at the applicable export market price, as determined by CCC; export payment-in-kind rates are deducted from credit sales prices. Available: Evanson, Kansas City, and Portland ASCS offices; also Minneapolis ASCS grain office for rye stored in terminals in Minneapolis. Domestic, unrestricted use. Storable: Market price basis in store,² but not less than the applicable 1963 support price for the class, grade, and quality of the grain plus 14½ cents per bushel, and plus the respective amount shown below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to the above.</p> <table border="1"> <thead> <tr> <th rowspan="2">Unit</th> <th colspan="3">Received by</th> <th colspan="3">Examples of minimum prices (ex-rail or barge)</th> </tr> <tr> <th>Truck</th> <th>Rail or barge</th> <th>Terminal</th> <th>Class and grade</th> <th>Price</th> <th></th> </tr> </thead> <tbody> <tr> <td>Bushel-----</td> <td>Cents 16</td> <td>Cents 8</td> <td>Minneapolis-----</td> <td>No. 1-----</td> <td>\$3.35½</td> <td></td> </tr> </tbody> </table> <p>Nonstorable (as available): At not less than market price as determined by CCC through the Minneapolis Grain Merchandising ASCS office. Available: Through the Minneapolis Grain Merchandising ASCS office.</p>		Per bushel markup received by			Examples of per bushel formula minimum price (ex-rail or barge)			Truck	Rail or barge	Terminal	Class and grade	Price		Cents 14	Cents 8	Minneapolis, Minn.-----	No. 2 or better (or No. 3 on TW only).	\$1.44		Unit	Received by			Examples of minimum prices (ex-rail or barge)			Truck	Rail or barge	Terminal	Class and grade	Price		Bushel-----	Cents 16	Cents 8	Minneapolis-----	No. 1-----	\$3.35½
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See footnotes at end of table.

Commodity	Sales price or method of sale																																					
	Oats, bulk	<p>Domestic and export, ¹ Storable: Market price, as determined by CCC, but not less than the Agricultural Act of 1949 formula price which is 105 percent of the applicable 1963 price support rate² for the class, grade, and quality of the oats plus the amount shown below applicable to the storage point involved. For oats in-store at other than the point of production, the freight from point of production to the present point of storage will also be added.</p> <table border="1"> <thead> <tr> <th colspan="3">Per bushel markup in-store at</th> <th colspan="3">Examples of per bushel formula minimum prices basis in-store</th> </tr> <tr> <th>Production point</th> <th>Other points</th> <th>Terminal</th> <th>Grade and class</th> <th>Price</th> <th></th> </tr> </thead> <tbody> <tr> <td>Cents 8</td> <td>Cents 9½</td> <td>Chicago, ³ Ill.----- Minneapolis, ⁴ Minn.-----</td> <td>No. 2 (or better)</td> <td>\$0.91 - .81¾</td> <td></td> </tr> </tbody> </table> <p>Available: At bin sites through ASCS county offices. At other locations through the Evanson, Kansas City, Minneapolis, or Portland ASCS grain offices. Nonstorable (as available): At not less than the market price as determined by CCC. At bin sites through ASCS county offices. At other locations through the ASCS grain offices listed at end of table.</p> <p>Export announcement sales: (1) Under Announcement GR-368 (Rev. Aug. 31, 1959) as amended for feed grain export payment-in-kind programs. (2) Under Announcement GR-212 (Revision 2, Jan. 9, 1961) for application to approved CCC credit and other designated sales. Oats will not be sold for application to Title I, or Title IV, F.L. 480 purchase authorizations or for barter. Sale is at the applicable export market price, as determined by CCC; export payment-in-kind rates are deducted from credit sales prices. Available: Evanson, Kansas City, Minneapolis, and Portland ASCS grain offices. Domestic, unrestricted use. Storable: Market price but not less than 1963 loan rate plus 5 percent, plus 35 cents per hundred weight, basis in store.² Export: Rice: Export Program Payment-in-Kind under GR-369, Revision II, I for approved credit sales. Price, price, and varieties of rough rice available from Kansas City ASCS Commodity Office. Domestic for crushing or export; Competitive bid under CCC Peanut Announcement 1 (Revised Jan. 4, 1962) as amended. Domestic and export, unrestricted use. A. Redemption of Domestic Payment-in-kind Certificates: Such CCC dispositions of wheat, as CCC may designate, will be in redemption of certificates or rights represented by pooled certificates under the 1963 wheat price-support program. Wheat for such dispositions shall be valued at a price determined by CCC but not less than the Agricultural Act of 1949 formula price which is 105 percent of the applicable 1963 support loan rate² for the class, grade, and quality⁴ of the wheat plus the amount shown in C below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to such formula price.</p> <table border="1"> <thead> <tr> <th colspan="3">Per bushel markup received by</th> <th colspan="3">Examples of per bushel formula minimum prices basis in-store: ex-rail or barge</th> </tr> <tr> <th>Truck</th> <th>Rail or barge</th> <th>Terminal</th> <th>Class and grade</th> <th>Price</th> <th></th> </tr> </thead> <tbody> <tr> <td>Cents 14</td> <td>Cents 8</td> <td>Chicago----- Minneapolis----- Kansas City----- Portland-----</td> <td>No. 1 RW----- No. 1 DNS----- No. 1 HW----- No. 1 SW-----</td> <td>\$2.29 2.35 2.26 2.18</td> <td></td> </tr> </tbody> </table>		Per bushel markup in-store at			Examples of per bushel formula minimum prices basis in-store			Production point	Other points	Terminal	Grade and class	Price		Cents 8	Cents 9½	Chicago, ³ Ill.----- Minneapolis, ⁴ Minn.-----	No. 2 (or better)	\$0.91 - .81¾		Per bushel markup received by			Examples of per bushel formula minimum prices basis in-store: ex-rail or barge			Truck	Rail or barge	Terminal	Class and grade	Price		Cents 14	Cents 8	Chicago----- Minneapolis----- Kansas City----- Portland-----	No. 1 RW----- No. 1 DNS----- No. 1 HW----- No. 1 SW-----	\$2.29 2.35 2.26 2.18
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Rice, rough

Peanuts, shelled or unshelled (farmers' stock), as available.

Wheat, bulk

Commodity	Sales price or method of sale
Wheat, bulk (continued)-----	<p>Domestic and export, unrestricted use—Continued</p> <p>B. General sales:¹</p> <ol style="list-style-type: none"> 1. Storable: Such CCC dispositions of storable wheat, as CCC may designate will be general sales. Such sales shall be made at the same minimum price as redemptions of payments-of-kind certificates described in A above. CCC will normally make general sales of wheat when dispositions of such wheat are not being made against domestic payment-in-kind certificates. 2. Nonstorable: Such dispositions of nonstorable wheat as CCC may designate as general sales will be made at not less than market price, as determined by CCC. <p>C. Markups and formula minimum price examples.</p> <p>D. Availability information: For information on CCC wheat sales and payments-in-kind from bin sites, contact ASCS State or county offices. For information on the disposition of wheat from other locations, contact the Evanston, Kansas City, Minneapolis, or Portland ASCS grain office listed at end of table.</p> <p>Export announcement sales:</p> <p>(1) Under Announcement GR-345 (Revised July 13, 1962) as amended, for export under the wheat export payment-in-kind program, except that durum wheat will not be eligible for P.L. 480, Title I sales, (2) under Announcement GR-212 (Rev. 2, Jan. 9, 1961), for specified offerings as announced and (3) under Announcement GR-261 (Rev. 2, Jan. 9, 1961, as amended) for export as wheat and under Announcement GR-262 (Rev. 2, Jan. 9, 1961) for export as flour for application under arrangements for barter and approved CCC credit sales only at prices determined daily. Sales under the above announcements are made at the applicable export market price as determined by CCC; export payment-in-kind rates are deducted from credit and barter sales prices.</p> <p>Available: Evanston, Kansas City, Minneapolis, and Portland ASCS grain offices. (At Portland ASCS office, Hard Red Winter wheat with 12.0 percent or less protein will be available for barter or Title I, P.L. 480 transactions for export to Korea, Okinawa, and Formosa only.)</p>

¹ Such dispositions shall be for domestic unrestricted use or for export.
² The delivery basis for these examples is "in-store", and market prices will be on the same basis. The formula price delivery basis for bin site sales will be f.o.b.
³ To compute, multiply applicable support price by 1.05, round product up to nearest whole cent and add amount shown above and any applicable freight.
⁴ On sales made on a protein basis, the loan rate shall be increased by the applicable market or loan bulletin protein premium for the protein content of the wheat, whichever is higher. On sales made on a sedimentation basis, the loan rate shall be increased by the applicable loan bulletin sedimentation premium for the sedimentation value of the wheat. On sales made on a combined sedimentation and protein basis, the loan rate shall be adjusted by the applicable loan bulletin sedimentation and protein premiums and discounts for the respective sedimentation value and protein contents of the wheat.
⁵ Woodford County, Ill., origin.
⁶ Redwood County, Minn., origin.

USDA AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE OFFICES

GRAIN OFFICES

Evanston ASCS Commodity Office, 2201 Howard Street, Evanston, Ill., 60202. Telephone: Long distance—University 9-0600 (Evanston Exchange). Local—Rogers Park 1-5000 (Chicago, Ill.).

Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, Vermont, and West Virginia.

Branch Office—Minneapolis ASCS Branch Office, 310 Grain Exchange Building, Minneapolis, Minn., 55415. Telephone: 334-2051.

Minnesota, Montana, North Dakota, South Dakota, and Wisconsin.

Kansas City ASCS Commodity Office, 8930 Ward Parkway (P.O. Box 205), Kansas City, Mo., 64141. Telephone: Emerson 1-0860.

Alabama, Arkansas, Colorado, Kansas, Louisiana, Mississippi, Missouri, Nebraska, New Mexico, Oklahoma, Texas, and Wyoming.

Branch Office—Portland ASCS Branch Office, 1218 Southwest Washington Street, Portland, Ore., 97205. Telephone: Capitol 6-3361.

Alaska, Hawaii, Idaho, Nevada, Oregon, Utah, and Washington, and Arizona and California (Export sales only).

Branch Office—Berkeley ASCS Branch Office, 2020 Milvia Street, Berkeley, Calif., 94704. Telephone: Thornwall 1-5121.

Arizona and California (Domestic sales only).

PROCESSED COMMODITIES OFFICE (ALL STATES)

Minneapolis ASCS Commodity Office, 6400 France Avenue, South Minneapolis, Minn., 55410. Telephone: 334-3200.

COTTON OFFICES (ALL STATES)

New Orleans ASCS Commodity Office, Wirth Building, 120 Marais Street, New Orleans, La., 70112. Telephone: 529-2411.

Cotton Products and Export Operations Office, 80 Lafayette Street, New York, N.Y., 10013. Telephone: Rector 2-8000.

Representative of General Sales Manager, New York Area: Joseph Reidinger, 80 Lafayette Street, New York, N.Y., 10013. Telephone: Rector 2-8000.

Representative of General Sales Manager, West Coast Area: Callan B. Duffy, Balboa Building, 593 Market Street, San Francisco 5, Calif. Telephone: Sutter 1-3179.

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply sec. 407, 63 Stat. 1066; sec. 105(c), 63 Stat. 1051, as amended by 76 Stat. 612; secs. 303, 306, and 307, 76 Stat. 614-617; 7 U.S.C. 1427; and 1441 (note))

Signed at Washington, D.C., on March 6, 1964.

H. D. GODFREY,
 Executive Vice President,
 Commodity Credit Corporation.

[P.R. Doc. 64-2382; Filed, Mar. 10, 1964; 8:52 a.m.]

DEPARTMENT OF THE INTERIOR
 Bureau of Land Management
 MONTANA

Notice of Proposed Withdrawal and Reservation of Lands

MARCH 2, 1964.

The United States Army, Corps of Engineers, on behalf of the Department of the Air Force has filed an application,

Serial Number Montana 063641 for the withdrawal of the lands described below, from all forms of appropriation under the public land laws including the mining and mineral leasing laws, subject to valid existing rights and to the provision that the surface thereof may be used only for agricultural and grazing purposes by authorized permittees, licensees, lessees of the Bureau of Land Management.

The applicant desires the land for military purposes.

For a period of thirty days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 1245 North 29th Street, Billings, Montana, 59101.

The authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the Department of the Army.

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

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

The lands involved in the application are:

- T. 16 N., R. 23 E., P.M., Montana.
 Sec. 10, SW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, excluding an area of 2.14 acres withdrawn for Military Purposes April 17, 1961, Public Land Order 2336, described as follows: Beginning at a point which bears north 15°08'14" east 2941.70 feet from the southwest corner of said Section 10; thence north 0°34'04" east 155.00 feet; thence south 89°25'56" east 260.00 feet; thence south 0°34'04" west 357.02 feet to a point on the south line of the northwest quarter of said Section 10; thence westerly along said south line 260.01 feet; thence north 0°34'04" east 204.60 feet to the point of beginning.
- T. 21 N., R. 2 W., P.M., Montana.
 Sec. 14, NW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$.

The area described aggregates 67.86 acres, more or less.

R. PAUL RIGTRUP,
 Manager, Land Office.

[P.R. Doc. 64-2337; Filed, Mar. 10, 1964; 8:47 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

AMERICAN PRESIDENT LINES, LTD.

Notice of Application

Notice is hereby given that American President Lines, Ltd., has applied for an amendment of its Operating-Differential Subsidy Agreement, Contract No. FMB-50, whereby its combination passenger/cargo ship SS "President Hoover," would be withdrawn from operation on its Trans-Pacific Passenger-Freight Service on Trade Route No. 29 and one additional freight ship would be operated on its Trans-Pacific Freight Service on Trade Route No. 29.

The SS "President Hoover" presently makes approximately eight sailings per year in the Trans-Pacific Passenger-Freight Service and it is anticipated that the additional freight ship will make approximately six sailings per year on the Trans-Pacific Freight Service. Accordingly the application contemplates a decrease of eight in the number of subsidized sailings to be made on the Passenger-Freight Service and an increase in the number of subsidized sailings permitted with freighters on the Freight Service from the present maximum of 31 sailings to 37 sailings per annum, thus utilizing six instead of five freight ships on the latter service.

Any person, firm or corporation having any interest in such application and desiring a hearing under section 605(c) of the Merchant Marine Act, 1936, as amended, 46 U.S.C. 1175 should by the close of business on March 20, 1964, notify the Secretary, Maritime Subsidy Board, in writing in triplicate, and file petition for leave to intervene in accordance with the rules of practice and procedure of the Maritime Subsidy Board.

In the event a hearing is ordered to be held on the application under section 605(c), the purpose thereof will be to receive evidence relevant to (1) whether the application is one with respect to a vessel to be operated on a service, route or line served by citizens of the United States which would be in addition to the existing service, or services, and if so, whether the service already provided by vessels of United States registry in such service, route or line is inadequate, and (2) whether in the accomplishment of the purposes and policy of the Act additional vessels should be operated thereon.

If no request for hearing and petition for leave to intervene is received within the specified time, or if the Maritime Subsidy Board determines that petitions for leave to intervene filed within the specified time do not demonstrate sufficient interest to warrant a hearing, the Maritime Subsidy Board will take such action as may be deemed appropriate.

Dated: March 6, 1964.

By order of the Maritime Subsidy Board.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 64-2377; Filed, Mar. 10, 1964;
8:51 a.m.]

AMERICAN EXPORT LINES, INC.

Notice of Application

Notice is hereby given that American Export Lines, Inc., has applied for amendment of its Operating-Differential Subsidy Agreement, Contract No. FMB-87 so as to permit it to make privilege calls at a port or ports in the Canary Islands with the combination passenger/cargo ships SS "Exeter" and SS "Excalibur" operating on its Line D—U.S. Atlantic/Mediterranean Combination Passenger/Cargo Service on Trade Route No. 10.

Any person, firm or corporation having any interest in such application and desiring a hearing under section 605(c) of the Merchant Marine Act, 1936, as amended, 46 U.S.C. 1175 should by the close of business on March 25, 1964, notify the Secretary, Maritime Subsidy Board in writing in triplicate, and file petition for leave to intervene in accordance with the Rules of Practice and Procedure of the Maritime Subsidy Board.

In the event a hearing is ordered to be held on the application under section 605(c), the purpose thereof will be to receive evidence relevant to (1) whether the application is one with respect to a vessel to be operated on a service, route or line served by citizens of the United States which would be in addition to the existing service, or services, and if so, whether the service already provided by vessels of United States registry in such service route or line is inadequate, and (2) whether in the accomplishment of the purposes and policy of the Act additional vessels should be operated thereon.

If no request for hearing and petition for leave to intervene is received within the specified time, or if the Maritime Subsidy Board determines that petitions for leave to intervene filed within the specified time do not demonstrate sufficient interest to warrant a hearing, the Maritime Subsidy Board will take such action as may be deemed appropriate.

Dated: March 5, 1964.

By order of the Maritime Subsidy Board.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 64-2356; Filed, Mar. 10, 1964;
8:48 a.m.]

UNITED STATES LINES CO.

Notice of Application

Notice is hereby given that United States Lines Company has filed application for waiver under the provisions of section 804 of the Merchant Marine Act, 1936, as amended, to act as general passenger agent in the Province of Ontario, Canada, for Compagnie Generale Transatlantique (French Line) under the terms and provisions of an agreement entered into on January 30, 1964.

Any person, firm or corporation having an interest in such application who desires to offer views and comments thereon for consideration by the Maritime Administrator should submit same in writing, in triplicate, to the Secretary,

Maritime Administration, Washington, D.C., by close of business March 19, 1964. The Maritime Administrator will consider these views and comments and take such action with respect thereto as may be deemed appropriate.

Dated: March 5, 1964.

By order of the Maritime Administrator.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 64-2357; Filed, Mar. 10, 1964;
8:48 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration
FMC CORP.

Notice of Filing of Petition Regarding Food Additive

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 1182) has been filed by FMC Corporation, Fairway Avenue, Box 1708, Lakeland, Florida, proposing the issuance of a regulation to provide for the safe use of a citrus fruit coating containing, in part, calcium salt of partially dimerized rosin, sperm oil, and a petroleum solvent.

Dated: March 2, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner
for Regulations.

[F.R. Doc. 64-2370; Filed, Mar. 10, 1964;
8:50 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-146]

SAXTON NUCLEAR EXPERIMENTAL
CORP.

Notice of Issuance of Operating License

Please take notice that no request for a formal hearing having been filed following publication of the notice of proposed action in the FEDERAL REGISTER, the Atomic Energy Commission has issued Operating License No. DPR-4 to Saxton Nuclear Experimental Corporation, authorizing Saxton to operate at thermal power levels to 23.5 megawatts its light water moderated and cooled, pressurized water reactor located near the Borough of Saxton in Liberty Township, Bedford County, Pennsylvania. The reactor has been operated under Provisional Operating License No. DPR-4 issued to Saxton November 15, 1961.

The license issued is a full term license with an expiration date of April 13, 1967, and is as set forth in the Notice of Proposed Issuance of Operating License published in the FEDERAL REGISTER of January 30, 1964, 29 F.R. 1594.

Dated at Bethesda, Md., this 29th day of February 1964.

For The Atomic Energy Commission.

R. LOWENSTEIN,
Director, Division of
Licensing and Regulation.

[F.R. Doc. 64-2338; Filed, Mar. 10, 1964;
8:47 a.m.]

[Docket No. 50-206]

SOUTHERN CALIFORNIA EDISON CO. ET AL.

Notice of Issuance of Provisional Construction Permit

Please take notice that pursuant to the Initial Decision of the Atomic Safety and Licensing Board dated January 29, 1964, the Director of the Division of Licensing and Regulation has issued Provisional Construction Permit No. CPPR-13 to Southern California Edison Company (Edison), San Diego Gas & Electric Company (SDG&E), Bechtel Corporation (Bechtel), and Westinghouse Electric Corporation (Westinghouse) for the construction of a pressurized, light water reactor designed to operate at 1210 megawatts (thermal), to be located on the Pacific coast near the northern boundary of Camp Pendleton, San Diego County, California.

The provisional construction permit authorizes (1) Westinghouse and Bechtel, as the co-contractors responsible, to construct the facility as described in the application, as amended, and (2) Edison and SDG&E, as owners of easements for use of the site, to have the facility and improvements constructed by Westinghouse and Bechtel, to acquire and possess such facility and improvements, and to construct certain site improvements as described in the application.

Dated at Bethesda, Md., this 2d day of March 1964.

For the Atomic Energy Commission.

R. LOWENSTEIN,
Director, Division of
Licensing and Regulation.

[F.R. Doc. 64-2339; Filed, Mar. 10, 1964;
8:47 a.m.]

CIVIL AERONAUTICS BOARD

[Docket 14945; Order No. E-20543]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Cargo Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 6th day of March 1964.

In the matter of an agreement adopted by Joint Conference 1-2 of the International Air Transport Association relating to cargo rates; Agreement C.A.B. 17479, R-12.

There has been filed with the Board pursuant to section 412a of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers, and

other carriers, embodied in the resolutions of Joint Conference 1-2 of the International Air Transport Association (IATA) adopted at meetings held in Miami during December 1963. The agreement has been assigned the above-designated C.A.B. agreement number.

The bulk of the cargo rate resolutions adopted at Miami were dealt with in Orders E-20339 and E-20455. The resolution here under consideration, 045c, would establish minimum rates for transatlantic cargo charters for the first time. It proposes a scale of minimums ranging from \$1.75 per aircraft mile (16 cents per ton-mile) for a DC-6 to \$4.90 per aircraft mile (12 cents per ton-mile) for a DC-8. The adoption of these minimum rates would permit reductions in certain cargo charter rates now on file with the Board and require increases in others.

Seaboard World Airlines, Inc. (Seaboard) and Pan American World Airways, Inc. (Pan American) have submitted comments in support of the agreement. The thrust of the Seaboard presentation, as well as that of Pan American, is that the adoption of minimum charter rates will assure the orderly use of chartered aircraft services and protect scheduled services from diversion of traffic to charter services. Pan American comments in the tendency of certain IATA members to establish unreasonably low charter rates and, as the occasion dictates, to cancel scheduled services in favor of charter services. Seaboard makes the argument that current charter rates are uneconomic and have resulted in diversion from scheduled services. In support of its contentions, Seaboard estimates a loss to charter services in 1963 in excess of two million pounds and lists 38 shipments by U.S. firms lost to charters performed by other carriers which account for more than one million pounds.

The Board believes that the public interest is best served when rates are fixed by individual carrier action. Conversely, the imposition of minimum rate controls, whether by governmental or concerted action of the carriers, should not be undertaken except when destructive pricing practices threaten to impair the over-all public interest. The Board approved the IATA traffic-conference machinery under which minimum rates are established for scheduled service. This approval was given in the absence of any practical alternative whereby varying national interests and concepts of sound transportation policy could be fused into a worldwide network of fares and rates. In a sense, it might not be considered any less appropriate to permit the establishment of minimum rates for charter service by IATA. Indeed, to permit the establishment of charter rates by agreement within IATA would give the Board a measure of control over the level of these rates that it does not now have under its limited statutory authority. Nevertheless, through the years, charter rates in international air transportation apparently have been successfully left to individual carrier action, and independent of IATA rate controls.

The Board is not now prepared to acquiesce to the extension of IATA con-

trol to minimum rates for cargo charters in the absence of a showing of compelling need therefor. In dealing with a similar issue during the past year with respect to passenger charters, the Board indicated it would entertain approval of a minimum charter rate agreement if there were a demonstrated need therefor. The Board indicated that the establishment of need would require either a showing that existing charter rates were uneconomic or evidence of widespread uneconomic rate-cutting practices. There could be no doubt that this requirement would be equally applicable to cargo charters.

We do not consider that the data submitted by the carriers demonstrate a compelling need for the establishment of minimum cargo charter rates. Cargo charters appear to constitute only a small fraction of total transatlantic cargo operations. The Seaboard assertion that current rates are uneconomic is not supported and there is no showing that a rate war exists or threatens.¹

We do not consider that protection of scheduled service in and of itself is a sufficient justification for the establishment of minimum rates for cargo charters. Charters may well offer more economical and convenient transportation for very large shipments. As may be concluded from the above discussion, we consider that the only protection to which scheduled service is entitled is that charter rates not be uneconomically low. The "loss" of traffic as alleged by Seaboard is not necessarily indicative that current cargo charter rates are uneconomic, nor can it be considered as evidence of widespread rate-cutting practices.

The Board believes that the best answer to charter competition is low rates, better service, and the greater flexibility of flights in scheduled service rather than an artificial price handicap on charter service. Moreover, it is to be recognized that charters, priced on the basis of total capacity offered, are an integral part of transportation. We consider that the offering of charter service in air transportation provides an appropriate competitive force that tends to achieve for the public the lowest reasonable rates. Charters have played an important role in the development of passenger traffic, and we believe that they may serve a definite need for the shipping public when priced at the lowest reasonable rates for the aircraft used. With the increasing use of new turbine cargo aircraft, the carriers and shippers have the promise of lower costs which in turn are the key to growth in traffic volume. The imposition of still another area of minimum rate regulation may tend to inhibit rather than enhance the sound development of the industry in the public interest.

Furthermore, the proposed scale of minimum charter rates, which reflects a range of ton-mile yields from 12 to 16 cents, presents problems. Although it may be justifiable in some circumstances to prescribe a minimum level below which prices may not be established, it

¹ Tariff filings indicate that charter rates are relatively stable.

is quite another matter to preclude competition among carriers through a scale fixing rates higher for some aircraft types and capacities than for others. It is a fundamental rate-making principle that once a rate level is established, whether or not it is a prescribed minimum rate, all the carriers are free to meet that rate. Individual economic situations, e.g., cost levels and equipment situations, may well influence a carrier's ability and willingness to compete at the prevailing price level but, in any event, regulatory action should not preclude it.

Accordingly, we propose to disapprove the subject agreement insofar as it is applicable in air transportation. However, in accordance with our procedures in dealing with IATA agreements involving major rate issues, we will defer action so as to afford time for the submission of documentation by carrier parties to the agreement or comments by interested persons.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, makes the following findings:

1. The Board does not find Agreement C.A.B. 17479, R-12, to be adverse to the public interest or in violation of the Act, except insofar as it applies in air transportation.

2. The Board finds that Agreement C.A.B. 17479, R-12, insofar as it is applicable in air transportation, may be adverse to the public interest.

Accordingly, it is ordered, That:

1. Agreement C.A.B. 17479, R-12, is approved, except insofar as it applies in air transportation as defined by the Act; and

2. Action on Agreement C.A.B. 17479, R-12, insofar as it is applicable in air transportation, is deferred with a view toward disapproval.

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

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-2320; Filed, Mar. 10, 1964;
8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15353]

BO-WEEVIL FLYING SERVICE, INC.

Order To Show Cause

In the matter of Bo-Weevil Flying Service, Inc., Cordele, Georgia, order to

show cause why there should not be revoked the license for Radio Station WCF2 in the Aviation 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 section 308(b) of the Communications Act of 1934, as amended, the above-named licensee was requested to furnish information concerning the subject radio station in communications dated April 17, 1963, and December 5, 1963, and sent to the licensee's address of record, but no response thereto has been received; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated section 308(b) of the Communications Act of 1934, as amended, and § 1.76 (now § 1.89) of the Commission's rules; and

It further appearing, that, the violations of section 308(b) of the Communications Act, and 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 4th day of March 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 said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order; and

It is further ordered, That the Secretary send a copy of this Order by certified mail—return receipt requested to the said licensee at the address of record at Cordele Airport, Cordele, Georgia.

Released: March 5, 1964.

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

[F.R. Doc. 64-2380; Filed, Mar. 10, 1964;
8:51 a.m.]

FEDERAL MARITIME COMMISSION

[No. 875]

FILING OF TARIFFS BY TERMINAL OPERATORS

Notice of Proposed Rulemaking; Rescheduling of Oral Argument

MARCH 4, 1964.

By Notice served February 25, 1964, oral argument in this proceeding was scheduled for March 16, 1964.

At the request of several interested persons, and good cause appearing, oral argument is hereby rescheduled to be heard on April 22, 1964, beginning at 9:30 a.m., in Room 114, 1321 H Street NW., Washington, D.C.

Parties desiring to participate must submit to the Secretary on or before April 1, 1964, the following:

1. An outline of their argument which, where appropriate, should refer to comments previously submitted. An original and fifteen copies of each outline should be submitted.

2. The amount of time desired for argument.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-2372; Filed, Mar. 10, 1964;
8:50 a.m.]

AMERICAN PRESIDENT LINES, LTD., AND CHINA NAVIGATION CO., LTD.

Notice of Filing of Agreement

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement 9323, between American President Lines, Ltd. and China Navigation Co., Ltd., covers and is restricted to the transportation of Asbestos in bags under through bills of lading from ports in Western Australia to ports on the U.S. Atlantic Coast, with transshipment at Singapore, in accordance with the terms and conditions set forth in the agreement.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C. or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington, 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: March 6, 1964.

By order of the Federal Maritime
Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-2373; Filed, Mar. 10, 1964;
8:50 a.m.]

AMERICAN PRESIDENT LINES, LTD., AND CHINA NAVIGATION CO., LTD.

Notice of Filing of Agreement

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement 9324, between American President Lines, Ltd. and China Naviga-

tion Co., Ltd., covers and is restricted to the transportation of Coffee Beans under through bills of lading from Port Moresby and Lae, New Guinea to ports on the U.S. Pacific Coast, with transshipment at Hong Kong, in accordance with the terms and conditions set forth in the agreement.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington, 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: March 6, 1964.

By order of the Federal Maritime Commission,

THOMAS LISI,
Secretary.

[F.R. Doc. 64-2374; Filed, Mar. 10, 1964;
8:50 a.m.]

N.V. NEDLLOYD LIJNEN AND ALCOA STEAMSHIP CO., INC.

Notice of Filing of Agreements

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):

Agreements 8323-2 and 8323-3 between N.V. Nedlloyd Lijnen and Alcoa Steamship Company, Inc., modify the approved transshipment agreement, in the trade from India, Pakistan, Federation of Malaya, Colony of Singapore, and the Philippine Islands to Puerto Rico with transshipment at the ports of New Orleans, La., and Mobile, Ala. The modifications provide for (1) the substitution of N.V. Nedlloyd Lijnen as a party in place of N.V. Stoomvaart Maatschappij "Nederlands" and Koninklijke Rotterdamse Lloyd n.v., present signatories to the basic agreement; and (2) expanding the trade area by adding originating ports in Chile, Peru, Ecuador and Colombia, ports in South and East Africa, between Walvis Bay/Cape Town and Mombasa, including ports in Malagasy, as set forth in the agreement.

Interested parties may inspect these agreements and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., 20573, or may inspect copies thereof 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 agreements and their position as to ap-

proval, disapproval, or modification, together with a request for hearing, should such hearing be desired.

Dated: March 6, 1964.

By order of the Federal Maritime Commission,

THOMAS LISI,
Secretary.

[F.R. Doc. 64-2375; Filed, Mar. 10, 1964;
8:50 a.m.]

UNITED STATES LINES ET AL.

Notice of Filing of Agreement

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement 9326, between United States Lines, The Hamburg Amerika Line and Norddeutscher Lloyd, covering a cooperative working arrangement, the coverage of ports and the spacing of sailings in the trade between United States Atlantic Coast ports in the Federal Republic of Germany (between the northern border of the Netherlands and the River Elbe, inclusive).

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C. or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington, 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: March 6, 1964.

By order of the Federal Maritime Commission,

THOMAS LISI,
Secretary.

[F.R. Doc. 64-2376; Filed, Mar. 10, 1964;
8:51 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP64-81]

CITIES SERVICE GAS CO.

Notice of Application

MARCH 4, 1964.

Take notice that on October 1, 1963, Cities Service Gas Company (Cities Service), P.O. Box 1995, Oklahoma City, Oklahoma, filed in Docket No. CP64-81 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction during the calendar year 1964 and the operation of unspecified "budget-type" natural gas facilities to make miscellaneous temporary and permanent direct sales from Applicant's existing pipeline system.

On January 30, 1964, Cities Service filed an amendment to the foregoing application in response to the Commission's letter dated January 15, 1964, which letter requested that the original application be supplemented by setting forth the specific proposed facilities for service to specific customers, if known. This amendment covers fourteen specific requests for facilities for rendering direct interruptible natural gas service to new industrial customers, consisting of (a) one line tap on a gathering line and (b) thirteen taps on transmission lines, with meter and regulation facilities for each point, all in Oklahoma, Kansas and Missouri, at an estimated total cost of \$18,227. The subject gas will be used generally for irrigation, agriculture and small space heating purposes and will require an estimated total volume of 191,660 Mcf at 14.65 psia annually.

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.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before March 27, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-2340; Filed, Mar. 10, 1964;
8:47 a.m.]

[Docket Nos. CP64-126, CP64-127]

CITIES OF GREENSBORO AND UNION POINT, GEORGIA

Notice of Applications

MARCH 5, 1964.

Take notice that on December 3, 1963, the Cities of Greensboro and Union Point, Georgia (Applicants) filed in Docket Nos. CP64-126 and CP64-127, respectively, applications pursuant to section 7(a) of the Natural Gas Act for an order directing Transcontinental Gas Pipe Line Corporation (Transco) to establish physical connection of its transportation facilities with the facilities proposed to be constructed by Appli-

cants (consisting of a jointly-owned transmission line approximately 40 miles long extending from the respective communities to Transco's facilities and each applicant will construct its own distribution system at its own expense) and to sell and deliver to Applicants their daily and annual requirements in Mcf at 14.73 psia as follows:

Year of service	Peak Day			Annual		
	Greensboro	Union Point	Total	Greensboro	Union Point	Total
1.	749	529	1,278	84,216	75,394	159,610
2.	1,036	946	1,982	103,278	91,437	194,715
3.	1,324	963	2,287	127,614	108,758	236,372

The estimated cost the respective municipal projects which includes each applicant's share of the 40 mile long line above-mentioned is as follows: for Greensboro \$507,000 and for Union Point \$409,500.

Applicants state that financial arrangements have been made through the sale of 30 year revenue bonds at 5 percent interest rate to cover the cost of the projects.

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.

Protest 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 30, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-2341; Filed, Mar. 10, 1964;
8:47 a.m.]

[Project No. 2434]

KODIAK ELECTRIC ASSOCIATION, INC.

Notice of Application for Preliminary Permit

MARCH 5, 1964.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Kodiak Electric Association, Inc. (correspondence to: Leon H. Johnson, Man-

ager, Kodiak Electric Association, Inc., P.O. Box 787, Kodiak, Alaska) for a preliminary permit for proposed Project No. 2435, to be known as Terror Lake Project, to be located on Terror River, at the outlet of Terror Lake, Borough of Kodiak Island, Alaska, and affecting lands of the United States within the Kodiak National Wildlife Refuge and other lands of the United States.

The proposed project would consist of: a rock-fill dam at the outlet of Terror Lake; a reservoir having maximum pool level about 1,350 feet; a spillway; an unlined horizontal tunnel, about 16,800 feet long and 9 feet in diameter, from Terror Lake to Shotgun Creek surge pond and balancing reservoir—and eventually a diversion dam on Falls Creek and a 2,000-foot diversion tunnel to Shotgun Creek surge pond and balancing reservoir; a pressure tunnel about 5,500 feet long from Shotgun Creek surge pond and balancing reservoir to the powerhouse in Kizhuyak Canyon; a powerhouse with 15,000 kilowatt initial capacity (7,500 Kw to be added later); about 27 miles of 69 kilovolt transmission line from the powerhouse to Kodiak; and two substations, one at Kodiak and one near the U.S. Navy base.

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 of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is April 30, 1964. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-2342; Filed, Mar. 10, 1964;
8:47 a.m.]

[Docket No. E-7153]

NARRAGANSETT ELECTRIC CO. AND NEW ENGLAND POWER CO.

Order Providing for Hearing and for Suspension and Investigation of Rate Schedules

MARCH 4, 1964.

New England Power Service Co. (Service Company) filed on February 3, 1964, on behalf of Narragansett Electric Company (Narragansett), incorporated under a law of the State of Rhode Island, as a supplementary rate schedule, an agreement which amends an existing transmission agreement between Narragansett and its corporate affiliate the New England Power Company (Nepco). The agreement was filed pursuant to section 205 of the Federal Power Act with the request that it be given an effective date of January 1, 1964. The proffered filing has been tentatively designated in the Commission's files as Supplement No. 3 to the Narragansett Electric Company's Rate Schedule FPC No. 19.

Narragansett, Nepco and Service Company are subsidiaries of the New England Electric System. Narragansett is engaged in the generation, purchase, transmission and sale of electric energy in the State of Rhode Island. Nepco is engaged in the generation, purchase, transmis-

sion and sale of electricity in the States of Massachusetts, New Hampshire and Vermont.

The present rate schedule provides for Narragansett's transmission of electricity over its facilities for Nepco. Narragansett, pursuant to the present schedule, wheels power and energy over its system for certain customers of Nepco other than Narragansett. For this service Nepco pays a flat monthly fee of \$25,134 or \$301,608 annually.

Prior to 1960, Narragansett sold excess firm power to Nepco under Narragansett Rate Schedule FPC No. 18. During 1960 and under changed operating conditions, Nepco through its Rate Schedule FPC No. 106, incorporating its W-3 rate, undertook to supply Narragansett on a capacity deficiency basis. Nepco's FPC No. 106 is identical to Narragansett's FPC No. 18, Supplement No. 1 and incorporates by reference definitions in Narragansett's FPC No. 18 as initially filed.

Under the proposed Narragansett rate for wheeling services, in addition to the wheeling service described above, recognition is given to the use of Narragansett's transmission facilities in transmitting to Narragansett's subtransmission system the primary power purchased by Narragansett from Nepco at the Massachusetts-Rhode Island border. Nepco asserts that such delivery by Nepco is required to comply with its standard delivery policy under its W-3 rate and would place Narragansett on a uniform basis with its other W-3 customers. The proposed rate schedule provides for a flat monthly charge for both types of service of \$59,333 or \$711,996 annually, an increase of 136 percent over the present rate schedule.

In support of the proposed increase the Service Company filed cost data indicating annual costs of the Narragansett transmission facilities used by both companies at 15.56 percent of gross investment. The annual costs are allocated in the study to Narragansett and Nepco in proportion to their respective uses, as estimated by the Service Company. Calculations supporting these estimated uses are based upon load flows in the interconnected Narragansett-Nepco system under assumed system conditions and upon estimated primary deliveries to Narragansett at the time of Narragansett's hour of yearly peak demand.

The proposed changes in Narragansett's currently filed rate schedules have not been shown to be justified; may result in excessive rates or charges; may place an undue burden upon ultimate consumers; and may be unjust, unreasonable, unduly discriminatory or preferential, or otherwise unlawful within the meaning of the Federal Power Act. Unless suspended by order of the Commission, the proposed supplemental rate schedules will become effective March 5, 1964, pursuant to the provisions of the Federal Power Act and the Commission's regulations thereunder.

As shown above, the proposed increase includes a charge for services related to the services performed by Nepco under its Rate Schedule FPC No. 106. Under the circumstances it appears appropriate that there be instituted an investigation of Nepco Rate Schedule No. 106 as sup-

plemented as it may have a bearing on the determination of fair and reasonable charges for the use of each party's facilities by the other party. Insofar as the definitions of Narragansett's Rate Schedule No. 18 as supplemented are incorporated in Nepeco Rate Schedule No. 106 as supplemented, and are applied to services performed thereunder, it is appropriate that Narragansett's Rate Schedule No. 18 as supplemented be included in such investigation.

The Commission finds. In view of the foregoing, it is necessary and appropriate for the purposes of the Federal Power Act that the Commission, pursuant to the authority of that Act, and particularly section 205 thereof, enter upon a hearing concerning the lawfulness of Narragansett's Rate Schedule FPC No. 19 as proposed to be changed by Supplement No. 3 thereto and that the operation of such proposed supplemental rate schedule be suspended and the use thereof deferred as hereinafter provided. Review and analysis of pertinent data available to the Commission indicates that Narragansett's Rate Schedule No. 19 as supplemented, Nepeco's Rate Schedule No. 106 and Narragansett's FPC No. 18 as supplemented, insofar as it applies to service under Nepeco's FPC No. 106, may result in excessive rates or charges or may be unduly discriminatory, unduly preferential, or otherwise unjust, unreasonable and unlawful within the meaning of the Federal Power Act. Additional factual data necessary for a resolution of those questions must be obtained. Accordingly, it is necessary and appropriate for the purposes of the Federal Power Act, particularly sections 205, 206 and 309 thereof, that the Commission staff conduct an investigation and that a hearing be held as hereinafter provided.

The Commission orders:

(A) A public hearing be held concerning the lawfulness of Narragansett's Rate Schedule No. 19 as proposed to be changed by Supplement No. 3 thereto, the lawfulness of Nepeco's Rate Schedule FPC No. 106 as supplemented, and the lawfulness of Narragansett's present Rate Schedule No. 19 as supplemented and No. 18 to the extent it applies to service under Nepeco's FPC No. 106, at a time and place and in the manner, all to be fixed by Notice of the Secretary.

(B) Pending such hearing and decision thereon, the operation of Supplement No. 3 to Narragansett's Rate Schedule FPC No. 19 hereby is suspended and the use thereof deferred until August 5, 1964. On that date the proposed supplemental rate schedule shall take effect in the manner prescribed by the Act, subject to further order of the Commission.

(C) During the period of suspension, Narragansett's Rate Schedule FPC No. 19 and Supplements No. 1 and 2 thereto, now on file with the Commission, shall remain and continue in effect.

(D) Narragansett (or Service Company) shall file, within 45 days from the date of issuance hereof, six copies of a cost of service study upon which it proposes to justify the filed increase in charges. Such study shall include a narrative sufficient to explain the deriva-

tion thereof and detailed references to and backup material relied on in the study.

(E) The foregoing showing shall not preclude or limit any additional showing by Narragansett, Nepeco, or others and shall be without prejudice to future action taken by the Commission or its staff, or to any future position Narragansett, Nepeco, or others may wish to take as to the significance of, or conclusions to be drawn from, the above factual showing.

(F) Interested State Commissions may participate in this proceeding as provided by §§ 1.8 and 1.37(f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37(f)).

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-2343; Filed, Mar. 10, 1964;
8:47 a.m.]

[Docket No. CP64-173]

NATURAL GAS PIPELINE COMPANY OF AMERICA

Notice of Application and Date of Hearing

MARCH 4, 1964.

Take notice that on February 3, 1964, Natural Gas Pipeline Company of America (Applicant), 122 South Michigan Avenue, Chicago, Illinois, 60603, filed an application at Docket No. CP64-173, pursuant to section 7(c) of the Natural Gas Act, as amended, for a certificate of public convenience and necessity authorizing the construction and operation of a side-tap and meter station on its existing transmission facilities in Muscatine County, Iowa, for the sale and delivery of natural gas to Iowa Southern Utilities Company for resale and local distribution by the latter in the Community of Letts, Iowa, all as more fully set forth in the application on file with the Commission and open to public inspection.

The cost of the proposed facilities is estimated to be \$16,540, which cost will be met from funds on hand.

The application reflects Iowa Southern Utilities Company proposal to serve the Community of Letts, Iowa, from the quantities of natural gas which Applicant has heretofore been authorized to sell and deliver to Iowa Southern Utilities Company; and the sale and delivery by Applicant to Iowa Southern Utilities Company will be made pursuant to, and in accordance with, Natural Gas Pipeline Company of America's FPC Gas Tariff.

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. 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.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before March 24, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-2344; Filed, Mar. 10, 1964;
8:48 a.m.]

[Docket No. E-7152]

PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE AND SWANS FALLS CO.

Notice of Application

MARCH 5, 1964.

Take notice that on February 26, 1964, an application was filed with the Federal Power Commission, pursuant to section 203 of the Federal Power Act, by Public Service Company of New Hampshire (Public Service) a corporation organized under the laws of the State of New Hampshire and qualified to do business in New Hampshire, Maine and Vermont seeking authority to acquire the assets of the Swans Falls Company (Swans Falls), its wholly owned subsidiary, created by a Declaration of Trust under the laws of Maine. Swans Falls joined in the application.

Public Service, with its subsidiaries, New Hampshire Electric Company, Kittery Electric Light Company, and Swans Falls, owns and operates a single integrated system engaged in the generation, purchase and transmission of electricity and its sale to the public in ten cities and one hundred eighty other communities in New Hampshire, to nine communities in the State of Maine and six communities in the State of Vermont, and the sale at wholesale to ten other electric utilities. Public Service is an exempt holding company under the Holding Company Act of 1935.

Swans Falls is a common law trust, the entire assets of which consist of a hydroelectric development of the Saco River in Fryeburg, Maine, having a nameplate rating of 640 kw, cash and other current assets. It is solely engaged in the generation of electrical energy and the sale thereof, according to the application, at actual cost at Fryeburg, Maine, to Public Service.

In exchange for Swans Falls assets, Public Service will surrender all outstanding Shares of Beneficial Interest for cancellation.

According to the application, the acquisition of Swans Falls assets by Public

Service will provide the latter company with certain Federal Income Tax benefits. Since the sale of power by Swans Falls to Public Service is now made at cost, acquisition of the facilities by Public Service will not increase its costs Applicants state.

Any person desiring to be heard or to make any protest with reference to said application, should, on or before the 23 day of March, 1964, file with the Federal Power Commission, Washington, D.C., 24026, petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file and available for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-2346; Filed, Mar. 10, 1964;
8:48 a.m.]

[Docket No. RI64-64 etc.]

SKELLY OIL CO. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates; Correction

FEBRUARY 27, 1964.

Skelly Oil Company, et al., Docket Nos. RI64-64, et al.; Delhi-Taylor Oil Corporation, Docket No. RI64-70.

In the order providing for hearings on and suspension of proposed changes in rates, issued August 2, 1963 and published in the FEDERAL REGISTER August 10, 1963 (F.R. Doc. 63-8507; 28 FR 8257), after Docket No. RI64-70, Delhi-Taylor Oil Corporation change Rate Schedule No. 34, Supplement No. 7 to read Rate Schedule No. "35", Supplement No. 7.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-2347; Filed, Mar. 10, 1964;
8:48 a.m.]

INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRO- DUCED OR MANUFACTURED IN THE PHILIPPINES

Limitation on the Entry or Withdrawal From Warehouse

MARCH 6, 1964.

The United States Government, in furtherance of the objectives of, and under the terms of, the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, has concluded a bilateral agreement with the Government of the Philippines concerning exports of cotton textiles from the Philippines to the United States over a four-year period. Under this agreement the

Government of the Philippines has undertaken to limit its exports to the United States of certain cotton textiles and cotton textile products to specified annual amounts. The first year of the agreement commenced on January 1, 1964, and extends through December 31, 1964. The categories which are subject to specific export limitation under the agreement are as follows: 32, 39, 45, 50, 51, 60, 61 and 64. All other categories of cotton textiles and cotton textile products exported from the Philippines to the United States are subject to control by the Government of the Philippines, as set forth in the agreement.

There is published below a letter of March 5, 1964, from the Chairman of the President's Cabinet Textile Advisory Committee to the Commissioner of Customs directing that the amounts of cotton textiles and cotton textile products in certain categories produced or manufactured in the Philippines which may be entered, or withdrawn from warehouse, for consumption in the United States from January 1, 1964, through December 31, 1964, be limited to certain designated levels. The levels set forth in this letter have been adjusted to take account of deductions from the export limitations in certain categories as provided for in the agreement between the United States and the Philippines.

For the reference of interested parties, the agreement between the United States and the Philippines on cotton textiles will be published in the Department of State Bulletin.

JAMES S. LOVE, Jr.,
*Chairman, Interagency Textile
Administrative Committee,
and Deputy to the Secretary
of Commerce for Textile
Programs.*

THE SECRETARY OF COMMERCE
PRESIDENT'S CABINET TEXTILE ADVISORY
COMMITTEE

Washington 25, D.C.,
March 5, 1964.

COMMISSIONER OF CUSTOMS,
DEPARTMENT OF THE TREASURY,
Washington, D.C.

Dear Mr. Commissioner: This directive supersedes all previous directives issued to you concerning entry into the United States for consumption and withdrawal from warehouse for consumption of cotton textiles and cotton textile products produced or manufactured in the Philippines, except that the portion of my directive of August 14, 1963, which pertains to entries of cotton textile products in Category 45 shall remain in effect until further notice.

Under the terms of the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, and in accordance with the procedures outlined in Executive Order 11052 of September 28, 1962, you are directed to prohibit, effective March 16, 1964, and for the period extending through December 31, 1964, entry into the United States for consumption and withdrawal from warehouse for consumption of cotton textiles and textile products in Categories 32, 39, 50, 51, 60, 61 and 64, produced or manufactured in the Philippines, in excess of the following levels of restraint as adjusted for previous entries:

Category	12-Month Level of Restraint	12-Month Level of Restraint Less Adjustments
32	3,150,000 dozen	3,150,000 dozen (2)
39	225,000 dozen pairs	185,100 dozen pairs (1)
50	15,000 dozen	15,000 dozen (2)
51	do	14,874 dozen (1)
60	7,000 dozen	7,000 dozen (2)
61	1,200,000 dozen	1,036,028 dozen (1)
64	152,175 pounds	152,175 pounds (2)

(1) These levels have been adjusted to reflect entries reported to the Bureau of Customs, Washington, D.C., from January 1, 1964, through February 21, 1964. Adjustments have not been made to reflect any other entries which may have been made from January 1, 1964.

(2) These levels have not been adjusted to reflect entries made on or after January 1, 1964, if any.

A detailed description of the categories in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on October 1, 1963 (28 F.R. 10551).

In carrying out this directive, entries of cotton textiles and cotton textile products in Categories 39, 51 and 61, produced or manufactured in the Philippines, shall be subject to the directives set forth in this letter even though exported to the United States from the Philippines prior to January 1, 1964.

In carrying out this directive, you shall allow entry into the United States for consumption and withdrawal from warehouse for consumption of cotton textiles and cotton textile products in Categories 32, 50, 60 and 64, produced or manufactured in the Philippines, when the cotton textiles and cotton textile products sought to be entered have been exported to the United States from the Philippines prior to January 1, 1964, regardless of whether the restraint levels have been filled, and such goods from the Philippines, shipped prior to January 1, 1964, are not to be counted against the restraint levels even if not filled at the time of entry.

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of the Philippines and with respect to imports of cotton textiles and cotton textile products from the Philippines have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of Section 4 of the Administrative Procedure Act. This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

JACK N. BEHRMAN,
*Acting Secretary of Commerce, and
Acting Chairman, President's Cabinet
Textile Advisory Committee.*

[F.R. Doc. 64-2383; Filed, Mar. 10, 1964;
8:52 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 24SF-3177]

FORT APACHE OIL & GAS, INC.

Order Canceling Hearing and Making Suspension Permanent

MARCH 5, 1964.

I, Fort Apache Oil & Gas, Inc. (issuer),
317-20th Avenue, Yuma, Arizona, was

incorporated in Nevada on October 26, 1963, for the general purpose of developing and exploiting oil and gas leaseholds, and specifically to explore for oil and gas on 1,788 acres of leased land in Navajo County, Arizona. Issuer filed with the Commission on November 18, 1963, a notification and exhibits including an offering circular relating to an offering of 300,000 shares of its \$1.00 par value common stock at \$1.00 per share, for an aggregate of \$300,000, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder.

II. The Commission by order dated January 23, 1964, temporarily suspended the Regulation A exemption of Fort Apache Oil & Gas, Inc., pursuant to Rule 261 of the general rules and regulations under the Securities Act of 1933, as amended. A written request for a hearing was made by the issuer on January 31, 1964. The Commission, by order dated February 5, 1964, ordered a hearing in the above-entitled matter, pursuant to section 3(b) of the Securities Act of 1933, as amended, and Rule 261 (b) thereunder, to commence on February 17, 1964, at 2:00 p.m., P.s.t., at the State Corporation Commission, State Office Building, Phoenix, Arizona, before Hearing Officer Irving Schiller.

The company entered an appearance at the stipulated time, but did not proceed with the hearing. The company withdrew its request for a hearing by written request on March 3, 1964, consenting to the suspension order being made permanent.

It is ordered, That the request for hearing be, and it hereby is, deemed withdrawn.

It is further ordered, That the hearing in this matter scheduled for February 17, 1964, be, and it hereby is, canceled.

Pursuant to the provisions of Rule 261 (b) of Regulation A, the suspension of the Regulation A exemption from registration under the Securities Act of 1933, as amended, with respect to the proposed public offering of securities by the company becomes permanent.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 64-2348; Filed, Mar. 10, 1964; 8:48 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority No. 30-XIII (Amdt. 3)]

PROGRAM ACTIVITIES IN SEATTLE REGIONAL OFFICE

Delegation of Authority

Pursuant to the authority delegated to the Regional Director by Delegation of Authority No. 30 (Revision 8), as amended, 28 F.R. 3228, 7204, and 8179, Delegation of Authority No. 30-XIII, as amended, 28 F.R. 4938, 8231, and 10593, is

hereby amended by revising Subitems I.K.3 and I.K.5 thereof. As revised, Subitems I.K.3 and I.K.5 read as follows:

I. * * *

K. The following authority is hereby redelegated to the Branch Managers at Portland, Oregon; Anchorage, Alaska; Boise, Idaho; and Helena, Montana:

3. To disburse approved loans.

4. * * *

5. Item I.C.12—Only the authority for servicing, administration, and collection, including Subitems a, b, and c.

Effective date: February 24, 1964.

WILLIAM S. SCHUMACHER,
Regional Director, Seattle.

[F.R. Doc. 64-2315; Filed, Mar. 10, 1964; 8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice No. 295]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

MARCH 6, 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.

MOTOR CARRIERS OF PROPERTY

No. MC 2202 (Deviation No. 69) ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Post Office Box 471, Akron, Ohio, filed February 17, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: between Cincinnati, Ohio, and Peoria, Ill., over Interstate Highway 74, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Cincinnati over U.S. Highway 52 to Indianapolis, Ind., thence over U.S. Highway 52 to junction U.S. Highway 41, thence over U.S. Highway 41 to junction U.S. Highway 24, thence over U.S. Highway 24 to Peoria, and return over the same route.

No. MC 57899 (Deviation No. 1) HUGHEY TRANSPORTATION COMPANY, Post Office Box 907, McComb, Miss., filed February 17, 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 McComb, Miss., over U.S. Highway 51 to the junction U.S. Highways 51 and 190 at or near Hammond, La., thence over U.S. Highway 190 to Baton Rouge, La., 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 McComb over Mississippi Highway 24 to Beechwood, Miss., thence over Mississippi Highway 569 and Louisiana Highway 67 to Baton Rouge, and return over the same route.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-2360; Filed, Mar. 10, 1964; 8:48 a.m.]

[Notice No. 609]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MARCH 6, 1964.

Section A. The following publications are governed by the new § 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

SECTION A

MOTOR CARRIERS OF PROPERTY

No. MC 11207 (Sub-No. 221) (AMENDMENT), filed January 31, 1964, published FEDERAL REGISTER issue February 12, 1964, amended March 4, 1964, republished as amended, this issue. Applicant: DEATON TRUCK LINE, INC., 3409 Tenth Avenue North, Birmingham, 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, and mineral mixtures, from Chalmette, La., to points in Alabama, Arkansas, Florida, Georgia, and Mississippi.

Note: The purpose of this republication is to add mineral mixtures to the commodity

description. This application was formerly published in the February 12, 1964 issue of the FEDERAL REGISTER. It is being republished herein for the purpose of assigning it for hearing.

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

No. MC 11207 (Sub-No. 222), filed March 4, 1964. Applicant: DEATON TRUCK LINE, INC., 3409 Tenth Avenue, North, Birmingham, Ala. 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: (1) *Iron and steel, and iron and steel articles* (including, but not limited to, valves, fire hydrants and parts and accessories therefor), and (2) *pipe and pipe fittings*, from points in Alabama to points in Arkansas and Oklahoma.

NOTE: Applicant states that the proposed service is to be restricted against the transportation of commodities used in and in connection with the discovery, development, production, refining, manufacturing, processing, storage, transmission, and distribution of natural gas and petroleum and their products and byproducts.

HEARING: April 6, 1964, at the Hotel Thomas Jefferson, Birmingham, Ala., before Examiner James O'D. Moran.

No. MC 55236 (Sub-No. 83), filed March 2, 1964. Applicant: OLSON TRANSPORTATION COMPANY, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lignin liquor*, in bulk, in tank vehicles, from Wisconsin Rapids and Park Falls, Wis., to points in Minnesota, Iowa, Missouri, Illinois, Michigan, Indiana, Ohio, Kentucky, and Pennsylvania.

HEARING: March 18, 1964, at the U.S. Courtrooms, Milwaukee, Wis., before Examiner Raymond V. Sar.

No. MC 69116 (Sub-No. 82), filed March 3, 1964. Applicant: SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Drive, 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 regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Churubusco, Ind., as an off-route point in connection with applicant's regular route operations to and from Fort Wayne, Ind.

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, if the Joint Board waives its right to participate, before Examiner Laurence E. Masoner.

No. MC 107496 (Sub-No. 310), filed February 28, 1964. Applicant: RUAN TRANSPORT CORPORATION, 408 SE. 30th Street, Des Moines, Iowa. Applicant's attorney: H. L. Fabritz (same address as applicant). Authority sought

to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer*, in bulk, in tank vehicles, from Nebraska City, Nebr., to points in Iowa, Kansas, and Missouri.

NOTE: Common control may be involved.

HEARING: March 25, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Gerald F. Colfer.

No. MC 117578 (Sub-No. 7), filed March 2, 1964. Applicant: PETROLEUM TRANSIT CORPORATION OF VIRGINIA, Lumberton, N.C. Applicant's attorney: Edward G. Villalon, Perpetual Building, 1111 E. Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime, lime products, limestone, and limestone products*, between points in Virginia.

NOTE: Common control may be involved. Applicant states that the proposed operations will be restricted to shipments having a prior movement by rail.

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

No. MC 120543 (Sub-No. 19), filed February 27, 1964. Applicant: FLORIDA REFRIGERATED SERVICE, INC., U.S. 301 North, Dade City, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, in vehicles equipped with mechanical refrigeration, from points in Tennessee, to points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

HEARING: March 31, 1964, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner James O'D. Moran.

SECTION B

MOTOR CARRIERS OF PROPERTY

No. MC 31600 (Sub-No. 554) (AMENDMENT), filed October 18, 1963, published in FEDERAL REGISTER issue of October 30, 1963, amended December 18, 1963, and republished with hearing information this issue. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham, Mass. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Synthetic glue, resins, and sizings*, in bulk, in tank vehicles, from Chicopee, Mass., to Frewsburg and Mechanicville, N.Y.

NOTE: The purpose of this republication is to substitute Frewsburg, N.Y., in lieu of Jamestown, and advise the time and place of hearing.

HEARING: April 29, 1964, at the Hotel Essex, Boston, Mass., before Examiner Donald R. Sutherland.

No. MC 42963 (Sub-No. 18) (REPUBLICATION), filed April 3, 1963, published FEDERAL REGISTER issue of June 26, 1963, and republished this issue. Applicant: DANIEL HAMM DRAYAGE COMPANY, a corporation, Second and Tyler Streets,

St. Louis, Mo. Applicant's attorney: Ernest A. Brooks, II, 1311-12 Ambassador Building, St. Louis 1, Mo. By application filed April 3, 1963, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, over irregular routes, as a *common carrier* by motor vehicle of silica flour and silica sand, in bulk, from points in St. Louis and Jefferson Counties, Mo., to points in Arkansas, Iowa, Illinois, Kentucky, and Tennessee. The application was referred to Examiner Laurence E. Masoner for hearing and the recommendation of an appropriate order thereon. Hearing on a consolidated record was held on September 13, 1963, at St. Louis, Mo. At the hearing applicant moved to amend its application to include a request for authority from St. Charles County, Mo. The proposed amendment was conditionally allowed at the hearing and evidence relating to the need for service from that county was received. A report and order, served January 22, 1964, which became effective February 24, 1964, finds that the present and future public convenience and necessity require operation by applicant as a *common carrier* by motor vehicle, in interstate or foreign commerce, over irregular routes, of silica flour and silica sand, in bulk, from points in St. Charles, St. Louis, and Jefferson Counties, Mo., to points in Arkansas, Iowa, Illinois, Kentucky, and Tennessee. The examiner further finds that applicant is fit, willing and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder; and that an appropriate certificate should be issued after the lapse of 30 days from the date of publication in the FEDERAL REGISTER of the authority recommended to be granted herein.

No. MC 49727 (Sub-No. 6), filed August 26, 1963. Applicant: CZYHOLD TRUCK LINES, INC., 901 South Sixth Street, Dayton, Wash. Applicant's attorney: Harley W. Allen, 102 First National Bank Building, Walla Walla, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, (1) from points in Clearwater, Latah, and Kootenai Counties, Idaho, to points in Umatilla County, Oreg., and Columbia, Walla Walla, Benton, Franklin, Adams, Grant, and Yakima Counties, Wash., and (2) from points in Umatilla County, Oreg., to points in Grant, Benton, Franklin, Adams, and Walla Walla Counties, Wash.

HEARING: April 29, 1964, at the Public Utilities Commission, State House, Boise, Idaho, before Joint Board No. 81, or, if the Joint Board waives its right to participate, before Examiner Warren C. White.

No. MC 52704 (Sub-No. 41) (AMENDMENT), filed December 18, 1963, published in FEDERAL REGISTER issue February 19, 1964, republished as amended, this issue. Applicant: GLENN McCLENDON TRUCKING COMPANY, 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, and mineral mixtures*, from Chalmette, La., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Texas, and Virginia.

NOTE: The purpose of this republication is to add mineral mixtures to the commodity description.

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

No. MC 59570 (Sub-No. 16) (REPUBLICATION), filed April 29, 1963, published FEDERAL REGISTER issue of May 22, 1963, and republished this issue. Applicant: HECHT BROTHERS, INC., Toms River, N.J. Applicant's attorney: Isadore H. Schwartz, 200 Penn Square Building, Philadelphia 7, Pa. By application filed April 29, 1963, as amended, applicant seeks a certificate authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, (1) of asphalt mix, in bags, from points in Dutchess County, N.Y., to points in New Jersey and those in Pennsylvania on and east of U.S. Highway 15; (2) of dry salt (sodium chloride), in bulk and in bags; dry salt (sodium chloride) with additives, dry pepper, and dry mineral mixture, in mixed shipments with dry salt (sodium chloride), from points in New Jersey on and east of U.S. Highway 206 (except Burlington, Camden, Salem, Atlantic Gloucester, Cape May, and Cumberland Counties), to points in Connecticut, Delaware, Massachusetts, Maryland, New York, Pennsylvania, and Rhode Island; (3) of dry poultry feed and dry poultry feed ingredients, in bulk, from points in the New York, N.Y. commercial zone as defined by the Commission, to points in Delaware, Maryland, New Jersey, New York, and Pennsylvania; (4) of sand, sand products, and gravel, in bulk and in bags, from points in Ocean and Monmouth Counties, N.J., to Pinewald, N.J., and (5) of empty containers or other such incidental facilities used in transporting the commodities described in (1), (2), (3), and (4) above, on return.

The application was referred to Examiner Donald R. Sutherland for hearing and the recommendation of an appropriate order thereon. Hearing was held on July 8 and 9, 1963, at Philadelphia, Pa. At the hearing the Examiner found that part (4) of the application would be confined to Connecticut, Delaware, Maryland, Massachusetts, New York, Pennsylvania, and Rhode Island. A report and order, served January 29, 1964, which became effective February 23, 1964, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, (1) of asphalt mix, in bags, from points in Dutchess County, N.Y., to points in New Jersey and those in Pennsylvania on and east of U.S. Highway 15; (2) (a) of dry salt, in bulk from points in that part of New Jersey on, north and east of a line beginning at Atlantic City, N.J., and extending along U.S. Highway 30 to junction U.S. Highway 206, thence along

U.S. Highway 206 to the New Jersey-Pennsylvania State line (except points in Atlantic, Burlington, and Camden Counties), to points in Connecticut, Delaware, Maryland, Massachusetts, New York, Pennsylvania, and Rhode Island, restricted to shipments having an immediately prior movement by rail from points beyond New Jersey, and (b) of dry salt, in bulk, and in bags; dry salt with additives, dry pepper and dry mineral mixtures, from Port Newark, N.J., to points in Connecticut, Delaware, Maryland, Massachusetts, New York, Pennsylvania, and Rhode Island; (3) of dry poultry feed and dry poultry feed ingredients, in bulk, from Bayonne, N.J., and Brooklyn, N.Y., to points in Delaware, Maryland, New Jersey, New York, and Pennsylvania; and (4) of sand, sand products and gravel, in bulk and in bags, from points in Monmouth and Ocean Counties, N.J., to points in Connecticut, Delaware, Maryland, Massachusetts, New York, Pennsylvania, and Rhode Island; that applicant is fit, willing and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder; that an appropriate certificate should be issued, subject to prior republication of a corrected notice in the FEDERAL REGISTER as hereinbefore described relating to part (4) of the application, and subject to receipt of a written statement authorizing cancellation of that portion of its existing certificate No. MC-59570 (Sub-No. 13) specifying the transportation of asphalt mix, in bags, from points in Dutchess County, N.Y., to Devault, Pa. and Pinewald, N.J.

No. MC 63503 (Sub-No. 10), filed October 28, 1963. Applicant: WM. N. FOOTER, INC., Reeds Ferry, N.H. Applicant's attorney: Andre J. Barbeau, 795 Elm Street, Manchester, N.H. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Logs, posts, ties, planking, crossarms, timbers, and wooden trusses*, from Merrimack and Nashua, N.H., to points in Maine, Vermont, Massachusetts, Connecticut, and Rhode Island.

HEARING: May 5, 1964, at the New Hampshire Public Utilities Commission, Concord, N.H., before Examiner Donald R. Sutherland.

No. MC 66807 (Sub-No. 2), filed December 30, 1963. Applicant: MANUFACTURERS EXPRESS, INCORPORATED, 294 Kimberly Avenue, New Haven, Conn. Applicant's attorney: Edward F. Bowes, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Lead washers, lead sleeveings, and solder*, used in electrical installations, from Totenville, Staten Island, New York, N.Y., to Orange, Conn., and Watertown, Mass., over applicant's existing routes as defined in Docket MC 66807.

HEARING: April 22, 1964, at the Park Sheraton Hotel, New York N.Y., before Examiner Abraham J. Essrick.

No. MC 92983 (Sub-No. 431), filed December 17, 1963. Applicant: ELDON MILLER, INC., P.O. Box 617, Kansas City, Mo. 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 McFarland, Wis., to points in Illinois, Iowa, and Minnesota.

HEARING: April 23, 1964, at the U.S. Courtrooms, Madison, Wis., before Examiner William E. Messer.

No. MC 95876 (Sub-No. 25), filed November 4, 1963, published FEDERAL REGISTER issue February 26, 1964, amended March 2, 1964, republished as amended, this issue. Applicant: ANDERSON TRUCKING SERVICE, INC., 203 Cooper Avenue North, St. Cloud, Minn. Applicant's attorney: Val M. Higgins, 1000 First National Bank Building, Minneapolis 2, Minn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Granite, marble, slate and stone*, from points in Washington and Orange Counties, Vt., to points in Michigan, Indiana, and Kentucky.

NOTE: The purpose of this application is to correctly show the commodities involved, and to delete the state of Ohio as a destination area.

HEARING: Remains as assigned April 7, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Louis G. LaVecchia.

No. MC 106398 (Sub-No. 202) (REPUBLICATION), filed July 23, 1962. Applicant: NATIONAL TRAILER CONVOY, INC., 1916 North Sheridan, Tulsa, Okla. 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: *Trailers designed to be drawn by passenger automobiles (including but not limited to utility trailers, camp trailers, mobile homes, and commercial and other adaptations of the foregoing)*, in initial movements, by truckaway service, from points in Pennsylvania (except Camp Hill, Chambersburg, Clarion, Clearfield, Irwin, Mansfield, Meadville, Montoursville, State College, and West Pittston), to points in the United States, including Alaska (but excluding Hawaii), and empty containers or other such incidental facilities (not specified) used in transporting the above described commodities, on return. By a report and recommended order, served July 12, 1963, Hearing Examiner Culbertson recommended that applicant be granted authority to transport commodities described substantially as above, from several named points in Pennsylvania to certain specified states. In addition he also recommended that applicant be authorized to transport fabricated houses in sections, mounted upon wheeled undercarriage or running gears, from Renovo and Shamokin, Pa., to several named States. Exception to this report, and reply by applicant were filed. An order by the Commission, Division 1, dated February 12, 1964, reads in part: "That the examiner recommended the issuance to applicant of a certificate authorizing the transportation over irregular routes, of (1) trailers designed to be drawn by passenger automobiles, in initial movements, in truckaway service from Avis, Hazleton, Selinsgrove, and Shamokin, Pa., and (2) fabricated

houses, in sections, mounted upon wheeled undercarriage or running gears, from Renovo and Shamokin, Pa., to points in the District of Columbia, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Jersey, New Hampshire, New York, North Carolina, Ohio, Rhode Island, Tennessee, Vermont, Virginia and West Virginia," "that the authority recommended by the examiner, to the extent set forth in part (2) above, is beyond the scope of the application as filed and should therefore be republished in the FEDERAL REGISTER;" and "that said proceeding be, and it is hereby reopened, on our own motion, for further hearing with respect solely to the portion of the authority recommended by the examiner and set forth in part (2) above, at a time and place to be hereafter fixed, and after publication in the FEDERAL REGISTER of the said recommended grant of authority."

No. MC 106400 (Sub-No. 48), filed November 26, 1963. Applicant: KAW TRANSPORT COMPANY, a corporation, 701 North Sterling Street, Sugar Creek, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Manufactured fertilizer*, in bulk, in tank vehicles, from points in the Kansas City, Mo.-Kansas City, Kans. commercial zone to points in Missouri, Kansas, Iowa, Nebraska, and Colorado, and *damaged and rejected shipments*, on return.

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

No. 107496 (Sub-No. 297), filed November 4, 1963. Applicant: RUAN TRANSPORT CORPORATION, 408 Southeast 30th, Des Moines, Iowa. Applicant's attorney: H. L. Fabritz, P.O. Box 855, Des Moines 4, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from points in Wyoming to points in Idaho.

NOTE: Common control may be involved.

HEARING: May 5, 1964, at the Wyoming Public Service Commission, Supreme Court and State Library Building, Cheyenne, Wyo., before Joint Board No. 29, or, if the Joint Board waives its right to participate, before Examiner Samuel Horwich.

No. MC 107500 (Sub-No. 74), filed December 20, 1963. Applicant: BURLINGTON TRUCK LINES, INC., 796 South Pearl Street, Galesburg, Ill. Applicant's attorney: Thomas J. Houser, 547 West Jackson Boulevard, Chicago 6, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except Classes A and B explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), be-

tween Morrill, Nebr. and junction U.S. Highways 26 and 87; from Morrill over U.S. Highway 26 to junction U.S. Highway 87 (commonly called Dwyer Junction, Wyo.), and return over the same route, serving no intermediate or off-route points, as an alternate route for operating convenience only in connection with applicant's authorized regular-route authority.

NOTE: Applicant states the proposed service shall not be rendered on shipments having both origin and destination west of U.S. Highway 281. Common control may be involved.

HEARING: May 6, 1964, at the Wyoming Public Service Commission, Supreme Court and State Library Building, Cheyenne, Wyo., before Joint Board No. 44, or, if the Joint Board waives its right to participate, before Examiner Samuel Horwich.

No. MC 107871 (Sub-No. 24) (CORRECTION), filed December 11, 1963, published FEDERAL REGISTER issue February 26, 1964, republished as corrected, this issue. Applicant: BONDED FREIGHTWAYS, INC., 441 Kirkpatrick Street West (P.O. Box 1012), Syracuse, N.Y. Applicant's attorney: Herbert M. Canter, Mezzanine, Warren Parking Center, 345 South Warren Street, Syracuse, N.Y., 13202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Limestone*, (1) in bags and (2) in bulk, in tank, hopper and dump type vehicles, from Town of Dover (Dutchess County), N.Y., to points in New York, New Jersey, Connecticut, and Pennsylvania.

NOTE: The purpose of this republication is to show Dover, N.Y., as a township.

HEARING: Remains as assigned April 16, 1964, at the Park Sheraton Hotel, New York, N.Y., before Examiner Lyle C. Farmer.

No. MC 108173 (Sub-No. 3), filed November 21, 1963. Applicant: LEO J. HANDY, P.O. Box 148, Heyburn, Idaho. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fibreboard boxes*, knocked down flat, corrugated or other than corrugated, and *fibreboard and pulpboard sheets*, from Burley, Idaho to Ontario, Ore., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

NOTE: Applicant is also authorized to conduct operations as a *common carrier* in Certificate MC 112504, therefore dual operations may be involved.

HEARING: May 1, 1964, at the Public Utilities Commission, State House, Boise, Idaho, before Joint Board No. 49, or, if the Joint Board waives its right to participate, before Examiner Warren C. White.

No. MC 108380 (Sub-No. 63), filed October 6, 1963. Applicant: JOHNSTON'S FUEL LINERS, INC., P.O. Box 112, Newcastle, Wyo. Applicant's attorney: John H. Lewis, 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crude oil*, in bulk, in tank vehicles,

from points in Custer and Fall River Counties, S. Dak., to points in Wyoming.

HEARING: May 8, 1964, at the Wyoming Public Service Commission, Supreme Court and State Library Building, Cheyenne, Wyo., before Joint Board No. 183, or, if the Joint Board waives its right to participate, before Examiner Samuel Horwich.

No. MC 109431 (Sub-No. 12), filed December 30, 1963. Applicant: FRANK C. KLEIN & CO., INC., 3600 East 46th Avenue, Denver 16, Colo. Applicant's attorney: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Emulsified asphalts*, anodic and cationic, in tank vehicles, from points in Colorado, to points in Wyoming, Nebraska, and Kansas, and (2) *peneprine* (proprietary road asphalt), from the plant site of Empire Refining Co., located at Commerce City, Colo., to points in Wyoming, Nebraska, and Kansas.

HEARING: April 28, 1964, at the New Customs House, Denver, Colo., before Examiner Samuel Horwich.

No. MC 109689 (Sub-No. 153), filed December 23, 1963. Applicant: W. S. HATCH CO., a corporation, 643 South 800 West, Woods Cross, Utah. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from Grand Junction Colo., to points in Wyoming.

HEARING: April 30, 1964, at the New Customs House, Denver, Colo., before Joint Board No. 50, or, if the Joint Board waives its right to participate, before Examiner Samuel Horwich.

No. MC 111434 (Sub-No. 53), filed December 27, 1963. Applicant: DON WARD, INC., P.O. Box 1488, Durango, Colo. Applicant's attorney: J. Albert Sebald, Equitable Building, Denver, Colo., 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in sacks, from Laramie, Wyo., and points within 10 miles thereof, to points in Colorado on or north of a line beginning at the Colorado-Kansas state line, and extending along U.S. Highway 24 to Grand Junction, Colo., and thence along U.S. Highway 6 to the Colorado-Utah state line, and *rejected shipments thereof*, on return.

NOTE: Common control may be involved.

HEARING: May 1, 1964, at the New Customs House, Denver, Colo., before Joint Board No. 50, or, if the Joint Board waives its right to participate, before Examiner Samuel Horwich.

No. MC 112989 (Sub-No. 5), filed December 6, 1963. Applicant: JOHNSON TRUCK SERVICE, INC., P.O. Box 112, Coquille, Ore. Applicant's attorney: Norman E. Sutherland, 1200 Jackson Tower, Portland 5, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Benton and Linn Counties, Ore., to points in Coos County, Ore.

HEARING: May 4, 1964, in the Interstate Commerce Commission Hearing

Room, 410 Southwest 10th Avenue, Portland, Oreg., before Joint Board No. 172, or, if the Joint Board waives its right to participate, before Examiner Warren C. White.

No. MC 113267 (Sub-No. 118), filed November 29, 1963. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: Fred H. Figge (same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, smoked, cured or otherwise preserved* when transported in mechanically temperature controlled vehicles (other than in bulk or in tank vehicles), from the plant site of Ready Foods Corporation located at Bushnell, Ill., to Miami, Fla.

NOTE: Common control may be involved.

HEARING: May 1, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 113855 (Sub-No. 85), filed November 4, 1963. Applicant: INTERNATIONAL TRANSPORT, INC., Highway 52 South, Rochester, Minn. Applicant's attorney: Michael E. Miller, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wood fencing and building board*, from points in Montana, Idaho, Washington, Oregon, California, Arizona, and Wahoo County, Nev., to points in Missouri, Kentucky, Indiana, Michigan, Ohio, Wisconsin, Illinois, and Iowa. (2) *Lumber*, (a) from points in Montana, Idaho, Washington, Oregon, California, Arizona, and Wahoo County, Nev., to points in Missouri, Kentucky, Indiana, Michigan, and Ohio, (b) from points in Wyoming, to points in Iowa, Wisconsin, Illinois, Missouri, Kentucky, Indiana, Michigan, and Ohio.

HEARING: April 27, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 113855 (Sub-No. 87), filed December 30, 1963. Applicant: INTERNATIONAL TRANSPORT, INC., Highway 52 South, Rochester, Minn. Applicant's attorney: Franklin J. Van Osdel, First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Experimental and show display tractors and farm and industrial machinery and equipment*, which at the time of movement are being transported for purposes of display and experiment, and not for sale, *incidental paraphernalia*, moving in the same vehicles and at the same time, and *rejected shipments*, between points in the United States (except Hawaii and Alaska).

HEARING: April 29, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 114194 (Sub-No. 51) (RE-PUBLICATION), filed August 14, 1963, published FEDERAL REGISTER issue of August 21, 1963, and republished this issue. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Applicant's attorney:

B. W. LaTourette, Jr., Suite 1230 Boatmen's Bank Building, St. Louis 2, Mo. By application filed August 14, 1963, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, over irregular routes, as a common carrier by motor vehicle of silica flour and silica sand, in bulk, from points in St. Louis and Jefferson Counties, Mo., to points in Arkansas, Iowa, Illinois, Kentucky, and Tennessee. The application was referred to Examiner Laurence E. Masoner for hearing and the recommendation of an appropriate order thereon. Hearing on a consolidated record was held on September 13, 1963, at St. Louis, Mo. At the hearing applicant moved to amend its application to include a request for authority from St. Charles County, Mo. The proposed amendment was conditionally allowed at the hearing and evidence relating to the need for service from that County was received. A Report and Order, served January 22, 1964, which became effective February 24, 1964, finds that the present and future public convenience and necessity require operation by applicant as a common carrier by motor vehicle, in interstate or foreign commerce, over irregular routes, of silica flour and silica sand, in bulk, from points in St. Charles, St. Louis, and Jefferson Counties, Mo., to points in Arkansas, Iowa, Illinois, Kentucky, and Tennessee. The examiner further finds that applicant is fit, willing and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder; and that an appropriate certificate should be issued after the lapse of 30 days from the date of publication in the FEDERAL REGISTER of the authority recommended to be granted herein.

No. MC 114211 (Sub-No. 41), filed November 26, 1963. Applicant: WARREN TRANSPORT, INC., P.O. Box 420, Waterloo, Black Hawk County, Iowa. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Experimental and show-display tractors and farm and industrial machinery and equipment*, which, at the time of movement are being transported for purposes of display or experiment, and not for sale, *incidental paraphernalia* moving in the same vehicles and at the same time, and *rejected shipments* between points in the United States except Hawaii and Alaska.

HEARING: April 29, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 115036 (Sub-No. 16), filed November 20, 1963. Applicant: VAN TASSEL, INCORPORATED, Fifth and Grand, Pittsburg, Kans. Applicant's representative: H. V. Eskelin, P.O. Box 2028, Kansas City 42, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as dealt in by wholesale, retail, and chain groceries and food business houses, and in con-*

nection therewith, equipment, materials and supplies used and useful in the conduct of such business, between Pittsburg, Kans., and points in Arkansas, Oklahoma, and Missouri.

NOTE: Applicant is also authorized to conduct operations as a common carrier in Permit MC 119630 and subs thereunder; therefore dual operations may be involved.

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

No. MC 115331 (Sub-No. 56) (RE-PUBLICATION), filed July 30, 1963, published FEDERAL REGISTER issue of August 14, 1963, and republished this issue. Applicant: TRUCK TRANSPORT, INC., 707 Market St., St. Louis, Mo. By application filed July 30, 1963, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce over irregular routes, as a common carrier, by motor vehicle, of silica flour and silica sand, in bulk, from points in St. Louis and Jefferson Counties, Mo., to points in Arkansas, Iowa, Illinois, Kentucky, and Tennessee. The application was referred to Examiner Laurence E. Masoner for hearing and the recommendation of an appropriate order thereon. Hearing on a consolidated record was held on September 13, 1963, at St. Louis, Mo. At the hearing applicant moved to amend its application to include a request for authority from St. Charles County, Mo. The proposed amendment was conditionally allowed at the hearing and evidence relating to the need for service from that County was received. A Report and Order, served January 22, 1964, which became effective February 24, 1964, finds that the present and future public convenience and necessity require operation by applicant as a common carrier by motor vehicle, in interstate or foreign commerce, over irregular routes, of silica flour and silica sand, in bulk, from points in St. Charles, St. Louis, and Jefferson Counties, Mo., to points in Arkansas, Iowa, Illinois, Kentucky, and Tennessee. The examiner further finds that applicant is fit, willing and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder; and that an appropriate certificate should be issued after the lapse of 30 days from the date of publication in the FEDERAL REGISTER of the authority recommended to be granted herein.

No. MC 117136 (Sub-No. 14), filed November 20, 1963. Applicant: BUSY BEE, INC., P.O. Box 3113, Eugene, Oreg. Applicant's attorney: Lawrence V. Smart, Jr., 419 Northwest 23d Avenue, Portland 10, Oreg. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cottonseed meal, crumbles, and pellets*, from points in California to points in Oregon.

HEARING: May 4, 1964, in the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Oregon, before Joint Board No. 11, or, if the Joint Board waives its right to participate, before Examiner Warren C. White.

No. MC 118329 (Sub-No. 2), filed December 16, 1963. Applicant: EL-EM SEAFOOD TRANSPORT, INC., P.O. Box 2292—R. 1082 Davol Street, Fall River, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Viobin whole white fish flour*, from New Bedford, Mass., to Beardstown, Chicago, Danville, Monticello and Monmouth, Ill., St. Louis and Springfield, Mo., Burlington, Cambridge, and Delavan, Wis., and Eden Valley, Glencoe, and Okabena, Minn.

HEARING: April 23, 1964, at the Federal Building, Providence, R.I., before Examiner Donald R. Sutherland.

No. MC 119988 (Sub-No. 9), filed December 10, 1963. Applicant: GREAT WESTERN TRUCKING CO., INC., 811½ North Timberland Drive, Lufkin, Tex. Applicant's attorney: Mert Starnes, 721 Brown Building, Austin 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Granite and marble*, (1) from Rion, S.C., to points in Arizona, California, Idaho, Kansas, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming, (2) between Rion, S.C., and Elberton, Ga., (3) from Elberton, Ga., to points in Texas, and (4) from Denver, Colo., to points in Arizona, Arkansas, California, Idaho, Illinois, Indiana, Kansas, Kentucky, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, Wisconsin, and Wyoming, and *damaged and rejected shipments*, on return in (1), (3) and (4) above, and between Rion, S.C., and Elberton, Ga.

NOTE: Applicant states that no duplicating authority is sought.

HEARING: April 27, 1964, at the New Customs House, Denver, Colo., before Examiner Samuel Horwich.

No. MC 123048 (Sub-No. 28) (AMENDMENT), filed September 30, 1963, published FEDERAL REGISTER issue February 19, 1964, republished as amended this issue. 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, Kentucky, Ohio and the lower peninsula of Michigan, and *rejected shipments*, on return.

NOTE: The purpose of this republication is to eliminate the states of New York and Pennsylvania, and the upper peninsula of Michigan as destination areas.

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

No. MC 123048 (Sub-No. 29), filed October 21, 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 and farm machinery*, from Crystal Lake, Ill., to points in Kansas, Oklahoma, Texas, Louisiana, Arkansas, Missouri, Iowa, Wisconsin, Michigan (except the upper peninsula of Michigan), Indiana, Ohio, Kentucky, Tennessee, Mississippi, Alabama, Florida, Georgia, North Carolina, South Carolina, Virginia, West Virginia, Maryland, Pennsylvania, Connecticut, Massachusetts, New Hampshire, Vermont, Maine, Rhode Island, New York (except Queens, Kings, Nassau, and Suffolk Counties, N.Y.), and Nebraska, and *rejected shipments on return*.

HEARING: April 22, 1964, at the U.S. Courtrooms, Madison, Wis., before Examiner William E. Messer.

No. MC 123048 (Sub-No. 31), filed December 23, 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: *Experimental and show display tractors and farm and industrial machinery and equipment*, which, at the time of movement are being transported for purposes of display and experiment, and not for sale, *incidental paraphernalia*, moving in the same vehicles and at the same time, and *rejected shipments* between points in the United States (except Hawaii and Alaska).

HEARING: April 29, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 123310 (Sub-No. 2), filed June 21, 1963. Applicant: VERNON L. HUNT, doing business as HUNT TRUCKING, 1014 Madison Avenue, Cheyenne, Wyo. Applicant's attorney: Ward A. White, P.O. Box 578, 1600 Van Lennen Avenue, Cheyenne, Wyo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed*, in bulk and in sacks, from Denver, Colo., to points in Wyoming and Banner, Sioux and Scotts Bluff Counties, Neb., and *beans and grains* (unmanufactured agricultural commodities), on return.

HEARING: May 6, 1964, at the Wyoming Public Service Commission, Supreme Court and State Library Building, Cheyenne, Wyo., before Joint Board No. 198, or, if the Joint Board waives its right to participate, before Examiner Samuel Horwich.

No. MC 124078 (Sub-No. 67) (REPUBLICATION), filed July 1, 1963, published FEDERAL REGISTER issue of July 24, 1963, and republished this issue. Applicant: SCHWERMAN TRUCKING CO., a corporation, 620 S. 29th Street, Milwaukee 46, Wis. Applicant's attorney: James R. Ziperski (same address as applicant). By application filed July 1, 1963, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, over irregular routes, as a com-

mon carrier by motor vehicle of silica flour and silica sand, in bulk, from points in St. Louis and Jefferson Counties, Mo., to points in Arkansas, Iowa, Illinois, Kentucky and Tennessee. The application was referred to Examiner Laurence E. Masoner for hearing and the recommendation of an appropriate order thereon. Hearing on a consolidated record was held on September 13, 1963, at St. Louis, Mo. At the hearing applicant moved to amend its application to include a request for authority from St. Charles County, Mo. The proposed amendment was conditionally allowed at the hearing and evidence relating to the need for service from that County was received. A report and order, served January 22, 1964, which became effective February 24, 1964, finds that the present and future public convenience and necessity require operation by applicant as a common carrier by motor vehicle, in interstate or foreign commerce, over irregular routes, of silica flour and silica sand, in bulk, from points in St. Charles, St. Louis, and Jefferson Counties, Mo., to points in Arkansas, Iowa, Illinois, Kentucky, and Tennessee. The examiner further finds that applicant is fit, willing and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder; and that an appropriate certificate should be issued after the lapse of 30 days from the date of publication in the FEDERAL REGISTER of the authority recommended to be granted herein.

No. MC 125203, filed March 21, 1963. Applicant: M. O. W. TRUCKING, INC., Box 918, Caldwell, Idaho. Applicant's attorney: Raymond D. Givens, Columbia Building—500 Washington Street, P.O. Box 964, Boise, Idaho. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats and meat products*, as defined in Part A of Appendix I, Ex Parte No. 45, 61 M.C.C. 209 at p. 272 (except commodities in bulk moving in tank vehicles), from Nampa, Idaho, to points in Alameda, Contra Costa, San Francisco, Santa Clara, and Sacramento Counties, Calif., points in the Los Angeles, California, Commercial Zone, Butte, Mont., Portland, Oreg., and points within five (5) miles thereof, and Seattle, Wash., and *exempt commodities*, on return.

HEARING: April 27, 1964, at the Public Utilities Commission, State House, Boise, Idaho, before Examiner Warren C. White.

No. MC 125258 (Sub-No. 2), filed November 14, 1963. Applicant: MURRY STOVAL, WARREN WISE, PAUL KLINE AND EARL WISE, a partnership, doing business as STOVAL, WISE, KLINE & WISE, 103 Circle Drive, Thermopolis, Wyo. Applicant's attorney: Ward A. White, P.O. Box 578, 1600 Van Lennen Avenue, Cheyenne, Wyo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and wood products*, from points in Park, Hot Springs, Washakie, Big Horn, Fremont, and Teton Counties, Wyo., to points in

Wisconsin and Iowa, and those in Nebraska east of U.S. Highway 81.

HEARING: May 7, 1964, at the Wyoming Public Service Commission, Supreme Court and State Library Building, Cheyenne, Wyo., before Examiner Samuel Horwich.

No. MC 125502, filed June 28, 1963. Applicant: ARTHUR PAUL AND NAPOLEON O. PAUL doing business as PAUL BROTHERS TRUCKING, 58 Court Street, Winchendon, Mass. Applicant's attorney: Andre J. Barbeau, 12 Paris Terrace, Manchester, N.H. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Corrugated cardboard containers*, in bundles, from Winchendon, Mass., to points in Maine, New Hampshire, Vermont, Connecticut, Rhode Island, New York, New Jersey, and Pennsylvania, (2) *excelsior pads*, in bundles, from Wolfeboro, N.H., and Winchendon, Mass., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, and Pennsylvania, (3) *filler flats*, in bundles, from Waterville, Maine, Ridgefield, N.J., and Winchendon, Mass., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, and Pennsylvania, and (4) *pad flats*, in bundles from Waterville, Maine, and Winchendon, Mass., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, and Pennsylvania.

NOTE: Applicant states the proposed service will be for the account of New England Woodware Corporation of Winchendon, Mass.

HEARING: May 4, 1964, at the New Hampshire Public Utilities Commission, Concord, N.H., before Examiner Donald R. Sutherland.

No. MC 125521 (Sub-No. 2) (CORRECTION), filed August 21, 1963, published FEDERAL REGISTER, issue of February 19, 1964, and republished this issue. Applicant: FUNK MOTOR TRANSPORTATION INC., Box 75, Grand Rapids, Ohio. 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 three 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. The purpose of this republication is to show applicant's correct address.

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

No. MC 125530 (AMENDMENT), filed July 15, 1963, published in FEDERAL REGISTER issue of August 28, 1963, hearing held October 9, 1963, amended October 28, and republished as amended, this

issue. Applicant: KENNETH S. EL-LINGWOOD, doing business as KEN'S GARAGE, Lafayette Road, North Hampton, N.H. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked and disabled vehicles*, with the use of wrecker equipment, between points in York, Cumberland, Androscoggin, Sagadahoc and Kennebec Counties, Maine, points in Essex and Suffolk Counties, Mass., and points in Rockingham and Strafford Counties, N.H.

NOTE: The purpose of this republication is to substitute the above description of proposed operations for that published in the previous issue.

HEARING: May 6, 1964, at the New Hampshire Public Utilities Commission, Concord, N.H., before Joint Board No. 69, or, if the Joint Board waives its right to participate, before Examiner Donald R. Sutherland.

No. MC 125741, filed October 9, 1963. Applicant: M. H. BRYAN AND C. W. EADS, a co-partnership, doing business as RIVERTON-BIG HORN FREIGHT LINES, P.O. Box 2050, Casper, Wyo. Applicant's attorney: Robert S. Stauffer, 1510 East 20th Street, Cheyenne, Wyo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, between Casper, Wyo., and Riverton, Wyo., from Casper, over U.S. Highways 20 and 26 to Shoshoni, thence over U.S. Highway 26 and Wyoming Highway 789 to Riverton, serving all intermediate points, (2) between Shoshoni, Wyo., and Cody, Wyo., from Shoshoni over U.S. Highway 20 and Wyoming Highway 789 to Greybull, thence over U.S. Highways 20 and 14 to Cody, serving all intermediate points, and the off-route points of Otto and Burlington, Wyo., and (3) between Cody, Wyo., and Greybull, Wyo., from Cody over Wyoming Highway 14 to Lovell, thence over Wyoming Highway 789 to junction U.S. Highway 20, and thence over U.S. Highway 20 to Greybull, serving all intermediate points, and the off-route points of Deaver and Cowley, Wyo., and *empty containers* or other such incidental facilities used in transporting the above commodities, on return.

HEARING: May 4, 1964, at the Wyoming Public Service Commission, Supreme Court and State Library Building, Cheyenne, Wyo., before Joint Board No. 197, or, if the Joint Board waives its right to participate before Examiner Samuel Horwich.

No. MC 125789 (CORRECTION), filed November 4, 1963, published FEDERAL REGISTER, issue of February 26, 1964, and republished as corrected this issue. Applicant: ROBERT SLATKIN, doing business as WINDSOR WAREHOUSE CO., 1453 41st Street, North Bergen, N.J. Applicant's attorney: August W. Heckman, 297 Academy Street, Jersey City 6, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Juvenile furniture*, from North Bergen, N.J., to points in Nassau, Suffolk, Rockland, and Westchester Counties, N.Y. and Philadelphia, Springfield, and King of Prussia, Pa., limited to

deliveries to Korvette and My Baby Stores in the destination territory, and further restricted to movements solely from Windsor Warehouse and railhead in North Bergen, N.J., of juvenile furniture which had hitherto been stored and processed under applicant's function as a warehouseman.

NOTE: Applicant states the proposed operation will be under continuing contracts with Hopkins Mfg. Co., Pride Products, Storkline Products, and M.B. (My Baby) Jobbing Corp. The purpose of this republication is to show the correct state where hearing will be held. Previous notice showed Newark, N.Y.

HEARING: April 9, 1964, at the Federal Building, Newark, N.J., before Examiner Lyle C. Farmer.

No. MC 125793 (Sub-No. 1), filed December 16, 1963. Applicant: DONNA TRUCKING, INC., B F Star Route Box 88, Eagle Point, Ore. Applicant's attorney: Earle V. White, Fifth Avenue Building, 2130 Southwest Fifth Avenue, Portland 1, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Specified wood products, namely: bracing, blocking, gate load and carloading material, pallet stock, grape stakes, and grape cross arms*, from points in Jackson and Josephine Counties, Ore., to points in California, and *exempt commodities*, on return.

HEARING: May 5, 1964, in the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Ore., before Joint Board No. 11, or, if the Joint Board waives its right to participate, before Examiner Warren C. White.

No. MC 125800 (Sub-No. 2), filed December 18, 1963. Applicant: H. C. BOROVEC, doing business as BOROVEC TRUCKING, 2344 Market Street, Chehalis, Wash. Applicant's attorney: Lawrence V. Smart, Jr., 419 Northwest 23d Avenue, Portland 10, Ore. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Oil and gas well drilling, mud and compounds*, from Chehalis, Wash., to points in Oregon, and *empty containers or other such incidental facilities* used in transporting the above described commodities on return.

HEARING: May 5, 1964, in the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Ore., before Joint Board No. 45, or, if the Joint Board waives its right to participate, before Examiner Warren C. White.

No. MC 125872, filed December 2, 1963. Applicant: C. H. DREDGE & COMPANY, INC., 44 Orange Street, Salt Lake City, Utah. Applicant's attorney: Mark K. Boyle, 345 South State Street, Salt Lake City 1, Utah. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Potato products, including shoe-string, french fried potatoes and potato chips*, (2) *corn products and manufactured corn products, including corn chips, corn crinkles, cheese nibbles, and pizza puffs*, and (3) *popcorn*, from Kaysville, Utah, to points in Montana, Arizona, Idaho, Colorado, Wyoming, New Mexico, and Texas, and *empty contain-*

ers or other such incidental facilities (not specified) used in transporting the above described commodities, on return.

HEARING: April 21, 1964, at the Utah Public Service Commission, Salt Lake City, Utah, before Examiner Warren C. White.

No. MC 125887, filed November 27, 1963. Applicant: DORSEY CAMPBELL, 2526 North 38th Street, Boise, Idaho. Applicant's attorney: John B. Kugler, Pocatello, Idaho. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cottonseed, linseed, soybean, and safflower meals and cake; oyster shell; hay; certified seeds and stock salt*, from points in that part of California on and south of U.S. Highway 40 and on and south of California Highway 12, to points in Harney and Malheur Counties, Oreg. and Idaho, and *exempt commodities*, on return.

HEARING: April 30, 1964, at the Public Utilities Commission, State House, Boise, Idaho, before Examiner Warren C. White.

No. MC 125887 (Sub-No. 1), filed November 27, 1963. Applicant: DORSEY CAMPBELL, 2526 North 38th Street, Boise, Idaho. Applicant's attorney: John B. Kugler, Pocatello, Idaho. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Stock salt*, from Redmond, Utah, to points in Harney and Malheur Counties, Oreg., and points in Idaho.

NOTE: Applicant states it proposes to transport exempt commodities, on return.

HEARING: April 30, 1964, at the Public Utilities Commission, State House, Boise, Idaho, before Joint Board No. 346, or, if the Joint Board waives its right to participate, before Examiner Warren C. White.

No. MC 125903, filed December 23, 1963. Applicant: S. PETER CEPLON, doing business as EASTERN MOBILE HOME SERVICE, 213 Thames Street, Newport, R.I. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mobile homes*, in secondary movement, by truckaway method, between points in the United States (except Alaska and Hawaii).

HEARING: April 21, 1964, at the Federal Building, Providence, R.I., before Examiner Donald R. Sutherland.

No. MC 125906, filed December 30, 1963. Applicant: FREDERICK E. WILLIAMS, doing business as ATLANTIC-PACIFIC DRIVE-AWAYS, 338 Majestic Building, Denver, Colo., 80202. Applicant's attorney: Robert D. Means, Majestic Building, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New and used cars* by driveway in secondary movement, between points in Colorado on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

HEARING: April 29, 1964, at the New Customs House, Denver, Colo., before Examiner Samuel Horwich.

No. MC 125912, filed December 30, 1963. Applicant: NATHAN KASTEN, doing business as A. A. TRUCKING COMPANY, 212 East 45th Street, New York 17, N.Y. Applicant's representative: William D. Traub, 10 East 40th Street, New York 16, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Less-truckload, same-day deliveries of printed matter*, from New York, N.Y., to points in Essex, Union, and Morris Counties, N.J.

HEARING: April 22, 1964, at the Park Sheraton Hotel, New York, N.Y., before Examiner Abraham J. Essrick.

MOTOR CARRIERS OF PASSENGERS

No. MC 2880 (Sub-No. 20), filed September 11, 1963. Applicant: SOMERSET BUS CO., INC., 1062 Route 22, Mountainside, N.J. Applicant's attorney: Wilmer A. Hill, Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, between Bernardsville, N.J., and Springfield, N.J., from Bernardsville, N.J., along Mine Brook Road to the junction of Mount Airy Road, thence along Mount Airy Road to Bernards Township, N.J., thence along West Oak Street to the junction of South Finley Avenue, thence along South Finley Avenue to the junction of Stonehouse Road, thence along Stonehouse Road to the junction of Valley Road, thence along Valley Road to Passaic Township, N.J., thence along Valley Road to Berkeley Heights, N.J., thence along Springfield Avenue to New Providence, N.J., thence along Springfield Avenue to Summit, N.J., thence along Springfield Avenue to the junction of Morris Avenue, thence along Morris Avenue to the junction of Broad Street, thence along Broad Street to Springfield, N.J., thence along Morris Avenue to Millburn, N.J., thence along Morris Avenue to Springfield, N.J., thence along Morris Avenue to the junction of Mountain Avenue, a point on applicant's authorized regular-route operations, and return over the same route, serving all intermediate points.

HEARING: May 4, 1964, in Room 212, State Office Building, 1100 Raymond Boulevard, Newark 2, N.J., before Joint Board No. 119, or, if the Joint Board waives its right to participate before Examiner Abraham J. Essrick.

No. MC 3647 (Sub-No. 351), filed October 15, 1963. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, a corporation, 180 Boyden Avenue, Maplewood, N.J. Applicant's attorney: Richard Fryling (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express and newspapers*, in the same vehicle with passengers, between Whitehouse (Readington Township), N.J., and Newark, N.J., (1) From the junction of U.S. Highway 22 and New Jersey County Highway 523, Whitehouse (Reading Township), N.J., over New Jersey County

Highway 523 to junction U.S. Highway 202, Bedminster Township, N.J., thence over U.S. Highway 202 to Boro of Far Hills, and Boro of Bernardsville, N.J., thence from Bernardsville, N.J., over Mount Airy Road, West Oak Street, South Finley Avenue, Stonehouse Road, Valley Road, Bernards Township, N.J., to Valley Road, Passaic Township, N.J., thence over Valley Road to Springfield Avenue, Berkeley Heights Township, N.J., thence over Springfield Avenue in Berkeley Heights Township, Boro of New Providence and City of Summit, N.J., to the junction of Morris Avenue, Summit, N.J., thence over Morris Avenue to junction Broad Street, thence over Broad Street to junction Morris Avenue, Springfield, N.J., thence over Morris Avenue via Millburn, Springfield, and Union, N.J., to junction U.S. Highway 22, Union, N.J., thence over U.S. Highway 22 in Union, Hillside and Newark, N.J., to junction U.S. Highway 1-9, Newark, N.J., and return over the same route, serving all intermediate points except between Morris Avenue at Morris Turnpike, Springfield, N.J., and Morris Avenue at U.S. Highway 22, Union, N.J.; (2) from the Boro of Bernardsville, N.J., over North Finley Avenue to junction West Oak Street at South Finley Avenue, Basking Ridge (Bernards Township), N.J., and return over the same route, serving all intermediate points; (3) from junction South Finley Avenue and Henry Street, Basking Ridge (Bernards Township), N.J., over Henry Street, and South Maple Avenue, Bernards Township, N.J., to junction Basking Ridge Road in Millington (Passaic Township), N.J., thence over Basking Ridge Road, Long Hill Road, and Division Avenue to junction Valley Road in Millington (Passaic Township), N.J., and return over the same route, serving all intermediate points; (4) from the junction South Finley Avenue and Stonehouse Road at Lyons Road in Lyons (Bernards Township), N.J., over Lyons Road, Knollerott Road through U.S. Veterans Administration Hospital grounds to junction Valley Road, thence over Valley Road to junction Stonehouse Road (Bernards Township), N.J., and return over the same route, serving all intermediate points.

HEARING: May 4, 1964, in Room 212, State Office Building, 1100 Raymond Boulevard, Newark 2, N.J., before Joint Board No. 119, or, if the Joint Board waives its right to participate before Examiner Abraham J. Essrick.

No. MC 67340 (Sub-No. 2), filed December 16, 1963. Applicant: RESORT BUS LINES, INC., 31 Edgecomb Place, Yonkers, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, between New York, N.Y., and Pittsfield, Mass., from the Port Authority Bus Terminal, located at West 41st Street and Eighth Avenue, in the Borough of Manhattan, over West 41st Street to 10th Avenue, thence over 10th Avenue to Amsterdam Avenue, thence over Amsterdam Avenue to Cathedral Parkway (West 110th

Street), thence over West 110th Street to and through Frederick Douglass Circle to Seventh Avenue, thence over Seventh Avenue to and over, and through Macombs Place to the Manhattan approach of the Macombs Dam Bridge, over said approach to, onto and across Macombs Dam Bridge to the Bronx approach of said Bridge, thence over the Bronx approach of the Macombs Dam Bridge to, onto and over the northbound cloverleaf and entrance roadways of Major Deegan Expressway leading to the main roadway of said Expressway, thence over the main roadway of Major Deegan Expressway to the northerly boundary line of the city of New York (also onto and over the southbound exit roadway leading to the Bronx approach of Macombs Dam Bridge, also onto and over Columbus Avenue, from West 110th Street to Ninth Avenue, thence over Ninth Avenue to West 40th Street, thence over West 40th Street to the entrance of the Bus Terminal); (also over Amsterdam Avenue, from Cathedral Parkway (West 110th Street) to West 179th Street, thence over West 179th Street to the entrance of the George Washington Bridge Bus Station, thence over West 178th Street, from the exit of the George Washington Bridge Bus Station to Broadway, thence over Broadway to West 230th Street, thence over West 230th Street onto and over the northbound entrance and southbound exit roadways leading to and from Major Deegan Expressway); (also over West 178th Street, between Broadway and Amsterdam Avenue, and the following streets and avenues, as an alternate routing for "traffic bypass:" also over Broadway, from West 178th Street to Cathedral Parkway, also over Cathedral Parkway, between Broadway and Amsterdam Avenue, also over St. Nicholas Avenue, from Amsterdam Avenue to Broadway); thence over the New York State Thruway (Interstate Highway 87) to Yonkers and Central Park Avenues, thence over the New York Thruway to Exit 7, at Ardsley, N.Y., thence over New York Highway 9A through Elmsford, N.Y., to Hawthorne Circle, thence over Commerce Street (New York Highway 141) through Hawthorne, N.Y., and Thornwood, N.Y., to Pleasantville, N.Y., thence over Bedford Road (New York Highway 117) through Chappaqua, N.Y., Mount Kisco, N.Y., and Bedford Hills, N.Y. to Katonah, N.Y., thence over New York Highway 22 through Golden's Bridge, N.Y. and Purdy's, N.Y. to Croton Falls, N.Y., thence over U.S. Highway 202 to junction U.S. Highway 6, thence over U.S. Highways 6 and 202 to the New York-Connecticut State line, thence over U.S. Highways 6 and 202 through Mill Plain, Conn., to Danbury, Conn., thence over U.S. Highway 7 through Brookfield, Conn., Lanesville, Conn., Gaylordsville, Conn., Bulls Bridge, Conn., Kent Furnace, Conn., Flanders, Conn., North Kent, Conn., Cornwall Bridge, Conn., West Cornwall, Conn., Lime Rock, Conn., and South Canaan, Conn., to the Connecticut-Massachusetts State line, thence over U.S. Highway 7 through Ashley Falls, Mass., Sheffield, Mass., Great Barrington, Mass., Stockbridge, Mass., and Lenox, Mass., to Pittsfield, Mass., and return over the same route,

servicing the intermediate points of Yonkers (at Yonkers and Central Park Avenues), Ardsley, Elmsford, Hawthorne, Thornwood, Pleasantville, Chappaqua, Mount Kisco, Bedford Hills, Katonah, Golden's Bridge, Purdy's and Croton Falls, N.Y., Mill Plain, Danbury, Brookfield, Lanesville, Gaylordsville, Bulls Bridge, Kent Furnace, Flanders, North Kent, Cornwall Bridge, West Cornwall, Lime Rock and South Canaan, Conn., and Ashley Falls, Sheffield, Great Barrington, Stockbridge and Lenox, Mass.

HEARING: April 20, 1964, at the Park Sheraton Hotel, New York, N.Y., before Joint Board No. 191, or, if the Joint Board waives its right to participate before Examiner Abraham J. Essrick.

No. MC 109802 (Sub-No. 21), filed October 14, 1963. Applicant: LAKELAND BUS LINES, INC., East Blackwell Street, Dover, N.J. Applicant's attorney: Bernard F. Flynn, Jr., York-Flynn Building, East Blackwell Street, Dover, N.J. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and mail, newspapers and express shipments*, in the same vehicle with passengers, between Chester Borough, Morris County, N.J., and New York, N.Y.; from Chester Borough, Morris County, N.J. over U.S. Highway 206 to junction New Jersey Highway 512, thence over New Jersey Highway 512 to Peapack-Gladstone Center. Also, from junction U.S. Highway 206 and intersection of Chester-Gladstone Road to Peapack-Gladstone Center, using local streets and arteries in Peapack-Gladstone, thence from Peapack-Gladstone over Maple Avenue, Main Street, Holland Avenue and Maple Street to U.S. Highway 206 to junction with Main Street, Far Hills, N.J., utilizing also Hillside Ave., Far Hills, N.J.; thence over Main Street and Minebrook Road (U.S. Highway 202), thence through Far Hills and Minebrook to Bernardsville, thence from Bernardsville as follows: (1) over Morristown Road (U.S. Highway 202) to junction with North Finley Avenue (New Jersey Highways 525 and 527), thence over North Finley Avenue (New Jersey Highways 525 and 527), Basking Ridge, N.J., thence over South Finley Avenue (New Jersey Highways 525 and 527) to junction with New Jersey Highway 512, Valley Road, Bernards Township, also referred to as the Lyons Section. Also, from the junction South Finley Avenue and Valley Road, Lyons, N.J., over Finley Avenue, Lyons Place and Lyons Road to junction with Knollcroft Road to the United States Veterans Administration Facility, thence to Valley Road (New Jersey Highway 512) to junction with New Jersey Highways 525 and 527, Stonehouse Road; thence from said intersection New Jersey Highways 525 and 527 at Valley Road (New Jersey Highway 512) over Valley Road and New Jersey Highway 512 through Millington, Stirling and Gillette, localities of Passaic Township, N.J., thence to Berkeley Heights, thence to New Providence, N.J., thence continuing over Springfield Avenue (New Jersey Highway 512) to junction with Morris Avenue, Summit, N.J., thence from said

junction over Morris Avenue to Broad Street, Summit, N.J., thence over Broad Street to Morris Avenue (New Jersey Highway 24) at the Summit-Springfield-Millburn municipal line, serving all intermediate points between this point and Chester Borough in the picking up of passengers eastbound to New York, and dropping off and discharging all passengers at this point and all intermediate points westerly to and including Chester Borough, Morris County, N.J. From the junction Broad Street and Morris Avenue (New Jersey Highway 24) direct nonstop service with closed doors to New York, N.Y. as follows: over New Jersey Highway 24, Morris Avenue, to junction with U.S. Highway 22, Union, N.J., thence over U.S. Highway 22 to its junction with U.S. Highway 1, thence over U.S. Highway 1 to the New Jersey Turnpike at exit and entrance No. 14 at Newark Airport, Newark, N.J.; thence over New Jersey Turnpike to the Lincoln Tunnel exit and entrance ramps, thence over Lincoln Tunnel Underpass to Lincoln Tunnel exit and entrance ramps, and thence over Lincoln Tunnel to New York, N.Y., and return over same routes. (1-A) Also, for operating convenience, operations from the junction New Jersey Highway 24 and Garden State Parkway at Union, N.J., over the Garden State Parkway to junction with New Jersey Highway 3, Clifton, N.J.; thence over New Jersey Highway 3 to the Lincoln Tunnel Underpass and connections thereto to the entrance and exit ramps of the Lincoln Tunnel, thence over the Lincoln Tunnel to New York, N.Y., and return over all said routes with direct, nonstop service, closed door operations from New York, N.Y. to Summit, N.J., thereafter discharging passengers at Summit, N.J. through to Chester Borough, Morris County, N.J.; and (2) from Bernardsville, N.J. over the Bernardsville-Morristown Road, also known as Mount Kemble Avenue and also known as U.S. Highway 202 to Morristown, N.J., thence to Morris Plains, N.J. to the junction of U.S. Highways 202 and 10 at the Morris Plains-Parsippany Troy-Hills boundary; thence over applicant's presently authorized routes to New York, N.Y.; those routes being namely, U.S. Highway 202 to its junction with U.S. Highway 46; thence over U.S. Highway 46 to junction with New Jersey Highway 3, thence over New Jersey Highway 3 to the Lincoln Tunnel Underpass and connections thereto to the entrance and exit ramps of the Lincoln Tunnel; thence over the Lincoln Tunnel to New York, N.Y., and return over same routes.

NOTE: Applicant states it further proposes to use presently existing portions of U.S. Highway 287 which is partially completed and is proposed to be completed within the next two years, as well as U.S. Highway 78 now under construction and proposed to be completed within the next three years, and hereby includes said highways in this application for its convenience and the convenience of those it proposes to serve.

HEARING: May 4, 1964, in Room 212, State Office Building, 1100 Raymond Boulevard, Newark 2, N.J., before Joint

Board No. 3, or, if the Joint Board waives its right to participate before Examiner Abraham J. Essrick.

No. MC 117215 (Sub-No. 1), filed September 25, 1963. Applicant: LEO RAYMOND BOUFFARD, 88 Arlington Avenue, Warren, R.I. Applicant's attorney: Julian P. Freret, Continental Building, 1012 14th Street, N.W., Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers*, in round-trip operations, beginning and ending at Fall River, Mass., and extending to Warren, Providence, Central Falls, and Pawtucket, R.I. Restriction: Applicant proposes to transport only passengers participating in Bingo, Beano and similar games.

HEARING: April 22, 1964, at the Federal Building, Providence, R.I., before Joint Board No. 18, or, if the Joint Board waives its right to participate, before Examiner Donald R. Sutherland.

No. MC 125902, filed December 23, 1963. Applicant: MURRAY W. CALDWELL, Canaan St. Road, Canaan, N.H. 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 charter operations beginning and ending at points in Grafton County, N.H., and extending to points in Maine, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, and the District of Columbia.

HEARING: May 5, 1964, at the New Hampshire Public Utilities Commission, Concord, N.H., before Examiner Donald R. Sutherland.

No. MC 125904, filed December 23, 1963. Applicant: LAKESHORE TRANSIT-INTERURBAN, INC., 1510 Gool Street, Racine, Wis. Applicant's attorney: Warren T. Boggs, 827 South Main Street, Racine, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in charter operations, beginning and ending at points in Racine and Kenosha Counties, Wis., and extending to points in Minnesota, Iowa, Wisconsin, Illinois, Indiana and Michigan.

HEARING: April 24, 1964, at the Federal Building, Milwaukee, Wis., before Examiner William E. Messer.

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 110264 (Sub-No. 30), filed February 24, 1964. Applicant: ALBUQUERQUE PHOENIX EXPRESS, INC., 4500 McLeod Road, NE. (P.O. Box 404), Albuquerque, N. Mex. Applicant's attorney: Paul F. Sullivan, 612 Barr Building, 910 Seventeenth Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities, including shipper-owned compressed gas trailers, loaded with compressed gas (other than liquefied petroleum gas) or empty, (but excepting commodities of unusual value, household goods as defined by the Com-*

mission, commodities in bulk, and those requiring special equipment), between Roswell and Hobbs, N. Mex.; (1) from Roswell over U.S. Highway 380 to Tatum, N. Mex., thence over New Mexico Highway 18 to Hobbs, and return over the same route, serving all intermediate points, and (2) from Roswell over U.S. Highway 285 to Artesia, N. Mex., thence over New Mexico Highway 83 to Lovington, N. Mex., thence over New Mexico Highway 18 to Hobbs, and return over the same route, serving all intermediate points, and the following off-route points: (1) the site of the Sinclair Oil Company Plant located approximately twenty (20) miles northeast of Tatum, N. Mex., in connection with carrier's regular-route operations over U.S. Highway 380, (2) the site of the Denton Gasoline Plant of the Atlantic Refining Company located approximately twelve (12) miles northeast of Lovington, N. Mex., in connection with applicant's regular-route operations, (3) the site of the gasoline plant of the Warren Petroleum Company located approximately twenty (20) miles northwest of Lovington, N. Mex., in connection with applicant's regular-route operations over New Mexico Highway 83 between Lovington and Artesia, N. Mex., (4) the site of the Phillips Petroleum Company Vacuum Plant located near Buckeye, N. Mex., (5) the site of the U.S. Air Training School, located approximately five (5) miles south of Roswell, and (6) the site of the King Gasoline Plant of the Cabot Carbon Company, located approximately nine (9) miles east of McDonald, N. Mex., in connection with applicant's regular-route operations. Note: (1) Applicant requests that its Sub 27 be withdrawn if this application is granted (2) if a hearing is deemed necessary applicant requests it be held at Odessa, Tex. and (3) this application is to be handled concurrently with MC-F-8683, published FEDERAL REGISTER issue of March 4, 1964.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-8642 (CORRECTION) (AC TRANSPORTATION, INC.—CONTROL AND MERGER—PERTH AMBOY TRUCKING CORP., AND DOBBIE TRANSPORTATION CO., INC.), published in the January 15, 1964, issue of the FEDERAL REGISTER on page 384. The word *liquid* was omitted from the commodity description of DOBBIE TRANSPORTATION CO., INC., in prior notice and should read as follows: *Building and construction materials, and supplies, in liquid bulk, in tank vehicles* * * *

No. MC-F-8686. Authority sought for control by GATEWAY TRANSPORTATION CO., INC., 2130 South Avenue, La-

Crosse, Wis., of TAMIAMI FREIGHTWAYS, INC., 1920 Moreland Avenue SE, Atlanta, Ga., and for acquisition by W. LEO MURPHY, EUGENE W. MURPHY, JOHN A. MURPHY, all of LaCrosse, Wis., and MICHAEL P. MURPHY, 2331 81 South Wood Street, Chicago, Ill., of control of TAMIAMI FREIGHTWAYS, INC., through the acquisition by GATEWAY TRANSPORTATION CO., INC. Applicant's attorneys: Drew L. Carraway, 618 Perpetual Building, Washington 4, D.C., A. Pickens Coles, 616 First National Bank Building, Tampa 2, Fla., and James E. Wilson, 1111 E Street NW., Washington 4, D.C. Operating rights sought to be controlled: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes between specified points in Georgia, between Savannah, Ga., and Jacksonville, Fla., serving certain intermediate and off-route points; several alternate routes for operating convenience only; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between points in Brunswick, St. Simons, and Sea Island Beach, Ga.; and *general commodities*, excepting, among others, household goods and commodities in bulk, over regular and irregular routes, from, to and between specified points and areas in Florida, serving certain intermediate and off-route points. GATEWAY TRANSPORTATION CO., INC., is authorized to operate as a *common carrier* in Minnesota, Iowa, Missouri, Indiana, Ohio, New York, and Michigan. Application has been filed for temporary authority under section 210a(b).

NOTE: TAMIAMI FREIGHTWAYS, INC., is a wholly owned subsidiary of TAMIAMI TRAIL TOURS, INC., pursuant to authority granted in No. MC-F-7021, decided July 18, 1962, and consummated September 11, 1962 (TAMIAMI TRAIL TOURS, INC.—CONTROL—TAMIAMI FREIGHTWAYS, INC. (formerly BENTON RAPID EXPRESS)); authority granted in No. MC-F-8580, decided December 20, 1963, and consummated December 31, 1963 (TAMIAMI FREIGHTWAYS, INC.—PURCHASE (PORTION)—TAMIAMI TRAIL TOURS, INC., published in the October 30, 1963 issue of the FEDERAL REGISTER on page 11597).

No. MC-F-8688. Authority sought for control by PASQUALE CHIMENTO, 315 West Houston Street, New York, N.Y., of CARMIC LEASING CORP., 315 West Houston Street, New York, N.Y. Applicant's attorney: Irving Klein, 280 Broadway, New York 7, N.Y. Operating rights sought to be controlled: Authority applied for in No. MC-125524, covering the transportation of *such commodities*, as are used, sold or dealt in by retail chain and department stores, under a continuing contract with J. J. Newberry Co., of New York, N.Y., as a *contract carrier* over irregular routes, (1) from points within the New York, N.Y. commercial zone to the sites of the retail stores of J. J. Newberry Co., in Pennsylvania, New Jersey, New York, Connecticut, Maryland, Ohio, Delaware, Virginia, Newell, Morgantown and Martinsburg, W. Va., Peabody Mass., Charlotte, Gastonia, Monroe, Hickory and Reidsville, N.C., Johnston and Camden, S.C.,

and (2) from points in the destination territory in (1) above to points in the New York, N.Y., commercial zone. PASQUALE CHIMENTO holds no authority from this Commission. However, he is in control of ADVANCE TRUCKING CORPORATION, 315 West Houston Street, New York, N.Y., which is authorized to operate as a *contract carrier* in New York, New Jersey, Connecticut, and Pennsylvania. Application has not been filed for temporary authority under section 210a(b).

MOTOR CARRIERS OF PASSENGERS

No. MC-F-8687. CALIFORNIA PARLOR CAR TOURS COMPANY, 371 Market Street, San Francisco 5, Calif., a newly organized corporation, would purchase certain operating rights of GREYHOUND LINES, INC., 140 South Dearborn Street, Chicago 3, Ill., being those operating rights that had been held by a corporation bearing the same name as transferee, prior to the authority granted in No. MC-F-8531 (CALIFORNIA PARLOR CAR TOURS COMPANY—PURCHASE—THE GREYHOUND CORPORATION), decided October 25, 1963, and consummated December 31, 1963. See notice published in the August 21, 1963, issue of the FEDERAL REGISTER on page 9242. GREYHOUND LINES, INC., and THE GREYHOUND CORPORATION, 140 South Dearborn Street, Chicago 3, Ill., sole stockholders of GREYHOUND LINES, INC., seek authority to acquire, respectively, direct and indirect control of CALIFORNIA PARLOR CAR TOURS COMPANY, through purchase of its capital stock. Authority for issuance of securities is sought under section 214 of the Act, in Finance Docket No. 23006. Applicants' attorney: Gerald H. Trautman, 601 California Street, San Francisco 8, Calif. Operating rights sought to be purchased: Passengers and their baggage, in special operations, one way and round trip in sightseeing or pleasure tours, with stop-over privileges at certain points, as a *common carrier* over regular routes, between San Francisco, Calif., and Los Angeles, Calif., serving all intermediate and certain off-route points, restricted to stop over privileges only; passengers and their baggage, restricted to the transportation of persons moving on one-way or round-trip special tours between San Francisco, Calif., and Los Angeles, Calif., between San Francisco, Calif., and Salinas, Calif., serving the intermediate point of Merced, Calif., between Carmel, Calif., and San Luis Obispo, Calif., serving no intermediate points; passengers and their baggage, in special operations, in round-trip sightseeing or pleasure tours, during the season extending from June 15 until September 15, inclusive, of each year, beginning and ending at San Francisco, Calif., and extending to Reno, Nev.: Authority is not granted for the pick-up or discharge of passengers en route. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8689. Authority sought for control by C. NORMAN ELSY, 817 Crescent Boulevard, Glen Ellyn, Ill., of NORTHERN TRANSIT COMPANY, 216 11th Street, South, Fargo, N. Dak. Ap-

plicant's attorney: Alan Foss, 502 First National Bank Building, Fargo, N. Dak. Operating rights sought to be controlled: Upon issuance to NORTHERN TRANSIT COMPANY, of a certificate applied for in No. MC-125726, covering the transportation of: Passengers and their baggage, and express and newspapers, in the same vehicle with passengers, as a *common carrier* over regular routes, between Fargo, N. Dak., and Oakes, N. Dak., from Fargo over U.S. Highway 81 to junction North Dakota Highway 46, thence over North Dakota Highway 46 to junction North Dakota Highway 32, west of Enderlin, N. Dak., thence over North Dakota Highway 32 to junction North Dakota Highway 11 at Forman, N. Dak., thence over North Dakota Highway 11 to junction North Dakota Highway 1, thence over North Dakota Highway 1 to Oakes, serving all intermediate points. C. NORMAN ELSY holds no authority from this Commission. However, he is affiliated with WISCONSIN COACH LINES, 901 Niagara Street, Waukesha, Wis., which is authorized to operate as a *common carrier* in Wisconsin, Illinois, Indiana, Iowa, Michigan, Minnesota, and Kentucky. Application has not been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-2361; Filed, Mar. 10, 1964;
8:49 a.m.]

[Notice No. 610]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MARCH 6, 1964.

Section A. The following publications are governed by the new Special Rule 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 of 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., 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

The applications immediately following are assigned for hearing at the time and place designated in the notice of filing as here published in each proceeding. All of the proceedings are subject to the special rules of procedure for hearing outlined below:

Special rules of procedure for hearing.

(1) All of the testimony to be adduced by applicant's company witnesses shall be in the form of written statements which

shall be submitted at the hearing at the time and place indicated.

(2) All of the written statements by applicant's company witnesses shall be offered in evidence at the hearing in the same manner as any other type of evidence. The witnesses submitting the written statements shall be made available at the hearing for cross-examination, if such becomes necessary.

(3) The written statements by applicant's company witnesses, if received in evidence, will be accepted as exhibits. To the extent the written statements refer to attached documents such as copies of operating authority, etc., they should be referred to in written statement as numbered appendices thereto.

(4) The admissibility of the evidence contained in the written statements and the appendices thereto, will be at the time of offer, subject to the same rules as if the evidence were produced in the usual manner.

(5) Supplemental testimony by a witness to correct errors or to supply inadvertent omissions in his written statement is permissible.

SECTION A

MOTOR CARRIERS OF PROPERTY

No. MC 25798 (Sub-No. 111), filed February 3, 1964. Applicant: CLAY HYDER TRUCKING LINES, INC., 301 Highway North, Dade City, Fla. Applicant's attorney: Daniel B. Johnson, Suite 1250, Federal Bar Building, 1815 H Street NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, from Emporia, Kans., to points in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Virginia, and Tennessee.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 29566 (Sub-No. 79) (AMENDMENT), filed October 28, 1963 published in FEDERAL REGISTER issue of February 5, 1964, amended February 26, 1964, and republished as amended this issue. 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 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 or tank vehicles), from the plant site of Armour & Company at or near Worthington, Minn., to points in Arkansas, Iowa, Kansas, Missouri, Oklahoma, and Nebraska, and empty containers or other such incidental facilities used in transporting the above described commodities and rejected shipments on return. RESTRICTION: The authority sought will be restricted against tacking at origin.

NOTE: The purpose of this republication is to add Oklahoma and Nebraska as destination States.

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

No. MC 41404 (Sub-No. 44), filed February 17, 1964. Applicant: ARGO-COLLIER TRUCK LINES CORPORATION, Post Office Box 151, Fulton Highway, Martin, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and commodities 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, from the plant site of Armour and Co., located at or near Emporia, Kans., to points in Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, and Tennessee.

NOTE: Applicant states the authority sought above will be restricted against (a) the transportation of such commodities in bulk or liquid form in tank vehicles, (b) tacking at point of origin, and (c) shipments involved will be limited to those originating at the plant site of Armour and Co.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 84511 (Sub-No. 16), filed January 20, 1964. Applicant: COMMERCIAL FREIGHT LINES, INC., 1700 West Ninth Street, Kansas City, Mo. Applicant's attorney: Charles W. Singer, 33 North La Salle 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*, 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 Emporia, Kans., to points in Illinois, Iowa, Missouri, Kansas and Nebraska. **RESTRICTIONS:** The authority requested above is restricted as follows: (a) to shipments originating at the plant site of Armour and Co. at or near Emporia, Kans., (b) against tacking at origin, and (c) against commodities in bulk, in tank vehicles.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 107818 (Sub-No. 31), filed January 24, 1964. Applicant: GREENSTEIN TRUCKING COMPANY, a corporation, 280 Northwest 12th Avenue, Pompano Beach, Fla. Applicant's attorney: Martin Sack, 710 Atlantic Bank Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and articles distributed by meat packing houses*, from the plant site of Armour and Company at or near Emporia, Kans. to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, and South Carolina.

NOTE: Applicant states that the proposed operation is to be limited to shipments originating at the plant site and further restricted against tacking at origin, and against commodities in bulk and in tank vehicles.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 110315 (Sub-No. 9) (AMENDMENT), filed February 17, 1964, published in FEDERAL REGISTER, issue February 26, 1964, and republished as amended this issue. Applicant: FELTS TRANSPORT CORPORATION, Railroad Avenue, Galax, Va. Applicant's attorney: Harold G. Heryly, 711 14th Street NW., Washington 5, 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, (1) from the pipeline terminals of the Plantation and Colonial Pipelines in Fairfax County, Va. and the City of Fairfax, Va., to points in Maryland, West Virginia, and the District of Columbia, (2) from Roanoke, Va., and points within 10 miles thereof, to points in West Virginia and Tazewell and Buchanan Counties, Va., and (3) from the terminal of Colonial Pipeline, located at or near Montvale, Va. to points in North Carolina, Virginia, and West Virginia.

NOTE: The purpose of this republication is to add (3) above.

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

No. MC 112595 (Sub-No. 23), filed March 3, 1964. Applicant: FORD BROTHERS, INC., Post Office Box 419, Ironton, Ohio. Applicant's attorney: Charles F. Dodrill, 600 Fifth Avenue, Huntington, W. Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, as described in Appendix XIII, *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from Colonial Pipe Line terminals in Alabama, Delaware, Georgia, Louisiana, Maryland, Mississippi, New Jersey, New York, North Carolina, South Carolina, Pennsylvania, Virginia, and Tennessee, to points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Kentucky, Louisiana, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, 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 114457 (Sub-No. 14), filed January 2, 1964. Applicant: DART TRANSPORT COMPANY, a corporation, 780 North Prior Avenue, St. Paul, Minn. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I in *Descriptions in Motor Carrier Certificates*, 61, M.C.C. 209 and 766, from the plant site of Armour

and Co. at or near Emporia, Kans., to points in Wisconsin, Minnesota, North Dakota, South Dakota, Iowa, Illinois, and the Upper Peninsula of Michigan.

NOTE: The proposed operations will be restricted as follows: (a) to shipments originating at the plant site of Armour and Company at or near Emporia, Kans., (b) against tacking at origin and (c) against commodities in bulk, in tank vehicles.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 115180 (Sub-No. 8), filed February 13, 1964. Applicant: ONLEY REFRIGERATED TRANSPORTATION, INC., 408 West 14th Street, New York, N.Y. 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: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, *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 & Co., at or near Emporia, Kans. to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Maryland, West Virginia, Delaware, Virginia, and the District of Columbia.

NOTE: Applicant states that the proposed service is to be restricted to shipments originating at the said plant site and further restricted against tacking at point of origin.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 115841 (Sub-No. 165), filed February 17, 1964. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, 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*, from the plant site of Armour & Co., located at or near Emporia, Kans., to points in Kentucky, Tennessee, Mississippi, Louisiana, Alabama, North Carolina, South Carolina, and Virginia.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 118272 (Sub-No. 11), filed January 13, 1964. Applicant: ZUZICH TRUCK LINE, INC., 120 Kansas Avenue, Kansas City, Kans. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *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, from the plant site of Armour and Co. at or near Emporia, Kans. to points in Illinois, Iowa, Missouri, Oklahoma, and Kansas. **RESTRICTIONS:** The authority requested above is restricted as follows: (a) to

shipments originating at the plant site of Armour and Co. at or near Emporia, Kans., (b) against tacking at origin and (c) against commodities in bulk, in tank vehicles.

NOTE: Applicant's operations under permit MC 69752 and subs found to be common carrier and it was authorized to receive certificates in lieu of present permits.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 119170 (Sub-No. 5), filed February 12, 1964. Applicant: REEFER TRANSIT LINES, INC., 1413 West Pershing Road, 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: *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 & Co., located at or near Emporia, Kans., to points in Missouri, Nebraska, Iowa, New York, New Jersey, Pennsylvania, Ohio, and to Wheeling, W. Va., and points within 25 miles thereof.

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 Emporia, Kans.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 123639 (Sub-No. 15), filed January 15, 1964. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver 16, Colo. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packing houses*, 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 Emporia, Kans., to points in Illinois, Iowa, Kansas, Nebraska, and Colorado.

NOTE: Applicant states that the proposed operations will be restricted to shipments originating at the plant site of Armour and Company, located at or near Emporia, Kans. and further restricted against tacking at origin.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

SECTION B

MOTOR CARRIERS OF PROPERTY

No. MC 903 (Sub-No. 35) (AMENDMENT), filed April 29, 1963, published FEDERAL REGISTER issue of June 12, 1963, amended February 21, 1964, and republished, as amended, this issue. Applicant: FALWELL FAST FREIGHT, INC., Post Office Box 937, Lynchburg, Va.

Applicant's attorney: Frank B. Hand, Jr., 921 17th Street, NW., 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 Virginia to points in Virginia, West Virginia, Maryland, and North Carolina, and *rejected and returned shipments*, on return.

NOTE: The purpose of this republication is to broaden the scope of the territory involved in the proposed operation.

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

No. MC 10761 (Sub-No. 147), filed November 4, 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 irregular routes, transporting: *Meat, meat products, meat byproducts and articles distributed by meat packing houses*, 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 Co. at or near Emporia, Kans., to points in Michigan, Indiana, Ohio, New York, Pennsylvania, Maryland, New Jersey, Connecticut, Rhode Island, Massachusetts, Delaware, and the District of Columbia. RESTRICTION: Authority sought is limited to shipments originating at the plant site of Armour and Co. and further restricted against tacking at origin.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 26739 (Sub-No. 38), filed October 25, 1963. Applicant: CROUCH BROS., INC., Transport Building, St. Joseph, Mo. 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 packing houses*, 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 & Co. at or near Emporia, Kans., to points in Iowa, Kansas, Nebraska, Missouri, and Illinois. RESTRICTION: Applicant states that authority sought is limited to shipments originating at the plant site of Armour & Co. restricted against tacking at point of origin, and further restricted against the transportation of commodities in bulk, in tank vehicles.

HEARING: May 4, 1964, at Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 29566 (Sub-No. 81), filed October 28, 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 byproducts, and articles distributed by meat packing-*

houses, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificate* 61 M.C.C. 209 and 766, from the plant site of Armour and Company at or near Emporia, Kans., to points in Arkansas, Illinois, Indiana (Indiana portion of the Chicago, Ill. commercial zone only), Iowa, Kansas, Missouri, Nebraska, and Oklahoma, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, and *damaged and rejected shipments thereof*, on return. RESTRICTION: Applicant states that authority sought is restricted against any transportation in bulk, in tank vehicles, and further restricted against tacking at point of origin.

HEARING: May 4, 1964 at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 30844 (Sub-No. 130), filed October 21, 1963. Applicant: KROBLIN REFRIGERATED XPRESS, INC., P.O. Box 218, Sumner, Iowa. 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 Emporia, Kans., to points in Michigan, Ohio, Pennsylvania, New York, Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New Jersey, Delaware, Maryland, and the District of Columbia. RESTRICTION: The proposed operations will be restricted to shipments originating at the plant site of Armour & Co. and further restricted against tacking at origin.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 52709 (Sub-No. 234) (SECOND CORRECTION), filed December 13, 1963, published FEDERAL REGISTER, issue of February 5, 1964, republished issue of February 26, 1964, and republished as corrected this issue. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver, Colo. Applicant's representative: Eugene Hamilton (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Meats, packinghouse products, and commodities used by packinghouses* as described in paragraphs A and C of Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 272, (1) serving the plant of Armour & Co., at or near Worthington, Minn., as an off-route point in connection with applicant's regular route operations between Fremont, Nebr., and Sioux City, Iowa; (2) in connection with applicant's irregular route operations from Sioux Falls, S. Dak., to points in Colorado; and (3) over irregular routes, from Worthington, Minn., to Olympia, Seattle and Tacoma, Wash., and Medford and Portland, Ore.

NOTE: Common control may be involved. The purpose of this republication is to correct item (2) above.

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

No. MC 53965 (Sub-No. 35), filed November 21, 1963. Applicant: GRAVES TRUCK LINE, INC., Salina, 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: *Meat, meat products and meat byproducts, dairy products, and articles distributed by meat packinghouses*, as described in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209 and 766 (except in bulk tank trailers, between points within 5 miles of Emporia, Kans., and points in Nebraska, Oklahoma, points in Sedgwick, Logan, Weld, Larimer, Boulder, Morgan, Phillips, Yuma, Washington, Jefferson, Adams, Arapahoe, Douglas, Elbert, Kit Carson, Lincoln, El Paso, Cheyenne, Kiowa, Crowley, Pueblo, Huerfano, Los Animas, Baca, Prowers, Bent, and Otero Counties, Colo., and points in Deaf Smith, Randall, Armstrong, Donley, Collingsworth, Oldham, Potter, Carson, Gray, Wheeler, Hemphill, Roberts, Moore, Hartley, Dullam, Sherman, Hansford, Lipscomb, Ochiltree, and Hutchinson, and Laramie Counties, Wyo.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 94265 (Sub-No. 120), filed October 25, 1963. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's attorney: E. Stephen Heisley, Transportation Building, Washington 6, D.C. 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 of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, 766 (except commodities in bulk, in tank vehicles), from the plant site of Armour and Company at or near Emporia, Kans., to points in Virginia, Maryland, the District of Columbia, West Virginia, Pennsylvania, New Jersey, New York, Delaware, and North Carolina. **RESTRICTION:** Authority sought is limited to shipments originating at the plant site of Armour and Co. and further restricted against tacking at origin.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 95540 (Sub-No. 558), filed October 25, 1963. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, 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, from the plant site of Armour and Company located at or near Emporia, Kans., to

points in Alabama, Georgia, North Carolina, South Carolina, Florida, Louisiana, Virginia and Mississippi. **RESTRICTION:** Authority sought will be limited to shipments originating at the plant site of Armour and Co. and further restricted against tacking at origin. Also the proposed authority will be restricted against commodities in bulk, in tank vehicles.

NOTE: Common control may be involved.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 102616 (Sub-No. 732) (AMENDMENT), filed September 9, 1963, published in *FEDERAL REGISTER* issue of January 29, 1964, and republished as amended this issue. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. Applicant's attorney: Harold G. Hernly, 711 14th Street N.W., Washington 5, 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 pipeline terminals of the Plantation and Colonial Pipelines in Virginia, to points in Maryland, Pennsylvania, Virginia, West Virginia, and the District of Columbia.

NOTE: The purpose of this republication is to specify origin points at terminals of the Plantation and Colonial Pipelines in Virginia.

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

No. MC 105813 (Sub-No. 107), filed November 1, 1963. Applicant: BELFORD TRUCKING CO., INC., 1299 Northwest 23d Street, Miami 42, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, 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, from the plant site of Armour and Company located at or near Emporia, Kans., to points in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina and Louisiana. **RESTRICTION:** Authority sought will be limited to shipments originating at the plant site of Armour and Co. and further restricted against tacking at origin. The proposed authority will also be restricted against commodities in bulk in tank vehicles.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 107107 (Sub-No. 291), filed October 23, 1963. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 65, Allapattah Station, Miami 42, Fla. 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 Emporia, Kans., to points in Florida, Georgia, Alabama, Mississippi, North Carolina, South Carolina and Tennessee. **RESTRICTION:** Authority sought is limited to shipments originating at the plant site of Armour and Co. and further restricted against tacking at origin.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 107515 (Sub-No. 459), filed October 23, 1963. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta, 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: *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, from the plant site of Armour and Co. located at or near Emporia, Kans., to points in Alabama, Georgia, Mississippi, Tennessee, Louisiana, North Carolina, South Carolina and Florida, restricted (1) to shipments originating at the plant site of Armour and Co. and against tacking at origin, and (2) against transporting commodities in bulk, in tank vehicles.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 107544 (Sub-No. 58) (AMENDMENT), filed May 28, 1963, published *FEDERAL REGISTER* issue January 29, 1964, amended February 24, 1964, and republished as amended this issue. Applicant: LEMMON TRANSPORT COMPANY, INCORPORATED, Post Office Box 580, Marion, Va. Applicant's attorney: Harry C. Ames, Transportation Building, Washington, D.C. 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), (1) from terminals of the Colonial Pipeline Co. and the Plantation Pipeline Co., located at points in Virginia, to points in Virginia, and West Virginia, (2) from the sites of pipeline terminals or outlets of the Colonial Pipeline located at points in North Carolina, to points in North Carolina, South Carolina, Tennessee, and Virginia, (3) from the site of pipeline terminals or outlets of the Colonial Pipeline located at points in Tennessee, to points in Virginia, North Carolina, Kentucky, South Carolina, Georgia, and Alabama, and (4) from the site of the pipeline terminals or outlets of the Colonial Pipeline located at points in Virginia, to points in North Carolina, Maryland, Virginia, Pennsylvania, and the District of Columbia.

NOTE: Applicant states "no duplicating rights are sought." The purpose of this republication is to add "naphtha" to the commodities and the additional area in (1) above.

HEARING: Remains as assigned April 6, 1964, at the Offices of the Interstate

Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

No. MC 110193 (Sub-No. 54), filed November 13, 1963. Applicant: SAFEWAY TRUCK LINES, INC., 4625 West 55th Street, Chicago 32, Ill. Applicant's representative: Walter J. Kobos, 1623 Kensington Avenue, Westchester, 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*, 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 Co. located at or near Emporia, Kans., to points in Connecticut, Delaware, Indiana, Maryland, Massachusetts, Maine, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, New Hampshire, Vermont, Virginia, West Virginia and the District of Columbia, restricted against commodities in bulk, in tank vehicles, to shipments originating at the plant site of Armour and Company, and further against tacking at origin.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 111812 (Sub-No. 227), filed October 30, 1963. Applicant: MIDWEST COAST TRANSPORT, INC., Post Office Box 747, Sioux Falls, S. Dak. Applicant's representative: William J. Walsh, Post Office Box 747, Sioux Falls, S. Dak. 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, *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour and Company located at or near Emporia, Kans., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, New York, Pennsylvania, Maryland, Delaware, Michigan (Lower Peninsula only), Ohio, Virginia, West Virginia, and the District of Columbia.

NOTE: Applicant states the proposed service is to be restricted (a) to shipments originating at the plant site of Armour and Company, (b) against tacking or joinder at origin, and (c) against the transportation of commodities in bulk, in tank vehicles. Common control may be involved.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 113267 (Sub-No. 114), filed November 4, 1963. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: Frederick H. Figge, 410 O'Farrell Street, Collinsville, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, 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, from the plant site of Armour and Company located at or near Em-

poria, Kans., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina and Tennessee. RESTRICTIONS: (1) Authority sought will be limited to shipments originating at the plant site of Armour & Company at or near Emporia, Kans. (2) Restricted against tacking at origin. (3) Restricted against commodities in bulk in tank vehicles.

NOTE: Common control may be involved.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 113362 (Sub-No. 32), filed November 4, 1963. Applicant: ELLSWORTH FREIGHT LINES, INC., 220 East Broadway, Eagle Grove, 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* (except 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 & Co., located at or near Emporia, Kans., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Maryland, Delaware, West Virginia, and the District of Columbia.

NOTE: Applicant states the authority sought will be limited to shipments originating at the above specified plant site and further restricted against tacking at origin.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 113651 (Sub-No. 64), filed November 7, 1963. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. Applicant's attorneys: Mario Pieroni, 523 Johnson Building, Muncie, Ind.; and Charles W. Singer, 33 North La Salle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packing houses 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), (1) from Emporia, Kans., to points in Michigan, Ohio, Indiana, and (2) between points in Pennsylvania, New York, Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New Jersey, Delaware, Maryland, District of Columbia, Virginia, West Virginia, Florida, Georgia, Alabama, Mississippi, North Carolina, South Carolina, Tennessee, Kentucky, and Louisiana.

NOTE: Applicant states the proposed service will be restricted to shipments originating at the plant site of Armour & Co., and further restricted against tacking at origin.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 113843 (Sub-No. 74), filed November 6, 1963. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. 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 Emporia, Kans., to points in Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Delaware, Maryland, and the District of Columbia.

NOTE: Applicant states the proposed service is limited to shipments originating at the plant site of Armour and Company and further restricted against tacking at origin. Common control may be involved.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 114019 (Sub-No. 112), filed December 11, 1963. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago, Ill. Applicant's attorney: David Axelrod, 39 S. La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular 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 Co. at or near Emporia, Kans., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Pennsylvania, Maryland, the District of Columbia, Ohio, Indiana, Michigan, Illinois, Kentucky, Tennessee, Virginia and West Virginia. RESTRICTION: Authority sought is limited to shipments originating at the plant site of Armour and Company and further restricted against tacking at point of origin.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before William E. Messer.

No. MC 114045 (Sub-No. 124), filed December 9, 1963. Applicant: TRANSCOLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I in *Descriptions of Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour & Company located at or near Emporia, Kans., to points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina,

Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC-117119 (Sub-No. 128), filed November 27, 1963. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorney: John H. Joyce, 26 North College, Fayetteville, Ark. 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 of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, and tank vehicles), from the plant site of Armour and Co. located at or near Emporia, Kans., to points in Nebraska, Illinois, Iowa, Missouri, Oklahoma, Arkansas, and Texas.

NOTE: Applicant states that the service as proposed above is to be restricted to (1) the transportation of shipments originating at the aforesaid plant site, (2) against the transportation of commodities in bulk, in tank vehicles, and (3) against tacking at the aforesaid plant site of the applied for authority with any authority which it may possess.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 117686 (Sub-No. 34), filed October 28, 1963. Applicant: HIRSCHBACH MOTOR LINES, INC., 3324 U.S. Highway 75 North, Sioux City, Iowa. Applicant's attorney: J. Max Harding, Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, 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 Emporia, Kans., to points in Alabama, Louisiana, Mississippi, Arkansas, Texas, and Tennessee. **RESTRICTION:** Authority sought is restricted to shipments originating at the plant site of Armour and Co. and further restricted against tacking at origin.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 117815 (Sub-No. 17), filed December 16, 1963. Applicant: PULLEY FREIGHT LINES, INC., 2341 Easton Boulevard, Des Moines, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except liquid commodities in bulk, in tank vehicles, from the plant site of Armour & Co. located at or near

Emporia, Kans., to points in Illinois, Iowa, Minnesota, and Wisconsin.

NOTE: Applicant states the proposed service "to be restricted against tacking or interlining at the involved origin."

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 117883 (Sub-No. 31), filed December 3, 1963. Applicant: SUBLER TRANSFER, INC., East Main Street, Versailles, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicles, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described by the Commission in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour and Company, at or near Emporia, Kans., to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia and West Virginia.

NOTE: Applicant states that the proposed operation is to be restricted (1) to the transportation of shipments originating at the aforesaid plant site, (2) against the transportation of commodities in bulk in tank vehicles, and (3) further restricted against tacking at the aforesaid plant site of the applied for authority with any other authority which the applicant may possess.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 119810 (Sub-No. 8), filed November 4, 1963. Applicant: NEBRASKA EASTERN EXPRESS, INC., Livestock Exchange Building, Omaha, 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* (except 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 Emporia, Kans., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and the District of Columbia. **RESTRICTION:** Applicant states that the authority sought will be limited to shipments originating at the plant site of Armour and Company and further restricted against tacking at origin.

NOTE: Common control may be involved.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 125505 (AMENDMENT), filed July 1, 1963, published in *FEDERAL REGISTER* issue of August 14, 1963, amended February 21, 1964, and republished, as amended, this issue. Applicant: MATTSON TRANSPORTATION, INC., 4907

Rivers Avenue, Charleston Heights, S.C. Applicant's attorney: Frank B. Hand, Jr., 921 17th Street NW., 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, (1) from Belton, S.C. to points in Georgia, (2) from Spartanburg, S.C. to points in North Carolina and Tennessee, (3) from Fayetteville, N.C. to points in South Carolina, and (4) from Athens, Ga. to points in South Carolina.

NOTE: The purpose of this republication is to broaden the scope of the territory involved in the proposed operation.

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

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-2362; Filed, Mar. 10, 1964; 8:49 a.m.]

[Notice No. 3]

APPLICATIONS FOR MOTOR CARRIER "GRANDFATHER" CERTIFICATE OF REGISTRATION

MARCH 6, 1964.

The following applications are filed under section 206(a) (7) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.244, of the Commission's rules of practice published in the *FEDERAL REGISTER*, issue of December 8, 1962, page 12188, which provides, among other things, that protests to the granting of an application may be filed with the Commission within 30 days after the date of notice of filing of the application is published in the *FEDERAL REGISTER*. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. Protests shall set forth specifically the grounds upon which they are made and contain a concise statement of the interest of the protestant in the proceeding. Protests containing general allegations may be rejected. A protest filed under these special rules shall be served upon applicant's representative (or applicant, if no practitioner representing him is named). The original and six copies of the protests shall be filed with the Commission.

The special rules do not provide for publication of the operating authority, but the applications are available at the Commission's office in Washington, D.C., and the field offices.

Applications not included in this publication will be published at a later date.

ARIZONA

No. MC 98608 (Sub-No. 1), filed February 8, 1963. Applicant: PIMA LINES INC., Rillito, Ariz. Applicant's representative: H. E. Ringle, 508 Goodrich Building, 14 North Central Avenue, Phoenix, Ariz. Authority sought to continue to operate as a *common carrier*, under the "grandfather" provisions of

section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 6196, dated December 18, 1961, issued by the Arizona Corporation Commission.

No. MC 120860 (Sub-No. 1) (CORRECTION), filed February 12, 1963, published in FEDERAL REGISTER issue October 2, 1963, and republished as corrected this issue. Applicant: HOLBROOK TRANSFER & STORAGE, INC., 4637 West Fairmont, Phoenix, Ariz.

NOTE: The purpose of this republication is to show the proper spelling of subject carrier, Holbrook Transfer & Storage, Inc.

CALIFORNIA

No. MC 54593 (Sub-No. 1), filed February 11, 1963. Applicant: WESTERN VAN & STORAGE COMPANY, a corporation, 2346 Auburn Boulevard (Post Office Box 21-4436), Sacramento 21, Calif. Authority sought to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Decision Nos. 13775, dated July 3, 1924; 13902, dated August 8, 1924; 17916, dated January 18, 1927, 28914, dated June 22, 1936, issued by the Railroad Commission of California.

No. MC 96950 (Sub-No. 2) (REPLICATION), filed January 31, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: LA SALLE FREIGHT COMPANY, a corporation, 2317 Newton Avenue, Post Office Box 13037, San Diego 13, Calif., and LA SALLE TRUCKING COMPANY, 2317 Newton Avenue, Post Office Box 13037, San Diego, Calif., joint applicants.

NOTE: The purpose of this republication is to show La Salle Trucking Company, as joint applicant.

No. MC 99463 (Sub-No. 1) (REPLICATION), filed February 4, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: FRANK L. NOLAN, JR. AND MARY F. BARTHOLOMEW, doing business as, FRANK NOLAN DRAYAGE CO., 759 Third Street, San Francisco 7, Calif., AND MOTOR TRANSPORT TERMINALS, INC., 175 Vermont Street, San Francisco 3, Calif., joint applicants. Applicant's attorney: Bertram S. Silver, 126 Post Street, Suite 600, San Francisco 8, Calif.

NOTE: The purpose of this republication is to show Motor Transport Terminals, Inc., as joint applicant.

No. MC 109030 (Sub-No. 9) (REPLICATION), filed January 30, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: SECURITY TRUCK LINE, 1600 South First Street, San Jose, Calif., and SECURITY TRANSPORTATION CO., 1600 South First Street, San Jose, Calif., joint applicants. Applicant's attorney: Daniel W. Baker, 625 Market Street, San Francisco 5, Calif.

NOTE: The purpose of this republication is to show Security Transportation Co., as joint applicant.

No. MC 120642 (Sub-No. 1) (REPLICATION), filed February 5, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: HAROLD H. McBRIDE

(VIOLET McBRIDE, ADMINISTRATRIX), doing business as, H. McBRIDE DELIVERY SERVICE, Post Office Box 515, Dinuba, Calif., and AMERICAN CARTAGE COMPANY, a corporation, Fresno, Calif., joint applicants. Applicant's attorney: William H. Kessler, 638 Divisadero Street, Fresno 21, Calif.

NOTE: The purpose of this republication is to show American Cartage Company, a corporation, Fresno, Calif., as joint applicant.

No. MC 121138 (Sub-No. 3) (REPLICATION) filed February 5, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: C. A. WORTH & CO., 1335 Sixth Street, San Francisco, Calif., and SIGNAL TRUCKING SERVICE, LTD., 4455 Fruitland Ave., Los Angeles, Calif., joint applicants. Applicant's attorney: G. Alfred Roensch, 21st Floor, 100 Bush Street, San Francisco 4, Calif.

NOTE: The purpose of this republication is to show Signal Trucking Service, Ltd., as joint applicant.

No. MC 121213 (Sub-No. 1) (REPLICATION), filed February 1, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished in this issue. Applicant: CLYDE R. HOAGLAND, doing business as REDWAY TRANSFER CO., 4608 East 50th Street, Los Angeles 58, Calif., AND REDWAY TRUCK AND WAREHOUSE COMPANY, 4608 East 50th St., Los Angeles, Calif., joint applicants. Applicant's attorney: Ivan McWhinney, 639 South Spring Street, Los Angeles 14, Calif.

NOTE: The purpose of this republication is to show Redway Truck and Warehouse Company, as joint applicant.

COLORADO

No. MC 54902 (Sub-No. 1) (REPLICATION), filed January 28, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: FINN REALTY COMPANY (formerly THE NORTH DENVER TRANSFER AND STORAGE COMPANY), 2101 Market Street, Denver, Colo., AND NORTH DENVER TRANSFER & STORAGE CO., 2101 Market Street, Denver, Colo., joint applicants. Applicant's attorney: Raymond B. Danks, 401 First National Bank Building, Denver 2, Colo.

NOTE: The purpose of this republication is to show North Denver Transfer & Storage Co., as joint applicant.

CONNECTICUT

No. MC 92227 (Sub-No. 1) (CORRECTION), filed February 6, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: GEORGE SOGLOW, doing business as SOGLOW TRUCKING, 28 County Fair Road, Norwich, Conn.

NOTE: The purpose of this republication is to show the trade name of subject carrier, inadvertently omitted in previous publication.

ILLINOIS

No. MC 58397 (Sub-No. 1) (REPLICATION), filed January 16, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Ap-

plicant: O. R. WISDOM, doing business as WISDOM TRUCKING SERVICE, 1328 North 14th Street, De Kalb, Ill. and WISDOM TRUCKING SERVICE, INC., 1440 Pleasant Street, De Kalb, Ill., 60115, joint applicants. Applicant's attorney: Bernard G. Colby, One North La Salle Street, Chicago 2, Ill.

NOTE: The purpose of this republication is to show Wisdom Trucking Service, Inc., as joint applicant.

No. MC 61340 (Sub-No. 2) (REPLICATION), filed February 12, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: STANLEY DERRA, doing business as DERRA'S MOTOR SERVICE, 6888 North Tonty Avenue, Chicago 46, Ill., and DERRA'S MOTOR SERVICE, INC., joint applicants.

NOTE: The purpose of this republication is to show Derra's Motor Service, Inc., as joint applicant.

No. MC 98864 (Sub-No. 1), filed January 10, 1963. Applicant: EDWARD SITAR TRUCKING CO., INC., 2308 West 21 Place, Chicago, Ill. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 8823, dated January 22, 1958, issued by the Illinois Commerce Commission.

KENTUCKY

No. MC 98422 (Sub-No. 1) (REPLICATION), filed February 5, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: H. W. PARRISH, ERNEST PARRISH AND ELMO PARRISH, a partnership, doing business as PARRISH TRANSFER LINE, 220 Mero Street, Frankfort, Ky., AND ADELL WALPERT, H. W. PARRISH, AND ELMO PARRISH, doing business as PARRISH TANSFER LINE, joint applicants.

NOTE: The purpose of this republication is to show Adell Walpert, H. W. Parrish and Elmo Parrish, doing business as, Parrish Transfer Line, as joint applicant.

LOUISIANA

No. MC 99526 (Sub-No. 1), filed January 16, 1963. Applicant: LOUISIANA TRANSPORTATION COMPANY, INC., 2200 Eighth Street, Harvey, La. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 5229-C, dated August 26, 1955, issued by the Louisiana Public Service Commission.

No. MC 99576 (Sub-No. 1), filed January 28, 1963. Applicant: JOHN'S TRUCKING SERVICE, INC., U.S. Highway 90, East, Morgan City, La. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 5220-B, dated October 29, 1954, issued by the Louisiana Public Service Commission.

MAINE

No. MC 72352 (Sub-No. 2) (REPLICATION), filed February 12, 1963, pub-

lished in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: LESLIE A. LINSKOTT, doing business as DODGE EXPRESS, 28 Chapel Street, Ellsworth, Maine, and JAMES P. HIGGINS, doing business HIGGINS EXPRESS, Blue Hill, Maine, joint applicants.

NOTE: The purpose of this republication is to show James P. Higgins, doing business as Higgins Express, Blue Hill, Maine as joint applicant.

MASSACHUSETTS

No. MC 77119 (Sub-No. 2), filed February 11, 1963. Applicant: WILLIAM H. POTTER, doing business as W. H. POTTER CO., 638 Southbridge, Worcester, Mass., and W. H. POTTER COMPANY, INC. (PAUL V. SALTER, RECEIVER), 1 Court Street, Boston, Mass., joint applicants. Applicant's attorney: Raymond E. Bernard, Brattle Arms, Harvard Square, Cambridge 38, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of Section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 5662, dated June 1, 1961, issued by the Massachusetts Department of Public Utilities.

No. MC 97836 (Sub-No. 2) (REPUBLICATION), filed January 18, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: PETERSON TRUCKING, INC., Main Street, Westford, Mass., AND ROBERT L. BREVEGLIERI, doing business as SOLAR TRUCKING CO., 69 Granger Street, Springfield, Mass., joint applicants.

NOTE: The purpose of this republication is to show Robert L. Breveglieri, doing business as Solar Trucking Co., as joint applicant.

No. MC 98589 (Sub-No. 1) (REPUBLICATION), filed February 6, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: TIMOTHY SULLIVAN, doing business as SULLIVAN'S EXPRESS & TRUCKING CO., 55 Parker Street, Brockton, Mass., and SULLIVAN'S EXPRESS, INC., 55 Parker Street, Brockton, Mass., joint applicants.

NOTE: The purpose of this republication is to show Sullivan's Express, Inc. as joint applicant.

No. MC 99012 (Sub-No. 2) (CORRECTION), filed February 7, 1963, published in FEDERAL REGISTER issue of June 12, 1963, and republished as corrected this issue. Applicant: WESTERN DELIVERIES, INC., 28 Travis Street, Boston (Alston 34), Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificates Nos. 15, dated March 24, 1954, and 4549, dated March 1, 1955, issued by the Massachusetts Department of Public Utilities.

NOTE: The purpose of this republication is to include Certificate No. 4549 which was omitted in the previous publication.

No. MC 99167 (Sub-No. 1), filed February 12, 1963. Applicant: LORENZO F. BLACKMER, doing business as BLACKMER BROTHERS EXPRESS, North Street, Hardwick, Mass., and LIONEL A.

LAJOIE, JR., doing business as L. A. LAJOIE TRANSPORTATION CO., Old Turnpike Road, Oakham, Mass., joint applicants. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 4530, dated April 2, 1954, issued by the Massachusetts Department of Public Utilities.

No. MC 99372 (Sub-No. 1), (CORRECTION), filed February 11, 1963, published in FEDERAL REGISTER issue of June 12, 1963, and republished as corrected this issue. Applicant: STOUGHTON AUTO EXPRESS, INC., 1945 Washington Street, Stoughton, Mass. Applicant's representative: Arthur A. Wentzell, 539 Hartford Turnpike, Shrewsbury, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 2878, dated September 1, 1955, and 245, dated December 8, 1954, issued by the Massachusetts Department of Public Utilities.

NOTE: The purpose of this republication is to include Certificate No. 245 which was omitted in the previous publication.

No. MC 99611 (Sub-No. 1) (REPUBLICATION), filed February 11, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: SAM SHATZ AND JACK SHATZ, a partnership doing business as, S & S EXPRESS CO., 90 Saunders Street, Lawrence, Mass., and ROBERT A. PARK, 140 Chandler Road, Andover, Mass., joint applicants.

NOTE: The purpose of this republication is to show Robert A. Park, as joint applicant.

No. MC 120854 (Sub-No. 2), filed January 21, 1963. Applicant: PERKINS EXPRESS, INCORPORATED, 410 Spruce Street, South Braintree, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 3509, dated January 1, 1962, issued by the Massachusetts Department of Public Utilities.

No. MC 120976 (Sub-No. 1) (CORRECTION), filed February 6, 1963, published in FEDERAL REGISTER issue of June 12, 1963, and republished as corrected this issue. Applicant: THOMAS J. SHEEHAN AND JOSEPH SHEEHAN, a partnership, doing business as SHEEHAN'S EXPRESS, 636 Brookline Avenue, Brookline, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificates Nos. 1954, dated May 13, 1961, and 977, dated August 14, 1961, issued by the Massachusetts Department of Public Utilities.

NOTE: The purpose of this republication is to include Certificate No. 977 which was omitted in the previous publication.

MISSISSIPPI

No. MC 66746 (Sub-No. 4) (REPUBLICATION), filed January 18, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Appli-

cant: L. B. MCGHEE, doing business as L. B. MCGHEE MOTOR FREIGHT LINES, 166½ East Porter Street, Jackson, Miss., and JOHN L. KERR and G. O. KERR, doing business as SHIPPERS EXPRESS, Jackson, Miss., joint applicants.

NOTE: The purpose of this republication is to show John L. Kerr and G. O. Kerr, doing business as Shippers Express, as joint applicants.

NEBRASKA

No. MC 120241 (Sub-No. 1) (REPUBLICATION), filed February 11, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: HARVEY H. SHRADER, doing business as SHRADER FREIGHT, 406 West Sherman Street, Ravenna, Nebr., and KENNETH W. HURYTA, doing business as KEN'S TRANSFER, Ravenna, Nebr., joint applicants.

NOTE: The purpose of this republication is to show Kenneth W. Huryta, doing business as Ken's Transfer, as joint applicant.

No. MC 120829 (Sub-No. 1) (REPUBLICATION), filed January 11, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: LORENCE BURKEY, doing business as MILFORD TRANSFER, Milford, Nebr., and DALE D. MILLER, doing business as MILFORD TRANSFER, Milford, Nebr., joint applicants. Applicant's attorney: Donald E. Leonard, Box 2028, Lincoln, Nebr.

NOTE: The purpose of this republication is to show Dale D. Miller, doing business as Milford Transfer, Milford, Nebr., as joint applicant.

NEW MEXICO

No. MC 121178 (Sub-No. 1) (REPUBLICATION), filed January 18, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: ROBERT E. WATERMAN AND E. E. HIGGINBOTHAM, a partnership, doing business as LOS ALAMOS TRANSFER COMPANY, 120 "B" Seventh Street, Los Alamos, N. Mex., and LOS ALAMOS TRANSFER COMPANY, a corporation, Post Office Box 868, Los Alamos, N. Mex., joint applicants.

NOTE: The purpose of this republication is to show Los Alamos Transfer Company, a corporation, as joint applicant.

NEW YORK

No. MC 60505 (Sub-No. 2) (CORRECTION) filed February 10, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: LAWRENCE O'PEZIO (MARY O'PEZIO, EXECUTRIX), VICTOR O'PEZIO, JOSEPH O'PEZIO, AND JOHN O'PEZIO, a partnership, doing business as, LAWRENCE O'PEZIO & SONS, 109 North Park Avenue, Bay Shore, N.Y., and MARY O'PEZIO, VICTOR O'PEZIO, JOSEPH O'PEZIO, AND JOHN O'PEZIO, doing business as LAWRENCE O'PEZIO & SONS, 109 North Park Avenue, Bay Shore, N.Y., joint applicants.

NOTE: The purpose of this republication is to show John O'Pezio, as a member of above partnership, and to show joint applicant.

No. MC 96998 (Sub-No. 1), filed February 12, 1963. Applicant: JOHN T. DILLON AND KENNETH J. DILLON doing business as, DILLON PARCEL SERVICE, 83 Harrison Street, New Rochelle, N.Y. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 7805, dated December 27, 1957, issued by the New York Public Service Commission.

No. MC 99233 (Sub-No. 1), filed February 12, 1963. Applicant: FRANK J. VANDENBUSH, doing business as MURDOCK EXPRESS, 704 Madison Street, East Rochester, N.Y. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 2010, dated August 16, 1954, issued by the New York Public Service Commission. BMC 75 statement was on file with the Interstate Commerce Commission on October 15, 1962, in the name of Frank J. VanDenBush and Alvin J. Haggren, a partnership, doing business as Murdock Express.

No. MC 10543 (Sub-No. 2) (REPUBLICATION), filed January 14, 1963, published FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: EDWARD G. VAN AUKEN, doing business as VAN AUKEN'S EXPRESS, Box 176, Greenville, N.Y., and VAN AUKEN EXPRESS, INC., Post Office Box 176, Greenville, N.Y., joint applicants.

NOTE: The purpose of this republication is to show Van Auker Express, Inc., as joint applicant.

NORTH DAKOTA

No. MC 120251 (Sub-No. 1), filed February 12, 1963. Applicant: MINOT VAN & STORAGE CO., INC., 19 Second Street NE, Minot, N. Dak. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 140, dated December 14, 1961, issued by the North Dakota Public Service Commission.

OHIO

No. MC 99901 (Sub-No. 1) (REPUBLICATION), filed January 31, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: RALPH GITZINGER, doing business as GITZINGER TRUCKING SERVICE, 4769 Valley Street, Dayton, Ohio, and GITZINGER TRUCKING SERVICE, INC., 4769 Valley Street, Dayton, Ohio, joint applicants.

NOTE: The purpose of this republication is to show Gitzinger Trucking Service, Inc., as joint applicant.

No. MC 120244 (Sub-No. 1) (REPUBLICATION), filed February 4, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: CREST EXPRESS LINES, INC., 2320 Orange Avenue, Cleveland, Ohio, and DEARMAN TRANSPORTATION CO., INC., Post Office Box 203, Mansfield, Ohio, joint applicants. Applicant's at-

torney: L. Beaumont Parks, 1519 Williamson Building, Cleveland 14, Ohio.

NOTE: The purpose of this republication is to show Dearman Transportation Co., Inc., as joint applicant.

OKLAHOMA

No. MC 120359 (Sub-No. 2) (REPUBLICATION), filed January 30, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: HERMAN O. ICKE, doing business as L & H TRUCK LINE, 1202 East Cypress, Enid, Okla., and ROSCOE L. COUCH, doing business as ROSCOE'S FREIGHT LINE, 406 West Poplar, Enid, Okla., joint applicants.

NOTE: The purpose of this republication is to show Roscoe L. Couch, doing business as, Roscoe's Freight Line, as joint applicant.

TEXAS

No. MC 89453 (Sub-No. 5) (REPUBLICATION) filed January 14, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: N. J. McLANDRICH, doing business as N. J. McLANDRICH TRUCKING CONTRACTOR, Box 497, Falfurrias, Tex., and L. E. GRESHAM and A. E. LIGON, doing business as, GLYCO LEASE SERVICE, Falfurrias, Tex., joint applicants.

NOTE: The purpose of this republication is to show L. E. Gresham and A. E. Ligon, doing business as Glyco Lease Service, Falfurrias, Tex., as joint applicant.

No. MC 112651 (Sub-No. 4) (REPUBLICATION) filed January 24, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: R. H. GIBSON, doing business as GIBSON MOTOR FREIGHT, 2000 Main Street, Post Office Box 365, Tahoka, Tex., and R. H. GIBSON, doing business as GIBSON MOTOR FREIGHT, LESSEE, 2000 Main Street, Post Office Box 365, Tahoka, Tex., and ROY W. GIBSON, doing business as GIBSON MOTOR FREIGHT, LESSOR, 2000 Main Street, Post Office Box 365, Tahoka, Tex., joint applicants. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 2034, dated April 17, 1956, and as joint applicant with Roy W. Gibson, doing business as, Gibson Motor Freight, Lessor, and R. H. Gibson, doing business as, Gibson Motor Freight, Lessee, also claims "grandfather" rights covering Texas Certificate Nos. 2175 and 2292, dated January 16, 1951 and October 26, 1939, respectively, issued by the Railroad Commission of Texas, and leased by applicant for a period of 5 years, effective September 1, 1959.

NOTE: The purpose of this republication is to show joint applicants and the proper lease information.

No. MC 121511 (REPUBLICATION), filed January 14, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: BERTMAN DRILLING COMPANY—CONSTRUCTION AND LEASE SERVICE DIVISION, 513 Travis Street, Liberty, Tex., and HURSCHEL MERI-

CLE, doing business as H-M RIGGERS CO., 513 Travis Street, Liberty, Tex., joint applicants.

NOTE: The purpose of this republication is to show that Hurschel Mericle, doing business as H-M Riggers Co., as joint applicant.

UTAH

No. MC 120098 (Sub-No. 3), filed January 28, 1963. Applicant: UINTAH FREIGHTWAYS, 348 West 1370 South, Salt Lake City 15, Utah. Applicant's attorney: William S. Richards, Walker Bank Building, Salt Lake City 11, Utah. Application filed to protect carrier's right, if any, to a certificate of registration under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 1288, dated September 22, 1958, issued by the Utah Public Service Commission.

WISCONSIN

No. MC 104876 (Sub-No. 2), filed December 31, 1962. Applicant: A. F. MEY, doing business as A. F. MEY TRANSFER, Post Office Box 22, Newburg, Wis., and MEY TRANSFER, INC., joint applicants. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. CC-407, dated June 6, 1942, issued by the Public Service Commission of Wisconsin.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-2364; Filed, Mar. 10, 1964; 8:49 a.m.]

[Notice No. 611]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

MARCH 6, 1964.

The following applications are governed by special rule 1.247¹ of the Commission's general rules of practice (49 CFR 1.247), published in the FEDERAL REGISTER, issue of December 3, 1963, effective January 1, 1964. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 1.40 of the general rules of practice which requires that it set forth specifically the grounds upon which it is made and specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and six (6) copies of the protests shall be

¹ Copies of special rule 1.247 can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C., 20423.

filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of § 1.247(d)(4) of the special rule. Subsequent assignment of these proceedings for oral hearing, if any, will be by Commission order which will be served on each party of record.

No. MC 151 (Sub-No. 24), filed February 28, 1964. Applicant: LOVELACE TRUCK SERVICE, INC., 425 North Second Street, Terre Haute, Ind. Applicant's attorney: Ferdinand Born, 1017-19 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, livestock, household goods, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between the junction of Illinois Highway 121 and U.S. Highway 150, and Mattoon, Ill., over Illinois Highway 121, serving only those points as presently authorized, (2) between Lincoln, Ill., and Clinton, Ill., over Illinois Highway 10, as an alternate route, only in connection with applicant's presently authorized regular route operations, and (3) between Springfield, Ill., and Tuscola, Ill., over U.S. Highway 36, serving only those points as presently authorized.

NOTE: If a hearing is deemed necessary applicant requests it be held at Indianapolis, Ind.

No. MC 2202 (Sub-No. 262), filed February 28, 1964. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Akron, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between San Antonio, Tex., and Houston, Tex., over U.S. Highway 90, serving no intermediate points, to be used as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations between San Antonio, Tex., and Atlanta, Ga.

NOTE: Common control may be involved. If a hearing is deemed necessary applicant requests it be held at San Antonio, Tex.

No. MC 2202 (Sub-No. 263), filed February 28, 1964. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Akron, Ohio, 44309. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between LaGrange, Ga., and Cedartown, Ga., over U.S. Highway 27, serving no intermediate points, and (2) between Rome, Ga., and Chattanooga, Tenn., over

U.S. Highway 27, serving no intermediate points.

NOTE: Applicant presently holds authority to operate between Cedartown, Ga., and Rome, Ga. Common control may be involved. If a hearing is deemed necessary applicant requests it be held at Atlanta, Ga.

No. MC 9325 (Sub-No. 16), filed February 28, 1964. Applicant: K LINE, INC., Postoffice Box 216, Lebanon, Ore. Applicant's attorney: Norman E. Sutherland, 1200 Jackson Tower, Portland 5, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, (1) between points in Oregon, on the one hand, and, on the other, points in Pacific, Lewis, Wahkiakum, Cowlitz, Clark, Skamania, Yakima, Klickitat, Benton, and Franklin Counties, Wash.; and (2) from Redding, Calif., to points in Josephine, Curry, Jackson, Klamath, Lake, Harney, Douglas, Coos, Lane, and Deschutes Counties, Ore.

NOTE: If a hearing is deemed necessary applicant requests it be held at Portland, Ore.

No. MC 19778 (Sub-No. 61), filed January 28, 1964, published in FEDERAL REGISTER, issue February 12, 1964, and republished as amended this issue. Applicant: THE MILWAUKEE MOTOR TRANSPORTATION COMPANY, a corporation, 516 West Jackson Boulevard, Chicago, Ill., 60606. Applicant's attorney: Robert F. Munsell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Electrical transmission line towers and commodities* used, or useful, in the erection, construction and maintenance of a power transmission line, (1) between Sioux Falls, S. Dak., and Sioux City, Iowa, on the one hand, and, on the other, points in Lyon, Plymouth, Sioux, and Woodbury Counties, Iowa, and (2) between Sioux City, Akron, Chatsworth, Hawarden, Inwood, and Westfield, Iowa, on the one hand, and, on the other, points in Lyon, Plymouth, Sioux, and Woodbury Counties, Iowa, and points in Minnehaha County, S. Dak.

NOTE: Common control may be involved. The purpose of this republication is to change the territorial description in (2) above.

No. MC 19945 (Sub-No. 13), filed February 24, 1964. Applicant: BEHNKEN TRUCK SERVICE, INC., Illinois Route 13, New Athens, Ill. Applicant's attorney: Ernest A. Brooks, II, 1311-12 Ambassador Building, St. Louis 1, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coke*, in bulk, from St. Louis, Mo., to points in Illinois, Iowa, Indiana, Kentucky, Tennessee, Arkansas, Oklahoma, Kansas, and Nebraska.

No. MC 28132 (Sub-No. 67) (AMENDMENT), filed February 10, 1964, published FEDERAL REGISTER issue March 4, 1964, amended February 14, 1964, and republished as amended this issue. Applicant: HVIDSTEN TRANSPORT, INC., 225 West County Road D, Box 2805, St. Paul 12, Minn. Applicant's attorney:

Alan Foss, First National Bank Building, Fargo, N. Dak.

NOTE: The purpose of this republication is to add the State of Iowa to the destination points as shown in previous publication.

No. MC 30844 (Sub-No. 139) (AMENDMENT), filed February 3, 1964, published in FEDERAL REGISTER, issue February 20, 1964, and republished as amended this issue. 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: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates, Packinghouse Products*, 61 M.C.C. 209 and 766, from Sidney, Nebr., to points in Wisconsin.

NOTE: The purpose of this republication is to show the destination territory as "points in Wisconsin," instead of Milwaukee, Wis., as previously published.

No. MC 30844 (Sub-No. 140), filed February 24, 1964. 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: *Paperboard cartons*, knocked down, in cartons from Bow, N.H., to points in California, Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, Ohio, Oklahoma, South Dakota, and Wisconsin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 42405 (Sub-No. 23), filed February 24, 1964. Applicant: MISTLETOE EXPRESS SERVICE, a corporation, 111 Harrison, Oklahoma City, Okla. Applicant's attorney: Max G. Morgan, 443 American National Building, Oklahoma City 2, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, in express service (except classes A and B explosives), between points in the Kansas City, Kans.-Mo. commercial zone and junction U.S. Highways 169 and 160 near Cherryvale, Kans.: From Kansas City over Interstate Highway 35 to junction U.S. Highway 59 near Ottawa, Kans., thence over U.S. Highway 59 to junction U.S. Highway 169, thence over U.S. Highway 169 to junction U.S. Highway 160 near Cherryvale, and return over the same route, serving all intermediate points, including the off-route point of Ottawa, Kans., (2) between Parsons and Pittsburg, Kans., from Parsons over U.S. Highway 160 to junction U.S. Highway 69, thence over U.S. Highway 69 to Pittsburg and return over the same route, (3) between Tulsa and Nowata, Okla., over U.S. Highway 160, serving all intermediate points, (4) between Tulsa and Bartlesville, Okla., over U.S. Highway 75, serving all intermediate points.

NOTE: Applicant requests right to join or tack above operations with its existing routes at points of joinder.

And (5) serving the point of Burk-burnett, Tex., in connection with its operations between junction of Oklahoma Highway 5 and U.S. Highway 277 approximately 5 miles west of Walters and Wichita Falls, Tex., now serving no intermediate points.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Tulsa, Okla.

No. MC 45736 (Sub-No. 12), filed February 24, 1964. Applicant: GUIGNARD FREIGHT LINES, INC., 646 Atando Avenue, Charlotte, N.C. Applicant's representative: W. D. Turner, 1415 East Boulevard, Post Office Box 3661, Charlotte, N.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Plywood and built-up wood*, from Charlotte, Whiteville, and Wilmington, N.C. to points in Florida.

NOTE: Applicant states that the proposed operation is to be restricted to movement on flat bed equipment. If a hearing is deemed necessary applicant requests it be held at Charlotte, N.C.

No. MC 49387 (Sub-No. 19), filed February 24, 1964. Applicant: ORSCHELN BROS. TRUCK LINES, INC., 339 North Williams Street, Moberly, Mo. Applicant's attorney: B. W. La Tourette, Jr., Suite 1230, Boatmen's Bank Building, St. Louis 2, Mo. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, commodities in bulk, household goods, as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities requiring special equipment, and those injurious or contaminating to other lading), between Chicago, Ill., and Bowling Green, Mo., from Chicago, over U.S. Highway 66, to junction U.S. Highways 66 and 36 located at or near Springfield, Ill., thence over U.S. Highway 36 to junction U.S. Highways 36 and 54 located at or near Pittsfield, Ill., thence over U.S. Highway 54 to Bowling Green, and return over the same routes serving the junction of U.S. Highways 36 and 54 located at or near Pittsfield, Ill., for jointer purpose only.

NOTE: If a hearing is deemed necessary applicant requests it be held at St. Louis, Mo.

No. MC 55883 (Sub-No. 9), filed February 24, 1964. Applicant: TRIANGLE EXPRESS, INC., Stephenson, Va. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, other than frozen, from Front Royal, Va., to points in Alabama, Georgia, Kentucky, North Carolina, South Carolina, and Tennessee.

NOTE: Applicant states it presently holds authority to transport canned food products from Front Royal, Va., to all States set forth above. One purpose of this application is to interchange the commodities sought herein with other motor carriers. If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 63562 (Sub-No. 44), filed December 23, 1963. Applicant: NORTHERN PACIFIC TRANSPORT COMPANY, a corporation, 176 East Fifth

Street, St. Paul 1, Minn. Applicant's attorney: Louis A. Harris (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except household goods as defined by the Interstate Commerce Commission), (1) (a) between St. Paul-Minneapolis, Minn., and Glendive, Mont.; from St. Paul-Minneapolis, over U.S. Highway 10 to Glendive, and return over the same route, (b) between St. Paul-Minneapolis, Minn., and Glendive, Mont.; from St. Paul-Minneapolis over Interstate Highway 94 to Glendive, and return over the same route, (2) between Duluth, Minn. and Ashland, Wis.; from Duluth over U.S. Highway 2 to Ashland, and return over the same route, (3) between Duluth and St. Paul-Minneapolis, Minn.; from Duluth over U.S. Highway 61 to St. Paul-Minneapolis, and return over the same route, (4) between Superior, Wis. and Staples, Minn.; from Superior over Wisconsin Highway 105 and Minnesota Highway 39 to Carlton, Minn., thence over U.S. Highway 210 to Motley, Minn., thence over U.S. Highway 10 to Staples, and return over the same routes, (5) between Little Falls and International Falls, Minn.; from Little Falls over U.S. Highway 371 to Bemidji, Minn., thence over U.S. Highway 71 to International Falls, and return over the same routes, (6) between Little Falls and Morris, Minn. over Minnesota Highway 28, and return over the same route, (7) between junction U.S. Highway 10 and Minnesota Highway 32, and International Boundary, N. Dak.; from junction U.S. Highway 10 and Minnesota Highway 32 over Minnesota Highway 32 to junction Minnesota Highway 102, thence over Minnesota Highway 102 to junction U.S. Highway 2, thence over U.S. Highway 2 to Grand Forks, N. Dak., thence over U.S. Highway 81 to Grafton, N. Dak., thence over North Dakota Highway 17 to junction North Dakota Highway 44, thence over North Dakota Highway 44 to junction Interstate Highway 29, thence over Interstate Highway 29 to International Boundary, N. Dak., and return over the same routes, (8) between Jamestown, N. Dak. and Leeds, N. Dak.; from Jamestown over U.S. Highway 281 to junction U.S. Highway 2, thence over U.S. Highway 2 to Leeds, and return over the same routes, serving all intermediate points on the above-described routes, and all off-route points, on the lines of Northern Pacific Railway Company (called the "Railway"), including but not limited to the following: Moquah, Pokegama and Anton, Wis., Deer Creek, Henning, Battle Lake, Vining, Clitheral, Wall Lake, French, Underwood, Fergus Falls, Foxhome, Everdell, Breckenridge, Kimberley, Short Line Park, Rosburg, Brownell, Thomson, Wrenshall, Finlayson, Groningen, Ironton, Cuyuna, Manganese, Riverton, Trommald, Cloquet, Merrifield, Lake Hubert, Benedict, Laporte, Guthrie, Nary, Lavania, Shooks, Kelliher, Dale, Tilden Junction, Delorme, Perault, Red Lake Falls, Dorothy, Key West, Carthage, Bayport, Stillwater, Summit, Mahtomedi, Dellwood, Sherack, Coon Creek, Philbrook and Manitoba Junction, Minn., Wahpeton, Sykeston, Heaton,

Bowdon, Chessley, Hurdsfield, Goodrich, Denhoff, McClusky, Mercer, Turtle Lake, Great Bend, Mooreton, Barney, Wyndmere, De Lamore, Milnor, Gwinner, Hoving, Stirum, Crete, Mekinock, Honeyford, Gilby, Johnstown, Forest River, Voss, Cashel, Horace, Warren, Davenport, Woods, Leonard, Sheldon, Butzville, Lisbon, Elliott, Englevale, Verona, LaMoure, Oakes, Berlin, Medberry, Edgeley, Jud, Alfred, Gackle, Streeter, Embden, Alice, Nome, Kathryn, Hastings, Litchville, Marion, Rogers, Dazey, Walum, Hannaford, Shepard, Coopers-town, Jessie, Binford, McHenry, Ypsilanti, Montpelier, Adrian, Dickey, Grand Rapids, Glover, Brinsmade, Woodworth, Pettibone, Lake Williams, Robinson, Tuttle, Wing, Regan, Wilton, Flora, Oberon, Maddock, Hesper, Esmond, Hazelton, Temvik, Linton, Schmidt, Huff, Fort Rice, Cannon Ball, Solen, Breien, Flasher, Lark, Carson, Heil, Elgin, New Leipzig, Burt, Mott, Fort Clark, Stanton, Hazen, Beulah, Zap, Golden Valley, Dodge, Halliday, Werner, Dunn Center, Killdeer, Truax and Golva, N. Dak. and Carlyle, Mont. RESTRICTIONS: The authority sought will be subject to the following conditions: (1) The service to be performed by carrier shall be limited to service which is auxiliary to, or supplemental of, train service of Northern Pacific Railway Company (called the "Railway"), (2) carrier shall not serve, or interchange traffic at, any point which is not a point on the rail line of the Railway, (3) no shipments shall be transported by the carrier as a common carrier by motor vehicle between any of the following points or through or to or from more than one of said points: Minneapolis and St. Paul, Minn., considered as a single point; Fargo and Mandan, N. Dak., (4) all contractual arrangements between carrier and the Railway shall be reported to the Commission and shall be subject to revision if and as the Commission finds it to be necessary, in order that such arrangements shall be fair and equitable to the parties, (5) such further specific conditions as the Commission may in the future find it necessary to impose in order to insure that the service shall be auxiliary to, or supplemental of, the train service of the Railway.

NOTE: Applicant states the proposed authority herein to the extent it duplicates any authority heretofore granted to or now held by carrier shall not be construed as conferring more than one operating right. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at St. Paul, Minn., or Bismarck, N. Dak.

No. MC 73165 (Sub-No. 181), filed February 24, 1964. Applicant: EAGLE MOTOR LINES, INC., 830 North 33d Street, Birmingham, Ala. Applicant's attorney: Donald L. Morris, 937 Bank for Savings Building, Birmingham 3, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Pipe, pipe fittings, pipe connections, pipe couplings, meter boxes, manhole frames, and manhole covers* (except those used in or in connection with the discovery, development, production, refining, manufacturing, processing, storage, transmission, and distribution of natural gas and petroleum and their

products and byproducts), from Swan, Tex., and points within ten (10) miles thereof, to points in Alabama, Florida, Georgia, Mississippi, and Tennessee, and empty containers or other incidental facilities (not specified) used in transporting the above described commodities, on return.

NOTE: If a hearing is deemed necessary, applicant does not specify particular location.

No. MC 73165 (Sub-No. 182), filed February 24, 1964. Applicant: EAGLE MOTOR LINES, INC., 830 North 33d St., Birmingham, Ala. Applicant's attorney: Donald L. Morris, 937 Bank for Savings Building, Birmingham 3, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Urea (except in tank vehicles), from Memphis and Woodstock, Tenn., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Ohio, and South Carolina, and empty containers or other incidental facilities (not specified) used in transporting the above-described commodity, on return.

NOTE: Applicant states that the proposed service is to be restricted against the transportation of the named commodity, in bags, from the named origin points to Atlanta, Ga., and points in Alabama on and bounded by a line beginning at the Alabama-Tennessee State line and extending along U.S. Highway 43 and Alabama Highway 5 to junction U.S. Highway 278, and thence east along U.S. Highway 278 to junction U.S. Highway 231, approximately eight (8) miles north-east of Blountsville, Ala., thence along U.S. Highway 231 to the Tennessee-Alabama State line, and thence along the Tennessee-Alabama State line to point of beginning. If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala.

No. MC 77214 (Sub-No. 5), filed February 24, 1964. Applicant: WALTER A. WANDKE, 445 Oak Street, Pemberville, Ohio. Applicant's attorneys: James R. Stiverson and Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Meat scraps and tankage, in bulk, in tank vehicles, from Detroit, Mich., to points in Indiana on and north of U.S. Highway 40, (2) animal and poultry feed, in bulk and in bags, when moving in mixed shipments with bulk fertilizer, from Fort Wayne, Ind., to points in Michigan and Ohio, and (3) bulk meal, from points in Ohio to Fort Wayne, Ind.; and empty containers or other such incidental facilities (not specified) used in transporting the above-described commodities, in (1), (2), and (3), on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Detroit, Mich.

No. MC 79695 (Sub-No. 26), filed February 20, 1964. Applicant: STEEL TRANSPORTATION CO., INC., 4000 Cline Avenue, East Chicago, 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: Printed matter, crates, foundry alloys, and metal alloys, when moving in mixed loads with non-ferrous metals, steel, iron castings, forg-

ings, and iron and steel articles, from Chicago, Ill., to Detroit, Mich.

NOTE: If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 81968 (Sub-No. 25), filed February 27, 1964. Applicant: B & L MOTOR FREIGHT, INC., 140 Everett Avenue, Newark, Ohio. Applicant's attorney: Clarence D. Todd, 1825 Jefferson Place NW., Washington 36, D.C. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Boards and slabs, composed of wood fiber and cement combined, and accessories therefor, from Newark, Ohio, to points in Indiana, Michigan, Illinois, Kentucky, West Virginia, Virginia, Maryland, Delaware, the District of Columbia, Pennsylvania, New Jersey, New York, Tennessee, North Carolina, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, Maine, Wisconsin, and Minnesota, limited to a transportation service to be performed under a continuing contract or contracts with National Gypsum Company.

NOTE: Applicant holds common carrier authority in MC 123255; therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 82861 (Sub-No. 12), filed February 25, 1964. Applicant: BROOKS TRUCK LINE, INC., Post Office Box 31, Puyallup, Wash. Applicant's representative: Joseph O. Earp, 411 Lyon Building, 607 Third Avenue, Seattle 4, Wash. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Stone, from points in King, Pierce, Lewis, and Yakima Counties, Wash., to points in Oregon, and empty containers and other such incidental facilities (not specified) used in transporting the above-described commodities, on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Seattle, Wash.

No. MC 93505 (Sub-No. 7), filed February 24, 1964. Applicant: JOHN DAY VALLEY FREIGHT LINES, INC., Post Office Box 176, John Day, Ore. Applicant's attorney: Earle V. White, Fifth Avenue Building, 2130 Southwest Fifth Avenue, Portland 1, Ore. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except classes A and B explosives, those of unusual value, uncrated household goods, commodities in bulk, and those requiring special equipment), between Arlington and Huntington, Ore.; from Arlington over U.S. Highway 30 to Huntington, serving all intermediate points, and the off-route points on Oregon Highways 203, 237, and 86 between La Grande and Baker (except no service between points west of Arlington on the one hand, and, on the other, Pendleton, Ore., and points west of Pendleton).

NOTE: If a hearing is deemed necessary applicant requests it be held at La Grande, Ore.

No. MC 95490 (Sub-No. 21), filed January 15, 1964. Applicant: UNION CART-

AGE COMPANY, a corporation, 60 Quinsigamond Avenue, Worcester, Mass. Applicant's representative: Arthur A. Wentzell, 539 Hartford Turnpike, Shrewsbury, Mass. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Crude emery ore, in bulk, in dump vehicles, from Croton-on-Hudson and Peekskill, N.Y. to North Grafton, Mass.

No. MC 98701 (Sub-No. 2), filed February 24, 1964. Applicant: CLEVELAND EXPRESS, INC., South Lee Highway, Cleveland, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, between Cleveland, Tenn., and Chattanooga, Tenn., (1) over U.S. Highway 11, serving all intermediate points, and (2) over Interstate Highway 75, serving all intermediate points.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chattanooga, Tenn.

No. MC 99780 (Sub-No. 2), filed February 24, 1964. Applicant: CHIPPER CARTAGE COMPANY, INC., 1327 North-east Bond Street, Peoria, Ill. Applicant's representative: George S. Mullins, 4704 West Irving Park Road, Chicago 41, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, meat products, and packinghouse products, as described in section "A" of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), (1) from Cedar Rapids, Iowa, to points in Bureau, and Sterling, Ill., and points in Indiana on and north and west of a line beginning at the Illinois-Indiana State line, and extending along U.S. Highway 231, to Crawfordsville, Ind., thence along Indiana Highway 43 to junction U.S. Highway 421 located at or near Reynolds, Ind., thence along U.S. Highway 421 to Lake Michigan, including Crawfordsville, Lafayette, and Michigan City, Ind., and (2) from Cedar Rapids, Iowa, to points in Illinois, and empty containers or other such incidental facilities (not specified) used in transporting the commodities specified above, on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 101502 (Sub-No. 2), filed February 20, 1964. Applicant: FRED E. MIZAUER, Oxford Junction, Iowa. Applicant's representative: Kenneth F. Dudley, 901 South Madison Avenue, Post Office Box 622, Ottumwa, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lumber, from Oxford Junction, Iowa, to Chicago, Decatur, Hillsdale, Hinsdale, Kewanee, Moline, Oregon, Peoria and Rockford, Ill., and Minneapolis and St. Paul, Minn.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 102616 (Sub-No. 745), filed February 25, 1964. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. Applicant's attorney: Harold G. Hernly, 711 14th Street NW.,

Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals* in bulk, in tank vehicles, from Bristol and Philadelphia, Pa., to points in California.

NOTE: If a hearing is deemed necessary, applicant request it be held at Washington, D.C.

No. MC 103191 (Sub-No. 13), filed February 11, 1964. Applicant: THE GEO. A. RHEMAN CO., INC., Post Office Box 2095, Station A, Charleston, S.C. Applicant's attorney: Frank A. Graham, Jr., 707 Security Federal Building, Columbia 1, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrogen fertilizer solution*, in bulk, in tank vehicles, from points in Screven County, Ga., to points in South Carolina and *rejected shipments* on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C.

No. MC 103880 (Sub-No. 306), filed February 24, 1964. Applicant: PRODUCERS TRANSPORT, INC., 224 Buffalo Street, New Buffalo, Mich. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from the site of the Phillips Petroleum Company terminal, located at Brownstown Township, approximately one-half mile west of Riverview, Mich., to points in Ohio, Indiana and Pennsylvania.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 105733 (Sub-No. 31), filed February 12, 1964. Applicant: H. R. RITTER TRUCKING CO., INC., 928 South Hazelwood Avenue, Rahway, N.J. Applicant's attorney: Edmund C. Smith, 26 Broadway, New York 4, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gases*, in bulk, in tank vehicles, from points in Schuyler, Tompkins, and Albany Counties, N.Y., to points in Massachusetts, New Jersey, New York, Pennsylvania, Vermont, New Hampshire, Maine, Rhode Island, and Connecticut.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 106398 (Sub-No. 223), filed February 24, 1964. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 North Sheridan Road, Tulsa, Okla. Applicant's attorney: Harold G. Hernly, Suite 605, 711 14th Street NW., Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Undercarriages, frames, and related items* used in connection with the transportation of trailers designed to be drawn by passenger automobiles, from points in Georgia, to points in the United States, including Alaska, but excluding Hawaii.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 106657 (Sub-No. 27), filed February 20, 1964. 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: *Limestone, limestone products and dolomite*, in bulk, in dump vehicles, from Thornton, Ill., to points in the lower peninsula of Michigan.

NOTE: If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 107376 (Sub-No. 11), filed February 11, 1964. Applicant: TELIS-CHAK TRUCKING, INC., 12300 Farmington Road, Livonia, Mich. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Precast concrete slabs and beams, of such size and weight as to require the use of special equipment, and accessories, and materials incidental to the installation thereof*, (1) from Livonia, Mich., to points in Ohio, Indiana, Pennsylvania, and Kentucky, and (2) from Kent, Ohio, to points in Michigan, Kentucky, Indiana, Pennsylvania, and (3) from Dayton, Ohio, to points in Michigan, Indiana, Pennsylvania, and Kentucky, and *returned and rejected shipments, supplies and materials, incidental to the manufacture of prestressed concrete slabs and beams*, on return.

NOTE: Applicant holds authority in No. MC 124400 Sub-No. 2 to conduct operations as a contract carrier, therefore, dual operations may be involved. If a hearing is deemed necessary applicant requests it be held at Lansing or Detroit, Mich.

No. MC 107496 (Sub-No. 308), filed February 13, 1964. Applicant: RUAN TRANSPORT CORPORATION, 408 Southeast 30th, Des Moines, Iowa. Applicant's attorney: H. L. Fabritz (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed and feed ingredients*, in bulk, and in bags, from Montpelier, Iowa, and points within 5 miles thereof, to points in Iowa, Missouri, Kansas, Nebraska, South Dakota, North Dakota, Minnesota, Wisconsin, Illinois, and Indiana.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 107515 (Sub-No. 469), filed February 24, 1964. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue, SW., Atlanta, 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: *Canned goods*, from points in Florida, to points in North Carolina, South Carolina, Georgia, Alabama, Mississippi, Tennessee, and Big Stone Gap, Va.

NOTE: If a hearing is deemed necessary applicant requests it be held at Orlando, Fla.

No. MC 107544 (Sub-No. 64), filed February 13, 1964. Applicant: LEMMON TRANSPORT COMPANY, INCORPORATED, Post Office Box 580, Marion, Va. Applicant's attorney: Wilmer B. Hill, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Soda ash*, in bulk, in tank and hopper type vehicles, from Saltville, Va., to points in North Carolina and South Carolina.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit MC 113959, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Richmond, Va.

No. MC 107871 (Sub-No. 27), filed February 27, 1964. Applicant: BONDED FREIGHTWAYS, INC., 441 Kirkpatrick Street West (P.O. Box 1012), Syracuse, N.Y. Applicant's attorney: Herbert M. Carter, 345 South Warren Street, Syracuse, N.Y., 13202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, from points on the Allegheny Pipeline Company or Texas Eastern Transmission Corporation (Little Big Inch Division) pipelines, which pass near Greensburg, Pa., and Watkins Glen and Selkirk, N.Y., to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

NOTE: Applicant states that the proposed service will be restricted to liquefied petroleum gas that has previously moved in interstate commerce through the Allegheny Pipeline Company or Texas Eastern Transmission Corporation (Little Big Inch Division) pipelines. If hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 108207 (Sub-No. 131), filed February 25, 1964. Applicant: FROZEN FOOD EXPRESS, INC., 318 Cadiz Street, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Uncooked bakery goods*, from Denison, Tex., to points in Kansas, Nebraska, and Iowa.

NOTE: If a hearing is deemed necessary applicant requests it be held at Dallas, Tex.

No. MC 108461 (Sub-No. 98), filed February 18, 1964. Applicant: WHITFIELD TRANSPORTATION, INC., 300 North Clark Road, Post Office Drawer 9897, El Paso 89, Tex. Applicant's attorney: Francis W. McInerney, 1000 16th Street NW, Washington 36, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Classes A, B and C explosives*. (1) Between El Paso, Tex., and Las Cruces, N. Mex., over U.S. Highway 80, serving no intermediate points. (2) Between Albuquerque, N. Mex., and El Paso, Tex., from Albuquerque over U.S. Highway 85 to Las Cruces thence over U.S. Highway 80 to El Paso and return over the same route serving

all intermediate points. **RESTRICTION:** Service at Belen, N. Mex., and points north thereof shall be restricted to traffic moving to or from points south of Belen and service at Hatch, N. Mex., and points south thereof shall be restricted to traffic moving to or from points north of Hatch. (3) Between Albuquerque, N. Mex., and the site of the U.S. Engineers Project No. 76, approximately 7 miles southeast of Albuquerque, over unnumbered highway, serving no intermediate points. (4) Between Albuquerque, N. Mex., and junction of New Mexico Highway 45 and U.S. Highway 85, from Albuquerque westward over U.S. Highway 66 to junction New Mexico Highway 45 thence over New Mexico Highway 45 to junction U.S. Highway 85 (about 7 miles north of Los Lunas, N. Mex.), and return over the same route, serving no intermediate points.

(5) Between Ogden, Utah and Albuquerque, N. Mex., from Ogden over U.S. Highway 89 to junction U.S. Highway 50, thence over U.S. Highway 50 to junction U.S. Highway 160 thence over U.S. Highway 160 to junction U.S. Highway 666, thence over U.S. Highway 666 to junction U.S. Highway 66, thence over U.S. Highway 66 to Albuquerque, and return over the same route, serving the intermediate points of Salt Lake City, Provo and Ogden Arsenal, Utah, and the off-route points of Hill Field, Naval Supply Depot near Ogden, Utah, and the Geneva Steel Mills near Provo and those within 5 miles of Salt Lake City. **RESTRICTION:** Service will be restricted against transportation between points in Utah and subject to further restriction that shipments moving to or from points on the route granted herein north of but not including Salt Lake City, shall be restricted to traffic moving on Government bills of lading.

(6) Between Ogden, Utah and Salt Lake City, Utah, over U.S. Highway 91, as an alternate route for operating convenience only serving no intermediate points. **RESTRICTION:** Service will be restricted to traffic moving on Government bills of lading. (7) Between El Paso, Tex., and Las Cruces, N. Mex., across the Rio Grande River and thence over New Mexico Highway 28, serving no intermediate points, with service at Las Cruces for joinder only. (8) Between Las Cruces, N. Mex., and White Sands Proving Ground, N. Mex. (approximately 27 miles east of Las Cruces), over U.S. Highway 70 to junction unnumbered highway, thence over unnumbered highway to White Sands Proving Ground, and return over the same route, serving all intermediate points. (9) From Albuquerque over U.S. Highway 85 to junction New Mexico Highway 44 near Bernalillo, N. Mex., thence over New Mexico Highway 44 to Bloomfield, thence over New Mexico Highway 17 to Farmington, and return over the same route, serving no intermediate points.

(10) Between El Paso, Tex., and San Antonio, N. Mex., from El Paso over U.S. Highway 54 to Carrizozo, thence over U.S. Highway 380 to San Antonio,

and return over the same route serving all intermediate points south of but not including Carrizozo, N. Mex., and serving Holloman Air Force Base, near Alamogordo, N. Mex., as an offroute point. (11) Serving the site of the Little Mountain, Utah, Production Testing Facility of the Marquardt Aircraft Company plant approximately 11 miles west of Ogden, Utah, as an offroute point in connection with carrier's authorized regular route operations over U.S. Highway 91. (12) Between Las Cruces, N. Mex., and El Paso, Tex., from Las Cruces over New Mexico Highway 478 to Anthony, N. Mex., thence over U.S. Highway 80 to El Paso, and return over the same route serving all intermediate points, and the offroute points of Dona Ana, N. Mex., points within 5 miles of the specified regular route and those within 5 miles of the said termini. (13) Between Hatch and Deming, N. Mex., over New Mexico Highway 26, serving the intermediate points of Florida and Nutt, N. Mex. (14) Between Deming and Columbus, N. Mex., over New Mexico Highway 11, serving all intermediate points.

(15) Between Deming, N. Mex., and Hachita, N. Mex., from Deming over U.S. Highway 70 to junction New Mexico Highway 81, thence over New Mexico Highway 81 to Hachita, and return over the same route, serving all intermediate points between Hachita and junction U.S. Highway 70 and New Mexico Highway 81. (16) Between Deming and Rodeo, N. Mex., over U.S. Highway 80 serving all intermediate points. (17) Between Lordsburg and Animas, N. Mex., from Lordsburg over U.S. Highway 80 to junction New Mexico Highway 339, thence over New Mexico Highway 338 to Animas, and return over unnumbered highway to Lordsburg, serving all intermediate points. (18) Between El Paso, Tex., and Deming, N. Mex., over U.S. Highway 80, serving the intermediate points of Akela and Cambray, N. Mex., and the off-route points of the Corrillos Ranches, 10 miles south of U.S. Highway 80, the Johnson Ranch, 5 miles south of Cambray, the Jernigan Ranch, 4 miles northwest of Akela, the Birchfield Ranch, 20 miles southwest of Akela, and Wemple, N. Mex. (19) Between points in Luna, Grant and Cona Ana Counties, N. Mex., south of U.S. Highway 80.

(20) Between El Paso, Tex., and the site of White Sands Missile Range, N. Mex., as an alternate route for operating convenience only from El Paso over U.S. Highway 54 to junction unnumbered highway approximately 4 miles north of El Paso, thence over unnumbered highway to the White Sands Missile Range, and return over the same route, serving no intermediate points. (21) Between San Antonio and El Paso, Tex., from San Antonio over U.S. Highway 87 to Comfort, Tex., thence over Texas Highway 27 to junction U.S. Highway 290, thence over U.S. Highway 290 to junction U.S. Highway 80, and thence over U.S. Highway 80 to El Paso, and return over the same route, serving all intermediate points, and the off-route points of Royalty, Crane and Iraan, Tex.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at El Paso, Tex.

No. MC 108804 (Sub-No. 2), filed February 24, 1964. Applicant: CHARLES F. SETTLES, doing business as CARL AND GENE TOWING SERVICE, 713 Michigan Street, Toledo 4, Ohio. Applicant's attorney: Arthur R. Cline, 420 Security Building, Toledo 4, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked, damaged and disabled motor vehicles, and the contents thereof when loaded, and motor vehicles to be used for replacement of such wrecked, damaged and disabled vehicles*, in truckaway service, between points in Lucas, Fulton, Williams, and Wood Counties, Ohio, on the one hand, and, on the other, points in Indiana, the lower peninsula of Michigan, and those points in New York on and west of U.S. Highway 15 and in Pennsylvania on and west of U.S. Highway 220.

NOTE: If a hearing is deemed necessary applicant requests it be held at Columbus, Ohio.

No. MC 110393 (Sub-No. 16), filed February 27, 1964. Applicant: FRIGID FOOD EXPRESS, INCORPORATED, 4205 Camp Ground Road, Louisville, Ky. Applicant's attorney: Rudy Yessin, McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dairy products, fresh and frozen meats, and empty containers or other such incidental facilities* (not specified) used in transporting the above named commodities, between points in Wisconsin, on the one hand, and, on the other, points in Maine and New Hampshire, and (2) *meats, fresh, frozen, and cured, and dairy products, and empty containers or other such incidental facilities* (not specified) used in transporting the above named commodities, between St. Paul, Minn., on the one hand, and, on the other, points in Maine and New Hampshire.

NOTE: If a hearing is deemed necessary applicant requests it be held at Louisville, Ky.

No. MC 110420 (Sub-No. 366), filed February 27, 1964. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. Applicant's representative: E. R. Kershner (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coconut oil, soap, soap stock, tallow and fatty acids*, in bulk, in tank vehicles from points in Aurora Township, Kane County, Ill., to points in Indiana, Michigan, Missouri, Ohio, Pennsylvania, and Wisconsin.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 112750 (Sub-No. 186), filed February 26, 1964. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: Russell S. Bernhard, 1625 K Street NW., Washington, D.C. Authority sought to operate

as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Business papers, records and audit and accounting media* of all kinds (except plant removals), (1) between Cleveland, Ohio, on the one hand, and, on the other, Clarksburg, Fairmont, Morgantown, and Parkersburg, W. Va., and Marietta, Ohio, and (2) between Marietta, Ohio, on the one hand, and, on the other, Clarksburg, W. Va.

NOTE: Common control may be involved. If a hearing is deemed necessary applicant requests it be held at Washington, D.C., or Cleveland, Ohio.

No. MC 112750 (Sub-No. 187), filed February 26, 1964. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: Russell S. Bernhard, 1627 K Street NW., Washington, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lithographed and printed unused personalized checks and related unused miscellaneous bank documents*, (1) from Hartford, Conn., and Elizabeth and Newark, N.J., to points in Massachusetts, and (2) from Concord, Mass., to points in Maine, New Hampshire, Rhode Island, and Vermont.

NOTE: Common control may be involved. If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 112801 (Sub-No. 11), filed February 27, 1964. Applicant: TRANSPORT SERVICE CO., a corporation, Post Office Box 272, Chicago 50, Ill. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals, resins and coatings*, in bulk, in tank vehicles, from Waukegan, Ill., to points in Connecticut, Delaware, Georgia, Indiana, Louisiana, Michigan, Minnesota, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, West Virginia, and Wisconsin.

NOTE: If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 112893 (Sub-No. 22), filed February 13, 1964. Applicant: BULK TRANSPORT COMPANY, a corporation, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Roland K. Draves (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Asphalt products and road oil*, in bulk, in tank vehicles, from Rock Falls, Ill., to points in Wisconsin.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 113267 (Sub-No. 123), filed February 24, 1964. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: Fred H. Figge (Same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Meats, meat*

products, meat byproducts, dairy products, and articles distributed by meat packinghouses (2) *frozen foods, in mixed shipments with the commodities specified in (1)*, when moving in vehicles equipped with mechanical temperature controlled units, between points in Louisiana.

NOTE: Applicant states the proposed service will be restricted against transportation in bulk in tank vehicles. If a hearing is deemed necessary applicant requests that it be held at Baton Rouge, La. Common control may be involved.

No. MC 113362 (Sub-No. 36), filed February 28, 1964. Applicant: ELLSWORTH FREIGHT LINES, INC., 220 East Broadway, Eagle Grove, Iowa. Applicant's attorney: Marshall D. Becker, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bowling alleys, bowling alley equipment and supplies, pool and billiard tables and allied equipment and supplies*, from Butler and Trenton, N.J., and New York City, N.Y., to points in Minnesota on and south of Minnesota Highway 19, and to points in Iowa on and north of U.S. Highway 20.

NOTE: If a hearing is deemed necessary applicant requests it be held at Chicago, Ill., or Omaha, Nebr.

No. MC 113622 (Sub-No. 5), filed February 24, 1964. Applicant: SAMPSON HAULING CORP., Pavilion, N.Y. Applicant's attorney: Kenneth T. Johnson, Bank of Jamestown Building, Jamestown, N.Y., 14701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Front end loaders* (tractor shovels), and *parts and components of such commodities*, from Batavia, N.Y., to points in New York, N.Y. Commercial Zone as defined by the Commission, including Port Newark and Port Elizabeth and Steamship Piers in the New York Harbor.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 113624 (Sub-No. 16), filed February 24, 1964. Applicant: WARD TRANSPORT, INC., Post Office Box 133, Pueblo, Colo. Applicant's attorney: Alvin J. Meiklejohn, Jr., Suite 526 Denham Building, Denver, Colo. 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 Idaho to points in Wyoming.

NOTE: If a hearing is deemed necessary applicant requests it be held at Salt Lake City, Utah.

No. MC 113828 (Sub-No. 56), filed February 13, 1964. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue, 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: *Vegetable oil*, in bulk, in tank vehicles, from points in North Carolina, South Carolina and Georgia to Boonton, N.J.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New York City, N.Y.

No. MC 113828 (Sub-No. 57), filed February 19, 1964. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue, 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: *Cement*, from Greensboro, N.C., to points in South Carolina and Virginia.

NOTE: If a hearing is deemed necessary applicant requests it be held at Raleigh, N.C.

No. MC 113828 (Sub-No. 58) filed February 19, 1964. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue, 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: *Petroleum and petroleum products*, in bulk, in tank vehicles, from the outlet of the Plantation Oil Line Company of Atlanta, located at or near Newington, Va., to points in West Virginia, District of Columbia, and Maryland.

No. MC 113855 (Sub-No. 88), filed February 24, 1964. Applicant: INTERNATIONAL TRANSPORT, INC., Highway 52 South, Rochester, Minn. Applicant's attorney: Michael E. Miller, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lignite char briquets*, from points in North Dakota, to points in Illinois, Indiana, Iowa, Minnesota, Wisconsin, Ohio, and Michigan.

NOTE: If a hearing is deemed necessary applicant requests it be held at Minneapolis, Minn.

No. MC 113908 (Sub-No. 140), filed February 13, 1964. Applicant: ERICKSON TRANSPORT CORPORATION, MPO Box 706, 706 West Tampa, 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: *Animal fats, animal oils, vegetable oils and blends and products thereof*, in bulk, in tank vehicles, from Omaha, Nebr., to points in Michigan, Kansas, Missouri, Indiana, Illinois, Minnesota, New York and Ohio.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 114004 (Sub-No. 47), filed February 24, 1964. Applicant: CHANDLER TRAILER CONVOY, INC., 8828 New Benton Highway, Little Rock, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Boats, and boat accessories*, from points in Texas, to points in the United States (except Hawaii), and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Austin, Tex.

No. MC 114211 (Sub-No. 43), filed February 24, 1964. Applicant: WARREN TRANSPORT, INC., Post Office Box 420, Waterloo, Iowa. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Agricultural implements* (other than hand), (2) *farm machinery*, (3) *tractor attachments*, (4) *automatic feeding systems*, and (5) *parts and accessories*, when moving in mixed loads with articles described in items (1), (2), (3), and (4), above, from Vinton, Dubuque, and Sac City, Iowa, Omaha and Columbus, Nebr., Glencoe and Minneapolis, Minn., Olathe, Kans., Kansas City and Independence, Mo., Bloomington and Harvard, Ill., Chattanooga, Tenn., Columbia City, Ind., and Burr Oak, Mich., to points in Wisconsin, Illinois, and the Upper Peninsula of Michigan, and *rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114211 (Sub-No. 44), filed February 27, 1964. Applicant: WARREN TRANSPORT, INC., Post Office Box 420, Waterloo, Iowa. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Earth moving and excavating equipment, tractors, tractor attachments and snow plows* from Wausau, Wis., to points in Illinois and Iowa.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114408 (Sub-No. 5), filed February 24, 1964. Applicant: W. E. BEST, INC., Box 445, Pioneer, Ohio. Applicant's attorney: Paul F. Beery, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sand, stone, limestone, lime, gravel, dirt and bituminous concrete*, in bulk, in dump trucks, (1) from points in Defiance, Paulding and Williams Counties, Ohio (except Pioneer, Ohio) to points in Hillsdale County, Mich., (2) from points in Williams, Defiance and Paulding Counties, Ohio to points in Steuben and DeKalb Counties, Ind., (3) from points in Hillsdale County, Mich., to points in Paulding County, Ohio, and (4) from points in Steuben County, Ind., to points in Williams County, Ohio.

NOTE: Applicant states proposed operations will be under a continuing contract or contracts with Northwest Materials, Inc., and France Stone Company. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 115180 (Sub-No. 7), (CLARIFICATION), filed January 2, 1964, published FEDERAL REGISTER, issue of January 29, 1964, and republished as clarified this issue. Applicant: ONLEY REFRIGERATED TRANSPORTATION, INC., 408 West 14th Street, New York, N.Y. 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: *Meats, meat products, meat by-products and articles distributed by meat packinghouses*, as described in Sections A, B and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and 766 (except liquid commodities in bulk, in tank vehicles) in less than truckload quantities, from New York, N.Y., to points in Illinois, Iowa, Indiana, Ohio, Pennsylvania, and Wisconsin.

NOTE: The authority sought herein, commoditywise, is intended to provide service for any shipper including packinghouses, but not limited thereto. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 115826 (Sub-No. 24), filed February 24, 1964. Applicant: W. J. DIGBY, INC., 1950 31st Street, Denver, Colo. Applicant's attorney: Michael T. Corcoran, 1360 Locust Street, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages*, (a) from Golden, Colo., to points in Idaho, and (b) from Pueblo, Colo., to points in Utah, Oregon, and Washington, and (2) *potato products, including cooked and dehydrated potatoes*, from points in Idaho, to points in Wyoming, Colorado, New Mexico, and Texas.

NOTE: If a hearing is deemed necessary applicant requests it be held at Boise, Idaho.

No. MC 115826 (Sub-No. 25), filed February 26, 1964. Applicant: W. J. DIGBY, INC., 1960 31st Street, Denver, Colo. Applicant's attorney: Michael T. Corcoran, 1360 Locust Street, Denver, Colo., 80220. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages* from Golden and Pueblo, Colo., to points in Arizona, (2) *malt beverages* from Phoenix, Ariz., to Gallup, Albuquerque and Santa Fe, N. Mex., Durango, Grand Junction and Denver, Colo., and Logan, St. George, Provo, Cedar City and Ogden, Utah, (3) *animal and poultry feeds and ingredients and supplements of such feeds, including cottonseed cake and bone meal*, from points in Arizona to points in Colorado, Nebraska and New Mexico and (4) *wine*, in containers, from points in Fresno, Sonoma, Madera, and Tulare Counties, Calif., to points in Arizona.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz.

No. MC 115841 (Sub-No. 163) (AMENDMENT), filed January 21, 1964, published FEDERAL REGISTER issue February 6, 1964, amended February 20, 1964, republished as amended, this issue. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West (P.O. Box 2169), Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from Siloam Springs, Ark., and points within 10 miles thereof, Gentry, Ark., and the town of

Kansas, Okla., to points in Louisiana, Tennessee, Mississippi, Alabama, Georgia, Florida, North Carolina, and South Carolina.

NOTE: The purpose of this republication is to add Kansas, Okla., and the area within 10 miles of Siloam Springs, Ark.

No. MC 115841 (Sub-No. 166), filed February 24, 1964. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses, chilled and frozen foods* (except liquid commodities in bulk) in vehicles equipped with mechanical refrigeration, from Philadelphia, Pa., and points in its Commercial Zone, to points in Virginia, North Carolina, South Carolina, and Georgia (except Savannah), restricted against the transportation of shipments destined to Florida.

NOTE: If a hearing is deemed necessary applicant requests it be held at Philadelphia, Pa.

No. MC 115841 (Sub-No. 167), filed February 28, 1964. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Candies and confectionery products*, in vehicles equipped with mechanical refrigeration, from Hackettstown, N.J., to New Orleans, La., and points in Tennessee.

NOTE: If a hearing is deemed necessary applicant requests it be held at New York, N.Y.

No. MC 116722 (Sub-No. 9), filed February 24, 1964. Applicant: DENVER CLIMAX TRUCK LINE, INC., 1380 Umatilla Street, Denver 4, Colo. Applicant's attorney: John P. Thompson, 450 Capitol Life Building, Denver 3, Colo. 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, and commodities requiring the use of tank vehicles), between points in Morgan, Adams, Arapahoe, and Denver Counties, Colo., and points in Colorado.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 117187 (Sub-No. 1), filed February 10, 1964. Applicant: TEXAS-VERMONT TRANSPORT, INC., 8600 San Pedro Avenue (Route 13, Box 540), San Antonio, Tex. Applicant's attorney: Dan Felts, Suite 204, 904 Lavaca Street, Austin, Tex. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Granite monuments, markers, bases, mausoleums, memorials and surface plates*, from Barre, Vt., to points in New Mexico, Arizona, California, Nevada, Idaho, Utah, Colorado, Montana, Wyoming, Oregon, and Washington, and *broken, damaged and rejected shipments*, on return.

NOTE: Applicant states that the proposed operations will be performed under a contract with Rock of Ages Corporation. It is further noted that if a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119462 (Sub-No. 2), filed February 24, 1964. Applicant: G. W. REYNOLDS, doing business as REYNOLDS TRUCK LINE, Post Office Box 123, Clifton Hill, 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 and poultry feeds*, from Muncie, Kans., to points in Chariton, Howard, and Randolph Counties, Mo., and Boonville, Cooper County, Mo., and Madison, Monroe County, Mo. and *exempt commodities*, on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Jefferson City, Mo.

No. MC 119689 (Sub-No. 7), filed February 20, 1964. Applicant: BROWN BROTHERS EXPRESS, INC., Meadow Street Post Office Box 59, Curwensville, Pa. Applicant's attorney: John A. Vuono, 1515 Park Building, Pittsburgh 22, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, from points in Clearfield County, Pa., to points in Delaware, Maryland, New Jersey, and New York.

NOTE: If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 119749 (Sub-No. 10), filed February 14, 1964. Applicant: RIPON TRUCKING CO., a corporation, Oshkosh Street, Ripon, Wis. Applicant's attorney: Edward Solie, 1 South Pinckney Street, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cookies*, from Ripon, Wis., to points in Rhode Island, Delaware, Kansas, Mississippi, Alabama, Georgia, Florida, North Dakota, Louisiana, and Arkansas.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 119767 (Sub-No. 21), filed February 20, 1964. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. Applicant's representative: E. R. Kershner, Post Office Box 339, 100 South Calumet Street, Burlington, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, from Minneapolis, Minn., to points in Bayfield, Ashland, Burnett, Douglas, Washburn, Sawyer, Price, Polk, Barron, Rusk, Taylor, St. Croix, Dunn, Chippewa, Eau Claire, Clark, Marathon, Pierce, Pepin, Buffalo, Trempealeau, Jackson, Wood, Portage, LaCrosse, Monroe, Juneau, Adams, Vernon, Crawford, Richland, and Sauk Counties, Wis.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Madison, Wis., or Minneapolis, Minn.

No. MC 119777 (Sub-No. 23), filed February 24, 1964. Applicant: LIGON SPECIALIZED HAULER, INC., Post Office Box 31, Madisonville, Ky. Applicant's attorney: Robert M. Pearce, 221 St. Clair, Frankfort, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cooling towers, blowers, cooling and freezing machinery, and accessories, attachments, parts and fittings for cooling towers, blowers, and cooling and freezing machinery*, from the site of the Marley Company, located at Louisville, Ky., to points east of the Mississippi River, and points in Arkansas, Iowa, Kansas, Louisiana, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, and Texas, and *rejected shipments* of the commodities specified above, on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 119917 (Sub-No. 14), filed February 26, 1964. Applicant: DUDLEY TRUCKING COMPANY, INC., 717 Memorial Drive SE, Atlanta, Ga. Applicant's attorney: Monty Schumacher, Suite 693, 1375 Peachtree Street NE, Atlanta 9, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mineral wool*, batts and granulated, from Leeds, Ala., (1) to points in that part of Georgia bounded by a line commencing at the Georgia-Tennessee State line, and proceeding south along U.S. Highway 411 to junction U.S. Highway 41 (near Cartersville, Ga.), thence along U.S. Highway 41 to Atlanta, Ga., thence east along U.S. Highway 278 to Union Point, Ga., thence northeast along Georgia Highway 77 to Hartwell, Ga., thence along Georgia Highway 8 to the Georgia-South Carolina State line, thence along the Georgia-South Carolina State line to the Georgia-South Carolina-North Carolina State line, thence along the Georgia-North Carolina State line to the Georgia-Tennessee State line, thence along the Georgia-Tennessee State line to point of beginning, including all points on the aforesaid highways (but excluding Atlanta, Ga., and points within its commercial zone), and (2) to points in Oconee County, S.C.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 123048 (Sub-No. 37), filed February 24, 1964. 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, including tillage tools, farm machinery (except farm tractors), attachments for farm tractors and farm machinery, including earth moving attachments intended for agricultural purposes, engines, cabs, and covers for farm machinery, agricultural implements and incidental agricultural machinery parts when moving with the machinery of which they are a part*, from

Cleveland and Coldwater, Ohio, Anchor, and Bloomington, Ill., West Memphis, Ark., Fulton, and Kansas City, Mo., Topeka, Salina, Manhattan, and Heston, Kans., Fort Dodge, and Maquoketa, Iowa, Milwaukee, Glenbeulah, and New Holstein, Wis., Glencoe, and Minneapolis, Minn., and Edenton, N.C., to Fargo, N. Dak.

NOTE: Applicant states each of the commodities specified above will be restricted as follows: "Except commodities the transportation of which requires the use of special equipment or special handling." Applicant proposes to transport *rejected shipments* of the commodities specified, on return. It is further noted that if a hearing is deemed necessary applicant requests it be held at Chicago, Ill., Milwaukee, or Madison, Wis., whichever may be the earliest.

No. MC 123392 (Sub-No. 2), filed February 16, 1964. Applicant: JACK B. KELLEY, doing business as JACK B. KELLEY CO., 3801 Virginia Street, Amarillo, Tex., 79109. Applicant's attorney: Grady L. Fox, 222 Amarillo Building, Amarillo, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Helium gas*, in tube trailers, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, between points in the United States, including Alaska.

NOTE: If a hearing is deemed necessary applicant requests it be held at Oklahoma City, Okla.

No. MC 123405 (Sub-No. 10), filed February 20, 1964. Applicant: FOOD TRANSPORT, INC., Post Office Box 1041, York, Pa. Applicant's attorney: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Steel chain, fishing tackle, fishing and camping equipment, oil cans, ventilators, pulpwood pails and lunch boxes*, from Lititz, Pa., to Pascagoula, Miss., and (2) *animal traps, decoy birds, hand garden tools, pulpboard jardinières, vases, trays, steel chain, fishing tackle, fishing and camping equipment, oil cans, ventilators, pulpboard pails and lunch boxes*, from Pascagoula, Miss., to Memphis, Tenn., Birmingham, Ala., Charlotte, N.C., and Lititz, Pa.

NOTE: If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 123604 (Sub-No. 5), filed February 17, 1964. Applicant: DUSABLON TRUCKING SERVICE, INC., Centerville, Iowa. Applicant's attorney: Stephen Robinson, 412 Equitable Building, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Haydite*, in bulk (not in tank type equipment), from points in Iowa within five (5) miles of Centerville, Iowa, to points in Minnesota, east of South Dakota-Minnesota State line, and on and south of Minnesota Highway 28 to junction of Minnesota Highway 28 and U.S. Highway 52 located at or near Sauk Center, Minn., thence on and south of U.S. Highway 52 to junction of Minnesota Highway 95 located at or near St.

Cloud, Minn., thence on and south of Minnesota Highway 95, to Wisconsin State line, and points west of Minnesota-Wisconsin State line, and on and north of Iowa-Minnesota State line.

NOTE: If a hearing is deemed necessary applicant requests it be held at Des Moines, Iowa.

No. MC 123639 (Sub-No. 18), filed February 24, 1964. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver 16, Colo. Applicant's attorney: Charles W. Singer, 33 North LaSalle Street, Suite 3600, 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*, as described in sections A and C, appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Norfolk, Nebr., to Detroit, Mich., and points in Kentucky, and Indiana (except those points in the Chicago, Ill. commercial zone).

NOTE: If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 123639 (Sub-No. 19), filed February 24, 1964. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver 16, Colo. Applicant's attorney: Charles W. Singer, 33 North LaSalle Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen bakery goods*, from Denver, Colo. to Detroit, Mich., Toledo, Ohio, South Bend, Ind., Pittsburgh, Pa., Louisville, Ky., and Boston, Mass.

NOTE: If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 123752 (Sub-No. 2), filed February 24, 1964. Applicant: SAMUEL P. TIFFEE, doing business as TIFFEE'S LIGHT OIL FIELD HAULING, 1311 Mascagni Avenue, Natchez, Miss. Applicant's attorney: Rubel L. Phillips, Post Office Box 961, Jackson, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Machinery, equipment, materials and supplies used in or in connection with the discovery development and production of natural gas and petroleum and their products and by-products*, between points in Florida, Alabama, Mississippi, Louisiana, Arkansas, and Texas.

NOTE: Applicant states the above proposed operations will involve shipments restricted to a total weight of 2,000 pounds or less in one vehicle. It further states that no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 124047 (Sub-No. 24), filed February 24, 1964. Applicant: SCHWERTMAN TRUCKING CO. OF OHIO, a corporation, 611 South 28th 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: *Fertilizer and fertilizer materials*, (1) from Bluffton, Ind., and points within 5 miles thereof, to points in Ohio, and (2) from

Latty, Ohio, and points within 5 miles thereof, to points in Indiana.

NOTE: Common control may be involved. If a hearing is deemed necessary applicant requests it be held at Indianapolis, Ind.

No. MC 124154 (Sub-No. 5), filed February 13, 1964. Applicant: W. D. WINGATE, doing business as WINGATE TRUCKING COMPANY, Post Office Box 1372, Albany, Ga. Applicant's attorney: Ariel V. Conlin, Suite 626, Fulton National Bank Building, Atlanta, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel and/or wrought iron piping* in 20 foot and 40 foot lengths, from Pittsburg, Pa., to Albany, Ga.

NOTE: If a hearing is deemed necessary applicant requests it be held at Albany, Ga.

No. MC 124154 (Sub-No. 6), filed February 14, 1964. Applicant: W. D. WINGATE, doing business as WINGATE TRUCKING COMPANY, Post Office Box 1372, Albany, Ga. Applicant's attorney: Ariel V. Conlin, Suite 626, Fulton National Bank Building, Atlanta, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel and/or wrought iron piping* in 20 foot and/or 40 foot lengths, from Aliquippa, Pa., to Albany, Ga.

NOTE: If a hearing is deemed necessary applicant requests it be held at Albany, Ga.

No. MC 124154 (Sub-No. 7), filed February 20, 1964. Applicant: W. D. WINGATE, doing business as WINGATE TRUCKING COMPANY, Post Office Box 1372, Albany, Ga. Applicant's attorney: Ariel V. Conlin, Suite 626, Fulton National Bank Building, Atlanta, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel and/or wrought iron piping* in 20 foot and/or 40 foot lengths, from Lorraine, Ohio to Albany, Ga.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Albany, Ga.

No. MC 124154 (Sub-No. 8), filed February 20, 1964. Applicant: W. D. WINGATE, doing business as WINGATE TRUCKING COMPANY, Post Office Box 1372, Albany, Ga. Applicant's attorney: Ariel V. Conlin, Suite 626, Fulton National Bank Building, Atlanta, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel and/or wrought iron piping* in 20 foot and/or 40 foot lengths, from Middletown, Ohio to Albany, Ga.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Albany, Ga.

No. MC 124212 (Sub-No. 21), filed February 6, 1964. Applicant: MITCHELL TRANSPORT, INC., 21111 Chagrin Boulevard, Cleveland 22, Ohio. Applicant's attorney: John Andrew Kundtz, 1050 Union Commerce Building, Cleveland 14, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from the plant site of Lehigh Portland Cement Company located at

Fargo, N. Dak., to points in Beadle, Brookings, Brown, Clark, Codington, Day, Deuel, Edmunds, Faulk, Grant, Hamlin, Kingsbury, Marshall, McPherson, Roberts, and Spink Counties, S. Dak., points in Aitkin, Becker, Beltrami, Benton, Big Stone, Cass, Chippewa, Clay, Clearwater, Crow Wing, Douglas, Grant, Hubbard, Itasca, Kittson, Kandiyohi, Koochiching, Lac qui Parle, Lake of the Woods, Lincoln, Lyon, Mahanomen, Marshall, Mille Lacs, Morrison, Norman, Otter Tail, Pennington, Polk, Pope, Red Lake, Roseau, Stearns, Stevens, Swift, Todd, Traverse, Wadena, Wilkin, and Yellow Medicine Counties, Minn., and ports of entry on the international boundary line between the United States and Canada, located in North Dakota, and *empty containers or other such incidental facilities* (not specified) used in transporting the above named commodities, on return.

NOTE: Common control may be involved. If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 124212 (Sub-No. 22), filed February 17, 1964. Applicant: MITCHELL TRANSPORT, INC., 21111 Chagrin Boulevard, Cleveland 22, Ohio. Applicant's attorney: John A. Kundtz, 1050 Union Commerce Building, Cleveland 14, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, (1) from railhead point of interchange in Alabama, to points in Alabama, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Bunnell and Miami, Fla., and further restricted to shipments having a prior movement by rail; (2) from railhead point of interchange in Arkansas, to points in Arkansas, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Birmingham, Ala., Mitchell, Ind., Iola, Kans., and Mason City, Iowa, and further restricted to shipments having a prior movement by rail; (3) from railhead and/or water-point of interchange in Delaware, to points in Delaware, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Alsen and Buffalo, N.Y., Fogelsville, Pa., Union Bridge and Baltimore, Md., and further restricted to shipments having a prior movement by rail, with the exceptions of shipments originating at Alsen, N.Y., which are further restricted to a prior movement by rail and/or by water, and shipments originating at Baltimore, Md., restricted to a prior movement by water, only; (4) from railhead point of interchange in Florida, to points in Florida, restricted to shipments originating at the plant site of Lehigh Portland Cement Company, located at Birmingham, Ala., and further restricted to shipments having a prior movement by rail; (5) from railhead and/or water-point of interchange in Georgia, to points in Georgia, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Birmingham, Ala., Bunnell and Miami, Fla., Fordwick, Va., and Baltimore, Md., and further restricted to shipments hav-

ing a prior movement by rail, with the exception of shipments originating at Baltimore, Md., restricted to a prior movement by water, only; (6) from railhead point of interchange in Illinois, to points in Illinois, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Mason City, Iowa, Iola, Kans., Mitchell, Ind., and Birmingham, Ala., and further restricted to shipments having a prior movement by rail; (7) from railhead point of interchange in Indiana, to points in Indiana, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Mason City, Iowa, Birmingham, Ala., and Iola, Kans., and further restricted to shipments having a prior movement by rail; (8) from railhead point of interchange in Iowa, to points in Iowa, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Mitchell, Ind., and Iola, Kans., and further restricted to shipments having a prior movement by rail; (9) from railhead point of interchange in Kansas, to points in Kansas, restricted to shipments originating at the plant site of Lehigh Portland Cement Company, located at Mason City, Iowa, and further restricted to shipments having a prior movement by rail;

(10) From railhead point of interchange in Kentucky, to points in Kentucky, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Mitchell, Ind., Fordwick, Va., Birmingham, Ala., Iola, Kans., and Union Bridge, Md., and further restricted to shipments having a prior movement by rail; (11) from railhead point of interchange in Louisiana, to points in Louisiana, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Birmingham, Ala., Bunnell and Miami, Fla., and Iola, Kans., and further restricted to shipments having a prior movement by rail; (12) from railhead and/or waterport point of interchange in Maine, to points in Maine, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Alsen and Buffalo, N.Y., and Fogelsville, Pa., and further restricted to shipments having a prior movement by rail, with the exception of shipments originating at Alsen, N.Y., which are further restricted to a prior movement by rail and/or by water; (13) from railhead and/or waterport point of interchange in Massachusetts, to points in Massachusetts, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Alsen and Buffalo, N.Y., and Fogelsville, Pa., and further restricted to shipments having a prior movement by rail, with the exception of shipments originating at Alsen, N.Y., which are further restricted to a prior movement by rail and/or by water; (14) from railhead point of interchange in Upper Peninsula of Michigan, to points in Upper Peninsula of Michigan, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Mason City, Iowa, and Mitchell, Ind., and further restricted

to shipments having a prior movement by rail; (15) from railhead point of interchange in Lower Peninsula of Michigan, to points in Lower Peninsula of Michigan, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Buffalo, N.Y. and Mitchell, Ind., and further restricted to shipments having a prior movement by rail; (16) from railhead point of interchange in Minnesota, to points in Minnesota, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Mitchell, Ind., Mason City, Iowa, and Iola, Kans., and further restricted to shipments having a prior movement by rail; (17) from railhead point of interchange in Mississippi, to points in Mississippi, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Birmingham, Ala., Bunnell and Miami, Fla., and Iola, Kans., and further restricted to shipments having a prior movement by rail; (18) from railhead point of interchange in Missouri, to points in Missouri, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Mason City, Iowa, Iola, Kans., Mitchell, Ind., and Birmingham, Ala., and further restricted to shipments having a prior movement by rail; (19) from railhead point of interchange in Montana, to points in Montana, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Mason City, Iowa, Iola, Kans., and Metaline Falls, Wash., and further restricted to shipments having a prior movement by rail;

(20) From railhead point of interchange in Nebraska, to points in Nebraska, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Mason City, Iowa, and Iola, Kans., and further restricted to shipments having a prior movement by rail; (21) from railhead and/or waterport point of interchange in New Hampshire, to points in New Hampshire, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Alsen and Buffalo, N.Y., and Fogelsville, Pa., and further restricted to shipments having a prior movement by rail, with the exception of shipments originating at Alsen, N.Y., which are further restricted to a prior movement by rail and/or by water; (22) from railhead and/or waterport point of interchange in New Jersey, to points in New Jersey, restricted to shipments originating at the Lehigh Portland Cement Company, located at Alsen and Buffalo, N.Y., Union Bridge and Baltimore, Md., and Fogelsville, Pa., and further restricted to shipments having a prior movement by rail, with the exception of shipments originating at Alsen, N.Y., which are further restricted to a prior movement by rail and/or by water, and shipments originating at Baltimore, Md., restricted to a prior movement by water only; (23) from railhead and/or waterport point of interchange in New York, to points in New York, restricted to shipments originating at the plant sites of Lehigh Portland Cement Com-

pany, located at Alsen, N.Y., Fogelsville, Pa., and Mitchell, Ind., and further restricted to shipments having a prior movement by rail, with the exception of shipments originating at Alsen, N.Y., which are further restricted to a prior movement by rail and/or by water; (24) from railhead and/or waterport point of interchange in North Carolina, to points in North Carolina, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Birmingham, Ala., Bunnell, Fla., Fordwick, Va., and Union Bridge and Baltimore, Md., and further restricted to shipments having a prior movement by rail, with the exception of shipments originating at Baltimore, Md., restricted to a prior movement by water, only; (25) from railhead point of interchange in North Dakota, to points in North Dakota, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Mason City, Iowa, and Iola, Kans., and further restricted to shipments having a prior movement by rail; (26) from railhead point of interchange in Ohio, to points in Ohio, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Buffalo, N.Y., Mitchell, Ind., Fordwick, Va., and Union Bridge, Md., and further restricted to shipments having a prior movement by rail; (27) from railhead point of interchange in Oklahoma, to points in Oklahoma, restricted to shipments originating at Birmingham, Ala., Mason City, Iowa, and Iola, Kans., and further restricted to shipments having a prior movement by rail; (28) from railhead point of interchange in Pennsylvania, to points in Pennsylvania, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Alsen and Buffalo, N.Y., Union Bridge, Md., and Mitchell, Ind., and further restricted to shipments having a prior movement by rail; (29) from railhead and/or waterport point of interchange in South Carolina, to points in South Carolina, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located in Birmingham, Ala., Bunnell, Fla., Union Bridge and Baltimore, Md., and Fordwick, Va., and further restricted to shipments having a prior movement by rail, with the exception of shipments originating at Baltimore, Md., restricted to a prior movement by water, only;

(30) From railhead point of interchange in South Dakota, to points in South Dakota, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Mason City, Iowa, and Iola, Kans., and further restricted to shipments having a prior movement by rail; (31) from railhead point of interchange in Tennessee, to points in Tennessee, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Birmingham, Ala., Bunnell, Fla., Iola, Kans., Mitchell, Ind., Fordwick, Va., and Union Bridge, Md., and further restricted to shipments having a prior movement by rail; (32) from railhead point of interchange in Texas, to points in Texas, re-

stricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Mason City, Iowa, Birmingham, Ala., and Iola, Kans., and further restricted to shipments having a prior movement by rail; (33) from railhead point of interchange in Vermont, to points in Vermont, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Alsen and Buffalo, N.Y., and Fogelsville, Pa., and further restricted to shipments having a prior movement by rail; (34) from railhead and/or waterport point of interchange in Virginia, to points in Virginia, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Fogelsville, Pa., Baltimore and Union Bridge, Md., and Birmingham, Ala., and further restricted to shipments having a prior movement by rail, with the exception of shipments originating at Baltimore, Md., restricted to a prior movement by water, only; (35) from railhead point of interchange in West Virginia, to points in West Virginia, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Union Bridge, Md., Buffalo, N.Y., Mitchell, Ind., Fordwick, Va., and Fogelsville, Pa., and further restricted to shipments having a prior movement by rail; (36) from railhead point of interchange in Wisconsin, to points in Wisconsin, restricted to shipments originating at the plant sites of Lehigh Portland Cement Company, located at Mason City, Iowa, and Mitchell, Ind., and further restricted to shipments having a prior movement by rail; and (37) *rejected and returned shipments* of the above described commodity, in reverse direction, in (1) through (36) above.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124389 (Sub-No. 3), filed February 24, 1964. Applicant: TORVAL R. MONCRIEFF, 1701 East First Avenue, Anchorage, Alaska. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses* as defined by the Commission, *butter, eggs, cheese, fish or shellfish and groceries*, for the account of Western Supply, Inc., from ports of entry on the International Boundary line between the United States and Canada located in Alaska to points in Alaska, restricted to traffic originating in Canada, and *exempt commodities*, on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Anchorage, Alaska.

No. MC 124527 (Sub-No. 2), filed February 14, 1964. Applicant: GEORGE G. SOUHAN, CLARA G. SOUHAN, IDA MAY GEB, AND FRANCIS J. SOUHAN, doing business as FRANCIS J. AND GEORGE G. SOUHAN, Canal Street, Seneca Falls, N.Y. Applicant's attorney: Murray J. S. Kirshstein, 103 Oriskany Street, East, Utica 2, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Raw materials, dyes and*

chemicals (not in bulk), used in the process of knitting and the manufacture of knit goods, and empty containers or other such incidental facilities (not specified) used in transporting the commodities specified, between Seneca Falls and Averill Park, N.Y., and Woonsocket, R.I., on the one hand, and, on the other, Fall River, Farnumsville, Malden, Wakefield, Spencer, West Concord, Webster, East Dedham, and Lowell, Mass., Stamford and Putnam, Conn., Perth Amboy and Jersey City, N.J., Woonsocket, R.I., and Elwood and Hanover, Pa.

NOTE: If a hearing is deemed necessary applicant requests it be held at Syracuse, N.Y.

No. MC 124880 (Sub-No. 1), filed February 20, 1964. Applicant: SPRIGGS DISTRIBUTING COMPANY, a corporation, 1419 South Third Street, Ironton, Ohio. Applicant's attorney: Robert N. Krier, 3430 LeVeque-Lincoln Tower, Fifty West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Beer and malt beverages* from Belleville, Ill., and Baltimore, Md., to Huntington, W. Va., and *empty containers, empty bottles, cartons, cases, kegs, barrels, and pallets, and other such incidental facilities (not specified)*, used in transporting the commodities specified, on return.

NOTE: Applicant states the proposed service will be conducted under continuing contract with Allied Beverage Company, Huntingtown, W. Va. If a hearing is deemed necessary applicant requests it be held at Columbus, Ohio.

No. MC 124951 (Sub-No. 1), filed February 12, 1964. Applicant: WATHEN TRANSPORT, INC., Post Office Box 237, Henderson, Ky. Applicant's attorney: Robert M. Pearce, 221 St. Clair Street, Frankfort, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Scrap metal and junked batteries*, from Henderson, Ky., to points in Arkansas, Illinois, Indiana, Missouri, Ohio, Pennsylvania, Tennessee, and West Virginia, (2) *flour*, from Evansville and Mt. Vernon, Ind., and Owensboro, Ky., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Missouri, Ohio, Pennsylvania, Tennessee, and Wisconsin, (3) *fertilizer*, from Nashville and Centerville, Tenn., Louisville, Ky. and Wilson Dam, Ala., to points in Illinois, Indiana, and Kentucky, (4) *feed, feed ingredients and insecticides*, from Nashville, Tenn., Guthrie, Owensboro, Henderson, and Louisville, Ky., Evansville and Indianapolis, Ind., Vandalia, Ill., and St. Louis, Mo., to points in Illinois, Indiana, Kentucky, Missouri, and Tennessee, (5) *fertilizer, ammonium nitrate, urea fertilizer, and urea feed*, from Henderson, Stanley and Owensboro, Ky., and points in Hopkins County, Ky., to points in Alabama, Arkansas, Georgia, Illinois, Indiana, Iowa, Kentucky, Michigan, Mississippi, Missouri, Ohio, Tennessee, and Wisconsin, and (6) *malt beverages*, from Milwaukee, Wis., Peoria and Belleville, Ill., and St. Louis, Mo., to points in Kentucky on and west of U.S. Highway 31E, and *empty containers, cases, or bottles*, on return.

NOTE: Applicant holds contract carrier authority to perform part of the service requested above in MC 119309. Applicant states it will surrender any contract carrier authority held which duplicates any authority granted in this application. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 125487 (Sub-No. 1), filed February 17, 1964. Applicant: HAMPSHIRE TRUCKING COMPANY, INC., 149 West Birch Lane, Romney, W. Va. Applicant's representative: Donald E. Freeman, 172 East Green Street, Westminster, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and materials and supplies normally used in the manufacture of fertilizer*, from points in Frederick County, Va., to points in Maryland, Pennsylvania, and West Virginia, and *empty containers or other such incidental facilities (not specified)* used in transporting the above-specified commodities, on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 125963, filed January 28, 1964. Applicant: LaVERN AFFELDT, doing business as B & L LINE, 62 Fourth Avenue North, Garrison, N. Dak. Authority sought to operate as a *contract carrier*, by motor vehicle, over regular routes, in seasonal operations between April 1 and October 15 inclusive of each year, transporting: *Cement*, in sacks, (1) between Rapid City, S. Dak. and Garrison, N. Dak., from Rapid City west over U.S. Highway 14 to junction U.S. Highway 85, thence over U.S. Highway 85 to North Dakota Highway 7, thence east over North Dakota Highway 7 to junction U.S. Highway 83, thence over U.S. Highway 83 to Garrison, and return over the same route, serving all intermediate points and the off-route points of Max, Douglas, Turtle Lake, Butte, Mercer, Underwood, Washburn and Wilton, N. Dak., and (a) between Rapid City, S. Dak. and Garrison, N. Dak., from Rapid City east over U.S. Highway 14 to junction U.S. Highway 83, thence over U.S. Highway 83 to Garrison, and return over the same route, serving no intermediate points, as an alternate route, for operating convenience only, in connection with applicant's proposed regular-route in (1).

NOTE: Applicant states he intends to transport feed grains, such as barley and oats, on return. If a hearing is deemed necessary, applicant requests it be held at Bismarck, N. Dak.

No. MC 125964 (AMENDMENT), filed January 29, 1964, published FEDERAL REGISTER issue February 12, 1964, amended March 2, 1964, and republished as amended this issue. Applicant: IVAN K. SILVERTHORN, 39 West Main Street, Leola, Pa. Applicant's attorney: Robert B. Einhorn, 1540-47 Philadelphia Saving Fund Building, 12 South 12th Street, Philadelphia, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Packinghouse products*, from Omaha, Nebr., Albert Lea, Minn., and Cedar Rapids, Iowa, to Atlantic City, N.J.

NOTE: A motion to dismiss this application was filed at the same time. The purpose of this republication is to add Albert Lea, Minn., and Cedar Rapids, Iowa, to origin points as previously published.

No. MC 126001, filed February 10, 1964. Applicant: MID-OREGON EXPRESS, INC., 539 East First Street, Bend, Oreg. Applicant's attorney: Earle V. White, Fifth Avenue Building, 2130 Southwest Fifth Avenue, Portland 1, Oreg. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except classes A and B explosives and commodities in bulk), (1) between Portland, Oreg., and Prineville, Oreg., from Portland over U.S. Highway 26 through Warm Springs, Oreg., and Madras, Oreg., to Prineville (also, from Madras over U.S. Highway 97 to Redmond, Oreg., thence over U.S. Highway 126 to Prineville), and (2) between Redmond, Oreg. and Bend, Oreg., from Redmond over U.S. Highway 97 to Bend, and return over the same routes, serving all intermediate points and off-route points within ten (10) miles of specified routes in (1) and (2), except no service to or from points located east of Portland, Oreg., and northwest of Warm Springs, Oreg., and (a) between Portland, Oreg., and Bend, Oreg., from Portland over Interstate Highway 5 to junction Oregon Highway 22, thence over Oregon Highway 22 to junction U.S. Highway 20, thence over U.S. Highway 20 to Bend, and (b) between Portland, Oreg., and Redmond, Oreg., from Portland over specified route in (a) to junction U.S. Highways 20 and 126, at or near Sisters, Oreg., thence over U.S. Highway 126 to Redmond, and return over the same routes, serving no intermediate points, as alternate routes, for operating convenience only, in connection with applicant's proposed regular-route operations, shown above.

NOTE: Common control may be involved. It is further noted if a hearing is deemed necessary, applicant requests it be held at Bend, Oreg.

No. MC 126018, filed February 18, 1964. Applicant: RONALD J. MULCAHY, doing business as MULCAHY'S EXPRESS, 7 Wentworth Street, Malden, Mass. Applicant's representative: Gerald J. Donovan, Post Office Box 126, Hyde Park 36, Mass. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Soling and footwear*, between Melrose and Wakefield, Mass., on the one hand, and, on the other, Boston, Mass., points in Maine and Rhode Island, and those in that part of New Hampshire south of a line beginning at Portsmouth, N.H., and extending in a southwesterly direction through Epping, N.H. to Manchester, N.H., thence in a northwesterly direction through North Walpole, N.H. to the New Hampshire-Vermont State line.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 126021, filed February 14, 1964. Applicant: W. EMERSON GAMBLE, doing business as MULLIS TRANSFER, 5587 South Hill Street, Littleton, Colo. Applicant's attorney: Harold D. Torgan,

810 American National Bank Building, Denver, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *New and used office and store equipment, goods and products sold by retail stores and manufacturing companies and new and used household goods and building materials and supplies*, from points within a twenty (20) mile radius of the courthouse of Littleton, Colo., to points in Colorado, and empty containers or other such incidental facilities (not specified) used in transporting the above-specified commodities, on return.

No. MC 126034, filed February 24, 1964. Applicant: BUCKS COUNTY CONSTRUCTION CO., Pennndel, Pa. Applicant's attorney: Carroll V. Lewis, Ohio Building, Sidney, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Heavy equipment, construction materials, and machinery* which, because of size or weight, require the use of special equipment, between points in Pennsylvania, New Jersey, New York, Delaware, Maryland, and Virginia.

NOTE: If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 126035, filed February 17, 1964. Applicant: DAVID DAVIES, doing business as DAVIES TRUCKING, 183 Redpath Avenue, Toronto 12, Ontario, Canada. Authority sought to operate as a contract carrier, by motor vehicle, over regular routes, transporting: *Molten sulphur*, from the port of entry located on the International Boundary line between the United States and Canada located at Port Huron, Mich., to River Rouge, Mich., over U.S. Highway 25, serving no intermediate points, and empty containers or other such incidental facilities (not specified) used in transporting the above commodity, on return.

NOTE: If a hearing is deemed necessary applicant requests it to be held at Port Huron or Detroit, Mich.

No. MC 126036 (Sub-No. 1), filed February 27, 1964. Applicant: BAYNES EQUIPMENT, INC., 136 Logan Street, Bedford, Ohio. Applicant's attorney: James M. Burtch, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Precast concrete panels, slabs, beams, girders, and columns and accessories and materials* incidental to the installation thereof, from the plant site of the George Rackle & Sons Co., located at Garfield Heights, Ohio to points in New York, Pennsylvania, West Virginia, Virginia, Kentucky, Indiana, Illinois, and Michigan, and (2) *Supplies and materials* incidental to the manufacture of prestressed concrete panels, slabs, beams, girders, and columns, and returned and rejected shipments, from points in New York, Pennsylvania, West Virginia, Virginia, Kentucky, Indiana, Illinois and Michigan to the plant site of the George Rackle & Sons Co., located at Garfield Heights, Ohio.

NOTE: The proposed service is to be performed under contract with the George Rackle & Sons Co. If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 126037, filed February 24, 1964. Applicant: JOSEPH ROSE, 1122 High Street, New Market, N.J. Applicant's attorney: August W. Heckman, 297 Academy Street, Jersey City 6, N.J. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Manufactured stone*, on skids, from Matawan, N.J., to points in Connecticut and points in New Castle County, Del., Chester, Lancaster, York, Montgomery, Bucks, Philadelphia, Northampton, Lehigh, Berks, Lebanon, Dauphin, Northumberland, Montour, Columbia, Schuylkill, Carbon, Monroe, Luzerne, Pike, Wayne, Susquehanna, Lackawanna, Bradford, Sullivan, and Wyoming Counties, Pa., and Rockland, Westchester, Putnam, Dutchess, Orange, Rensselaer, Schoharie, Sullivan, Chenango, Madison, Otsego, Albany, Schenectady, Delaware, Greene, Columbia, and Ulster Counties, N.Y. and New York, N.Y.

NOTE: Applicant states that the proposed service is to be performed under a continuing contract with Miami Stone Company. If a hearing is deemed necessary applicant requests it be held at Newark, N.J.

No. MC 126038, filed February 24, 1964. Applicant: J. R. HOWARD AND B. M. NEDRY doing business as HOWARD AND NEDRY, 10470 Northeast Sixth Drive, Portland, Oreg. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Cedar shakes and shingles and cedar fencing materials* from the plant sites of Upland Cedar Products, Neilton, Wash., and Crane Creek Shingle Co., Amanda Park, Wash., to points in Oregon and California, and produce and exempt commodities on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Portland, Oreg.

No. MC 126039, filed February 24, 1964. Applicant: MORGAN TRANSPORTATION SYSTEM, INC., U.S. Highways 6 and 15, New Paris, Ind. Applicant's attorney: Walter F. Jones, Jr., 1017-19 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients*, from Reynolds, Ind., and points within two (2) miles thereof, to points in Illinois, Michigan and Ohio.

NOTE: If a hearing is deemed necessary applicant requests it be held at Indianapolis, Ind.

No. MC 126040, filed February 24, 1964. Applicant: CONERTY-HENIFF TRANSPORT, INC., Evergreen Park Branch, Post Office Box 815, Chicago 42, Ill. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from points in the Chicago, Ill., commercial zone, to points in Illinois, and

damaged and rejected shipments, on return.

NOTE: Applicant states the proposed service will be performed under a continuing contract or contracts with Gulf Oil Corporation. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 126042 (Sub-No. 1), filed February 28, 1964. Applicant: C. ARTHUR FOSSE, doing business as FOSSE TRANSPORT, Post Office Box 187, Rothsay, Minn., 56579. Applicant's attorney: Charles E. Nieman, 1160 Northwestern Bank Building, Minneapolis, Minn. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Hydraulic hoists, truck bodies, and boxes, and component parts thereof*, from Wayne, Mich., Paris, Ill., and Sioux City, Iowa, to Minneapolis, Mankato, and Granite Falls, Minn., and Fargo, Bismarck, Grand Forks, and Minot, N. Dak.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Fargo, N. Dak.

No. MC 126049, filed February 26, 1964. Applicant: DODEN TRUCKING COMPANY, INC., Woden, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa, 50316. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Hides and pelts* between Mason City, Iowa, on the one hand, and, on the other, points in Illinois, Minnesota, Missouri, Nebraska, South Dakota, and Wisconsin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 126050, filed February 28, 1964. Applicant: ALVIS FULLER, MARY KATHERINE FULLER AND CYNTHIA ANN FULLER, doing business as FULLER LUMBER COMPANY, 610 Chestnut, Post Office Box 488, Lewisville, Ark. Applicant's attorney: Ronald A. May, 1600 Tower Building, Little Rock, Ark. Authority sought to operate as a contract carrier, by motor vehicle, over regular routes, transporting: *Materials handling equipment, along with repair parts, supplies, and equipment for the same*, from Battle Creek, Mich., to Little Rock, Ark.: from Battle Creek over Michigan Highway 78 to junction Michigan Highway 60, thence over Michigan Highway 60 west to junction U.S. Highway 131, thence over U.S. Highway 131 south to junction U.S. Highway 12, thence over U.S. Highway 12 west to junction Michigan Highway 103, thence over Michigan Highway 103 south to Michigan-Indiana state line, thence over Indiana Highway 15 south to junction U.S. Highway 24, thence over U.S. Highway 24 west to junction U.S. Highway 31, thence over U.S. Highway 31 south to junction Michigan Highway 100, thence over Michigan Highway 100 west to junction Interstate Highway 65, thence over Interstate Highway 65 south to junction Interstate Highway 465, thence over Interstate Highway 465 south to junction Indiana Highway 67, thence over Indiana Highway 67 south to junction U.S. Highway 50, thence over U.S. Highway 50 west to junction Illinois Highway 1, thence over

Illinois Highway 1 south to junction U.S. Highway 45, thence over U.S. Highway 45 south to junction Illinois Highway 146, thence over Illinois Highway 146 west to junction Illinois Highway 37, thence over Illinois Highway 37 south to junction U.S. Highway 51, thence over U.S. Highway 51 south to junction U.S. Highway 60, thence over U.S. Highway 60 west to junction U.S. Highway 67, thence over U.S. Highway 67 south to Little Rock, serving no intermediate or off-route points.

NOTE: If a hearing is deemed necessary applicant requests it be held at Little Rock, Ark.

MOTOR CARRIERS OF PASSENGERS

No. MC 2880 (Sub-No. 21), filed February 10, 1964. Applicant: SOMERSET BUS CO., INC., 1062 Route 22, Mountainside, N.J. Applicant's attorney: Wilmer A. Hill, Transportation Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers, between Chester, N.J., and Bernardsville, N.J.: From Chester, along U.S. Highway 206 to the junction of County Road 512; thence along County Road 512 through Gladstone and Peapack to the junction of U.S. Highway 202 at Far Hills; thence along U.S. Highway 202 through Mine Brook to Bernardsville, and return over the same route serving all intermediate points.

NOTE: If a hearing is deemed necessary applicant request that it be held at Newark, N.J.

No. MC 94742 (Sub-No. 21), filed February 28, 1964. Applicant: MICHAUD BUS LINES, INC., 250 Jefferson Avenue, Salem, Mass. Applicant's attorney: Frank Daniels, 11 Beacon Street, Boston, Mass. 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 special operations in round trip and sightseeing tours, beginning and ending at points in Massachusetts which are east of the Connecticut River and extending to points in the United States, including the District of Columbia and Alaska.

NOTE: If a hearing is deemed necessary applicant requests it be held at Boston, Mass.

No. MC 125972 (CORRECTION), filed February 5, 1964, published in FEDERAL REGISTER issue of February 26, 1964, republished as corrected this issue. Applicant: FLEETWOOD AERO COACH COMPANY, a corporation, 18 Old Jug Court, Harrington Park, N.J. Applicant's attorney: Michael J. Marzano, 17 Academy Street, Newark 2, N.J. The purpose of this republication is to set forth that in part (2) (between the town of Clarkstown, N.Y., and LaGuardia Airport and John F. Kennedy International Airport, New York City, N.Y.), after the second reference to "(Spring Valley Interchange No. 14)" the routing should read: "thence over access roads to New York State Thruway, thence over New York State Thruway to exit roads to New York Highway 303 (West Nyack Interchange No. 12)" * * *

NOTE: The correction is the addition of the portion italicized above.

No. MC 126047, filed February 24, 1964. Applicant: EASTERN CANADIAN GREYHOUND LINES, LIMITED, 222 First Avenue SW., Calgary, Alberta, Canada. Applicant's attorney: Robert J. Bernard, 140 South Dearborn Street, Chicago, Ill., 60603. 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 round trip charter operations, beginning and ending at ports of entry on the international boundary line between the United States and Canada, located in Maine, New Hampshire, Vermont, New York, and Detroit and Port Huron, Mich., and extending to points in the United States (except Hawaii).

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 126052, filed February 27, 1964. Applicant: EDWARD P. SCHEIBLY, JR., Box No. 6, Rural Delivery No. 1, Rensselaer, N.Y. 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 Albany, N.Y., and North Adams, Mass., from Albany north over Broadway through Menands, N.Y. and Watervliet, N.Y. to Troy, N.Y., thence east over New York Highway 2 to junction New York Highway 22, thence north over New York Highway 22 to junction New York Highway 346, thence southeasterly over New York Highway 346 to the New York-Vermont State line, thence over Vermont Highway 346 through North Pownal, Vt., and Pownal, Vt., to the Vermont-Massachusetts State line, thence over Massachusetts Highway 346 to Williamstown, Mass., thence east over Massachusetts Highway 2 to North Adams, Mass., and return over the same route, serving all intermediate points.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Albany, N.Y.

No. MC 126053, filed February 28, 1964. Applicant: JAMES W. CAWLEY & WAYNE LEE CAWLEY, a partnership, Highway No. 12 West, Baker, Mont. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, mail, and newspapers*, in the same vehicle with passengers, between Miles City, Mont., and Aberdeen, S. Dak., over U.S. Highway 12, serving no intermediate points.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Billings, Mont.

No. MC 126054, filed February 26, 1964. Applicant: DON C. MCKEE, doing business as THE D.C. TRANSIT CO., Main Street, North Woodstock, N.H. 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 charter party service, be-

gining and ending in Durham, Keene, and Plymouth, N.H., and points in Grafton, Coos, and Carroll Counties, N.H. and extending to points in Maine, Vermont, Massachusetts, Rhode Island, Connecticut, and New York.

NOTE: If a hearing is deemed necessary applicant requests it be held at Concord, N.H.

APPLICATION FOR BROKERAGE LICENSES

MOTOR CARRIERS OF PASSENGERS

No. MC 12893, filed February 4, 1964. Applicant: CAMPING CARAVAN, INC., 3432 Federal Avenue, Los Angeles, Calif., 90066. For a license (BMC 5) to engage in operation as a broker at Los Angeles, Calif., in arranging for transportation, by motor vehicle, in interstate or foreign commerce of passengers and their baggage, in groups, in educational round trip tours, beginning and ending at Los Angeles, Calif., and extending to points in the United States.

WATER CARRIERS OF PROPERTY

No. W-16 (Sub-No. 6) (S. C. LOVELAND CO., INC., EXTENSION—PACIFIC COAST), filed February 26, 1964. Applicant: S. C. LOVELAND CO., INC., 151 South Front Street, Philadelphia, Pa. Applicant's attorney: Russell S. Bernhard, Commonwealth Building, 1625 K Street NW., Washington, D.C. Authority sought to extend service from Key West and Tampa, Fla., and New Orleans, La., to ports and points along the Pacific Coast and tributary waterways in California, Oregon and Washington, by non-self-propelled vessels with the use of separate towing vessels, in the transportation of atomic reactor vessels, component parts thereof, and attendant equipment, and return or rejected shipments on return movements.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN ELECTED

MOTOR CARRIERS OF PROPERTY

No. MC 21170 (Sub-No. 44), filed February 27, 1964. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Applicant's attorney: Wm. S. Tomljanovich, Fisher Building, 2327 Wycliff Street, St. Paul 14, Minn. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those injurious or contaminating to other lading), between St. Paul, Minn., and Chicago, Ill.; (1) from St. Paul over U.S. Highway 12 to junction Interstate Highway 94 near Hudson, Wis., thence over Interstate Highway 94 to junction U.S. Highway 12 near Eau Claire, Wis., thence over U.S. Highway 12 to junction Interstate Highway 90 near Wisconsin Dells, Wis., thence over Interstate Highway 90 to Chicago, and return over the same route, and (2) from St. Paul over U.S. Highway 12 to junction Interstate Highway 94 near Hudson, Wis., thence over Interstate Highway 94 to junction U.S. Highway 12 near Eau Claire, Wis., thence over U.S. Highway 12 to junction Interstate High-

way 90 near Wisconsin Dells, Wis., thence over Interstate Highway 90 to junction U.S. Highway 14 near Janesville, Wis., thence over U.S. Highway 14 to Chicago, and return over the same route, serving no intermediate points, as alternate routes for operating convenience only in connection with applicant's regular-route operations.

No. MC 29886 (Sub-No. 187), filed February 23, 1964. Applicant: DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample Street, South Bend, Ind. Applicant's attorney: Charles M. Pieroni, 4000 West Sample Street, South Bend 21, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Trailer parts, unfinished, pipe, tubing or channels, iron and steel, steel strip, steel plate in coils, and steel roofing, from the plant site of Bock Industries of Elkhart, Ind., Inc., subsidiary of Elkhart Welding & Boiler Works, Inc., in Elkhart, Ind., to points in California, Idaho, Colorado, Nebraska, South Dakota, Montana, North Dakota, and Minnesota.

NOTE: Common control may be involved.

No. MC 32948 (Sub-No. 8), filed February 24, 1964. Applicant: P. A. K. TRANSPORT, INC., 96 Laurel Street, Newport, N.H. Applicant's attorney: Andre J. Barbeau, 12 Paris Terrace, Manchester, N.H. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Industrial minerals and empty containers or other such incidental facilities (not specified) used in transporting the above-described commodities, between points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, and New Jersey.

No. MC 59570 (Sub-No. 21), filed February 24, 1964. Applicant: HECHT BROTHERS, INC., Lakewood Road, Toms River, N.J. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Chrome ore, in bulk, in hopper and pneumatic type equipment, from Conshohocken, Pa., to Old Bridge and Sayreville, N.J., and rejected shipments on return.

No. MC 79135 (Sub-No. 32), filed February 24, 1964. Applicant: COSSITT MOTOR EXPRESS, INC., 63 W. Kendrick Avenue, Hamilton, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Calendar date pads, calendar date pads and stands, calendar bases, calendars, and stationery from Sidney, N.Y. to points in Delaware, Maryland, the District of Columbia, New York, New Jersey, Pennsylvania, and Virginia and empty containers or other such incidental facilities used in transporting the above-described commodities on return.

No. MC 102616 (Sub-No. 746), filed February 25, 1964. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. Applicant's attorney: Harold G. Hernly, 711 14th Street NW., Washington 5, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cement, in bulk and in bags, from the Silo Site of Hercules Cement Com-

pany at or near Fort Meade Junction, Anne Arundel County, Md., to points in Delaware, Maryland, Pennsylvania, Virginia, and the District of Columbia.

No. MC 107403 (Sub-No. 542), filed February 18, 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: Liquid alum, in bulk, in tank vehicles, from the plant site of Allied Chemical Corporation, located at Cleveland, Ohio, to Sharon and Erie, Pa.

NOTE: Common control may be involved.

No. MC 110525 (Sub-No. 642), filed February 17, 1964. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Edwin H. van Deusen (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cement, in bulk, from Providence, R.I., to Farmington and Wolfeboro, N.H.

No. MC 116514 (Sub-No. 23), filed February 20, 1964. Applicant: EDWARDS TRUCKING, INC., Hemingway, S.C. Applicant's attorney: Edward G. Villalon, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Synthetic fiber, from Johnsonville, S.C., to Lebanon, Tenn., and damaged, rejected, and returned shipments, on return.

No. MC 117872 (Sub-No. 4), filed February 24, 1964. Applicant: WM. P. JOSEPH, ERNEST B. JOSEPH, AND BESSIE T. JOSEPH, doing business as A. JOSEPH & COMPANY, a partnership, 352 East Woodrow Wilson Street, Jackson, Miss. Applicant's attorney: Harold D. Miller, Jr., Suite 700, Petroleum Building, Jackson, Miss., 39205. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Pineapples, when moving in the same vehicles with bananas, from New Orleans, La., to Denver, Colo., and points within 15 miles thereof, and exempt commodities, on return.

No. MC 125926 (AMENDMENT), filed January 6, 1964, published in FEDERAL REGISTER, issue January 29, 1964, and republished as amended this issue. Applicant: CLAUDE R. MYERS, doing business as CLAUDE'S, INC., 9805 Northwest Expressway, Oklahoma City, Okla. Applicant's representative: John D. Fitch, State Capitol Station, Post Office Box 53441, Oklahoma City, Okla., 73105. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Operable vehicles from terminals of motor carriers to points of breakdown, returning disabled vehicles as directed, and towing and transporting other operable, disabled, and wrecked vehicles (excluding the transport of new vehicles to dealers for resale), between points in Oklahoma, Arkansas, Colorado, Kansas, Missouri, New Mexico, and Texas.

NOTE: Applicant states that the proposed service will be limited to wrecker or tow truck service only. The purpose of this republica-

tion is to change the commodity description to "operable vehicles" instead of "replaceable vehicles," as previously published, and to add the limitation noted above.

No. MC 126041, filed February 24, 1964. Applicant: ROBERT IOWA, doing business as BOB'S TRUCK LINE, 326 South Main, Liberty, Mo. 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 commodities requiring special equipment), between Kansas City, Mo., and Liberty, Mo.

MOTOR CARRIERS OF PASSENGERS

No. MC 45626 (Sub-No. 52), filed February 19, 1964. Applicant: VERMONT TRANSIT CO., INC., 135 St. Paul Street, Burlington, Vt. Applicant's attorney: J. G. Dail, Jr., 2001 Massachusetts Avenue, N.W., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express and newspapers* in the same vehicle with passengers, between Cambridge, Vt., and St. Albans, Vt., over Vermont Highway 104, serving all intermediate points.

NOTE: Applicant states that it already holds authority which is identical to that requested, except that it authorizes only seasonal operations, between June 15 and September 15 of each year. The purpose of this application is to remove that seasonal limitation.

No. MC 115676 (Sub-No. 4), filed February 24, 1964. Applicant: EUGENE R. CONWAY, doing business as CONWAY'S BUS SERVICE, Mendon Road, Cumberland Hill, Manville, R.I. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and baggage of passengers*, in the same vehicle, in special operations, between Woonsocket, R.I., and points in Massachusetts and Rhode Island within ten (10) miles of Woonsocket (except Providence), R.I., and points in New York, New Jersey, Virginia, Pennsylvania, Delaware, Maryland, and the District of Columbia.

APPLICATION FOR BROKERAGE LICENSES

MOTOR CARRIERS OF PASSENGERS

No. MC 12895, filed February 19, 1964. Applicant: EARL L. HARMON, doing business as HARMON TRAVEL SERVICE, 3602 Berry Drive, Boise, Idaho. Applicant's attorney: Randall Wallis, Post Office Box 1253, Boise, Idaho, 83701. For a license (BMC 5) to engage in operations as a *broker* at Boise, Idaho, in arranging for transportation by motor vehicle, in interstate or foreign commerce of *passengers and their baggage*, in regular, special, or charter operation in round-trip, all-expense tours, beginning and ending at points in Idaho and extending to points in the United States.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-2363; Filed, Mar. 10, 1964;
8:49 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

MARCH 6, 1964.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commission.

State Docket No. 7385-CCT, filed February 6, 1964. Applicant: SUWANNEE TRANSFER, INC., 1941 Talleyrand Avenue, Jacksonville, Fla. Applicant's attorney: Dan R. Schwartz, 1730 Lynch Building, Jacksonville, Fla., 32202. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities* (except in bulk, or in tank trucks, and except household goods, articles of special value or articles requiring special equipment or handling), between all points in Duval County, Fla.

HEARING: March 27, 1964, at 9:30 a.m., in the State Office Building, 215 Market Street, Jacksonville, Fla.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Florida Public Utilities Commission, Tallahassee, Fla., and should not be directed to the Interstate Commerce Commission.

State Docket No. C-6714, Case No. 6 (REPUBLICATION), filed December 26, 1963, published in FEDERAL REGISTER issue January 22, 1964, and republished this issue. Applicant: CENTRAL TRANSPORT, INC., 3399 East McNichols, Detroit, Mich., 48212. Applicants' attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich., 48226. Certificate of public convenience and necessity sought to operate a freight service over the following routes: (1) from the junction of U.S. Highway 23 and North Territorial Road in Washtenaw County, Mich., over North Territorial Road to junction Dexter-Pinckney Road, thence over Dexter-Pinckney Road to junction Darwin Road, thence over Darwin Road to McGregor Road, thence over McGregor Road southwesterly to return to Dexter-Pinckney Road, serving all intermediate points; restricted against the movement of any traffic destined to or originating at Pinckney, Mich., (2) from the junction North Territorial Road and Huron River Drive via Huron River Drive and Strawberry Lake Road to Hamburg Road, thence over Hamburg Road to

Eight Mile Road, thence over Eight Mile Road to junction with U.S. Highway 23 in Washtenaw County, Mich., serving all intermediate points, (3) from the junction North Territorial Road and Mast Road via Mast Road to Strawberry Lake Road, serving all intermediate points, and (4) from the intersection of Dexter-Pinckney Road and Darwin Road, northerly over Dexter-Pinckney Road to junction Michigan Highway 36, thence easterly over Michigan Highway 36 to intersection Merrill Road, thence southerly to Strawberry Lake Road, McGregor Road between Michigan Highway 36 and Darwin Road, serving all intermediate points, restricted against the movement of any traffic destined to or originating at Pinckney, Mich.

NOTE: Applicant states the authority sought in intrastate commerce is co-extensive with the authority sought in interstate commerce as set forth above. The purpose of this republication is (1) to add restriction in first movement (2) to add the fourth movement and its restriction, as shown above, and (3) to indicate new hearing information, as set forth below.

HEARING: March 23, 1964, at 9:30 a.m., in the Offices of the Commission, Lewis Cass Building, Lansing, Mich.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Michigan Public Service Commission, Lewis Cass Building, Lansing, Mich., 48913, and should not be directed to the Interstate Commerce Commission.

State Docket No. 16724, filed February 19, 1964. Applicant: ABBOTT BUS LINES, INC., 916 Crescent Street, N.W., Roanoke, Va. Applicant's attorney: Jno. C. Goddin, 10 South 10th Street, Richmond, Va. Certificate of public convenience and necessity sought to operate as follows: Transportation of *passengers and their baggage, mail, newspapers and express*, between Roanoke, Va. and Rocky Mount, Va., over U.S. Highway 220 via Boones Mill, Va.

NOTE: Applicant states the above authority will be (1) restricted to one round-trip daily, and (2) not subject to lease or transfer.

And State Docket No. 16725, filed February 19, 1964. Applicant: (same as above). Applicant's attorney: (same as above). Certificate of public convenience and necessity sought to operate as follows: Transportation of *passengers and their baggage, mail, newspapers and express*, (1) between Roanoke, Va. and Clifton Forge, Va., via Fincastle and Eagle Rock, Va.; (2) between Roanoke, Va., and Rocky Mount, Va., over Virginia Highways 116, 122, and 40; and (3) between Martinsville, Va., and Rocky Mount, Va., over Virginia Highways 108 and 619 and U.S. Highway 220.

HEARING: Both of the above applications are set for hearing on April 7, 1964, at 10:00 a.m., in the Courtroom, Blanton Bldg., Richmond, Va.

Requests for procedural information, including the time for filing protests concerning these applications, should be addressed to the Virginia Corporation Commission, Post Office Box 1197, Rich-

mond, Va., and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-2365; Filed, Mar. 10, 1964;
8:50 a.m.]

[Notice No. 952]

MOTOR CARRIER TRANSFER PROCEEDINGS

MARCH 6, 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 66517. By order of March 3, 1964, the Transfer Board approved the transfer to Labertew Trucking, Inc., Denver, Colo., of the operating rights issued by the Commission July 10, 1959, February 23, 1960, and July 1, 1960, under Certificates Nos. MC 117803, MC 117803 (Sub-No. 1), and MC 117803 (Sub-No. 2), respectively, to Ray E. Labertew, Denver, Colo., authorizing the transportation over irregular routes, of bananas, from New Orleans, La., to Denver, Colo., from New Orleans, La., to Colorado Springs, and Pueblo, Colo., and from Mobile, Ala., to Colorado Springs, Denver, and Pueblo, Colo. Stockton, Linville, Lewis, and Mitchell, 1650 Grant Street Building, Denver 3, Colorado, attorneys for applicants.

No. MC-FC 66617. By order of March 4, 1964, the Transfer Board approved the transfer to George D. Robinson, doing business as Robinson's Melrose Express, Melrose, Mass., of certificate in No. MC 39956, issued May 31, 1941, to Paul D. Robinson, doing business as Robinson's Melrose Express, Melrose, Mass., authorizing the transportation of: General commodities, excluding household goods, commodities in bulk, and other specified commodities, between Boston, Cambridge, Somerville, Medford, Everett, Malden, Melrose, Stoneham, Wakefield, and Reading, Mass. Mary E. Kelley, 10 Tremont Street, Boston 8, Mass., attorney for applicants.

No. MC-FC 66647. By order of March 4, 1964, the Transfer Board approved the transfer to John Boeve, Steen, Minn., of certificate in No. MC 95330, issued October 24, 1949, to Pete Delfs, Steen, Minn., authorizing the transportation of: livestock and grain, from Steen, Minn., and points as specified within 15 miles thereof, to Sioux Falls, S. Dak. and Rock

Rapids, Iowa; agricultural implements and machinery, binder twine, building and fencing materials, wrought iron pipe, drain tile, seeds, and feed, from Sioux Falls, S. Dak. and Rock Rapids, Iowa, to Steen, Minn. and points as specified within 15 miles thereof; water, in bulk, in tank trucks, from Rock Rapids, Iowa, to Steen, Minn., and points in Minnesota and South Dakota within 15 miles of Steen; and emigrant movables, between Steen, Minn., and points as specified within 15 miles of Steen, on the one hand, and, on the other, points in Iowa and South Dakota within 200 miles of Steen.

No. MC-FC 66662. By order of March 4, 1964, the Transfer Board approved the transfer to Brick Transport, Inc., Taylor, Michigan, of the operating rights in permit in No. MC 124564, issued by the Commission, April 4, 1963, to Hubert Jenkins, Taylor, Michigan, authorizing the transportation, over irregular routes, of bricks, from Darlington, Pa., and points in Ohio (except the plant site of the Lawrence Refractory Company, at Elizabeth Township, Lawrence County, and Oak Hill, Ohio, and points within 14 miles thereof), to Detroit, Mich., as restricted. William J. Petrillo, 1800 Buhl Building, Detroit, Michigan, 48226.

No. MC-FC 66688. By order of March 4, 1964, the Transfer Board approved the transfer to R. J. Crum, Antigo, Wisconsin, of the operating rights in certificate in No. MC 119406, issued by the Commission, April 19, 1960, to Raymond R. Block, doing business as Adams Coal Co., Wittenberg, Wisconsin, authorizing the transportation, over irregular routes, of forest products, including rough and surfaced lumber, but not including veneer, plywood, dimension stock, and cedar poles and posts, between points in Baraga, Dickson, Houghton, Iron, Marquette, Menominee, and Ontonagon Counties, Mich., on the one hand, and, on the other, points in Wisconsin. Edward Solie, 1 South Pinkney Street, Madison 3, Wisconsin, attorney for applicants.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-2366; Filed, Mar. 10, 1964;
8:50 a.m.]

[Rev. S.O. No. 562; Taylor's I.C.C. Order
No. 165-A]

CENTRAL RAILROAD COMPANY OF NEW JERSEY

Vacation of Order

Upon further consideration of Taylor's I.C.C. Order No. 165 (The Central Railroad Company of New Jersey) and good cause appearing therefor:

It is ordered, That

(a) Taylor's I.C.C. Order No. 165, be, and it is hereby vacated and set aside.

(b) *Effective date.* This order shall become effective at 1:00 p.m., March 5, 1964.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscrib-

ing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., March 5, 1964.

INTERSTATE COMMERCE
COMMISSION,
[SEAL] CHARLES W. TAYLOR,
Agent.

[F.R. Doc. 64-2367; Filed, Mar. 10, 1964;
8:50 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

MARCH 5, 1964.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the General Rules of Practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 38864: *Substituted Service—Middle Atlantic Territory.* Filed by Middle Atlantic Conference, agent (No. 39), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars, between Baltimore, Md., and Jersey City, N.J., on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 17 to Middle Atlantic Conference, agent, tariff MC-I.C.C. A-1378.

FSA No. 38865: *Liquefied Chlorine Gas to Nixon, Ga.* Filed by O. W. South, Jr., agent (No. A4469), for interested rail carriers. Rates on liquefied chlorine gas, in tank-car loads, from Memphis, Tenn., to Nixon, Ga.

Grounds for relief: Market competition.

Tariff: Supplement 162 to Southern Freight Association, agent, tariff I.C.C. S-116.

FSA No. 38866: *Liquefied Chlorine Gas to Johnsonville, Tenn.* Filed by O. W. South, Jr., agent (No. A4470), for interested rail carriers. Rates on liquefied chlorine gas, in tank-car loads, from Calvert, Ky., to Johnsonville, Tenn.

Grounds for relief: Market competition.

Tariff: Supplement 162 to Southern Freight Association, agent, tariff I.C.C. S-116.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-2290; Filed, Mar. 9, 1964;
8:48 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

MARCH 6, 1964.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within

15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 38867: Liquid caustic soda to Nixon, Ga. Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2707), for interested rail car-

riers. Rates on liquid caustic soda, in tank car loads, from specified points in Michigan, New York, Ohio, and West Virginia, to Nixon, Ga.

Grounds for relief: Market competition.

Tariffs: Supplements 129 and 44 to Traffic Executive Association-Eastern

Railroads, agent, tariffs I.C.C. C-102 and C-334, respectively.

By the Commission.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-2359; Filed, Mar. 10, 1964; 8:48 a.m.]

CUMULATIVE CODIFICATION GUIDE—MARCH

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