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Statutory Citations Guide

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U.S. CODE CITATIONS**

This pamphlet contains typical legal reference situations which require further citing. Official published volumes in which the citations may be found are shown alongside each reference—with suggestions as to the logical sequence to follow in using them to make the search. Additional finding aids, some especially useful in citing current material, also have been included. Examples are furnished at pertinent points and a list of reference titles, with descriptions, is carried at the end.

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Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

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PART 213—EXCEPTED SERVICE

Housing and Home Finance Agency

Section 213.3344(b) is amended to show that the title of the position of Special Assistant for Home Improvement Plans, Federal Housing Administration, has been changed to Special Assistant for Home Improvement Plans and Mortgage Servicing. Effective upon publication in the FEDERAL REGISTER, subparagraph (15) of paragraph (b) of § 213.3344 is amended as set out below.

§ 213.3344 Housing and Home Finance Agency.

(b) Federal Housing Administration.

(15) Special Assistant for Home Improvement Plans and Mortgage Servicing.

(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. 65-84; Filed, Jan. 5, 1965; 8:47 a.m.]

Title 7—AGRICULTURE

Chapter IV—Federal Crop Insurance Corporation, Department of Agriculture

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

APPENDIX—COUNTIES DESIGNATED FOR GRAIN SORGHUM CROP INSURANCE

Hockley County, Texas, is hereby deleted from the list of counties published in the FEDERAL REGISTER on July 29, 1964 (29 F.R. 10489), which were designated for grain sorghum crop insurance for the 1965 crop year pursuant to the authority contained in § 401.1 of the above-identified regulations.

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

(SEAL) JOHN N. LUFT,
Manager,
Federal Crop Insurance Corporation.

[F.R. Doc. 65-80; Filed, Jan. 5, 1965; 8:47 a.m.]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

APPENDIX—COUNTIES DESIGNATED FOR POTATO CROP INSURANCE

Pursuant to authority contained in § 401.1 of the above-identified regulations, as amended, the following counties are hereby added to the lists of counties published July 29, 1964 (29 F.R. 10491), which were designated for potato crop insurance for the 1965 crop year.

IDAHO

Canyon. Power.
Jefferson. Twin Falls.

OREGON

Jefferson.

WASHINGTON

Adams. Franklin.

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

(SEAL) JOHN N. LUFT,
Manager,
Federal Crop Insurance Corporation.

[F.R. Doc. 65-81; Filed, Jan. 5, 1965; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 6416; Amdt. 39-18]

PART 39—AIRWORTHINESS DIRECTIVES [NEW]

Lockheed Models 188A and 188C Series Aircraft

Amendment 828, 29 F.R. 14920, AD 64-25-2, Lockheed Models 188A and 188C Series aircraft, requires that a record of landings be maintained in order to comply with the AD, but permits operators who have no records of past landings to estimate the number of past landings. Operators have requested that they be permitted to estimate future landings using the same fleet average time used to estimate past landings. The Agency has determined that safety would not be adversely affected by permitting operators to determine the compliance time of this AD by actual count of landings or by estimating the number of future as well as past landings by the use of the operator's fleet average time and Amendment 828 is being so revised.

Since this amendment provides an alternate means of compliance and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to

me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 [New] (14 CFR Part 39 [New]), is amended as follows:

Amendment 828, 29 F.R. 14920, AD 64-25-2, Lockheed Models 188A and 188C Series aircraft, is amended by changing paragraph (d) to read:

(d) For the purpose of complying with this AD, subject to acceptance by the assigned FAA maintenance inspector, the number of landings may be determined by dividing each aircraft's hours' time in service by the operator's fleet average time from takeoff to landing for the aircraft type.

This amendment shall become effective January 5, 1965.

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

Issued in Washington, D.C., on December 28, 1964.

G. S. MOORE,
Director,

Flight Standards Service.

[F.R. Doc. 65-56; Filed, Jan. 5, 1965; 8:45 a.m.]

[Docket No. 6212; Amdt. 39-19]

PART 39—AIRWORTHINESS DIRECTIVES [NEW]

General Dynamics Models 22 and 22M Aircraft

A proposal to amend Part 507 of the Regulations of the Administrator to include an airworthiness directive requiring inspection and modification of the No. 1 and No. 4 engine fuel supply system tubing on General Dynamics Models 22 and 22M aircraft was published in 29 F.R. 13485. Since the publication of that proposal, Part 507 has been recodified into Part 39 [New] of the Federal Aviation Regulations, effective November 20, 1964, therefore this amendment is being made to Part 39 [New].

Interested persons have been afforded an opportunity to participate in the making of the amendment. One comment recommended that the compliance time for the initial and repetitive leak checks be increased from 500 to 600 hours. The Agency has determined that such an increase will not adversely affect safety, therefore, the amendment specifies a 600-hour inspection interval. Another comment suggested that the term "fuel tube inspection" in paragraph (c) should be replaced by the term "fuel tube leak check." This revision provides consistency between paragraphs (a) and (c) and has been incorporated in the amendment.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 [New] (14 CFR Part 39 [New]), is hereby amended by adding the following new airworthiness directive:

GENERAL DYNAMICS. Applies to Models 22 and 22M aircraft.

Compliance required as indicated.

Several failures of the No. 1 and No. 4 engine fuel supply tubes under the support clamp at Wing Station 579 have occurred, resulting in engine malfunction and flameout. To correct the condition causing these fuel line failures and to provide additional tolerance for tubing flexure, accomplish the following:

(a) Within 600 hours' time in service and thereafter within 600-hour intervals, perform a leak check of the engine fuel supply tubes P/N's 22-21427-73 and 22-21427-193 in the No. 1 and No. 4 fuel tanks respectively, in accordance with the procedures outlined in paragraph 2 of the Description and Recommendations section in General Dynamics/Convair Service Engineering Report No. 6820-880-8/880M-10 or an Aircraft Engineering Division, FAA Western Region, approved equivalent. Before further flight, repair and rework cracked tubes in accordance with the procedures outlined in Supplement A to General Dynamics/Convair Service Engineering Report No. 6820-880-8/880M-10 or an Aircraft Engineering Division, FAA Western Region, approved equivalent.

(b) Within 4,000 hours' time in service, rework the engine supply fuel tubes P/N's 22-21427-73 and 22-21427-193 in the No. 1 and No. 4 tanks respectively, in accordance with the procedures outlined in Supplement A to General Dynamics/Convair Service Engineering Report No. 6820-880-8/880M-10 or an Aircraft Engineering Division, FAA Western Region, approved equivalent, unless already accomplished pursuant to paragraph (a).

(c) The fuel tube leak check required in paragraph (a) may be discontinued when the provisions of paragraph (b) have been complied with.

This amendment shall become effective February 4, 1965.

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

Issued in Washington, D.C., on December 28, 1964.

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

[F.R. Doc. 65-57; Filed, Jan. 5, 1965; 8:45 a.m.]

[Docket No. 6409; Amdt. 39-20]

PART 39—AIRWORTHINESS DIRECTIVES [NEW]

Aero Products A6441FN-606 Propellers

Pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), an airworthiness directive was adopted on December 24, 1964, and made effective immediately as to all known United States operators of aircraft with Aero Products A6441FN-606 propellers. The directive requires inspection and track check of propeller blades.

Since it was found that immediate corrective action was required, notice and public procedure thereon was impracticable and contrary to the public interest and good cause existed for making the airworthiness directive effective immediately as to all known U.S. operators of aircraft with Aero Products A6441FN-606 propellers by individual telegrams dated December 24, 1964. These conditions still exist and the airworthiness directive is hereby published in the FEDERAL REGISTER

as an amendment to § 39.13 of Part 39 [New] (14 CFR Part 39 [New]), to make it effective as to all persons.

AERO PRODUCTS. Applies to Model A6441FN-606 propellers.

Compliance required as indicated.

To detect propeller blade cracks and prevent blade failure accomplish the following:

(a) When propeller roughness is reported, aircraft shall not be flown until cause of roughness is positively identified and corrected. Track check blades as specified in Aero Products current maintenance manual section 63-0-0 page 226A, paragraph 3B(1), before returning propeller to service. X-ray in the cuff area any out of track blades as specified in Aero Products Propeller Service Bulletin No. 82 dated October 15, 1959.

(b) Within 60 hours' time in service after the effective date of this AD, track check blades with Serial Numbers 3999 or below which have a total time in service of 10,000 hours or more on the effective date of this AD. X-ray cuff area within 120 hours' time in service after the effective date of this AD and at intervals not to exceed 250 hours' time in service, thereafter. If X-ray is accomplished within 60 hours' time in service, blade track check need not be performed.

(c) Within 90 hours' time in service after the effective date of this AD, track check blades with Serial Numbers 3999 or below which have a total time in service of 8,000 hours or more on the effective date of this AD. X-ray cuff area within 180 hours' time in service after the effective date of this AD and at intervals not to exceed 750 hours' time in service until the blade has accumulated 10,000 hours. Thereafter X-ray at intervals not to exceed 250 hours' time in service. If X-ray is accomplished within 90 hours' time in service, the blade track check need not be performed.

(d) Blades with Serial Numbers 3999 and below which have less than 8,000 hours' total time in service on the effective date of this AD shall be track checked within 90 hours' time in service after accumulation of 8,000 hours. X-ray the cuff area within 180 hours' time in service after the accumulation of 8,000 hours. If X-ray is accomplished within 90 hours' time in service, the blade track check need not be performed. Repeat the X-ray inspections at the intervals specified in paragraph (c).

(e) Remove from service any cracked blades and report immediately by telephone or telegram to the Chief, Engineering and Manufacturing Branch, FAA Central Region, Kansas City, Missouri.

(f) If any of the initial checks required by this AD have been performed within 10 days prior to the effective date of this AD, only the subsequent and recurrent checks are required.

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

This amendment shall become effective upon publication in the FEDERAL REGISTER for all persons except those to whom it was made effective immediately by telegram dated December 24, 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 December 30, 1964.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 65-58; Filed, Jan. 5, 1965; 8:45 a.m.]

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

Revocation of Federal Airway Segments; Designation of Transition Area

On April 22, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 5398) stating that the Federal Aviation Agency proposed to revoke segments of Victor 21 west alternate, Victor 200, Victor 253, and to designate a transition area, in the vicinity of Provo, Utah.

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

Since publication of the notice, a proposal has been made to establish a VOR at Stansbury Island, Utah, which would indicate a potential need for the segment of Victor 253 proposed for revocation in the notice of this action. Therefore the revocation of V-253 is herewith withdrawn for further consideration.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., March 4, 1965, as hereinafter set forth.

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

(1) In V-21, "Milford, Utah, including a W alternate and also an E alternate from Morman Mesa via INT Morman Mesa 059° and Cedar City, Utah, 197° radials, and Cedar City; Delta, Utah, including a W alternate; Provo, Utah, including a W alternate via INT of Delta 004° and Provo 219° radials;" is deleted, and "Milford, Utah, including an E alternate from Morman Mesa via INT Morman Mesa 059° and Cedar City, Utah, 197° radials, and Cedar City; Delta, Utah; Provo, Utah;" is substituted therefor.

(2) In V-200, "From Delta, Utah, via INT of Delta 004° and Provo, Utah, 257° radials; Provo;" is deleted, and "From Provo, Utah," is substituted therefor.

(b) In § 71.181 (29 F.R. 1160) the following is added:

PROVO, UTAH

That airspace extending upward from 1,200 feet above the surface bounded on the NE by the NE boundary of V-253, on the E by V-21, on the S by the Provo 257° radial and on the W by V-257, excluding the airspace within R-6401; and that airspace SW of Provo extending upward from 10,500 feet MSL bounded on the N by the Provo 257° radial, on the SE by V-21 and on the W by V-257.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1349)

Issued in Washington, D.C., on December 24, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 65-60; Filed, Jan. 5, 1965; 8:45 a.m.]

[Airspace Docket No. 64-CE-60]

[Airspace Docket No. 63-SW-120]

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

Designation of Transition Area, Re-designation of Control Zone and Revocation of Control Area Extension

On October 15, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 14188) stating that the Federal Aviation Agency proposed to alter controlled airspace in the Eau Claire, Wisconsin, terminal area.

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

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., April 29, 1965, as hereinafter set forth.

1. Section 71.165 (29 F.R. 1073) is amended as follows: The Eau Claire, Wisconsin, control area extension is revoked.

2. In § 71.171 (29 F.R. 1101), the Eau Claire, Wisconsin, control zone is amended to read:

Eau Claire, Wis.

That airspace within a 5-mile radius of Eau Claire Municipal Airport (latitude 44°51'47" N., longitude 91°29'13" W.), and within 2 miles each side of the 274° bearing from Eau Claire Municipal Airport, extending from the 5-mile radius zone to 8 miles W. of the airport.

3. In § 71.181 (29 F.R. 1160), the following is added:

Eau Claire, Wis.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Eau Claire Municipal Airport (latitude 44°51'47" N., longitude 91°29'13" W.), and within 2 miles each side of the Eau Claire VOR 011° radial, extending from the 7-mile radius area to 8 miles N. of the VOR, and within 2 miles each side of the 319° bearing from Eau Claire Municipal Airport, extending from the 7-mile radius to 8 miles NW. of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles W. and 5 miles E. of the Eau Claire VOR 011° radial, extending from the VOR to 13 miles N., and within 8 miles SW. and 5 miles NE. of the 319° bearing from Eau Claire Municipal Airport, extending from the airport to 12 miles NW., and within 8 miles S. and 5 miles N. of the 274° bearing from Eau Claire Municipal Airport, extending from the airport to 12 miles W.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Kansas City, Missouri, on December 21, 1964.

HENRY L. NEWMAN,
Acting Director, Central Region.

[F.R. Doc. 65-61; Filed, Jan. 5, 1965; 8:45 a.m.]

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

Alteration of Control Zones, Designation of Control Zone and Transition Areas and Revocation of Control Area Extension

On October 15, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 14187) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the Fort Smith, Ark., terminal area.

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

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., March 4, 1965, as hereinafter set forth.

1. In § 71.171 (29 F.R. 1120), the Fort Smith, Ark., control zone is amended to read as follows:

Fort Smith, Ark.

That airspace within a 5-mile radius of Fort Smith Municipal Airport (latitude 35°20'10" N., longitude 94°22'05" W.); within 2 miles each side of the Fort Smith VORTAC 233° radial, extending from the 5-mile radius zone to 0.5 mile SW. of the VORTAC, and within 2 miles each side of the Fort Smith ILS localizer E., course extending from the 5-mile radius zone to 1 mile W. of the OM.

2. In § 71.171 (29 F.R. 1133) the McAlester, Okla., control zone is amended to read as follows:

McAlester, Okla.

That airspace within a 3-mile radius of McAlester Municipal Airport (latitude 34°53'05" N., longitude 95°46'55" W.).

3. In § 71.171 (29 F.R. 1101) the following control zone is added:

Muskogee, Okla.

That airspace within a 5-mile radius of Davis Field, Muskogee, Okla. (latitude 35°39'25" N., longitude 95°21'40" W.); within 2 miles each side of the 128° bearing from the Muskogee RBN, extending from the 5-mile radius zone to 8 miles SE of the RBN, from 0900 to 1700 hours, local time, daily.

4. In § 71.165 (29 F.R. 1082) the Fort Smith, Ark., control area extension is revoked.

5. In § 71.181 (29 F.R. 1160) the following transition area is added:

Fort Smith, Ark.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Fort Smith Municipal Airport (latitude 35°20'10" N., longitude 94°22'04" W.); within 5 miles N. and 8 miles S. of the Fort Smith VORTAC 053° radial, extending from the 12-mile radius area to 12 miles NE. of the VORTAC; and within 8 miles N. and 5 miles S. of the Fort Smith ILS localizer E., course, extending from the 12-mile radius area to 12 miles E. of the OM; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line

beginning at latitude 36°12'00" N., longitude 94°28'00" W.; to latitude 35°43'00" N., longitude 94°20'00" W.; to latitude 35°42'00" N., longitude 94°09'00" W.; to latitude 35°58'00" N., longitude 93°58'30" W.; to latitude 35°23'30" N., longitude 93°29'00" W.; to latitude 35°14'30" N., longitude 93°31'00" W.; to latitude 34°25'00" N., longitude 94°00'00" W.; to latitude 34°25'00" N., longitude 94°39'30" W.; to latitude 35°11'30" N., longitude 94°54'00" W.; to latitude 34°33'30" N., longitude 95°37'30" W.; to latitude 34°33'30" N., longitude 95°59'30" W.; to latitude 35°11'00" N., longitude 95°55'00" W.; to latitude 35°46'00" N., longitude 95°30'00" W.; to latitude 35°46'00" N., longitude 95°06'30" W.; to the point of beginning.

6. In § 71.181 (29 F.R. 1160) the following transition area is added:

McAlester, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the McAlester, Okla., Airport (latitude 34°53'05" N., longitude 95°46'55" W.); within 2 miles each side of the McAlester VOR 176° radial extending from the 5-mile radius area to 8 miles S. of the VOR.

7. In § 71.181 (29 F.R. 1160) the following transition area is added:

Muskogee, Okla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Davis Field, Muskogee, Okla. (latitude 35°39'25" N., longitude 95°21'40" W.); and within 8 miles SW and 5 miles NE of the 128° bearing from the Muskogee Rbn, extending from the 7-mile radius area to 12 miles SE of the Rbn.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Fort Worth, Tex., on December 21, 1964.

ARCHIE W. LEAGUE,
Director, Southwest Region.

[F.R. Doc. 65-59; Filed, Jan. 5, 1965; 8:45 a.m.]

[Airspace Docket No. 64-CE-61]

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

Designation of Transition Area

On October 15, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 14189) stating that the Federal Aviation Agency proposed to designate controlled airspace in the Fremont, Michigan, terminal area.

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

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., March 4, 1965, as hereinafter set forth.

In § 71.181 (29 F.R. 1160) the following is added:

Fremont, Mich.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Fremont Airport, Fremont, Michigan

(latitude 43°26'30" N., longitude 85°59'30" W.) and within 2 miles each side of the White Cloud, Michigan, VOR 236° radial, extending from the 4-mile radius area to 23 miles SW. of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles NW. and 5 miles SE. of the White Cloud VOR 236° radial, extending from 5 miles SW. of the VOR to the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.) excluding the portion within the White Cloud, Michigan, transition area.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Kansas City, Missouri, on December 21, 1964.

HENRY L. NEWMAN,
Acting Director, Central Region.

[P.R. Doc. 65-62; Filed, Jan. 5, 1965;
8:45 a.m.]

[Airspace Docket No. 64-CE-67]

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

Designation of Transition Area

On October 23, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 14548) stating that the Federal Aviation Agency proposed to designate controlled airspace in the Austin, Minnesota, terminal area.

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

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., April 1, 1964, as hereinafter set forth.

In § 71.181 [29 F.R. 1160] the following transition area is added:

AUSTIN, MINN.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Austin Municipal Airport, Austin, Minnesota (latitude 43°40'00" N., longitude 92°55'58" W.), and within 5 miles E. and 8 miles W. of the 351° bearing from Austin Municipal Airport, extending from the airport to 12 miles N. and within 5 miles W. and 8 miles E. of the 176° bearing from the airport extending from the airport to 12 miles S.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued at Kansas City, Missouri, on December 22, 1964.

EDWARD C. MARSH,
Director, Central Region.

[P.R. Doc. 65-63; Filed, Jan. 5, 1965;
8:46 a.m.]

[Airspace Docket No. 64-EA-31]

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

Designation of Transition Area

On September 16, 1964 a notice of proposed rule making was published in the

FEDERAL REGISTER, 29 F.R. 12981, stating that the Federal Aviation Agency proposed to designate a 700 foot transition area at Fredericksburg, Virginia.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. No objections to the proposed transition area were received.

In consideration of the foregoing, § 71.181 of Part 71 [New] of the Federal Aviation Regulations is amended to designate a 700 foot transition area over Shannon Airport, Fredericksburg, Virginia, effective 0001 e.s.t. March 4, 1965, as hereinafter set forth.

FREDERICKSBURG, VA.

That airspace upward of 700 feet above the surface within a 5 mile radius of the center of Shannon Airport, Fredericksburg, Virginia (latitude 38°15'40" N., longitude 77°26'20" W.) and within 2 miles either side of the Brooke, Virginia VOR 226° radial extending from the 5 mile radius area to the VOR, excluding the airspace within the Quantico, Va., transition area.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, New York on December 17, 1964.

OSCAR BAKKE,
Director, Eastern Region.

[P.R. Doc. 65-64; Filed, Jan. 5, 1965;
8:46 a.m.]

[Airspace Docket No. 63-SW-126]

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

Designation of Transition Area

On October 16, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 14237) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the Guthrie, Tex., terminal area.

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

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t. March 4, 1965, as hereinafter set forth.

In § 71.181 (29 F.R. 1160) the following transition area is added:

GUTHRIE, TEX.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of latitude 33°38'25" N., longitude 100°20'50" W.; within 5 miles W and 8 miles E of the Guthrie, Texas, VOR 002° radial, extending from the VOR to 12 miles N; and within 2 miles each side of the Guthrie VOR 182° radial extending from the 6-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°05'00" N., longitude 100°17'00" W.; to latitude 33°56'00" N., longitude 99°42'30" W.; to latitude 33°12'00" N., longitude 100°35'00" W.; to latitude 33°43'00" N., longitude 100°49'00" W., to point of beginning.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Fort Worth, Tex., on December 21, 1964.

ARCHIE W. LEAGUE,
Director, Southwest Region.

[P.R. Doc. 65-65; Filed, Jan. 5, 1965;
8:46 a.m.]

[Airspace Docket No. 64-LAX-14]

PART 73—SPECIAL USE AIRSPACE [NEW]

Redesignation and Alteration of Restricted Area

On November 7, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 15094) stating that the Federal Aviation Agency was considering an amendment to § 73.23 of the Federal Aviation Regulations which would redesignate and modify the Yuma East, Arizona, Restricted Area R-2308.

In the notice the restricted area was subdivided into two parts. R-2308A was described from 1,500 feet above the surface to FL 200 over the entire area and R-2308B which overlies Army reservation land was described from the surface to 1,500 feet AGL.

The Department of the Army suggested that the vertical limits of R-2308B be described as "from the surface to FL 200". This would permit better utilization of the airspace by the public since R-2308A could be released in its entirety when only R-2308B is in use by the using agency. Such action is taken herein.

The Department of the Army advised that the low altitude activities utilizing the airspace overlying Army reservation land, R-2308B may well exceed an altitude of 1,500 feet above the surface, which would require the utilization of R-2308A to contain the activity within restricted airspace. Since R-2308A encompasses an area extending well beyond the boundaries of R-2308B, the public would be denied access to an unnecessarily large area. To avoid this consequence, it has been determined that extending the ceiling of R-2308B upward from 1,500 feet AGL to FL 200 would result in a more efficient utilization of the airspace. This airspace overlying Army reservation land between 1500 feet AGL and FL 200 would then be within R-2308A and R-2308B, and either restricted area may be utilized independently by the Army without denying the public access to the unneeded portions of the other restricted area.

Since this modified method of describing R-2308B will result in a more efficient utilization of the airspace while the external boundaries of the R-2308 complex will remain identical to that contained in the notice, renotification and public procedure on this modification of the internal common boundaries of the proposed restricted areas is unnecessary.

Interested persons were afforded an opportunity to participate in the rule making through submission of com-

ments. Due consideration was given to all relevant matter presented.

A group of persons owning land within R-2308A objected to the proposal under the assumption that the proposed R-2308A would extend to the surface, thereby denying them aerial access to their lands. Upon assurance that the proposed restricted areas would extend to the surface only over Army reservation land, these persons indicated their approval of the proposed actions.

The designation of R-2308 is scheduled to expire January 15, 1965, at which time the activities conducted therein would constitute a hazard to air navigation, if access to these areas were uncontrolled. The Administrator has therefore found that the public interest in safety of air navigation requires the proposed R-2308 restricted area complex to become effective at the expiration of the presently designated R-2308, without regard to the 30 day statutory period preceding effectiveness.

In consideration of the foregoing, Part 73 [New] of the Federal Aviation Regulations is amended, effective 0001 m.s.t., January 15, 1965, as hereinafter set forth.

In § 73.23 (29 F.R. 17731) the Yuma East, Arizona, restricted area is amended as follows:

R-2308A YUMA EAST, ARIZ.

Boundaries. Beginning at latitude 33°28'00" N., longitude 114°13'00" W.; to latitude 33°24'00" N., longitude 113°39'00" W.; to latitude 33°17'30" N., longitude 113°22'00" W.; to latitude 33°15'00" N., longitude 113°19'30" W.; to latitude 33°13'00" N., longitude 113°18'00" W.; to latitude 33°06'00" N., longitude 113°19'30" W.; to latitude 33°03'45" N., longitude 113°24'00" W.; to latitude 33°02'00" N., longitude 113°27'00" W.; to latitude 33°02'00" N., longitude 113°56'30" W.; to latitude 33°00'00" N., longitude 114°11'00" W.; to latitude 33°00'00" N., longitude 114°17'20" W.; thence north along State Highway 95 to point of beginning.

Altitude. 1500 feet AGL to flight level 200.

Time of use. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commanding Officer, Yuma Proving Ground, Yuma, Arizona.

R-2308B YUMA EAST, ARIZ.

Boundaries. Beginning at latitude 33°02'00" N., longitude 113°45'00" W.; to latitude 33°17'30" N., longitude 113°45'00" W.; to latitude 33°17'30" N., longitude 113°39'04" W.; to latitude 33°02'00" N., longitude 113°39'04" W.; to point of beginning.

Altitude. Surface to FL 200.

Time of use. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commanding Officer, Yuma Proving Ground, Yuma, Arizona.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on December 24, 1964.

LEE E. WARREN,
Director, Air Traffic Service.

[P.R. Doc. 65-66; Filed, Jan. 5, 1965; 8:46 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

RESINOUS AND POLYMERIC COATINGS

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 5B1513) filed by the Sherwin-Williams Company, 10909 Cottage Grove Avenue, Chicago, Illinois, 60628, and other relevant material, has concluded that the food additive regulations (21 CFR 121.2514) should be amended to provide for the use of hydrogenated castor oil in the formulation of resinous and polymeric coatings. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409 (c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), § 121.2514(b) (3) (xxxiii) is amended by inserting alphabetically in the list of miscellaneous materials a new item, as follows:

§ 121.2514 Resinous and polymeric coatings.

- (b)
 - (3)
 - (xxxiii)
- Castor oil, hydrogenated.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

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

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

Dated: December 30, 1964.

JOHN L. HARVEY,
Deputy Commissioner
of Food and Drugs.

[P.R. Doc. 65-101; Filed, Jan. 5, 1965; 8:49 a.m.]

Title 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service, Department of the Treasury

SUBCHAPTER A—INCOME TAX
[T.D. 6791]

PART 1—INCOME TAX; TAXABLE YEARS BEGINNING AFTER DECEMBER 31, 1953

Retirement Income Credit

On November 3, 1964, notice of proposed rule making with respect to the amendments of the Income Tax Regulations (26 CFR Part 1) under section 37 of the Internal Revenue Code of 1954 to conform the regulations to changes made by sections 113(a), 201(d) (3), and 202 of the Revenue Act of 1964 (78 Stat. 24, 32, 33) was published in the FEDERAL REGISTER (29 F.R. 14884). No objection to the rules proposed having been received during the 30-day period prescribed in the notice, the regulations as proposed are hereby adopted.

[SEAL] BERTRAND M. HARDING,
Acting Commissioner
of Internal Revenue.

Approved: December 31, 1964.

STANLEY S. SURREY,
Assistant Secretary of the
Treasury.

In order to conform the Income Tax Regulations (26 CFR Part 1) under section 37 of the Internal Revenue Code of 1954 to sections 113(a), 201(d) (3) and 202 of the Revenue Act of 1964 (78 Stat. 24, 32, 33), such regulations are amended as follows:

PARAGRAPH 1. Section 1.37 is amended by revising subsection (a) of section 37, by redesignating subsection (i) of section 37 as subsection (j), by adding a new subsection (i) to section 37, and by revising the historical note. These amended and added provisions read as follows:

§ 1.37 Statutory provisions; retirement income.

Sec. 37. Retirement income—(a) General rule. In the case of an individual who has received earned income before the beginning of the taxable year, there shall be allowed as a credit against the tax imposed by this chapter for the taxable year an amount equal to 17 percent, in the case of a taxable year beginning in 1964, or 15 percent, in the case of a taxable year beginning after December 31, 1964, of the amount received by such individual as retirement income (as defined in subsection (c) and as limited by subsection (d)); but this credit shall not exceed such tax reduced by the credits allowable under section 32(2) (relating to tax withheld at source on tax-free covenant bonds), section 33 (relating to foreign tax credit), and section 35 (relating to partially tax exempt interest).

(1) **Special rules for certain married couples—(1) Election.** A husband and wife who make a joint return for the taxable year and both of whom have attained the age of 65 before the close of the taxable year may elect (at such time and in such manner as the Secretary or his delegate by regulations prescribes) to determine the amount of the

credit allowed by subsection (a) by applying the provisions of paragraph (2).

(2) *Special rules.* If an election is made under paragraph (1) for the taxable year, for purposes of subsection (a) —

(A) If either spouse is an individual who has received earned income within the meaning of subsection (b), the other spouse shall be considered to be an individual who has received earned income within the meaning of such subsection; and

(B) Subsection (d) shall be considered as providing that the amount of the combined retirement income of both spouses shall not exceed \$2,286, less the sum of the amounts specified in paragraphs (1) and (2) of subsection (d) for each spouse.

(3) *Cross reference.* For disallowance of credit where tax is computed by Secretary or his delegate, see section 6014(a).

[Sec. 37 as amended by Act of Aug. 9, 1955 (Pub. Law 299, 84th Cong., 69 Stat. 591); Act of Jan. 28, 1956 (Pub. Law 398, 84th Cong., 70 Stat. 8); Act of Oct. 24, 1962 (Pub. Law 87-876, 76 Stat. 1199); sec. 7(a), Self-Employed Individuals Tax Retirement Act 1962 (76 Stat. 828); secs. 113(a), 201 (d) (3), and 202, Rev. Act 1964 (78 Stat. 24, 32, 33).]

PAR. 2. Section 1.37-1 is amended to read as follows:

§ 1.37-1 Allowance of credit for retirement income.

(a) *In general.* Section 37 provides a credit against the tax imposed by chapter 1 of the Internal Revenue Code of 1954 in the case of an individual who receives in the taxable year retirement income as defined in section 37(c) and who meets the eligibility requirements of section 37(b). The amount of the credit is determined by multiplying the amount of retirement income for such taxable year, as limited by subsections (d) and (i) (2) (B) of section 37, by the rate provided in section 37(a) which is applicable for such year. The credit cannot exceed, however, the tax imposed by chapter 1, reduced by the credits enumerated in section 37(a).

(b) *Maximum amount of retirement income and rate to be used to compute credit.* (1) Section 37(d) provides that the amount of retirement income with respect to which the retirement income credit is allowable cannot exceed \$1,524 (\$1,200 for taxable years ending before October 25, 1962). In the case of a joint return filed for a taxable year beginning after December 31, 1963, where both spouses have attained age 65 and they elect to compute their retirement income credit under the special rules of section 37(i), paragraph (2) (B) of section 37(i) provides that section 37(d) shall be considered as providing that the amount of combined retirement income of both spouses with respect to which the retirement income credit is allowable shall not exceed \$2,286. For computation of the retirement income credit in the case of such joint returns, see paragraph (d) of this section.

(2) (i) For taxable years beginning before January 1, 1964, the amount of the retirement income credit is determined by multiplying the amount of retirement income, as limited by section 37(d), by the rate of tax applicable under section 1 of the Code to the first \$2,000 of taxable income for such taxable year. Since the rate of tax under section 1 of the Code applicable to the first \$2,000 of taxable

income for taxable years beginning before January 1, 1964, is 20 percent, the maximum retirement income credit for an individual in a taxable year ending before October 25, 1962, is \$240 (20 percent of \$1,200) and in a taxable year beginning before January 1, 1964, and ending after October 25, 1962, is \$304.80 (20 percent of \$1,524).

(ii) For taxable years beginning in 1964, the amount of the retirement income credit is determined by multiplying the amount of retirement income, as limited by section 37(d), by 17 percent. Thus, the maximum credit for an individual in a taxable year beginning in 1964 cannot exceed \$259.08 (17 percent of \$1,524). In the case of joint returns to which section 37(i) applies, the maximum credit cannot exceed \$388.62 (17 percent of \$2,286).

(iii) For taxable years beginning after December 31, 1964, the amount of the retirement income credit is determined by multiplying the amount of retirement income, as limited by section 37(d), by 15 percent. Thus, the maximum credit for an individual in a taxable year beginning after December 31, 1964 cannot exceed \$228.60 (15 percent of \$1,524). In the case of joint returns to which section 37(i) applies, the maximum credit cannot exceed \$342.90 (15 percent of \$2,286).

(c) *Limitation on amount of credit.* (1) Section 37(a) provides that the amount of retirement income credit shall not be greater than the excess of the individual's tax under chapter 1 of the Code for the taxable year over the sum of his credits against tax under section 32(2) (relating to tax withheld at source on tax-free covenant bonds), section 33 (relating to foreign tax credit) and section 35 (relating to partially tax-exempt interest). Also, in the case of dividends received by an individual on or before December 31, 1964, the credit under section 34 (relating to credit for dividends received by individuals) shall be taken into account.

(2) The application of subparagraph (1) of this paragraph may be illustrated by the following example:

Example. Assume that the individual has a retirement income credit of \$240 for the calendar year 1961 before applying the limitation in section 37(a), and has the tax liability shown in (i) below, and the credits shown in (ii) and (vi).

(i) Tax under chapter 1.....	\$300
(ii) Sum of credits allowable under sections 32(2), 33, 34, and 35..	100
(iii) Tax reduced by credits in (ii) ..	200
(iv) Retirement income credit under section 37(a) (\$240 or \$200 whichever is lesser).....	200
(v) Tax under chapter 1 as further reduced by credit in (iv).....	0
(vi) Credit for tax withheld at source on wages under section 31.....	35
(vii) Overpayment of tax.....	35

(d) *Computation of credit in the case of joint returns.* (1) *General rule.* (i) In the case of a joint return of husband and wife, a separate determination is made with respect to the eligibility of each spouse for the retirement income credit, and (with the exceptions described

in subdivision (ii) of this subparagraph) the retirement income credit of each spouse eligible for such credit is separately computed. See subparagraph (2) of this paragraph for the special rules in the case of certain joint returns filed for taxable years beginning after December 31, 1963.

(ii) The retirement income credit is allowable in the case of a joint return on account of the retirement income of each spouse without regard to whether the spouse would be liable for the tax imposed by chapter 1 of the Code if the joint return had not been filed. For example, if the wife's only income consists of \$500 of retirement income, and if she is eligible for the credit, the retirement income credit is allowable with respect to such retirement income in case a joint return is filed. However, the limitation in section 37(a) on the amount of the credit is determined by reference to the tax and the credits under sections 32(2), 33, 34 (in respect of dividends received by an individual on or before December 31, 1964), and 35, required to be shown on the joint return. For this purpose, it makes no difference whether the tax or the credits are attributable to one or the other spouse. If both the husband and wife are entitled to a retirement income credit, their combined retirement income credit shall not exceed the amount so computed.

(iii) The application of subdivisions (i) and (ii) of this subparagraph may be illustrated by the following examples:

Example (1). Assume the same facts as in the example in paragraph (c) of this section, except that the return is a joint return, the retirement income credit is based on the retirement income of the husband only, the wife has no retirement income, and 90 percent of the amount shown as the tax under chapter 1 and the credits under sections 31, 32(2), 33, 34, and 35 are attributable to the wife. The retirement income credit on the joint return is limited to \$200, computed in exactly the same manner as shown in the example in paragraph (c) of this section.

Example (2). Assume the same facts as in example (1) above, except that in addition the wife has a retirement income credit of \$160 computed before applying the limitation in section 37(a). Accordingly, the combined retirement income credit without regard to the limitation in section 37(a) is the sum of \$240 and \$160, or \$400. The combined retirement income credit allowable on the joint return after applying the limitation in section 37(a) is \$200, computed in exactly the same manner as shown in the example in paragraph (c) of this section.

(2) *Special rules in the case of certain joint returns.* (i) For taxable years beginning after December 31, 1963, a husband and wife who make a joint return for the taxable year and both of whom have attained the age of 65 before the close of the taxable year may elect to determine the amount of the credit allowed by section 37(a) by applying the special rules of section 37(i) (2). These special rules provide that (a) if either spouse meets the earned income requirement of section 37(b), the other spouse shall be considered as also meeting that requirement, and (b) section 37(d) (relating to limitation on retirement income) shall be considered as providing that the amount of the combined retirement income of both spouses is not to exceed

\$2,286 less the sum of the amounts specified in paragraphs (1) and (2) of section 37(d) for each spouse (that is, amounts received in the taxable year as pensions or annuities which are excluded from gross income, and earned income in excess of certain specified amounts received during the taxable year). To determine the credit by application of these special rules, the retirement income of both spouses is combined, but the reductions specified in paragraphs (1) and (2) of section 37(d) for each are computed separately. The total reductions for each spouse are then combined to determine the amount by which \$2,286 will be reduced to ascertain the limitation on the retirement income for purposes of computing the credit.

(ii) A husband and wife making a joint return shall exercise the election to have the special rules of section 37(i) (2) apply by claiming on the return the retirement income credit computed under such special rules. The election to have or not to have the special rules of section 37(i) (2) apply may be changed before or after the time prescribed for filing a return for the taxable year. However, the period of time prescribed in section 6511 within which claim for credit or refund of tax must be made is not extended by the right to effect a change of election. A change of election for any taxable year shall not be permitted if the tax liability of the taxpayer for the taxable year has been compromised under the provisions of section 7122.

(iii) The application of subdivision (1) of this subparagraph may be illustrated by the following example:

Example. Assume that H and W, both 65 years of age, make a joint return for the calendar year 1964 but only H meets the earned income requirement of section 37(b). During the year H received \$400 of retirement income, \$1,000 of benefits under the Social Security Act, and \$1,300 of earned income, and W received \$2,000 of retirement income, \$500 of benefits under the Social Security Act, and \$1,300 of earned income. Since H meets the earned income requirement, W is also considered to meet such requirement and they may elect to compute their retirement income credit pursuant to the special rules provided in section 37(i). The retirement income credit of H and W determined pursuant to the rules in section 37(i) (before applying the limitation in section 37(a)) is \$116.62, computed as follows:

(i) Retirement income of H.....	\$400
(ii) Retirement income of W.....	2,000
(iii) Total retirement income of H and W.....	2,400
(iv) Maximum amount upon which credit can be computed.....	2,286
(v) Reduced by:	
Social Security received by H.....	\$1,000
Social Security received by W.....	500
Earned income (1/2 of amount in excess of \$1,200 but not in excess of \$1,700):	
Received by H.....	50
Received by W.....	50
	<u>1,600</u>

(vi) Balance.....	\$686
(vii) Amount upon which credit computed (line (iii) or line (vi), whichever is less).....	686
(viii) Retirement Income Credit (17 percent of \$686).....	116.62

If H and W do not elect to compute their retirement income credit pursuant to the special rules in section 37(i), H would be entitled to a retirement income credit of \$68, computed as follows:

(i) Retirement income of H.....	\$400
(ii) Maximum amount upon which credit can be computed.....	1,524
(iii) Reduced by:	
Social Security received by H.....	\$1,000
Earned income (1/2 of amount in excess of \$1,200 but not in excess of \$1,700).....	50
	<u>1,050</u>
(iv) Balance.....	474
(v) Amount upon which credit is computed (line (i) or line (iv), whichever is less).....	400
(vi) Retirement Income Credit (17 percent of \$400).....	68

(e) *Retirement income to which community property laws apply.* If retirement income constitutes community income under community property laws applicable to such income, the retirement income credit of each spouse shall be separately computed by taking into account one-half of such amounts. If the husband and wife file a joint return, the limitation in section 37(a) on the amount of the combined retirement income credit is determined in the manner provided in paragraph (d) of this section. See § 1.37-2 for eligibility requirements that must be met by each spouse.

(f) *Election to have Government compute tax.* If the taxpayer elects under section 6014 to have the Government compute his tax, the retirement income credit is not taken into account in such computation.

PAR. 3. Paragraphs (a) and (d) (1) of § 1.37-2 are amended to read as follows:

§ 1.37-2 Eligibility for retirement income credit.

(a) In order to be eligible for the retirement income credit, section 37(b) provides that the taxpayer must have received earned income in excess of \$600 during each of any 10 calendar years preceding the taxable year. Where both spouses have attained the age of 65 and file a joint return for the taxable year, and one spouse meets the earned income requirement of section 37(b), see paragraph (d) (2) of § 1.37-1 for computation of the retirement income credit under the special rules of section 37(i). For purposes of section 37(b) and section 37(d) (2), the term "earned income" has the same meaning as in section 911(b), except that earned income does not include any amount received as a pension or annuity. See sec-

tion 911(b) and the regulations thereunder. Section 911(b) provides, in general, that earned income includes wages, salaries, professional fees, and other amounts received as compensation for personal services rendered. For the purposes of section 37(b) and section 37(d) (2), earned income means the entire amount of such income and shall not be reduced by any expenses connected with the earning of such income. Also, for such purposes, income earned by either spouse which constitutes community income under community property laws applicable to such income shall be treated as earned income received one-half by each spouse.

(d) (1) If a husband or wife dies, the earned income which the deceased spouse received in any calendar year shall be treated as earned income of the surviving spouse for such calendar year for the purpose of determining the eligibility of the surviving spouse for the retirement income credit. In any case in which the deceased spouse was eligible for the retirement income credit for the taxable year ending with his death, the surviving spouse will be deemed to have received earned income of more than \$600 for 10 calendar years for the purpose of determining the eligibility of the surviving spouse. Thus, in such case, the deceased spouse is allowed a retirement income credit for the retirement income which he received during the taxable year ending with his death, and the surviving spouse is allowed a retirement income credit for the retirement income which she received during her taxable year in which he died, whether joint returns or separate returns are filed. (See, however, paragraph (c) of this section for additional requirement where the taxable year of the surviving spouse is a fiscal year.) However, in order to take advantage of the special rules provided by section 37(i), a joint return must be filed by the surviving spouse for the taxable year ending with the death of the other spouse. (See § 1.37-1(d) (2) relating to the computation of the retirement income credit in the case of certain joint returns.) If the year of death of the deceased spouse constitutes the tenth year in which he received earned income of more than \$600, the deceased spouse is not eligible for the retirement income credit and the surviving spouse will not be deemed to meet the eligibility requirement (solely by virtue of the earned income received by her deceased spouse) for any taxable year prior to her first taxable year beginning in a calendar year subsequent to the calendar year in which he died.

PAR. 4. Paragraph (a) (1) of § 1.37-3 is amended to read as follows:

§ 1.37-3 Retirement income.

(a) *Inclusions in retirement income—*
 (1) *General rule.* Income which may be treated as the retirement income of an individual who is 65 years of age or older at the close of the taxable year is deter-

mined under section 37(c)(1). If the individual has not attained the age of 65 at the close of the taxable year, his retirement income for the taxable year is determined under section 37(c)(2). See paragraph (b) of this section for the exclusion from retirement income of certain portions of the income described in paragraph (1) or (2) of section 37(c), whichever is applicable to the individual. See also subsections (d) and (i)(2)(B) of section 37 and § 1.37-4 for limitations on the amount of retirement income with respect to which the retirement income credit is computed.

PAR. 5. Section 1.37-4 is amended by revising paragraphs (a) and (b) and by adding example (4) to paragraph (d). These amended and added provisions read as follows:

§ 1.37-4 Limitation on amount of retirement income.

(a) Section 37(d) provides a limitation on the amount of retirement income with respect to which the retirement income credit is allowable. Such credit is computed on the amount of retirement income, as defined in section 37(c), but on not more than the amount determined as the limitation provided by section 37(d). In any event, the maximum amount of retirement income with respect to which the retirement income credit is allowable is \$1,524 (\$1,200 for taxable years ending before October 25, 1962), except that in the case of certain married taxpayers filing a joint return to whom section 37(i) applies, the combined retirement income of both spouses is limited to \$2,286 for taxable years beginning after December 31, 1963.

(b) The limitation provided by section 37(d) is determined by subtracting from \$1,524 (\$1,200 for taxable years ending before October 25, 1962) or from \$2,286 (in the case of certain married taxpayers to whom section 37(i) applies), as the case may be, the sum of—

(d) * * *

Example (4). H, age 67, is eligible for the retirement income credit and makes a joint return for the taxable year 1964 with his wife, W, who attained the age of 65 before the close of the taxable year and who is not otherwise eligible for the credit. During the taxable year H received \$1,200 as a pension from the State of Ohio and \$2,100 as compensation for personal services, while W received \$500 as dividends and \$600 as compensation for personal services. The total combined retirement income of H and W is \$1,700 (\$1,200 pension of H plus \$500 of dividends received by W). Since neither spouse has attained the age of 72 before the close of the taxable year, the limitation of subsection (d) by application of subsection (1)(2)(B) of section 37 is determined by subtracting from \$2,286 the amount of \$650, that is, \$400, the amount of earned income of H which is in excess of \$1,700, plus \$250, one-half of the amount of earned income in excess of \$1,200 but not in excess of \$1,700. There is no reduction for the earned income of W since it does not exceed \$1,200. The limitation is thus \$1,636 (\$2,286 less \$650) and the

retirement income credit is computed on \$1,636 of the retirement income of the two spouses. If H had attained the age of 72 before the close of the taxable year 1964, no amount would be subtracted from \$2,286 by reason of his earned income and the limitation would then be \$2,286 instead of \$1,636, and the retirement income credit would be computed on \$1,700, the entire amount of the pension item of \$1,200 received by H and the dividend item of \$500 received by W.

PAR. 6. Section 1.37-5 is amended by revising so much of such section as precedes the example, by revising the heading of the example, and by adding a new example (2) at the end thereof. These amended and added provisions read as follows:

§ 1.37-5 Illustration of application of section 37.

The application of section 37 may be illustrated by the following examples:

Example (1). * * *

Example (2). Assume that the facts set forth in example (1) had occurred in respect of the calendar year 1965 except that the amount of dividend income (of which \$100 is excluded under section 116) is \$800. The retirement income credit of the individual would be computed in the following manner:

First, the taxpayer must compute his tax before the credit, as follows:

Adjusted gross income (\$700 dividend income + \$600 rental income + \$1,300 earned income).....	\$2,600
--	---------

Tax before retirement income credit (determined by table in section 3).....	147
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Next, the taxpayer must compute his retirement income credit as follows:

Retirement income includes:	
Dividend income.....	\$700
Rental income.....	600
Total retirement income.....	1,300

But the limitations in section 37(d) provide that this amount may not exceed a maximum amount for the taxable year 1965, determined as follows:

Maximum amount (before reduction).....	\$1,524
Less railroad retirement pension.....	600
	924

Less earned income ($\frac{1}{2}$ of amount in excess of \$1,200 but not in excess of \$1,700).....	50
--	----

Amount of retirement income upon which the credit is computed.....	874
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The retirement income credit is computed by applying the 15-percent rate to the maximum amount of retirement income reduced by the railroad retirement pension and $\frac{1}{2}$ of the earned income over \$1,200 but not in excess of \$1,700, as follows:

Maximum amount of retirement income as reduced above.....	\$874
15 percent rate.....	.15

Retirement income credit.....	131.10
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(Sec. 7805, Internal Revenue Code of 1954; (68A Stat. 917; 26 U.S.C. 7805))

[F.R. Doc. 65-102; Filed, Jan. 5, 1965; 8:49 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

PART 19—WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

Vessels Operated by or Chartered to Military Sea Transportation Service

CROSS REFERENCE: For a document affecting Part 19 of title 33, see Title 46—Shipping, F.R. Doc. 65-90, *infra*.

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 22—SECOND CLASS

Applications for Publications; Continuation of Temporary Regulations

NOTE: Federal Register Document 65-118, erroneously published in the Proposed Rule Making Section in the issue of Tuesday, January 5, 1965 (30 F.R. 38), is herewith republished in the Rules and Regulations Section of the FEDERAL REGISTER.

Under date of October 7, 1964, there was published in the FEDERAL REGISTER at page 13811 an amendment to § 22.3 (c) (3) of Title 39, Code of Federal Regulations. This amendment was made effective for ninety days from date of publication in the FEDERAL REGISTER. In the same issue of the FEDERAL REGISTER in a Notice of Proposed Rule Making the Department published proposed permanent regulations, to the same effect as the temporary regulations promulgated for the ninety-day period (29 F.R. 13822).

The Department desires additional time to consider comments received from postal patrons pursuant to the Notice of Proposed Rule Making. It is therefore necessary to continue the temporary regulations in effect for an additional period. Accordingly, the temporary regulations which will expire on January 5, 1965, are hereby continued in force and effect for ninety days from January 5, 1965.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 4351-4370)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 65-118; Filed, Jan. 4, 1965; 9:31 a.m.]

PART 27—OFFICIAL MAIL

Miscellaneous Amendments

Regulations of the Post Office Department codified in Part 27 of Title 39, Code

of Federal Regulations, are hereby amended to extend free mailing privileges to Presidents-elect and Vice-Presidents-elect, pursuant to Public Law 88-277, approved March 7, 1964. (78 Stat. 155). The amendments are as follows:

§ 27.1 [Amended]

I. In § 27.1 *Members of Congress*, make the following changes:

1. Amend paragraph (b) to read as follows:

Vice-President-elect.	All mail, including airmail, sent by him in connection with preparation for the assumption of official duties as Vice-President.	The signature and title, either written or printed facsimile, of the Vice-President-elect must appear on the address side. Matter intended for air service must be marked with the words Air Mail on the address side.	Until assumption of duties as the Vice-President.
Former Vice-President.	All mail, including airmail, sent by him in connection with winding up the affairs of his office.	The signature and title, either written or printed facsimile, of the former Vice-President must appear on the address side. Matter intended for air service must be marked with the words Air Mail on the address side.	Until six months from the date of expiration of his term of office.

NOTE: The corresponding Postal Manual sections are 137.12 and 137.13.

II. In § 27.2 *Executive and judicial officers*, amend paragraph (d) (5) to read as follows:

§ 27.2 *Executive and judicial officers.*

(d) Use. . . .

(5) Airmail and the special services may not be given official mail in penalty envelopes without prepayment of air postage or prepayment of the appropriate fee for the special service requested.

EXCEPTION: Penalty envelopes of a President-elect (see § 27.7) and those containing urgent official communications of the Postal Service may be sent airmail without prepayment of postage. Official mail of the Postal Service may be sent as registered, certified, or special delivery mail without prepayment of the postage or fees.

NOTE: The corresponding Postal Manual section is 137.245.

§ 27.7 [Amended]

III. In § 27.7 *Former Presidents and widows of former Presidents* (29 F.R. 3811), make the following changes:

1. Delete Herbert Hoover from the listing of former Presidents.
2. Redesignate the section as § 27.8.

NOTE: The corresponding Postal Manual section is 137.7.

§ 27.9 [Redesignated]

IV. Section 27.8 *Pan American Union and Pan American Sanitary Bureau*, is hereby redesignated as § 27.9.

NOTE: The corresponding Postal Manual section is 137.8.

V. New § 27.7 is inserted, to read as follows:

§ 27.7 *President-elect.*

All mail, including airmail, of any President-elect sent by him in connection with his preparations for the assumption of official duties as President may be accepted subject to the provisions of § 27.2(c) (2).

(b) *Description.* Official mail of Members of Congress bearing written signature or a printed facsimile signature instead of a postage stamp is sent without prepayment of postage. Mail accepted under frank, and the officials authorized to use franked mail, are shown in paragraph (c) of this section.

2. In paragraph (c) add the following columnar data to the table showing authorized users:

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 4151-4168)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 65-77; Filed, Jan. 5, 1965; 8:47 a.m.]

Title 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER O—REGULATIONS APPLICABLE TO CERTAIN VESSELS DURING EMERGENCY [CGFR 64-86]

PART 154—WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS¹

Vessels Operated by or Chartered to Military Sea Transportation Service

The Assistant Secretary of Defense, Installations and Logistics, in a letter to the Secretary of the Treasury, dated May 23, 1964, requested a change in Coast Guard's procedures which would permit the faster processing of waivers with respect to vessels other than those supplying troop support which are operated by or chartered to the Military Sea Transportation Service. Originally, the Deputy Secretary of Defense in a letter to the Secretary of the Treasury, dated August 6, 1958, requested, in the interest of national defense, a waiver of the navigation and vessel inspection laws and regulations to the extent considered necessary by Commander, Military Sea Transportation Service, or his duly designated representatives, to permit vessels operated by or chartered on a time or voyage basis to the Military Sea Transportation deployed under emergency conditions.

The purpose for the following amendment to the waiver order designated § 154.06, as well as 33 CFR 19.06, is to waive the navigation and vessel inspection laws and regulations issued pursuant

¹ This is also codified as 33 CFR Part 19.

thereto which are administered by the United States Coast Guard as requested by the Deputy Secretary of Defense and the Assistant Secretary of Defense, Installations and Logistics, and to publish this amended waiver in the FEDERAL REGISTER. It is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedure thereon, and effective date requirements) is impracticable and contrary to the public interest.

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by an order of the Acting Secretary of the Treasury dated January 23, 1951, identified as CGFR 51-1, and published in the FEDERAL REGISTER dated January 23, 1951 (16 F.R. 731), the following amended waiver order is promulgated and shall be in effect indefinitely and until terminated by proper authority:

§ 154.06 *Vessels operated by or chartered to Military Sea Transportation Service.*

(a) Pursuant to the request of the Deputy Secretary of Defense, dated August 6, 1958, and to the request of the Assistant Secretary of Defense, Installations and Logistics, dated May 23, 1964, made under the provisions of section 1 of Public Law 891, 81st Congress, approved December 27, 1950 (64 Stat. 1120; 46 U.S.C., note preceding section 1), and their findings that a waiver is necessary in the interest of national defense, compliance with the provisions of the navigation and vessel inspection laws administered by the United States Coast Guard, as well as the regulations issued thereunder and contained in 33 CFR Chapter I, or in this chapter, is hereby waived to the extent and upon the terms and conditions as set forth in this section, in order to permit vessels operated by or chartered to the Military Sea Transportation Service to carry out their assigned missions.

(b) An application requesting that this waiver be made effective with respect to a particular vessel may be made by the Commander, Military Sea Transportation Service, or any one of his duly designated representatives. Except as provided in paragraph (c) of this section, the application shall be in writing. The application shall be delivered to the Coast Guard District Commander or to his designated representative at the port or place where the vessel is located. In the case of a vessel in any foreign port or place, the application shall be made to the designated representative of the Commandant at such port or place, or if the Coast Guard has not established facilities in such port or place, to the nearest designated representative of the Commandant at a port or place where such facilities have been established, or to the Commandant, U.S. Coast Guard, Washington, D.C. Every application shall:

- (1) Describe the laws and/or regulations by appropriate references and/or subjects with respect to which the waiver of compliance is desired;

RULES AND REGULATIONS

(2) Contain a certification that the waiver of compliance with such laws and/or regulations with respect to the vessel involved is necessary in the interest of national defense and is necessary for the Military Sea Transportation Service to carry out an assigned mission;

(3) The name and official number of the vessel involved (including the names of master, agent, and owner of the vessel involved); and,

(4) For how long the waiver is needed.

(c) The Coast Guard officer making the waiver in paragraph (a) of this section effective for a particular vessel shall immediately prepare, in quadruplicate, an order setting forth:

(1) The name and official number of the vessel involved;

(2) The laws and/or regulations with respect to which the waiver is effective;

(3) The extent to which compliance with such laws and/or regulations is waived; and,

(4) The period for which the waiver shall be effective.

(d) If practicable, one copy of this waiver order shall be delivered to the master of the vessel involved before such vessel sails. In any case where the waiver order is not delivered to the master, it shall be delivered to the owner, operator, or agent of the vessel without delay. One copy of the waiver order shall be delivered to the Commander, Military Sea Transportation Service, or his duly designated representative, who submitted the application. One copy of the waiver order shall be transmitted to the Commandant (MVI) and the remaining copy kept on file.

(e) In any case of extreme urgency, the application for a waiver order may be made orally and if the Coast Guard District Commander (or his designated representative, or the designated representative of the Commandant, or the Commandant, as the case may be), determines that the conditions in this section have been met, the waiver order

shall be made effective without further delay, subject to the condition that the application be reduced to writing and delivered within such period after the date of the oral request as the Coast Guard officer making the waiver effective shall specify in the confirming written waiver order.

(f) No penalty shall be imposed because of failure to comply with any provision of law and/or regulation, the waiver of which has been made effective pursuant to the requirements of this section.

(g) This waiver order shall remain in effect until terminated by proper authority and notice of cancellation is published in the FEDERAL REGISTER.

(Sec. 1, 84 Stat. 1120; 46 U.S.C., note prec. 1)

Dated: December 24, 1964.

[SEAL]

E. J. ROLAND,
Admiral, U.S. Coast Guard,
Commandant.

[P.R. Doc. 65-90; Filed, Jan. 5, 1965;
8:48 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[26 CFR Part 1]

INCOME TAX

Proposed Gain Attributable to Amortization Deduction

Notice is hereby given, pursuant to the Administrative Procedure Act, approved June 11, 1946, that the regulations set forth in tentative form in the attached appendix are proposed to be prescribed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury or his delegate. Prior to the final adoption of such regulations, consideration will be given to any comments or suggestions pertaining thereto which are submitted in writing, in duplicate, to the Commissioner of Internal Revenue, Attention: CC:LR:T, Washington, D.C., 20224, within the period of 30 days from the date of publication of this notice in the FEDERAL REGISTER. Any person submitting written comments or suggestions who desires an opportunity to comment orally at a public hearing on these proposed regulations should submit his request, in writing, to the Commissioner within the 30-day period. In such case, a public hearing will be held, and notice of the time, place, and date will be published in a subsequent issue of the FEDERAL REGISTER. The proposed regulations are to be issued under the authority contained in section 7805 of the Internal Revenue Code of 1954 (68A Stat. 917; 26 U.S.C. 7805), and section 3791 of the Internal Revenue Code of 1939 (53 Stat. 467; 26 U.S.C. (1952 ed.) 3791).

[SEAL] **BERTRAND M. HARDING,**
Acting Commissioner
of Internal Revenue.

In order to correct examples contained in the Income Tax Regulations (26 CFR Part 1) under section 1238 of the Internal Revenue Code of 1954, relating to amortization in excess of depreciation, so that they conform to the longstanding principles which are stated in Revenue Ruling 62-92, C.B. 1962-1, 29, and illustrated by the decision in *Bertrand W. Cohn, et al. v. United States*, 259 F. 2d 371 (6th Cir. 1958) and in order to provide that rules similar to those in such regulations are to be followed in the case of taxable years to which Regulations 111 and 118 (26 CFR (1939) Parts 29 and 39) apply, such regulations are amended as follows:

PARAGRAPH 1. Examples (1) and (2) of paragraph (a) of § 1.1238-1 are amended to read as follows:

§ 1.1238-1 Amortization in excess of depreciation.

(a) In general. * * *

Example (1). On December 31, 1954, a taxpayer making his income tax returns on

a calendar year basis acquires at a cost of \$20,000 an emergency facility (used in his business) 50 percent of the adjusted basis of which has been certified under section 168(e). The facility would normally have a useful life of 20 years and a salvage value of \$2,000 allocable equally between the certified and uncertified portions. Under section 168 the taxpayer elects to begin the 60-month amortization period on January 1, 1955. He takes amortization deductions with respect to the certified portion in the amount of \$4,000 for the years 1955 and 1956 (24 months). On December 31, 1956, he sells the facility for a price of \$19,000 which is allocable equally between the certified and uncertified portions. The adjusted basis of the certified portion on that date is \$6,000 (\$10,000 cost, less \$4,000 amortization). With respect to the uncertified portion, the straight line method of depreciation is used and a deduction for depreciation in the amount of \$450 is claimed and allowed for the year 1955. The adjusted basis of the uncertified portion on January 1, 1956, is \$9,550 (\$10,000 cost, less \$450 depreciation). The depreciation allowance for the uncertified portion for the year 1956 would be limited to \$50, the amount by which the adjusted basis of such portion at the beginning of the year exceeded its aliquot portion of the sales price. Thus, on December 31, 1956, the adjusted basis of the uncertified portion would be \$9,500. Without regard to section 168, and using the rate and method the taxpayer properly applied to the uncertified portion of the facility, the adjusted basis of the certified portion on December 31, 1956, would be \$9,500, computed in the same manner as the adjusted basis of the uncertified portion. The difference between the facility's actual adjusted basis (\$15,500) and its adjusted basis determined without regard to section 168 (\$19,000), is \$3,500. Accordingly, the entire \$3,500 gain on the sale of the facility (\$19,000 sale price, less \$15,500 adjusted basis) is treated as ordinary income.

Example (2). Assume that the entire facility in example (1) had been certified under section 168(e) and that, therefore, the adjusted basis of the facility on December 31, 1956, is \$12,000. Assume further that the taxpayer adopts straight line depreciation as a proper method of depreciation for determining the adjusted basis of the facility without regard to section 168. Thus, the adjusted basis, without regard to section 168, would be \$19,000. This amount is \$7,000 more than the \$12,000 adjusted basis under section 168. Hence, the entire \$7,000 gain on the sale of the facility (\$19,000 sale price less \$12,000 adjusted basis) is treated as ordinary income.

PAR. 2. The amendments of examples (1) and (2) of paragraph (a) of § 1.1238-1 of the Income Tax Regulations, covering taxable years beginning after December 31, 1953, and ending after August 16, 1954, as set forth in paragraph 1 of this Treasury decision, are hereby made applicable to the taxable years covered by Regulations 111 and 118 (26 CFR (1939) Parts 29 and 39).

[P.R. Doc. 65-103; Filed, Jan. 5, 1965; 8:49 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 1004]

[Docket No. AO-160-A28]

MILK IN DELAWARE VALLEY MARKETING AREA

Notice of Hearing on Proposed Amendments to Tentative Marketing Agreement and Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of a public hearing to be held in the Carlton Room, the Sylvania Hotel, Locust Street at Juniper, Philadelphia, Pennsylvania, beginning at 9:30 a.m., e.s.t., on January 18, 1965, with respect to proposed amendments to the tentative marketing agreement and to the order, regulating the handling of milk in the Delaware Valley marketing area.

The public hearing is for the purpose of receiving evidence with respect to the economic and marketing conditions which relate to the proposed amendments, hereinafter set forth, and any appropriate modifications thereof, to the tentative marketing agreement and to the order.

The proposed amendments, set forth below, have not received the approval of the Secretary of Agriculture.

Proposed by Inter-State Milk Producers' Cooperative, Inc.:

Proposal No. 1. Amend § 1004.7 by inserting the words "as determined by the market administrator" after the word "packaged" and before the proviso.

Proposal No. 2. Amend § 1004.44(a) to provide a limit on interhandler transfers so that the Class I utilization of such transfers will not exceed the Class I utilization allocated to producer milk in the plant of the transferee handler.

Proposal No. 3. In § 1004.47(b) (7), amend subdivision (ii) to provide that milk received from another Federal order plant can be classified as Class II in lieu of mandatory pro rata allocation, upon mutual agreement by both transferor and transferee handlers on such Class II assignment provided enough Class II milk is available in the plant of the transferee handler.

Proposal No. 4. In § 1004.50(a), amend subparagraph (3) by deleting the words "average of prices of selected Midwestern condenseries as reported" and substituting therefor the words "average price for milk for manufacturing purposes, f.o.b. plants United States, as reported on a preliminary basis".

Proposal No. 5. In § 1004.80, amend paragraph (c) to add the words "plus

any amount required to be paid by the above cooperative pursuant to § 1004.84" at the end of the paragraph.

Proposed by Inter-State Milk Producers' Cooperative, Inc., and the Milk Distributors Association of the Philadelphia Area, Inc.:

Proposal No. 6. In the introductory text of § 1004.50(a), preceding subparagraph (1), delete the words "through June 1965".

Proposal No. 7. Revise the supply-demand adjustor provisions (§ 1004.50 (a) (4) and (5)) to reflect current receipts of producer milk and Class I sales for the entire market.

Proposed by United Milk Producers Cooperative Association of New Jersey:

Proposal No. 8. Amend § 1004.10 by adding new paragraphs (c) and (d) to read as follows:

§ 1004.10 Handler.

(c) Any cooperative association of producers with respect to producer milk diverted by it from a pool plant to a non-pool plant, and

(d) Any cooperative association with respect to the milk of its producer members which is delivered from the farm to the pool plant of another handler in a tank truck owned and operated by, under contract to, or under control of such cooperative association, if the cooperative association, prior to delivery, furnished written notice to the market administrator and to the handler to whose plant the milk is delivered that it will be the handler for the milk. The milk so delivered shall be considered to have been received by such cooperative association at the location of the pool plant to which it is delivered.

Proposed by Lehigh Valley Cooperative Farmers and Martin Century Farms:

Proposal No. 9. Amend appropriate provisions of the order to classify and price in Class II milk products sold as "Half and Half" or as mixtures of skim milk and cream of 10 percent or more butterfat test.

Proposed by Lehigh Valley Cooperative Farmers, Martin Century Farms, Beatrice Foods Company and Breakstone Foods, Division of National Dairy Products Corporation:

Proposal No. 10. Amend appropriate provisions of the order to provide for the classification and pricing of "yogurt" as Class II milk.

Proposed by the Milk Distributors Association of the Philadelphia Area, Inc.:

Proposal No. 11. Amend § 1004.8(b) and such other provisions of the order as may be necessary to clarify the fact that a multiplant handler may designate a plant system comprising more than one plant as a single plant for accounting purposes.

Proposal No. 12. In § 1004.14, review and redefine the words "in hermetically sealed containers".

Proposed by the Milk Distributors Association of the Philadelphia Area, Inc., and Sealtest Foods, Eastern Division, National Dairy Products Corporation:

Proposal No. 13. In § 1004.41(b), amend subparagraph (7) to read as follows:

§ 1004.41 Classes of utilization.

(b) * * *

(7) In actual plant shrinkage not to exceed two percent (2%) of skim milk and butterfat, respectively, in producer milk received directly at each producer milk plant, plus producer milk transferred from another producer milk plant: *Provided*, That in the case of producer milk transferred or diverted, shrinkage may be applied at both the transferor and transferee plant, not exceeding a total of two percent (2%).

Proposed by Reddi-Wip Co., of Philadelphia, Inc., and Ready Food Products, Inc.:

Proposal No. 14. In § 1004.14, amend the text preceding the proviso to read as follows:

§ 1004.14 Fluid milk product.

"Fluid milk product" means all skim milk (including reconstituted skim milk) and butterfat in the form of milk, skim milk, buttermilk, cultured buttermilk, flavored milk, milk drinks (plain or flavored), concentrated milk, and any other mixture of cream and milk or skim milk containing less than 18 percent butterfat (other than ice cream, ice cream mixes, milk shake mixes, ice milk mixes, eggnog, and sterilized products in containers of one half ounce or less containing between 10 and 12 percent butterfat * * *

Proposed by Dairy Division, Agricultural Marketing Service:

Proposal No. 15. Amend § 1004.84 by providing a maximum administrative assessment rate of 3 cents.

Proposal No. 16. Make such changes in the order as may be necessary to make the entire marketing agreement and the order conform with any amendments thereto that may result from this hearing.

Copies of this notice of hearing and the order may be procured from the Market Administrator, 1528 Walnut Street, Philadelphia, Pennsylvania, or from the Hearing Clerk, Room 112, Administration Building, United States Department of Agriculture, Washington, D.C. 20250, or may be there inspected.

Signed at Washington, D.C., on December 31, 1964.

ROY W. LENNARTSON,
Associate Administrator.

[F.R. Doc. 65-115; Filed, Jan. 5, 1965;
8:49 a.m.]

POST OFFICE DEPARTMENT

[39 CFR Part 111]

CONDITIONS APPLICABLE TO ALL CLASSES

Notice of Proposed Rule Making

Notice is hereby given that the Department proposes to apply letter rates of postage (surface and air) to sound recorded communications having the character of personal correspondence addressed for delivery in other countries, except when exchanged between students in schools through the interme-

diary of the heads of the schools and when sent for the blind. Recorded communications exchanged between students through schools will continue to be accepted as commercial papers (39 CFR 112.3); when sent for the blind they will continue to be accepted as matter for the blind (39 CFR 112.5).

Recordings of music or other sounds not of the nature of personal communications will continue to be accepted under one of the several postal classifications available for the transmission of merchandise to other countries.

To effect its purpose the Department proposes to amend regulations codified in § 111.3(a)(10) of Title 39, Code of Federal Regulations. Although the proposed change relates to a foreign affairs and proprietary function of the Government, it is the desire of the Postmaster General voluntarily to observe the rulemaking requirements of the Administrative Procedure Act (5 U.S.C. 1003) in order that patrons of the postal service may have an opportunity to present written views concerning the proposed change. Accordingly, such written views may be submitted to the Director, International Service Division, Bureau of Transportation and International Service, Post Office Department, Washington, D.C., 20260, at any time prior to the thirtieth day following the date of publication of this notice in the FEDERAL REGISTER.

The proposed amendment to the regulations cited above is as follows:

In § 111.3 *Prohibitions and restrictions*, subparagraph (10) of paragraph (a) is amended to read as follows:

§ 111.3 Prohibitions and restrictions.

(a) *General list of prohibited articles.* * * *

(10) Written communications having the character of actual and personal correspondence, except in the form of letters or post cards, or under the conditions stated in § 112.3(d)(11), § 112.4(d)(4) or § 112.5 of this chapter. Sound recorded communications having the character of personal correspondence, except as letters, or under the conditions stated in § 112.3(d)(11) or § 112.5 of this chapter.

NOTE: The corresponding Postal Manual section is 221.31].

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 505)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 65-78; Filed, Jan. 5, 1965;
8:47 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Part 295]

[Docket No. 15773]

TRANSATLANTIC SUPPLEMENTAL AIR TRANSPORTATION

Notice of Proposed Rule Making

DECEMBER 31, 1964.

Notice is hereby given that the Civil Aeronautics Board is proposing an

amendment to Part 295 of its Economic Regulations with respect to substitute air transportation and incidental expenses in connection with transatlantic supplemental air transportation. The amendment is proposed under authority of sections 204(a), 401(d)(3) and 401(n) of the Federal Aviation Act of 1958, as amended (72 Stat. 743; 49 U.S.C. 1324; 76 Stat. 143; 49 U.S.C. 1371; 76 Stat. 144; 49 U.S.C. 1371).

Interested persons may participate in the proposed rule making through submission of ten (10) copies of written data, views, or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington, D.C., 20428. All relevant matter in communications received on or before February 5, 1965, will be considered by the Board before taking final action. Copies of communications will be available for examination by interested persons upon receipt in the Docket Section of the Board, Room 710 Universal Building, 1825 Connecticut Avenue, N.W., Washington, D.C.

By the Civil Aeronautics Board,

[SEAL] HAROLD R. SANDERSON,
Secretary.

Explanatory statement. Section 295.14 of the Board's Economic Regulations requires a supplemental air carrier to provide both substitute air transportation and incidental expenses (meals and lodging or payment therefor) where cancellations or delays occur on the return legs of transatlantic charter flights, i.e., from a point outside the continent where the charter originated to the point where it terminates. Substitute transportation is required when there are delays of 48 hours or more; incidental expenses are mandatory in the case of delays of six hours or more.

We now propose to make the requirement of providing substitute service in connection with the return leg of the charter flight applicable to cancellations or delays which occur on the originating leg of the flight as well. The reason for this proposed change is that where air charters are canceled or long delayed at point of origin, the charter passengers are faced with disruption of plans in a manner similar to that which charter participants incur on a return flight. Indeed, passengers departing on the originating leg of the journey who have scheduled land tours in a foreign country may find their entire schedules upset by an extensive flight delay, a problem not faced by the returnee.

The problem of whether the carrier should be required to furnish incidental expenses to passengers when there are delays in the originating leg of the journey differs somewhat from that applicable to delays in connection with the return leg. The present regulation (§ 295.14(c)(2)) provides that, in the case of delays in scheduled take-offs on the return leg of the flight, the carrier shall pay expenses for the account of each passenger at prescribed rates for delays of six hours or more, with corresponding escalation of amounts dependent upon the duration of the delay; however, the carrier may discharge this

obligation by providing free meals and lodging in lieu of making such payments. Unlike the situation where the passenger suffers delays in scheduled take-offs in a foreign land awaiting departure on the return leg of the journey, flight delays in the continent of charter origination present a serious problem only when the prospective passenger's home is located an appreciable distance from the airport city of departure. Thus, charter participants who converge from various distant points upon the city of charter origination would incur expenses while awaiting a long-delayed departure; but those passengers who reside in or near the city of departure could ordinarily remain at home and await notification of the intended departure of a long-delayed flight, thereby incurring a minimal amount of incidental expenses. We would expect air carriers to provide incidental expenses to those charter passengers whose homes are not located within a reasonable distance from the point of charter origination. We shall indicate our expectation in a footnote to § 295.14(c)(2).

Proposed rule. It is proposed to amend Part 295 of the Economic Regulations (14 CFR Part 295) as follows:

§ 295.14 [Amended]

1. Amend § 295.14(c)(1)(i) by deleting the words "bound from a point outside the continent where the charter originated to the point where it terminates" after the initial phrase therein "On all charter flights" so that the subdivision will read as follows:

(i) On all charter flights, unless the air carrier causes an aircraft to finally enplane each passenger and commence the take-off procedures at the airport of departure before the forty-eighth hour following the time scheduled for the departure of such flight, it shall provide substitute transportation in accordance with the provisions of this subparagraph.

2. Amend § 295.14(c)(2) by adding after the heading "Incidental expenses" in said subparagraph a footnote reading as follows:

*Although the requirements with respect to providing incidental expenses are made expressly applicable only to the return leg of a charter flight, the air carriers are expected, in the case of delay in departure of the originating leg of a flight, to furnish such incidental expenses to charter passengers whose homes are not located within a reasonable distance from the point of origination of the charter.

[F.R. Doc. 65-111; Filed, Jan. 5, 1965; 8:49 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 39]

[Docket No. 6417]

AIRWORTHINESS DIRECTIVES

Lockheed Models 188A/188C Series Aircraft

The Federal Aviation Agency has under consideration a proposal to amend Part 39 of the Federal Aviation Regu-

lations to include an airworthiness directive for Lockheed Models 188A and 188C Series aircraft. Several cracks have occurred at the lower No. 4 wing plank drain holes. To correct this condition, this AD requires inspection of the left and right lower No. 4 wing plank drain holes for cracks and repair of any cracks found.

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 docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before February 4, 1965, 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 § 39.13 of Part 39 (14 CFR Part 39), by adding the following airworthiness directive:

LOCKHEED. Applies to Models 188A and 188C aircraft.

Compliance required as indicated. As a result of cracks occurring at the lower No. 4 wing plank drain hole adjacent to Wing Station 159.6, accomplish the following:

(a) For aircraft with 5,000 or more hours' time in service as of the effective date of this AD, comply with paragraph (c) within the next 150 hours' time in service unless accomplished within 850 hours' time in service prior to the effective date of this AD, and thereafter at intervals not to exceed 1,000 hours' time in service from the last inspection.

(b) For aircraft with less than 5,000 hours' time in service as of the effective date of this AD, comply with paragraph (c) prior to the accumulation of 5,150 hours' time in service unless accomplished within 1,000 hours' time in service prior to the effective date of this AD, and thereafter at intervals not to exceed 1,000 hours' time in service from the last inspection.

(c) Visually or by use of other FAA approved methods, inspect the areas surrounding both left and right lower No. 4 wing plank drain holes located adjacent to Wing Station 159.6 for cracks radiating from the holes. Do not remove the ¼ inch diameter rivets which plug and seal the holes on wet bay aircraft. If inspection reveals no cracks on wet bay aircraft, no further action is required under this paragraph. If inspection reveals no cracks on dry bay aircraft, unless already accomplished, before further flight ream the existing drain holes to 0.313 inch diameter and round the edges to obtain a smooth surface.

(d) If a crack is found during the inspection required by paragraph (c), the following apply:

(1) If the crack length does not exceed 0.60 inch measured from the center of the drain hole, before further flight make a permanent repair in accordance with section

2.B. of Lockheed Service Bulletin 88/SB-587A as revised by Lockheed Service Bulletin 88/SB-587B, or an equivalent repair approved by the Chief, Aircraft Engineering Division, FAA Western Region. The aircraft may be ferried in accordance with the provisions of CAR 1.76 to the base at which the repairs are to be accomplished; and

(2) If the crack exceeds 0.60 inch measured from the center of the drain hole, before further flight make a permanent repair approved by the Chief, Aircraft Engineering Division, FAA Western Region. The aircraft may be ferried in accordance with the provisions of CAR 1.76 to the base at which the repairs are to be accomplished.

(e) The periodic reinspection may be discontinued for aircraft on which the drain hole cracks are repaired in accordance with paragraph (d) and for aircraft with uncracked drain hole areas on which the repair of section 2.B. of Lockheed Service Bulletin 88/SB-587A as revised by Lockheed Service Bulletin 88/SB-587B, or an equivalent approved by the Chief, Aircraft Engineering Division, FAA Western Region, is incorporated as a reinforcement.

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

(Lockheed Service Bulletins 88/SB-587A dated April 10, 1964, and 88/SB-587B dated August 20, 1964, cover this same subject.)

Issued in Washington, D.C., on December 28, 1964.

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

[P.R. Doc. 65-87; Filed, Jan. 5, 1965;
8:46 a.m.]

[14 CFR Part 61]

[Reg. Docket No. 6410; Notice 64-54]

CERTIFICATION; PILOTS AND FLIGHT INSTRUCTORS

Notice of Proposed Rule Making

The Federal Aviation Agency has under consideration a proposal to amend Part 61 of the Federal Aviation Regulations to permit an FAA inspector (or examiner) more flexibility in determining the amount and type of additional instruction (flight, synthetic trainer, or ground training) required of an applicant for an airline transport pilot certificate, or associated rating, who has failed the required flight test. This proposal would also permit an applicant's instructor to make the determination as to the amount and type of required additional instruction.

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 or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before March 5, 1965, will be considered by the Administrator before taking action on the proposed rule.

The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

Section 61.27(d) of the Federal Aviation Regulations requires that an applicant for an airline transport pilot certificate or associated rating, who fails the flight test may apply for retesting only after he has logged a prescribed amount of flight instruction and instrument flying, or has received such part of that practice or instruction as, in the Administrator's opinion, warrants retesting. Under the proposal, the rule, which now requires some flight training, would be relaxed to authorize the inspector (or examiner) who conducts the flight test, to permit the applicant to requalify by receiving additional flight training, synthetic trainer training, or ground training. Modern training aids, realistic synthetic trainers, and approved airplane simulators have been a valuable aid in improving the effectiveness of pilot training. It appears that they are particularly suited to instruction in the practice of emergency procedures, and permit training to be conducted with more safety since the frequency of flight operations under simulated emergency operations is reduced.

The amount and type of additional training an applicant should have may depend entirely upon how rapidly the applicant's proficiency improves as he receives additional training. The Agency is considering whether in these cases, the determination as to "how much of what type" of training should be left to the applicant's instructor. Since the applicant's instructor is required by § 61.27(e) to certify the applicant as ready for retesting, it might be proper, if the Administrator has so authorized, to give the instructor more control over the applicant's additional instruction. The final determination of the applicant's qualifications would still rest with the Agency at the time of retesting. Therefore, the rule could also be relaxed to permit the Administrator to delegate to the applicant's instructor the responsibility of determining the additional instruction necessary.

In consideration of the foregoing, it is proposed to amend § 61.27(d)(2) of Part 61 of the Federal Aviation Regulations to read as follows:

§ 61.27 Retesting after failure.

(d) *Airline transport; flight test.* * * *
(2) Received additional practice or instruction (flight, synthetic trainer, or ground training, or any combination thereof) that is necessary, in the opinion of the Administrator or the applicant's instructor (if the Administrator has authorized him to determine the additional instruction necessary) to prepare the applicant for retesting."

This proposal is made under the authority of sections 313(a), 314, 601, and 602 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1355, 1421, 1422).

Issued in Washington, D.C., on December 24, 1964.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[P.R. Doc. 65-68; Filed, Jan. 5, 1965;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 64-WE-9]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations which would alter the Fresno, Calif. (Chandler Municipal Airport), control zone and the Fresno, Calif., transition area.

1. The Fresno, Calif. (Chandler Municipal Airport), control zone is presently designated as that airspace within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 118°49'05" W.) and within 2 miles each side of the 232° bearing from the Fresno RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN, excluding the portion within the Fresno (Fresno Air Terminal) control zone. This control zone is effective from 0700 to 2300 hours, local time daily.

2. The Fresno, Calif., transition area is presently designated as that airspace extending upward from 700 feet above the surface within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 119°49'05" W.), excluding the portion within the arc of a 5-mile radius circle centered on Fresno Air Terminal; within 2 miles each side of the 232° bearing from the Fresno RBN, extending from the 5-mile radius area to 8 miles SW of the RBN; within 2 miles W and 4 miles E of the Fresno VORTAC 158° radial, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 16 miles SE of the VORTAC, and within 2 miles each side of the Fresno ILS localizer SE course, extending from the arc of a 5-mile radius circle centered on Fresno Air Terminal to 13 miles SE of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°00'00" N., longitude 119°30'00" W., to latitude 36°00'00" N., longitude 118°45'00" W., to latitude 36°56'00" N., longitude 119°20'00" W., to latitude 37°04'30" N., longitude 118°59'00" W., to latitude 37°29'00" N., longitude 119°15'00" W., to latitude 37°02'00" N., longitude 120°18'00" W., to latitude 36°37'00" N., longitude 119°56'00" W., thence E along latitude 36°37'00" N., to the W boundary of V-23, thence along the W boundary of V-23 to longitude 119°30'00" W., thence S along longitude 119°30'00" W. to the point of beginning.

The FAA, having reviewed terminal airspace requirements in the Fresno, Calif., terminal area to provide controlled airspace for the AL-161-VOR-1 instrument approach procedure, proposes the following airspace actions:

1. Redesignate the Fresno (Chandler Municipal Airport), control zone to comprise that airspace within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 119°49'05" W.); within 2 miles each side of the 232° True bearing from the Fresno Radio Beacon, extending from the 5-mile radius zone to 8 miles SW of the radio beacon and within 2 miles each side of the Fresno VORTAC 185° True radial, extending from the 5-mile radius zone to 1.5 miles S of the VORTAC, excluding the portion within the Fresno (Fresno Air Terminal) control zone. The control zone shall be effective from 0700 to 2300 hours, local time daily.

2. Alter the Fresno transition area to comprise that airspace extending upward from 700 feet above the surface within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 119°49'05" W.); within 2 miles each side of the 232° bearing from the Fresno RBN, extending from the 5-mile radius area to 8 miles SW of the RBN; within 2 miles each side of the Fresno VORTAC 185° True radial, extending from the 5-mile radius area to the VORTAC, excluding the portion within the arc of a 5-mile radius circle centered on the Fresno Air Terminal, and the portion northeast of a line 2 miles SW of and parallel to the Fresno VORTAC 143° True radial, extending from the arc of a 5-mile radius circle centered on Fresno Air Terminal to the VORTAC; within 2 miles W and 4 miles E of the Fresno VORTAC 158° True radial, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 13 miles SE of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°00'00" N., longitude 119°30'00" W., to latitude 36°00'00" N., longitude 118°45'00" W., to latitude 36°56'00" N., longitude 119°20'00" W., to latitude 37°04'30" N., longitude 118°59'00" W., to latitude 37°29'00" N., longitude 119°15'00" W., to latitude 37°02'00" N., longitude 120°18'00" W., to latitude 36°37'00" N., longitude 119°56'00" W., thence E along latitude 36°37'00" N., to the W boundary of V-23; thence along the W boundary of V-23 to longitude 119°30'00" W.; thence S along longitude 119°30'00" W. to the point of beginning.

The actions proposed herein would, in part, increase the size of the Fresno (Chandler Municipal Airport) control zone by the addition of an extension to the north to provide protection for aircraft executing the prescribed instrument approach procedure to the Chandler Airport. The addition of the 700-foot transition area extension north of Chandler would provide protection for aircraft executing the prescribed instrument procedure during the period the Chandler control zone is not effective.

The 1,200-foot portion of the presently designated Fresno transition area would require no alteration based on the actions proposed herein.

No revisions to prescribed instrument approach procedures would be required by the actions proposed herein.

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, Post Office 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. 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.

A public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 5651 West Manchester Avenue, Los Angeles, Calif., 90045.

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

Issued in Los Angeles, Calif., on December 22, 1964.

A. E. HORNING,
Acting Director,
Western Region.

[P.R. Doc. 65-69; Filed, Jan. 5, 1965;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 63-WE-97]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations which would alter the controlled airspace in the Crows Landing, Calif., terminal area.

The following controlled airspace is presently designated in the Crows Landing terminal area:

1. The Crows Landing control zone is designated within a 5-mile radius of ALF Crows Landing (latitude 37°24'35" N., longitude 121°06'40" W.) and within 2 miles either side of the ALF Crows Landing TACAN 327° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN, excluding the portion within R-2528.

2. The Crows Landing transition area is designated as that airspace extending upward from 1,200 feet above the surface, bounded on the SW by V-107, on the N by V-244S and on the E by V-109. The portions within R-2525 and R-2528 shall be used only after obtaining prior approval from appropriate authority.

To complete the implementation of CAR Amendments 60-21/60-29 in the

Crows Landing terminal area, the Federal Aviation Agency has under consideration the following airspace action:

1. Redesignate the Crows Landing control zone as that airspace within a 5-mile radius of ALF Crows Landing (latitude 37°24'35" N., longitude 121°06'40" W.), excluding the portion within a 1-mile radius of Patterson Field, Patterson, Calif. (latitude 37°28'05" N., longitude 121°10'06" W.). The control zone is to be effective from 0800 to 0100 hours, local time, Monday through Friday. The portion within R-2528 would be used only after obtaining prior approval from appropriate authority.

2. Redesignate the Crows Landing transition area as that airspace extending upward from 700 feet above the surface within 2 miles each side of the Crows Landing TACAN 359° True radial, extending from the arc of a 5-mile radius circle centered on ALF Crows Landing (latitude 37°24'35" N., longitude 121°06'40" W.) to 7 miles N of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 37°38'00" N., on the E by V-109, on the SW by V-107 and on the W by longitude 121°31'00" W. The portions within R-2528 and R-2525 would be used only after obtaining prior approval from appropriate authority.

The actions proposed herein would, in part, reduce the size of the present Crows Landing control zone by revoking the north extension and by excluding the portion within a 1-mile radius of Patterson Field. It has been determined that the exclusion of Patterson Field from the Crows Landing control zone would be in the public interest.

The 700-foot portion of the transition area is required to provide protection for aircraft executing TACAN approach procedures when these aircraft are less than 1,500 feet, but not below 1,000 feet above the surface.

The 1,200-foot portion of the transition area is required to provide protection for aircraft executing prescribed instrument approach, holding and missed approach procedures at altitudes above 1,500 feet above the surface. No revisions to prescribed instrument procedures would be required.

At a future date, after adjacent terminal areas have been examined under the CAR 60-21/29 implementation program, it is planned that the floors of VOR airways adjacent to the Crows Landing area would be raised to 1,200 feet or more above the surface.

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, Post Office 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. 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.

A public docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 5651 West Manchester Avenue, Los Angeles, Calif., 90045.

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

Issued in Los Angeles, Calif., on December 22, 1964.

JOSEPH H. TIPPETS,
A. E. HORNING,
Acting Director,
Western Region.

[F.R. Doc. 65-70; Filed, Jan. 5, 1965;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 64-CE-41]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration; Supplemental Notice

The Federal Aviation Agency is considering a revised proposal with respect to designation of controlled airspace at Green Bay, Wis. It is also considering an amendment to Part 71 of the Federal Aviation Regulations which would alter controlled airspace in the Appleton, Wis., terminal area.

The following controlled airspace is presently designated in the Appleton, Wis., terminal area: The Appleton, Wis., transition area is designated as that airspace extending upward from 700 feet above the surface within a 4-mile radius of Outagamie County Airport, Appleton, Wis. (latitude 44°17'05" N., longitude 88°21'55" W.), and within 2 miles each side of the 089° bearing from the airport, extending from the 4-mile radius area to 8 miles E of the airport.

In the notice of proposed rule making published in the FEDERAL REGISTER on September 1, 1964 (29 F.R. 12479), the Federal Aviation Agency proposed to redesignate the Green Bay, Wis., control zone and transition area. The notice stated, in part, that the portion of the proposed transition area with a floor of 1,200 feet above the surface is required to protect aircraft in the Stadium Intersection holding pattern.

Subsequent to publication of the notice, it was decided to provide radar vectoring for aircraft between Clintonville, Appleton, Oshkosh, and Green Bay, Wis. Plans were also completed to move the privately-owned radio beacon from old Outagamie County Airport, Appleton, Wis., to the new Outagamie County Airport. In view of these developments, the notice proposing to alter the Green Bay transition area must be amended and the Appleton, Wis., transition area must be redesignated. Accordingly, the Federal

Aviation Agency has under consideration the following airspace actions:

1. Redesignate the Green Bay transition area as that airspace extending upward from 700 feet above the surface within a 6-mile radius of Austin-Straubel Airport, Green Bay, Wis. latitude 44°29'15" N., longitude 88°07'45" W.; within 2 miles each side of the Green Bay VORTAC 326° radial, extending from the 6-mile radius area to 8 miles NW of the VORTAC, and within 2 miles each side of the Green Bay ILS localizer SW and NE courses, extending from 8 miles SW to 21 miles NE of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 44°32'00" N., longitude 87°44'30" W.; thence to latitude 44°32'00" N., longitude 87°27'00" W.; thence S along longitude 87°27'00" W. to latitude 44°08'00" N.; thence to latitude 44°02'00" N., longitude 87°40'00" W.; thence W along latitude 44°02'00" N. to the W boundary of V-217; thence NW along the W boundary of V-217 to latitude 44°12'00" N.; thence W along latitude 44°12'00" N. to longitude 88°25'30" W.; thence counterclockwise along an arc of a 16-mile radius circle centered on Winnebago County Airport, Oshkosh, Wis. (latitude 43°59'20" N., longitude 88°33'15" W.) to longitude 88°49'00" W.; thence NE to latitude 44°27'00" N., longitude 88°12'00" W.; thence NE to latitude 44°31'32" N., longitude 88°28'45" W.; thence clockwise along the arc of an 18-mile radius circle centered on Austin-Straubel Airport to the east edge of V-7; thence NE along the E edge of V-7 to intersect an arc of a 20-mile radius circle centered on Austin-Straubel Airport; thence clockwise along the 20-mile radius arc to the point of beginning.

2. Redesignate the Appleton, Wis., transition area as that airspace extending upward from 700 feet above the surface within a 5-mile radius of Outagamie County Airport, Appleton, Wis. (latitude 44°15'40" N., longitude 88°31'10" W.), within 2 miles each side of the 135° bearing from Outagamie County Airport extending from the 5-mile radius area to 7 miles SE of the airport and within 2 miles each side of the 285° bearing from Outagamie County Airport extending from the 5-mile radius area to 8 miles W of the airport.

The additional 1,200-foot floor transition area at Green Bay, Wis., would provide protection for aircraft executing the procedure turn portion of prescribed special instrument approach procedures at the new Outagamie County Airport, Appleton, Wis., and for aircraft being radar vectored by the Chicago ARTC Center between the Clintonville, Green Bay, Appleton, and Oshkosh, Wis., airports. The 700-foot floor transition area at Appleton, Wis., would provide protection for aircraft executing prescribed special instrument approach procedures at the new Outagamie County Airport during descent below 1,500 feet above the surface. The proposed modification to the Appleton transition area will cancel that portion of the transition area which provided protection for aircraft execut-

ing special instrument approach procedures at the old Outagamie County Airport.

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

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, ATTN: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. 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 public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

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

Issued at Kansas City, Mo., on December 22, 1964.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65-71; Filed, Jan. 5, 1965;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 64-SO-69]

TRANSITION AREA

Proposed Redesignation

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would redesignate the transition area at Augusta, Ga.

The Augusta, Ga., transition area is presently designated as that airspace extending upward from 700 feet above the surface within a 9-mile radius of Bush Field, Augusta, Ga. (latitude 33°22'10" N., longitude 81°57'55" W.); within a 5-mile radius of Daniel Field, Augusta, Ga. (latitude 33°27'55" N., longitude 82°02'25" W.); within 8 miles W and 5 miles E of the Augusta LOM 168° bearing, extending from the Bush Field 9-mile radius area to 12 miles S of the LOM; within 2 miles each side of the Augusta VOR 140° and 320° radials, extending from the Daniel Field 5-mile radius area to 8 miles NW of the VOR; within 2 miles each side of the 348° bearing from the Augusta LMM, extending from the Augusta LMM to 18 miles N of the LMM;

that airspace extending upward from 1,200 feet above the surface within the area bounded by a line extending from the intersection of longitude 82°50'00" W., and a line 10 miles N of and parallel to the Augusta VOR 278° radial; thence E via a line 10 miles N of and parallel to the Augusta VOR 278° radial; to and clockwise along the arc of a 23-mile radius circle centered at the Augusta VOR; to and N along a line 10 miles W of and parallel to the Augusta VOR 359° radial; to and counterclockwise along the arc of a 15-mile radius circle centered on the Greenwood, S.C., VOR; to and S along a line 8 miles E of and parallel to the Augusta VOR 359° radial; to and clockwise along the arc of a 23-mile radius circle centered on the Augusta VOR; to and NE along the N boundary of V-155; to longitude 81°41'30" W.; to latitude 33°46'00" N., longitude 81°37'00" W.; to latitude 33°23'25" N., longitude 81°37'00" W.; thence via a line extending through latitude 33°23'25" N., longitude 81°37'00" W., and latitude 33°05'30" N., longitude 81°48'45" W.; to and S along the E boundary of V-185; to and SW along the N boundary of V-70; to and N along a line 8 miles W of and parallel to the Augusta VOR 157° radial; to latitude 33°03'30" N., longitude 82°02'20" W.; to latitude 33°03'50" N., longitude 82°50'00" W., thence N via longitude 82°50'00" W. to the point of beginning; and that airspace extending upward from 3,000 feet MSL bounded on the N by a line extending from latitude 33°03'40" N., longitude 82°30'00" W.; to latitude 33°03'30" N., longitude 82°02'20" W., on the E by a line 8 miles W of and parallel to the Augusta VOR 157° radial, on the S by the N boundary of V-70, and on the W by longitude 82°30'00" W.; excluding the portions which would coincide with R-3003, R-3004, and R-6004.

The Federal Aviation Agency, having completed a review of the terminal airspace structure requirements for the protection of the newly established instrument approach procedure based on the relocated Augusta nondirectional radio beacon, proposes the airspace action hereinafter set forth.

The Augusta transition area would be redesignated to include that airspace extending upward from 700 feet above the surface within 2 miles each side of the 346° bearing from the Augusta RBN, extending from the Daniel Field 5-mile radius area to 8 miles N of the RBN.

This additional controlled airspace is required for the protection of the newly established instrument approach procedure based on the relocated radio beacon.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Director, Southern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Post Office Box 20636, Atlanta, Ga. 30320. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No 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 Division. 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 Southern Regional Office, Federal Aviation Agency, Room 724, 3400 Whipple Street, East Point, Georgia.

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

Issued in East Point, Ga., on December 18, 1964.

PAUL H. BOATMAN,
Acting Director,
Southern Region.

[P.R. Doc. 65-72; Filed, Jan. 5, 1965;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 63-SW-60]

TRANSITION AREA Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations which would alter the controlled airspace in the Stillwater, Okla., terminal area.

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

1. The Stillwater, Okla., transition area is designated as that airspace extending upward from 700 feet above the surface within a 5-mile radius of Searcy Field, Stillwater, Okla. (latitude 36°09'30" N., longitude 97°05'05" W.), and within 5 miles E and 8 miles W of the 359° bearing from the airport, extending from the airport to 12 miles N.

2. The Oklahoma City, Okla., transition area is designated as that airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 35°15'30" N., longitude 97°19'00" W.; to latitude 35°23'00" N., longitude 97°14'30" W.; to latitude 35°40'30" N., longitude 97°14'30" W.; to latitude 35°40'30" N., longitude 97°28'30" W.; to latitude 35°39'00" N., longitude 97°40'00" W.; to latitude 35°33'00" N., longitude 97°50'00" W.; to latitude 35°34'30" N., longitude 97°58'00" W.; to latitude 35°22'30" N., longitude 98°02'00" W.; to latitude 35°18'00" N., longitude 97°42'00" W.; to latitude 35°08'00" N., longitude 97°42'00" W.; to latitude 35°08'00" N., longitude 97°28'00" W.; to latitude 35°15'30" N., longitude 97°28'00" W.; and within 8 miles NW and 5 miles SE of the Oklahoma City VORTAC 230° radial, extending from the VORTAC to 12 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 57-mile radius of latitude 35°25'50" N., longitude 97°35'10" W.,

within 6 miles SE and 9 miles NW of the Oklahoma City VORTAC 242° radial, extending from the 57-mile radius area to 52 miles SW of the VORTAC, within 6 miles S and 9 miles N of the Oklahoma City VORTAC 282° radial, extending from the 57-mile radius area to 62 miles W of the VORTAC, and within 8 miles W and 5 miles E of the 360° and 180° bearings from Searcy Field, Stillwater, Okla. (latitude 36°09'30" N., longitude 97°05'00" W.), extending from 13 miles N to 7 miles S of the airport, excluding the portion N of a line extending from latitude 35°54'00" N., longitude 98°25'00" W., to latitude 35°48'00" N., longitude 98°18'00" W., to latitude 36°03'00" N., longitude 97°23'30" W., to latitude 36°13'25" N., longitude 97°18'20" W.

The Federal Aviation Agency proposes to redesignate the portion of the Oklahoma City transition area extending upward from 1,200 feet above the surface as that airspace within a 57-mile radius of latitude 35°25'50" N., longitude 97°35'10" W., within 6 miles SE and 9 miles NW of the Oklahoma City VORTAC 242° radial, extending from the 57-mile radius area to 62 miles W of the VORTAC, and within the area bounded on the E by longitude 96°54'00" W., and on the W by longitude 97°18'20" W., extending N from the 57-mile radius area to latitude 36°26'00" N., excluding the portion N of a line extending from latitude 35°54'00" N., longitude 98°25'00" W., to latitude 35°48'00" N., longitude 98°18'00" W., to latitude 36°03'00" N., longitude 97°23'30" W., to latitude 36°13'25" N., longitude 97°18'20" W.

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

The proposed alteration of the 1,200 foot portion of the Oklahoma City, Okla., transition area would provide protection for aircraft executing prescribed instrument holding, arrival and departure procedures at and above 1,500 feet above the surface based on the new Stillwater, Okla., TVOR which is scheduled to be commissioned on or about April 15, 1965.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Southwest Region, Federal Aviation Agency, Post Office Box 1689, Fort Worth, Tex., 76101. All communications received within 45 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 Division. 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 Office of the Regional Counsel, Southwest Region, Federal Aviation Agency, Fort Worth, Tex. An informal Docket will also be available for examination at the Office of the Chief, Air Traffic Division.

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

Issued in Fort Worth, Tex., on December 21, 1964.

ARCHIE W. LEAGUE,
Director, Southwest Region.

[F.R. Doc. 65-73; Filed, Jan. 5, 1965;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 64-WE-12]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would alter the Alamosa, Colo., transition area.

The Alamosa transition area is presently designated as that airspace extending upward from 1,200 feet above the surface within 10 miles SW and 7 miles NE of the Alamosa VORTAC 336° and 156° radials, extending from 20 miles NW to 9 miles SE of the VORTAC, excluding the airspace within Federal airways.

To complete the implementation of CAR Amendments 60-21/60-29 in the Alamosa terminal area, the Federal Aviation Agency has under consideration the following airspace action:

Redesignate the Alamosa, Colo., transition area as that airspace extending upward from 700 feet above the surface within a 5-mile radius of Alamosa Municipal Airport (latitude 37°26'15" N., longitude 105°51'40" W.) and within 2 miles each side of the Alamosa VORTAC 127° and 307° True radials, extending from the 5-mile radius area to 8 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the Alamosa VORTAC 339° True radial, extending from 2 miles S to 13 miles N of the VORTAC; within 8 miles NE and 5 miles SW of the Alamosa VORTAC 127° True radial, extending from 2 miles NW to 12 miles SE of the VORTAC, and within 5 miles each side of the Alamosa VORTAC 334° True radial, extending from the VORTAC to 17 miles NW of the VORTAC.

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

The 700-foot portion of the transition area will provide protection to aircraft

maneuvering between 1,000 and 1,500 feet above the surface executing approach and departure procedures at Alamosa.

The 1,200-foot portion of the transition area will provide protection to aircraft maneuvering at and above 1,500 feet above the surface executing approach, departure and holding procedures.

At a future date, after adjacent terminal areas are examined under the CAR 60-21/60-29 implementation program, it is planned that the floors of Federal airways connecting with Alamosa will be raised to 1,200 feet or more above the surface.

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

Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Western Region, Federal Aviation Agency, 5651 West Manchester Avenue, Los Angeles, Calif., 90045.

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, Post Office 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. 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.

A public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 5651 West Manchester Avenue, Los Angeles, Calif., 90045.

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

Issued in Los Angeles, Calif., on December 22, 1964.

A. E. HORNING,
Acting Director, Western Region.

[F.R. Doc. 65-74; Filed, Jan. 5, 1965;
8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-SO-60]

CONTROL ZONE AND TRANSITION AREA

Proposed Designation and Redesignation; Supplemental Notice

Correction

In F.R. Doc. 64-13187, appearing at page 18231 of the issue for Wednesday, December 23, 1964, the transition area description in the center column is corrected as follows: At the beginning of the fourth line, "35°57'55" N." should read "35°57'05" N."

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 15690]

FM BROADCAST STATIONS

Proposed Table of Assignments; Order Extending Time To File Reply Comments

In the matter of amendment of § 73.202, Table of Assignments, FM Broadcast Stations (Iowa Falls, Iowa; West Terre Haute, Ind.; Larned, Kans.; Kingston, N.Y.; Pittsfield, Mass.; Elmira, N.Y.; Orleans, Mass.; Magee, and Hazlehurst, Miss.; Alexandria and Wadena, Minn.; Titusville and Ocala, Fla.; Mexico, Hannibal, Moberly and Marshall, Mo.; Danville and Pulaski, Va. and Durham and Elizabeth City, N.C.; and Reno, Nev.), Docket No. 15690, RM-623, RM-659, RM-627, RM-634, RM-630, RM-631, RM-633, RM-618, RM-621, RM-625, RM-619, RM-620, RM-628, RM-647.

1. Marvin L. Mathis, Robin H. Mathis, Ralph C. Mathis, Rad W. Mathis and John B. Skelton, Jr. d/b/as Southeast Mississippi Broadcasting Company has filed a petition for extension of time to file reply comments in Docket No. 15690 with specific respect to the proposal contained in RM-618 concerning FM assignments in Magee and Hazlehurst, Mississippi.

2. Southeast submits that one party, Scott County Broadcasting Company, Inc., permittee of radio station WMAG-FM, Forrest, Mississippi, filed comments in response to RM-618, proposing two alternatives to the Southeast proposal, one of which would preclude a grant of its proposal and the second of which may involve a mileage separation shortage. Both alternatives seek a Class C assignment in Forrest. Southeast states further that it has been advised by Scott that there is available a third alternative which would permit the assignment of a

Class C channel to both Magee and Forrest and which would conform to all the rules and that it would like to pursue this matter further. It requests that the time for filing reply comments be extended from December 23, 1964 to January 8, 1965.

3. The Commission is of the view that an extension of time for filing reply comments is warranted in this case and accordingly: *It is ordered*, That the time for filing reply comments in Docket No. 15690 with respect to RM-618 only, is extended to January 8, 1965.

4. This action is taken pursuant to authority contained in sections 4(i), 5(d) (1) and 303(r) of the Communications Act of 1934, as amended, and § 0.281(d) (8) of the Commission's rules and regulations.

Adopted: December 28, 1964.

Released: December 31, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-106; Filed, Jan. 5, 1965;
8:49 a.m.]

Notices

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[P. & S. Docket No. 425]

SIOUX CITY STOCK YARDS, SIOUX CITY, IOWA

Notice of Petition for Modification of Rate Order

Pursuant to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), an order was issued on December 23, 1964, authorizing the respondent, The Sioux City Stock Yards, Sioux City, Iowa, a division of United Stockyards Corp., to assess the current temporary schedule of rates and charges to and including December 31, 1966, unless modified or extended by further order before the latter date.

On December 23, 1964, a petition was filed on behalf of the respondent requesting authority to modify, as soon as possible, the current temporary schedule of rates and charges as indicated below, and requesting that the current schedule, as so modified, be continued in effect "until and unless modified by further order."

In Item 3, amend the charges applicable to so-called "Plants" or resales by commission firms and set forth in column 1 of said Item 3, per head, as follows:

	Present	Proposed
Cattle (except bulls 700# or over)	\$0.96	\$1.02
Bulls (minimum 700)	1.25	1.30
Calves (400# or under)	.55	.57
Hogs	.34	.36

The modifications, if authorized, will produce additional revenue for the respondent and increase the cost of marketing livestock. Accordingly, it appears that this public notice of the filing of the petition and its contents should be given in order that all interested persons may have an opportunity to indicate a desire to be heard in the matter.

All interested persons who desire to be heard in the matter shall notify the Hearing Clerk, United States Department of Agriculture, Washington, D.C., 20250, within 15 days after the publication of this notice in the FEDERAL REGISTER.

Done at Washington, D.C., this 30th day of December 1964.

DONALD A. CAMPBELL,
Director, Packers and Stock-
yards Division, Agricultural
Marketing Service.

[P.R. Doc. 65-82; Filed, Jan. 5, 1965;
8:47 a.m.]

Agricultural Research Service CERTAIN HUMANELY SLAUGHTERED LIVESTOCK

Identification of Carcasses

Pursuant to section 4 of the Act of August 27, 1958 (7 U.S.C. 1904) and the statement of policy thereunder in 9 CFR Part 181, the following table lists the establishments operated under Federal inspection under the Meat Inspection Act (21 U.S.C. et seq.) which were officially reported on December 1, 1964, as humanely slaughtering and handling on that date the species of livestock respectively designated for such estab-

lishments in the table. Additions to and deletions from this list will be made from time to time, as the facts may warrant, by notice published in the FEDERAL REGISTER. The establishment number given with the name of establishment is branded on each carcass of livestock inspected at that establishment. The table should not be understood to indicate that all species of livestock slaughtered at a listed establishment are slaughtered and handled by humane methods unless all species are listed for that establishment in the table. Nor should the table be understood to indicate that the affiliates of any listed establishment use only humane methods:

Name of establishments	Establishment No.	Cattle	Calves	Sheep	Goats	Swine	Horses
Armour and Co.	2C	()					
Do	2H	()					
Do	2W	()					
Do	2AD	()					
Do	2AG	()					
Do	2AT	()			()	()	
Do	2AU	()		()			
Do	2BA	()					
Do	2EM	()					
Do	2HT	()					
Do	2LT	()					
Do	2SA	()					
Do	2SD	()					
Do	2SI	()					
Do	2WN	()					
Do	2WP	()					
Swift and Co.	3A	()					
Do	3B	()					
Do	3C	()					
Do	3D	()					
Do	3E	()					
Do	3F	()					
Do	3H	()					
Do	3K	()					
Do	3L	()					
Do	3N	()					
Do	3R	()					
Do	3S	()					
Do	3T	()					
Do	3W	()					
Do	3Y	()					
Do	3Z	()					
Do	3AC	()					
Do	3AE	()					
Do	3AF	()					
Do	3AN	()					
Do	3AW	()					
Do	3CC	()					
Do	3FF	()					
Do	3NN	()					
Do	3UU	()					
Lykes Bros., Inc.	8	()					
Do	8B	()					
Do	10	()					
Pauly Packing Co., Inc.	12	()					
Hygrade Food Products Corp.	12A	()					
Do	12C	()					
Do	12D	()					
Do	12G	()					
Do	12P	()					
Do	12T	()					
Mickelberrys Food Products Co.	16	()					
John Morrell and Co.	17	()					
Do	17A	()					
Do	17D	()					
Do	17E	()					
Do	17U	()					
The H. H. Meyer Packing Co.	18	()					
O. Finkbeiner, Inc.	19	()					
The Cudahy Packing Co.	19E	()					
Do	19F	()					
Wilson and Co., Inc.	20A	()					
Do	20N	()					
Do	20Q	()					
Do	20U	()					
Do	20Y	()					
Swift and Co.	23	()					
Brander Meat Co.	25	()					
The Sperry and Barnes Co.	27C	()					
Patrick Cudahy, Inc.	28	()					
Samuels and Co., Inc.	29	()					

Name of establishments	Establishment No.	Cattle	Calfves	Sheep	Goats	Swine	Horses
Kreinberg and Krenny, Inc.	50	○○○○○○○○○○	○○○○			○○	
Superior Ground Meats, Inc.	51					○○	
Virginia Packers, Inc.	52					○○	
Kanlan Packing Co.	53			○			
The Canton Provision Co.	54			○○			
Pocomoke Provision Co.	55						
Armour and Co.	56						
Sunnyland Packing Co.	57						
Stark Water and Co., Inc.	58						
Do.	59						
Idaho Meat Packers.	60						
Consolidated Dressed Beef Co., Inc.	61	○○○○○○○○○○	○○○○				
Lackawanna Beef and Provision Co.	62	○○○○○○○○○○	○○○○				
Midwestern Beef, Inc.	63	○○○○○○○○○○	○○○○				
Sunnyvale Packing Co. of Alabama	64	○○○○○○○○○○	○○○○				
Gillette, Inc.	65	○○○○○○○○○○	○○○○				
Glover Packing Co. of Amarillo	66	○○○○○○○○○○	○○○○				
Do.	67	○○○○○○○○○○	○○○○				
Gooch Packing Co., Inc.	68	○○○○○○○○○○	○○○○				
Soltrick Ranch Co.	69	○○○○○○○○○○	○○○○				
Somerville Packing Co.	70	○○○○○○○○○○	○○○○				
The Quaker Oats Co.	71	○○○○○○○○○○	○○○○				
Meat Quality Laboratory	72	○○○○○○○○○○	○○○○				
Albion University	73	○○○○○○○○○○	○○○○				
Allen's Wholesale Meats, Inc.	74	○○○○○○○○○○	○○○○				
Estrow Thompson and Son	75	○○○○○○○○○○	○○○○				
Eastern Packing Co.	76	○○○○○○○○○○	○○○○				
Do.	77	○○○○○○○○○○	○○○○				
The Parker Packing Co.	78	○○○○○○○○○○	○○○○				
City Cashier Packing Co.	79	○○○○○○○○○○	○○○○				
Hill Packing Co.	80	○○○○○○○○○○	○○○○				
Edgar Packing Co.	81	○○○○○○○○○○	○○○○				
Oakwood Farms Packing Corp.	82	○○○○○○○○○○	○○○○				
Excel Packing Co., Inc.	83	○○○○○○○○○○	○○○○				
Utah Veal Co.	84	○○○○○○○○○○	○○○○				
The E. Kohls Sons Co.	85	○○○○○○○○○○	○○○○				
Hygrade Food Products Corp.	86	○○○○○○○○○○	○○○○				
Starbuck Provision Co.	87	○○○○○○○○○○	○○○○				
Shonyo Packing Co.	88	○○○○○○○○○○	○○○○				
Sammels and Co., Inc.	89	○○○○○○○○○○	○○○○				
The Val Dweker Packing Co.	90	○○○○○○○○○○	○○○○				
Central Packing Co., Inc.	91	○○○○○○○○○○	○○○○				
John Engelborn and Sons	92	○○○○○○○○○○	○○○○				
A. Kochs Sons	93	○○○○○○○○○○	○○○○				
Armour and Co.	94	○○○○○○○○○○	○○○○				
Liberty Packing Co.	95	○○○○○○○○○○	○○○○				
L. Kaplan, Inc.	96	○○○○○○○○○○	○○○○				
H. Graver Co.	97	○○○○○○○○○○	○○○○				
Swift and Co.	98	○○○○○○○○○○	○○○○				
J. Lynn Cornwell, Inc.	99	○○○○○○○○○○	○○○○				
Constris Packing Co., Inc.	100	○○○○○○○○○○	○○○○				
Wilson and Co., Inc.	101	○○○○○○○○○○	○○○○				
Bohman Packing Co., Inc.	102	○○○○○○○○○○	○○○○				
Morris Packing Co.	103	○○○○○○○○○○	○○○○				
The Mercantile Co.	104	○○○○○○○○○○	○○○○				
West Coast Meat Co., Inc.	105	○○○○○○○○○○	○○○○				
Marboeder Packing Co., Inc.	106	○○○○○○○○○○	○○○○				
E. J. Arlt and Sons, Inc.	107	○○○○○○○○○○	○○○○				
City Dressed Beef Co.	108	○○○○○○○○○○	○○○○				
John Harrell and Co.	109	○○○○○○○○○○	○○○○				
John Bach and Co., Inc.	110	○○○○○○○○○○	○○○○				
Yonah Packing Co., Inc.	111	○○○○○○○○○○	○○○○				
Arnold Farms Co.	112	○○○○○○○○○○	○○○○				
Do.	113	○○○○○○○○○○	○○○○				
Edward J. Knausler, Inc.	114	○○○○○○○○○○	○○○○				
R. B. Rye Sausage Co., Inc.	115	○○○○○○○○○○	○○○○				
Silver Falls Packing Co., Inc.	116	○○○○○○○○○○	○○○○				
Combind Dressed Beef, Inc.	117	○○○○○○○○○○	○○○○				
Armour and Co.	118	○○○○○○○○○○	○○○○				
Missouri Farmers Association Packing Division.	119	○○○○○○○○○○	○○○○				
Do.	120	○○○○○○○○○○	○○○○				
Carr Packing Co., Inc.	121	○○○○○○○○○○	○○○○				
Food E. Harrell and Son, Inc.	122	○○○○○○○○○○	○○○○				
New York State College of Agriculture	123	○○○○○○○○○○	○○○○				
Swift and Co.	124	○○○○○○○○○○	○○○○				
196A	125	○○○○○○○○○○	○○○○				
Waboo Packing Co.	126	○○○○○○○○○○	○○○○				
Do.	127	○○○○○○○○○○	○○○○				
Do.	128	○○○○○○○○○○	○○○○				
Do.	129	○○○○○○○○○○	○○○○				
Do.	130	○○○○○○○○○○	○○○○				
Do.	131	○○○○○○○○○○	○○○○				
Do.	132	○○○○○○○○○○	○○○○				
Do.	133	○○○○○○○○○○	○○○○				
Do.	134	○○○○○○○○○○	○○○○				
Do.	135	○○○○○○○○○○	○○○○				
Do.	136	○○○○○○○○○○	○○○○				
Do.	137	○○○○○○○○○○	○○○○				
Do.	138	○○○○○○○○○○	○○○○				
Do.	139	○○○○○○○○○○	○○○○				
Do.	140	○○○○○○○○○○	○○○○				
Do.	141	○○○○○○○○○○	○○○○				
Do.	142	○○○○○○○○○○	○○○○				
Do.	143	○○○○○○○○○○	○○○○				
Do.	144	○○○○○○○○○○	○○○○				
Do.	145	○○○○○○○○○○	○○○○				
Do.	146	○○○○○○○○○○	○○○○				
Do.	147	○○○○○○○○○○	○○○○				
Do.	148	○○○○○○○○○○	○○○○				
Do.	149	○○○○○○○○○○	○○○○				
Do.	150	○○○○○○○○○○	○○○○				
Do.	151	○○○○○○○○○○	○○○○				
Do.	152	○○○○○○○○○○	○○○○				
Do.	153	○○○○○○○○○○	○○○○				
Do.	154	○○○○○○○○○○	○○○○				
Do.	155	○○○○○○○○○○	○○○○				
Do.	156	○○○○○○○○○○	○○○○				
Do.	157	○○○○○○○○○○	○○○○				
Do.	158	○○○○○○○○○○	○○○○				
Do.	159	○○○○○○○○○○	○○○○				
Do.	160	○○○○○○○○○○	○○○○				
Do.	161	○○○○○○○○○○	○○○○				
Do.	162	○○○○○○○○○○	○○○○				
Do.	163	○○○○○○○○○○	○○○○				
Do.	164	○○○○○○○○○○	○○○○				
Do.	165	○○○○○○○○○○	○○○○				
Do.	166	○○○○○○○○○○	○○○○				
Do.	167	○○○○○○○○○○	○○○○				
Do.	168	○○○○○○○○○○	○○○○				
Do.	169	○○○○○○○○○○	○○○○				
Do.	170	○○○○○○○○○○	○○○○				

No. 3

Names of establishments	Establishment No.	Cattle	Calves	Sheep	Goats	Swine	Horses
Star Packing Co.	306	⊙	⊙	⊙			
Surrell Packing Co.	307	⊙	⊙	⊙			
Kaufman Meat Packers, Inc.	310						
Melton Provision Co., Inc.	311						
Leal Packing Co., Inc.	312						
Rudy's Farm Co.	315						
Duntzer's of Manchester, Inc.	316						
Esker Packing Co.	319						
Stadler Packing Co., Inc.	320						
Rudnick Packing Co., Inc.	325						
Frison Packing Co.	327						
C and M Meat Packing Corp.	329						
Royal Packing Co.	331						
Skolnik Packing Co.	331A						
Shapiro Packing Co., Inc.	332						
Great Western Packing Co., Inc.	334						
Nobles Independent Meat Co.	335						
Chino Valley Meat Packing Co., Inc.	336						
Sam Kase Packing Co.	341						
Des Moines Packing Co., Inc.	342						
Peter Packing Co., Inc.	344						
Anna Packing Co., Inc.	345						
Acme Packing Co.	351						
Samuel Eastman Packing Co.	353						
Summit Meat Packing Co.	354						
Hernandez Packing Co., Inc.	355						
March Meat Co.	362						
Meyers Packing Co.	363						
Minnehaha Meat Packing Co.	364						
James Allen and Sons	365						
Westport Packing Corp.	369						
Bowling Provision Co., Inc.	372						
Fisher Packing Co.	374						
Cross Bros. Meat Packers, Inc.	375						
Salmos Meat Co.	378						
Enage Packing Co., Inc.	380						
Southfield Packing Co., Inc.	382						
Acme Markets, Inc.	384						
City Custom Packing Co., Inc.	387						
Lehmann Packing Co.	388						
Dugdale Packing Co.	390						
O'Leary's Farm Sausage Co., Inc.	392						
Roth Packing Co.	394						
Robert L. Bunn, Inc.	395						
Debusse Packing Co.	396						
Logan Packing Co.	397						
Superior Packing Co.	399						
Les Bano Abator	400						
Owens Country Sausage, Inc.	402						
William Packing Co., Inc.	405						
Neuhoff Bros.	406						
English Packing Co., Inc.	410						
Alpen Packing Co.	412						
The Laundry Packing Co.	413A						
Frederick Meats	414						
Frederick Bonless Beef Co.	418						
Murray Packing Co., Inc.	421						
E. W. Knapp, Inc., of Iowa	422						
The Collins Packing Co.	423						
Hebron Packing Co., Inc.	425						
Loze Star Packing Co.	433						
Queen Packing Corp.	436						
Schmidler Packing Co.	438						
Ornaha Dressed Beef Co., Inc.	441						
Del Curtis Meat Co.	445						
Footless Packing Co., Inc.	448						
Rosenbhal Packing Co. of Paris	451						
Dewitt Packing Corp.	456						
Swift and Co.	459						
Morris Eflin and Sons, Inc.	460						
Pioneer Bonless Beef, Inc.	461						
Lancaster Packing Co.	462						
Lilvick Packing Co.	465						
Green Y. Packing Co.	467						
Robert Packing Co.	471						
Circle K Packing	475	⊙	⊙	⊙			
Armour and Co.	477	⊙	⊙	⊙			
Kid-ridge Packing Co., Inc.	478	⊙	⊙	⊙			
Middle-town Beef Co., Inc.	483	⊙	⊙	⊙			
St. Cloud Meat Packing Co.	485	⊙	⊙	⊙			
East Tennessee Packing Co.	487	⊙	⊙	⊙			
Memphis Butchers Association, Inc.	488	⊙	⊙	⊙			
Nebraska Beef Co.	489	⊙	⊙	⊙			
Goldring Packing Co., Inc.	490	⊙	⊙	⊙			
Fairbank Farms, Inc.	492	⊙	⊙	⊙			
Mid State Meat Packers, Inc.	494	⊙	⊙	⊙			
Hess Brothers Packing Co., Inc.	499	⊙	⊙	⊙			
Greenbush Packing Co.	501	⊙	⊙	⊙			
Swift and Co.	502	⊙	⊙	⊙			
B. Rotzsch and Co.	506	⊙	⊙	⊙			
Greenbush Packing Co.	508	⊙	⊙	⊙			
Graham and Co.	509	⊙	⊙	⊙			
The Hill and Johns Packing Co.	510	⊙	⊙	⊙			
Shim's Valley Meat Packers, Inc.	511	⊙	⊙	⊙			
Capital Packing Co.	512	⊙	⊙	⊙			
Flaherty Food Service, Inc.	513	⊙	⊙	⊙			
Charles Miller and Co.	517	⊙	⊙	⊙			
Illinois Packing Co., Inc.	518	⊙	⊙	⊙			
Pearl Packing Co., Inc.	524	⊙	⊙	⊙			
Armour and Co.	528	⊙	⊙	⊙			
Smallwood Packing Co., Inc.	529	⊙	⊙	⊙			
Omaha Packing Co.	532	⊙	⊙	⊙			
Pepper Packing Co.	535	⊙	⊙	⊙			
Oscar Mayer and Co., Inc.	537A	⊙	⊙	⊙			
Do.	537C	⊙	⊙	⊙			
Midwest Packing Co.	538	⊙	⊙	⊙			
Wholesale Cooperative Meat Dealers Association	541	⊙	⊙	⊙			
Green-dell Packing Corp.	542	⊙	⊙	⊙			
Unifed Dressed Meat, Inc.	545	⊙	⊙	⊙			
Pride Packing Co., Inc.	549	⊙	⊙	⊙			
Fruit Packing Co.	550	⊙	⊙	⊙			
Salter Packing Co.	551	⊙	⊙	⊙			
Black Hills Packing Co.	554	⊙	⊙	⊙			
Mid South Packers, Inc.	557	⊙	⊙	⊙			
The Cudahy Packing Co.	559	⊙	⊙	⊙			
D and W Packing Co.	560	⊙	⊙	⊙			
Fackerson Packing Co., Inc.	562	⊙	⊙	⊙			
John Morrill and Co.	564	⊙	⊙	⊙			
Texas Meat Packers, Inc.	565	⊙	⊙	⊙			
Emmer Brand and Son, Inc.	569	⊙	⊙	⊙			
Ferrett's Packing Co., Inc.	571	⊙	⊙	⊙			
Procy Mern Meats, Inc.	574	⊙	⊙	⊙			
Armour and Co.	579	⊙	⊙	⊙			
Kingdell Packing Co., Inc.	581	⊙	⊙	⊙			
Codyville Packing Co., Inc.	583	⊙	⊙	⊙			
Supply's Sausage Co.	585	⊙	⊙	⊙			
Deane-Baker Packing Co., Inc.	588	⊙	⊙	⊙			
Austin Community Livestock Processors, Inc.	590	⊙	⊙	⊙			
Swift and Co.	591	⊙	⊙	⊙			
Harcam Packing Co.	596	⊙	⊙	⊙			
San Antonio Packing Co.	602	⊙	⊙	⊙			
Wright Packing Co., Inc.	603	⊙	⊙	⊙			
Swift and Co.	608	⊙	⊙	⊙			
Eastern Oregon Meat Co., Inc.	611	⊙	⊙	⊙			
National Tea Co.	613	⊙	⊙	⊙			
Danner Packing Co.	614	⊙	⊙	⊙			
Kummer Meat Co., Inc.	617	⊙	⊙	⊙			
Acme Meat Co., Inc.	628	⊙	⊙	⊙			
Empire Packing Co.	625	⊙	⊙	⊙			
Star Provision Co.	627	⊙	⊙	⊙			
Big Foot Packing Co., Inc.	628	⊙	⊙	⊙			
H. H. Kelm Co.	630	⊙	⊙	⊙			
General Meat Co.	632	⊙	⊙	⊙			
Emmer Bros. Packers	635	⊙	⊙	⊙			
United Packing Co., Inc.	636	⊙	⊙	⊙			
Auburn Packing Co., Inc.	638	⊙	⊙	⊙			
Star Provision Co.	647	⊙	⊙	⊙			
Sponsor Packing Co.	648	⊙	⊙	⊙			
Jobst-Merrett Kettle Co., Inc.	648	⊙	⊙	⊙			
John Morrill and Co.	649	⊙	⊙	⊙			
McIntosh Packing Co.	653	⊙	⊙	⊙			
Milwaukee Dressed Beef Co.	654	⊙	⊙	⊙			
Wilson and Co., Inc.	655	⊙	⊙	⊙			

Name of establishment	Establishment No.	Cattle	Calves	Sheep	Goats	Swine	Horses
Beaus Regens, Inc.	657	⊘	⊘	⊘			
McCoy Packing Co.	658	⊘	⊘	⊘			
Quality Meat Packing Co.	659	⊘	⊘	⊘			
Western Meat Packers, Inc.	660	⊘	⊘	⊘			
Globe Packing Co.	661	⊘	⊘	⊘			
Webber Sausage Co., Inc.	662	⊘	⊘	⊘			
Crown Packing Co.	663	⊘	⊘	⊘			
Scottabuff Packing Co.	664	⊘	⊘	⊘			
Sax Joaquin Packing Co.	665	⊘	⊘	⊘			
E. S. Road and Sons, Inc.	666	⊘	⊘	⊘			
Union Packing Co.	667	⊘	⊘	⊘			
Thede Meat Packing Co.	668	⊘	⊘	⊘			
Carvass Packing Co.	669	⊘	⊘	⊘			
Jacob Baggers Sons, Inc.	670	⊘	⊘	⊘			
Colville Meats, Inc.	671	⊘	⊘	⊘			
Armore and Co.	672	⊘	⊘	⊘			
Basas Davis Packing Co., Inc.	673	⊘	⊘	⊘			
Calwell Packing Co., Inc.	674	⊘	⊘	⊘			
Nations Brothers Packing Co., Inc.	675	⊘	⊘	⊘			
The William Fochs Sons Co.	676	⊘	⊘	⊘			
The Sauscher Packing Co.	677	⊘	⊘	⊘			
Piero Packing Co.	678	⊘	⊘	⊘			
Marco Packing Co.	679	⊘	⊘	⊘			
Bryan Meat Co.	680	⊘	⊘	⊘			
Animal Husbandry Department, Kansas State University.	681	⊘	⊘	⊘			
Kramer Beef Co.	682	⊘	⊘	⊘			
Carroll Packing Co.	683	⊘	⊘	⊘			
Central Nebraskan Packing Co.	684	⊘	⊘	⊘			
Davenport Packing Co., Inc.	685	⊘	⊘	⊘			
Ernst's, Inc.	686	⊘	⊘	⊘			
Smith and Co.	687	⊘	⊘	⊘			
Dack and Son	688	⊘	⊘	⊘			
Boode Packing Co., Inc.	689	⊘	⊘	⊘			
Vogt Packing Co.	690	⊘	⊘	⊘			
Prosty Marn Meats	691	⊘	⊘	⊘			
Elder and Son, Inc.	692	⊘	⊘	⊘			
Western Packers	693	⊘	⊘	⊘			
The Quaker Oats Co.	694	⊘	⊘	⊘			
O'Neil Packing Co.	695	⊘	⊘	⊘			
Purnell's Packing Co.	696	⊘	⊘	⊘			
The Jacob Schaeblers Sons Co.	697	⊘	⊘	⊘			
M&A State Meat Co.	698	⊘	⊘	⊘			
Floreser Business Beef Co.	699	⊘	⊘	⊘			
Howard Fuscoro and Co.	700	⊘	⊘	⊘			
Rubel Bros.	701	⊘	⊘	⊘			
Lock Brothers Cooperative Packing Co.	702	⊘	⊘	⊘			
Menroe Packing Co., Inc.	703	⊘	⊘	⊘			
Seltz Packing Co., Inc.	704	⊘	⊘	⊘			
Philadelphia Dressed Beef Co.	705	⊘	⊘	⊘			
The American Meat Packing Corp.	706	⊘	⊘	⊘			
Seaska Packing Co., Inc.	707	⊘	⊘	⊘			
Karler Packing Co.	708	⊘	⊘	⊘			
Shordans Meat Co., Inc.	709	⊘	⊘	⊘			
Earl C. Gibbs, Inc.	710	⊘	⊘	⊘			
Coakwell Martin Meat Co.	711	⊘	⊘	⊘			
Modern Meat Packing Co.	712	⊘	⊘	⊘			
Atlas Packing Co.	713	⊘	⊘	⊘			
The Quality Packing Co.	714	⊘	⊘	⊘			
Byron Bryners Packing Co.	715	⊘	⊘	⊘			
Franklin Meats Co., Inc.	716	⊘	⊘	⊘			
Granite State Packing Co.	717	⊘	⊘	⊘			
Autours Meat Packing	718	⊘	⊘	⊘			
Wagon Meats Park	719	⊘	⊘	⊘			
Arce's Meat Co., Inc.	720	⊘	⊘	⊘			
The G. Erhardt Sons, Inc.	721	⊘	⊘	⊘			
William H. Peters, Inc.	722	⊘	⊘	⊘			
Castle Brand, Inc.	723	⊘	⊘	⊘			
Rochester Independent Packer, Inc.	724	⊘	⊘	⊘			
J. H. Booth Packing Co.	725	⊘	⊘	⊘			
Henry Meyers Sons, Inc.	726	⊘	⊘	⊘			
Superior Packing Co., Inc.	727	⊘	⊘	⊘			
Bristol Packing Co.	728	⊘	⊘	⊘			
Berthens Meat Co.	729	⊘	⊘	⊘			
White Packing Co., Inc.	730	⊘	⊘	⊘			

Name of establishment	Establishment No.	Cattle	Calves	Sheep	Goats	Swine	Horses
John Merrill and Co.	886	⊘	⊘	⊘			
Nat Buring Packing Co., of Arkansas.	887B	⊘	⊘	⊘			
Frederick County Products, Inc.	888	⊘	⊘	⊘			
Herman Kemper's Sons, Inc.	889	⊘	⊘	⊘			
Beilbo Packing Co.	890	⊘	⊘	⊘			
G. Barbach Packing Co.	891	⊘	⊘	⊘			
Arens Dressed Beef Co.	892	⊘	⊘	⊘			
Stoux City Dressed Beef Co.	893	⊘	⊘	⊘			
Southland Dressed Beef Co.	894	⊘	⊘	⊘			
Northland Packing Corp. of Montana.	895	⊘	⊘	⊘			
Stoux Beef Co., Division of Nebraska.	896	⊘	⊘	⊘			
Johns Meat and Livestock Co., Inc.	897	⊘	⊘	⊘			
Sam McDaniel and Sons, Inc.	898	⊘	⊘	⊘			
Wells and Davies, Inc.	899	⊘	⊘	⊘			
Sorris Meat Co.	900	⊘	⊘	⊘			
Tennessee Dressed Beef Co.	901	⊘	⊘	⊘			
Cambridge Packing Co.	902	⊘	⊘	⊘			
Harley Packing Co.	903	⊘	⊘	⊘			
Stacy and Co., Inc.	904	⊘	⊘	⊘			
Stacy and Co., Inc.	905	⊘	⊘	⊘			
Samuels and Co., Inc.	906	⊘	⊘	⊘			
Publar Packing Corp.	907	⊘	⊘	⊘			
Vermont Dressed Beef Co., Inc.	908	⊘	⊘	⊘			
Alco Packing Co.	909	⊘	⊘	⊘			
Walsh Packing Co., Inc.	910	⊘	⊘	⊘			
William Davies Co., Inc.	911	⊘	⊘	⊘			
O'Neill Packing Co.	912	⊘	⊘	⊘			
City Packing Co.	913	⊘	⊘	⊘			
Sambol Packing Co.	914	⊘	⊘	⊘			
Tobin Packing Co., Inc.	915	⊘	⊘	⊘			
Vernon Cullinan Packing Co.	916	⊘	⊘	⊘			
Moss, Inc.	917	⊘	⊘	⊘			
Sigman Meat Co., Inc.	918	⊘	⊘	⊘			
Sigman Meat Co., Inc., of Montana.	919A	⊘	⊘	⊘			
Party Packing Corp.	920	⊘	⊘	⊘			
Kanes Dressed Beef	921	⊘	⊘	⊘			
Hooder Veterinary Laboratories, Inc.	922	⊘	⊘	⊘			
Chlapetti Packing Co.	923	⊘	⊘	⊘			
National Meat Packers, Inc.	924	⊘	⊘	⊘			
B. Constantino and Sons Co.	925	⊘	⊘	⊘			
Valleydale Packers, Inc., of Bristol.	926	⊘	⊘	⊘			
South Philadelphia Whitworth, Inc.	927	⊘	⊘	⊘			
Wisconsin Packing Co.	928	⊘	⊘	⊘			
Prolog Packing Co.	929	⊘	⊘	⊘			
Kerber Packing Co.	930	⊘	⊘	⊘			
Turpelt Packing Co.	931	⊘	⊘	⊘			
McKernan Meat Co.	932	⊘	⊘	⊘			
E. B. Manning and Son	933	⊘	⊘	⊘			
Vot Packing Co.	934	⊘	⊘	⊘			
Cappetta's Meats, Inc.	935	⊘	⊘	⊘			
Continental Packing Co., Inc.	936	⊘	⊘	⊘			
DeWitt's Meats, Inc.	937	⊘	⊘	⊘			
Whitcomb Packing Co.	938	⊘	⊘	⊘			
M. Beizer and Co.	939	⊘	⊘	⊘			
Is. Davidson and Son Packing Co., Inc.	940	⊘	⊘	⊘			
Armore and Co.	941	⊘	⊘	⊘			
Reliable Packing Co.	942	⊘	⊘	⊘			
Greater Omaha Packing Co., Inc.	943	⊘	⊘	⊘			
Virginia Packing Co., Inc.	944	⊘	⊘	⊘			
Earl Flick Wholesale Meats, Inc.	945	⊘	⊘	⊘			
T. L. Log Packing Co.	946	⊘	⊘	⊘			
Monfort Packing Co.	947	⊘	⊘	⊘			
Harall Meat Co., Ltd.	948	⊘	⊘	⊘			
Pertin Packing Co., Inc.	949	⊘	⊘	⊘			
National Food Stores, Inc.	950	⊘	⊘	⊘			
Betta Meat Products Co.	951	⊘	⊘	⊘			
Rosper Packing Co.	952	⊘	⊘	⊘			
Shamrock Beef Co.	953	⊘	⊘	⊘			
Everett C. Borlein and Son, Inc.	954	⊘	⊘	⊘			
Sunflower Packing Co., Inc.	955	⊘	⊘	⊘			
Johnson Meat Products Co., Inc.	956	⊘	⊘	⊘			
Klauser of Kroatzky, Inc.	957	⊘	⊘	⊘			
Do	958A	⊘	⊘	⊘			
Do	959C	⊘	⊘	⊘			
Corver Packing Co., Inc.	1006	⊘	⊘	⊘			
Valley Meat Co.	1008	⊘	⊘	⊘			
The Home Pride Provisions, Inc.	1028	⊘	⊘	⊘			

Name of establishments	Establishment No.	Cattle	Calves	Sheep	Goats	Swine	Horses
Armour and Co.	1085	(*)	(*)				
Landy Packing Co.	1171	(*)					
The Harris Packing Co.	1175					(*)	
Wayne Packing Co.	1303	(*)					
The Rath Packing Co.	1307		(*)				
A. F. Moyer and Sons, Inc.	1311	(*)	(*)	(*)			
McCabe Packing Plant	1312		(*)				
Swift and Co.	1318	(*)				(*)	
Nebraska Iowa Dressed Beef Co.	1318						
Stevens Meat Co., Inc.	1485	(*)	(*)				
James Sausage Co.	1718					(*)	
Shannon Packing Co.	1758	(*)					

Done at Washington, D.C., this 31st day of December 1964.

C. H. PALS,
Director, Meat Inspection Division, Agricultural Research Service.

[F.R. Doc. 65-116; Filed, Jan. 5, 1965; 8:50 a.m.]

Changes of functional assignments are made effective by publication in the FEDERAL REGISTER of an appropriate amendment of the Secretary's Order dated December 24, 1953 (19 F.R. 74), as amended.

In order to be considered, views and comments of interested persons and groups must be received by the Secretary by February 1, 1965.

Done at Washington, D.C., this 31st day of December 1964.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 65-219; Filed, Jan. 5, 1965; 10:44 a.m.]

Office of the Secretary

HOOSIER NATIONAL FOREST, INDIANA

Description of Lands; Amendment

Whereas, the Secretary of Agriculture by an Administrative Order of September 4, 1951 (16 F.R. 9174), designated certain lands of the United States within described areas in the State of Indiana as the Hoosier National Forest, and

Whereas, it has been found that the area description inadvertently embraced certain areas not intended to be included and omitted certain areas intended to be included, and

Whereas, it is in the public interest to accurately depict the boundaries of the forest:

Now, therefore, I, Orville L. Freeman, Secretary of Agriculture, under and by virtue of authority vested in me by section 11 of the Act of March 1, 1911 (36 Stat. 961), as amended, do hereby amend the administrative order of September 4, 1951, by making the following deletions and substitutions therein:

INDIANA

HOOSIER NATIONAL FOREST SECOND PRINCIPAL MERIDIAN

1. Delete "Tps. 7, 8 and 9 N., R. 1 E., All." and substitute therefor:

Tps. 7, 8 and 9 N., R. 1 E., All except Sections 1, 12, 13, 24, 25 and 36, T. 9 N., R. 1 E.

2. Delete "T. 1 N., R. 1 W., secs. 7 to 36, inclusive." and substitute therefor:

T. 1 N., R. 1 W., sec. 1, E $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$; secs. 7 to 36, inclusive.

3. Delete "T. 6 S., R. 1 W., sec. 5, E $\frac{1}{2}$; secs. 6, 7; sec. 8, E $\frac{1}{2}$; sec. 17, E $\frac{1}{2}$; secs. 18, 19; sec. 20, E $\frac{1}{2}$; sec. 29, E $\frac{1}{2}$; secs. 30 to 34, inclusive." and substitute therefor:

T. 6 S., R. 1 W., sec. 5, W $\frac{1}{2}$; secs. 6, 7; sec. 8 W $\frac{1}{2}$; sec. 17, W $\frac{1}{2}$; secs. 18, 19; sec. 20, W $\frac{1}{2}$; sec. 29, W $\frac{1}{2}$; secs. 30 to 34 inclusive.

In witness whereof, I have hereunto set my hand and caused the official seal of the Department of Agriculture to be affixed, in the city of Washington, this 31st day of December 1964.

ORVILLE L. FREEMAN,
Secretary of Agriculture.

[F.R. Doc. 65-117; Filed, Jan. 5, 1965; 8:50 a.m.]

AGRICULTURAL MARKETING SERVICE, AGRICULTURAL RESEARCH SERVICE AND AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE

Notice of Proposed Transfer of Assignments of Functions and Delegations of Authority, and Change of Agency Name

In accordance with Reorganization Plan No. 2 of 1953 (5 U.S.C. 511n), which became effective June 4, 1953 under the provisions of the Reorganization Act of 1949, as amended (5 U.S.C. 1332), and in order to afford interested persons and groups an opportunity to place before the Department their views with respect to the proposed actions, the Department is giving advance public notice of a proposed transfer of assignment of functions and delegations of authority and a proposed change of agency name.

In line with the Department's continuing efforts to facilitate the operations of the Department and in order to strengthen the consumer protective and marketing service functions of the Department, it has been determined that the following organizational adjustments should be made. It is proposed to transfer to the Agricultural Marketing Service the following functions and related delegations of authority:

(1) From the Agricultural Research Service—All of the functions administered by the Meat Inspection Division thereof including administration of the Meat Inspection Act (21 U.S.C. 74 et seq.); The Horse Meat Act (21 U.S.C. 96); The Humane Slaughter Act (7 U.S.C. 1901 et seq.); The Process and Renovated Butter Act (26 U.S.C. 4817-4818); The Imported Meat Act (section 306 of the Tariff Act (19 U.S.C. 1306 (b) and (c)); and section 203 (h) and (n) of the Agricultural Marketing Act of 1946 (7 U.S.C. 1622).

(2) From the Agricultural Stabilization and Conservation Service—The warehouse examination functions of that Service, but this does not include the functions of inventory management.

In connection with these reassignments of functions it is proposed to change the name of the Agricultural Marketing Service to the Consumer and Marketing Service.

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control HAIR OF CERTAIN ANIMALS, COTTON AND SILK WASTE AND CARPET WOOL IMPORTATION FROM COUNTRIES NOT IN AUTHORIZED TRADE TERRITORY

Applications for Licenses

Licenses under the Foreign Assets Control Regulations (31 CFR 500.101-500.808) for the importation of the following commodities produced in the U.S.S.R. or Outer Mongolia will be issued during 1965 in the same aggregate quantities as in previous years. These quantities, based on importations during the period 1946 through 1951, are as follows:

	Pounds
Badger hair	200
Carpet wool	1,800,000
Cotton waste	4,550,000
Goat hair	610,000
Horse mane hair	660,000
Horse tail hair	70,000
Silk waste	435,000
Yak hair	525,000

Licenses will be issued to any person, and will not be limited to persons with a previous history of importation. The following conditions will apply:

(1) Applications must be filed before September 1, 1965 and must be accompanied by a copy of a firm contract with the seller subject only to the obtaining of the necessary license.

(2) No one applicant will be licensed to import more than 25 percent of the total quota for any one commodity. However, more than one contract can be entered into by any applicant, up to the 25 percent limit.

(3) Licenses will be nontransferable and imports may be made only in the name of and for the account of the licensee.

(4) The contract must provide for shipment from the U.S.S.R. If the contract is with a seller in a third country any license issued will require that the goods be shipped directly from the U.S.S.R. to the United States or, if not, that they remain in continuous carriers' custody during the entire period of transshipment.

Licenses will be valid until the date of shipment specified in the contract and

will be extended to permit Customs entry and transactions under a letter of credit for goods shipped pursuant to the contract.

Applications for licenses must be filed in duplicate on Form TFAC-1 with the Federal Reserve Bank of New York, 33 Liberty Street, New York, N.Y., 10045. Applications will be considered in the order in which they are received. Persons applying for a license to import more than one commodity should file a separate application for each such commodity.

Since for one reason or another some licenses may expire unused or the full quota of a commodity may not be applied for by qualified applicants (i.e., by persons who have not reached the 25 percent limit) announcement will be made in the FEDERAL REGISTER on September 15, 1965 of any balances still available for licensing. At that time any person may apply for any portion of an available balance irrespective of the fact that he may have already received licenses to import as much as 25 percent of the quota. Applications for licenses filed after September 15, 1965 are subject to all conditions set forth above other than the 25 percent limit.

Additional information and license application forms may be obtained from the Federal Reserve Bank of New York or from the Office of Foreign Assets Control, Treasury Department, Washington, D.C., 20220.

[SEAL] MARGARET W. SCHWARTZ,
*Director, Office of
Foreign Assets Control.*

[P.R. Doc. 65-89; Filed, Jan. 5, 1965;
8:47 a.m.]

Office of the Secretary

[AA 643.3-0]

BICYCLES FROM HUNGARY

Determination of Sales at Less Than Fair Value

DECEMBER 24, 1964.

An allegation was received that bicycles from Hungary, manufactured by Pannonia, Budapest, Hungary, were being sold in the United States at less than fair value within the meaning of the Antidumping Act of 1921.

I hereby determine that bicycles from Hungary, manufactured by Pannonia, Budapest, Hungary, are being, or are likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

Statement of reasons. It was determined from the evidence presented that the proper comparison for fair value purposes was between purchase price and constructed value.

The purchase price of the bicycles exported to the United States was the invoiced c.i.f. price for each size less the cost of ocean freight, insurance, inland charges from Budapest to the seaport and dock handling charges.

Constructed value was calculated on the basis of the ex-factory prices charged by West European producers of the nearest comparable bicycles. Adjustments were made to compensate for the difference in quantity and quality of certain parts and accessories between the bicycles imported from Hungary and the nearest comparable bicycles imported from West Europe. An addition was made for the commission included in the price of the Hungarian bicycles to the United States. No similar commission was known to be included in the price of the West European bicycles.

Constructed value was found to be higher than purchase price.

This determination and the statement of reasons therefor are published pursuant to section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)).

[SEAL] JAMES A. REED,
Assistant Secretary of the Treasury.

[P.R. Doc. 65-91; Filed, Jan. 5, 1965;
8:48 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[BLM 080184; Survey Group 73]

WISCONSIN

Notice of Filing of Plat of Survey

DECEMBER 30, 1964.

The plat of the dependent resurvey and survey of omitted land described below, accepted on November 9, 1964, will be officially filed in this office effective at 10 a.m., on January 29, 1965:

WISCONSIN

FLORENCE COUNTY

FOURTH PRINCIPAL MERIDIAN

T. 39 N., R. 18 E.,

Sec. 12, Lot 7, 25.76 acres; Lot 8, 28.02 acres;
Lot 9, 34.27 acres; Lot 10, 30.39 acres.

These lands are 100 percent upland in character within the meaning of the swamp land acts.

For a period of 90 days from January 29, 1965, the lands will be subject only to applications under the Act of February 27, 1925 (43 Stat. 1013; 43 U.S.C. 994); and for a period of one year from January 29, 1965, the lands will be subject to applications under the Act of August 24, 1954 (68 Stat. 785; 43 U.S.C. 1221-1223).

Any of these lands remaining unpatented or not included in valid pending applications under the above-cited acts one year from January 29, 1965, will not be subject to use and/or disposition under any other public land laws, including the mineral leasing and mining laws, until a further order is issued.

All inquiries relating to these lands should be sent to the Manager, Eastern States Land Office, Bureau of Land Management, Washington, D.C., 20240.

DORIS A. KOIVULA,
Manager, Land Office.

[P.R. Doc. 65-79; Filed, Jan. 5, 1965;
8:47 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-232]

**MARITIME ADMINISTRATION,
DEPARTMENT OF COMMERCE**

Notice of Application for Facility License

Please take notice that the Maritime Administration, U.S. Department of Commerce, Washington, D.C., 20235, pursuant to section 104b of the Atomic Energy Act of 1954, as amended, has filed an application dated December 8, 1964, for a facility license authorizing possession, use, and operation of the Nuclear Ship "Savannah" reactor facility at a maximum power level of 80 megawatts thermal for a period of 25 years and authorizing transfer, handling and storage of radioactive materials from the "N.S. Savannah" aboard the Nuclear Servicing Vessel "Atomic Servant".

A copy of the application is available for public inspection in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

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

For the Atomic Energy Commission.

R. L. DOAN,
Director,

Division of Reactor Licensing.

[P.R. Doc. 65-54; Filed, Jan. 5, 1965;
8:45 a.m.]

[Docket No. 50-8]

NORTH CAROLINA STATE COLLEGE

Notice of Issuance of Order for Storage of Facility

Please take notice that the Atomic Energy Commission has issued an Order authorizing North Carolina State College to continue to possess and store the component parts of the North Carolina State College Reactor, designated NCSCR-4, covered by Facility License No. R-1, until July 1, 1966, pending submission of plans for the ultimate disposition of the component parts.

Copies of the Order, the request by North Carolina State College dated June 16, 1964, and a related Hazards Analysis by the Division of Reactor Licensing are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of the Order and the Hazards Analysis may be obtained at the Public Document Room or by addressing a request to the U.S. Atomic Energy Commission, Washington, D.C., 20545, Attention: Director, Division of Reactor Licensing.

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

For the Atomic Energy Commission.

SAUL LEVINE,
*Chief, Test and Power Reactor
Safety Branch, Division of
Reactor Licensing.*

[P.R. Doc. 65-55; Filed, Jan. 5, 1965;
8:45 a.m.]

PROPOSED MEMORANDUM OF UNDERSTANDING WITH THE STATE OF NEW YORK

Notice is hereby given that the United States Atomic Energy Commission is publishing for public comment, prior to action thereon, a proposed Memorandum of Understanding between the State of New York and the Commission for implementation of certain provisions contained in "Agreement between the United States Atomic Energy Commission and the State of New York for discontinuance of certain Commission regulatory authority and responsibility within the State pursuant to section 274 of the Atomic Energy Act of 1954, as amended," effective October 15, 1962, which was published in the FEDERAL REGISTER on October 25, 1962 (27 F.R. 10419).

The proposed Memorandum of Understanding, which is set forth below, would among other things, provide for an exchange-of-information program between the State of New York and the Atomic Energy Commission. It also contains provisions intended to avoid dual regulation, for purposes of protection against radiation hazards, of activities conducted within the State of New York.

All interested persons desiring to submit comments and suggestions for the consideration of the Commission in connection with the proposed Memorandum of Understanding should send them in triplicate to the Secretary, United States Atomic Energy Commission, Washington, D.C., 20545, within thirty (30) days after initial publication of this notice in the FEDERAL REGISTER.

Dated at Germantown, Md., this 22d day of December 1964.

For the Atomic Energy Commission.

W. B. McCool,
Secretary.

MEMORANDUM OF UNDERSTANDING

Memorandum of Understanding between the United States Atomic Energy Commission and the State of New York for implementation of certain provisions contained in Agreement between the United States Atomic Energy Commission and the State of New York, effective on October 15, 1962, for discontinuance of certain Commission regulatory authority and responsibility within the State pursuant to section 274 of the Atomic Energy Act of 1954, as amended.

The United States Atomic Energy Commission (hereinafter referred to as the "Commission") and the State of New York (hereinafter referred to as the "State") entered into the above-described Agreement on October 15, 1962.

The Commission and the State recognized, in Article VII of that Agreement, that the limits on their respective rights, powers and responsibilities under the United States Constitution, with respect to protection against radiation hazards arising out of the activities licensed by the Commission within the State, are not precisely clear.

The Commission and the State agreed, among other things, in Article VII to work together to define, within a reasonable time, the limits of, and to provide mechanisms for accommodating, such responsibilities of both parties.

The Commission and the State have now agreed upon certain mechanisms for accommodating their interests.

In view of the foregoing, it is agreed between the Commission and the Governor of the State, acting in behalf of the State, as follows:

(1) The Commission will furnish promptly to the State, without charge, one copy of each of the below-described documents (except those documents the disclosure of which would be contrary to law and except those documents which are excluded from the Commission's public records pursuant to Part 9 of the Commission's Rules and Regulations) relating to activities authorized or sought to be authorized within the State under a specific license from the Commission: (a) Specific licenses issued by the Commission; and (b) with respect only to production or utilization facilities and activities involving the receipt of waste radioactive material from other persons for the purpose of packaging, storage or disposal, (1) filings in Commission proceedings, (ii) correspondence between the Commission and its licensees or license applicants regarding the issuance, denial, amendment, interpretation, enforcement, transfer, renewal, modification, suspension, or revocation of a Commission license, and (iii) notices filed in the Commission's Public Document Room to the effect that other documents have not been filed therein. The Commission will also furnish to the State, without charge, one copy of such other documents, relating to activities authorized or sought to be authorized within the State under a specific license from the Commission, as may be reasonably requested by the State and the disclosure of which to the State is not contrary to law or the public interest.

(2) Representatives of the Commission's regulatory staff and the State will meet from time to time to advise and consult, and to exchange information, concerning production or utilization facilities, and activities involving the receipt of waste radioactive material from other persons for the purpose of packaging, storage or disposal, authorized or sought to be authorized within the State under Commission license. Opportunity will be given to representatives of the State for at least one meeting with the Commission's regulatory staff prior to Commission publication in the FEDERAL REGISTER of a notice scheduling a hearing, or of a notice of proposed action in non-hearing cases, on applications for a construction permit or license for such a facility or activity, and for such additional meetings as the State may reasonably request.

(3) The Commission will notify the State immediately of any theft or loss of material within the State reported to the Commission by a Commission licensee. The Commission will also notify the State immediately of any incident within the State, reported to the Commission by a Commission licensee, for which immediate notification is required to be made by the licensee to the Commission under the Commission's Rules and Regulations.

(4) It is a mutual objective of the Commission and the State to avoid dual regulation for purposes of protection against radiation hazards of activities licensed by either party within the State. Accordingly, and in view of paragraph (5) and the other provisions of this Memorandum of Understanding: (a) The State will use its best efforts to exempt activities licensed by the Commission from State regulations which are directed toward protection against radiation hazards from those radiation sources which are regulated by the Commission; (b) the foregoing undertaking shall not apply to reasonable State requirements for (1) access by State representatives to records which Commission licensees are required to maintain pursuant to the Commission's Rules and Regulations or the provisions of a Commission license, (ii) sampling of effluents by State representatives, (iii) such measuring or surveying by State representatives of levels

of radiation and radiation contamination as will not substantially interfere with or interrupt any activities licensed by the Commission, (iv) routing and scheduling of material in transit, and (v) access by State representatives to facilities of Commission licensees in order to accomplish the foregoing.

(5) Nothing in this Memorandum of Understanding shall be construed as defining or affecting the respective rights and powers of the Commission or the State under the United States Constitution, nor as affecting in any way the rights and privileges of any third party. In view of the mechanisms provided in this Memorandum of Understanding for accommodating the interests of the parties, the Commission and the State consider any attempt to define the limits of the rights and powers of the parties to be unnecessary.

(6) Either the Commission or the State may, with or without cause, terminate this Memorandum of Understanding, either in whole or in part, by thirty days' written notice to the other party.

(7) This Memorandum of Understanding shall become effective on March 15, 1965, and shall remain in effect unless and until such time as it is terminated pursuant to paragraphs (6).

Done at Washington, District of Columbia, in triplicate, this ____ day of _____, 19____.

For the United States Atomic Energy Commission.

GLENN T. SEABORG,
Chairman.

Done at Albany, State of New York, in triplicate, this ____ day of _____, 19____.

For the State of New York.

NELSON A. ROCKEFELLER,
Governor.

[F.R. Doc. 64-13328; Filed, Dec. 28, 1964; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket 15706; Order E-21632]

NORTHWEST AIRLINES, INC.

Order Granting Postponement of Inauguration of Service

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 31st day of December 1964.

On July 31, 1964, the Board issued its decision in the United Air Lines, Inc. Competitive Service Investigation (Order E-21143), in which, among other things, the Board amended Northwest's certificate of public convenience and necessity for route 3 so as to add three new nonstop segments: Chicago-Cleveland, Cleveland-Philadelphia, and Detroit-Philadelphia. The certificate as amended became effective on October 5, 1964. Inauguration of service by Northwest over these three new segments is required no later than January 3, 1965.¹

On November 19, 1964, Northwest filed an application with the Board requesting postponement of the date of inauguration of service between Philadelphia and Cleveland and between Philadelphia and Detroit from January 3, 1965 to April 1, 1965.²

In support of its request Northwest alleges that (1) in contrast to the Cleve-

¹ Section 205.2 of the Board's Economic Regulations.

² Northwest commenced scheduled service between Chicago and Cleveland on October 5, 1964.

land-Chicago segment where Northwest already had basic facilities at both points, Philadelphia is an entirely new point on Northwest's system; (2) Philadelphia will be a terminal point at which flights will be initiated or terminated underscoring the need for adequate maintenance and hangar facilities; (3) despite prompt action by the carrier and the city to obtain suitable facilities at Philadelphia, no such facilities have become available; (4) steps are now being taken together with the city of Philadelphia to secure the necessary facilities, and it is believed that facilities will be made available to Northwest shortly; and Northwest estimates that 90 days will be required after obtaining necessary facilities to commence scheduled operations at Philadelphia.

No objections to Northwest's application have been filed.

For the reasons set forth in Northwest's application the Board has decided to grant the postponement requested by the carrier. To require Northwest to commence scheduled operations without adequate facilities at Philadelphia under the circumstances alleged would not be in the public interest.

Accordingly, it is ordered,

1. That Northwest Airlines, Inc. is permitted to postpone the commencement of its operations between Philadelphia and Cleveland on segment 7 and between Philadelphia and Detroit on segment 8 of its route 3 until April 1, 1965; and

2. That this order may be amended or revoked at any time in the discretion of the Board without hearing.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-112; Filed, Jan. 5, 1965;
8:49 a.m.]

[Docket 15772; Order E-21633]

NORTHERN CONSOLIDATED AIRLINES, INC.

Proposed Circuitous Fares Between Anchorage and Fairbanks, via Mc- Grath; Order of Investigation and Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 31st day of December 1964.

By tariff revisions marked to become effective January 6, 1965, Northern Consolidated Airlines, Inc. (NCA), proposes to reduce its local one-way passenger fares between Anchorage and Fairbanks, via McGrath, from \$60.00 to \$37.50, and between Anchorage and Lake Minchumina, via McGrath, from \$45.00 to \$37.50. Present stopover privileges at McGrath would not be permitted under the proposed fares. The proposals represent reductions from existing fares via McGrath of 37.5 percent in the Anchorage-Fairbanks market, and 16.7 percent in the Anchorage-Lake Minchumina market. The routing via McGrath in-

volves mileage circuitry of approximately 87 percent between Anchorage and Fairbanks, and the proposed fare for this market is \$2.50, or approximately 7 percent, greater than the existing direct service fare of \$35.00 offered by Alaska Airlines, Inc.

In support of its proposal, NCA states that it provides scheduled service between Anchorage and McGrath, and between McGrath and Fairbanks, operating two flights per week (one with F-27 equipment) over the latter segment. It alleges that its reduced fare proposals would generate additional passengers, thereby increasing load factors, particularly over the McGrath-Fairbanks segment, where traffic has been light and unused capacity is available. It maintains its proposed fares are not competitive since the service of Alaska Airlines, Inc., between Anchorage and Fairbanks is provided at a lower fare over a direct route, using jet equipment, in elapsed time of 45 minutes; whereas, its own elapsed time over the circuitous routing via McGrath, as required under the terms of its certificate, would be approximately 3 hours.

Alaska has filed a complaint requesting suspension and investigation of NCA's tariff revisions on the ground that the proposed fares are unduly prejudicial, unduly preferential, unjust, and unreasonable. It claims that the instant fare reductions are unlawful per se on the basis of the Board's opinion relating to an earlier proposal of NCA to reduce its Anchorage-Fairbanks fare via McGrath from \$60.00 to \$30.00. Alaska maintains that just as the Board found the earlier proposal of NCA to be unduly prejudicial and unduly preferential, so also is the instant proposal defective in that a passenger traveling along the same route to a nearer point pays the same fare as a passenger going to a farther point. Similarly, Alaska alleges that the currently proposed fares are not compensatory, would not generate any new traffic, would divert traffic from its services, and would increase its subsidy need. Finally, Alaska notes that, in addition to providing daily round-trip jet service between Anchorage and Fairbanks, it also provides one-stop piston service in this market on a round-trip basis five days a week, concluding that there is no need for additional capacity in this particular market.

The Board notes that there is substantial circuitry of 87 percent in NCA's operation between Anchorage and Fairbanks via McGrath, as compared to the direct service offered by Alaska, and that the proposed fare via the circuitous routing is \$2.50 greater than the direct routing fare, resulting in fares per mile of 13.4 cents for the direct service and only 7.7 cents for the circuitous service. The latter fare per mile represents a dilution of 37.5 percent from the carrier's existing circuitous fare of approximately 12.2 cents per passenger-mile, and provides only \$2.50 in revenues for the extra 228 miles flown via McGrath as compared to the direct Anchorage-Fairbanks routing. In our earlier investigation of the fares

¹ Northern Consolidated Air, Proposed Fares, 33 CAB 440 (1961).

in these markets we concluded that a fare via the circuitous routing which was equal to the level of the fare for direct service would not be justified. We do not believe that the \$2.50 fare differential now proposed is sufficient, upon its face, to warrant a different conclusion, pending investigation. In addition, as was the case in the earlier NCA proposal, this carrier now proposes the same fare from Anchorage to Lake Minchumina via McGrath, as it proposes from Anchorage to Fairbanks via McGrath, although the distance on the latter service is much greater than the former.

Upon consideration of all pertinent matters of record, the Board finds that the proposed fares may be unjust and unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and has determined to investigate these proposals and to suspend their effectiveness pending such investigation.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 102, 204(a), 403, 404, and 1002 thereof:

It is ordered, That:

1. An investigation be instituted to determine whether the fare between Anchorage and Fairbanks on 3d Revised Page 6, the fare between Anchorage and Lake Minchumina on 4th Revised Page 7, and Routing Guide 19 on 1st Revised Page 19, of Northern Consolidated Airlines, Inc. tariff C.A.B. No. 82, and rules, regulations, or practices affecting such fares, are or will be unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful to determine and prescribe the lawful fares, and rules, regulations, or practices affecting such fares;

2. Pending hearing and decision by the Board, the fare and provisions between Anchorage and Fairbanks on 3d Revised Page 6, the fare and provisions between Anchorage and Lake Minchumina on 4th Revised Page 7, and Routing Guide 19 on 1st Revised Page 19, of Northern Consolidated Airlines, Inc. tariff C.A.B. No. 82, are suspended and their use deferred to and including April 5, 1965, unless otherwise ordered by the Board and that no changes be made therein during the period of suspension except by order or special permission of the Board;

3. The proceeding ordered herein be assigned for hearing before an Examiner of the Board at a time and place hereafter to be designated;

4. The complaint of Alaska Airlines, Inc., in Docket 15756 be consolidated in this docket; and

5. Copies of this order be filed with the aforesaid tariff and be served upon Northern Consolidated Airlines, Inc., and Alaska Airlines, Inc., which are hereby made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-113; Filed, Jan. 5, 1965;
8:49 a.m.]

FEDERAL AVIATION AGENCY

[OE Docket No. 64-CE-11]

FORWARD TELEVISION, INC.

Determination of No Hazard to Air Navigation

The Federal Aviation Agency has circularized the following proposal for aeronautical comment and has conducted an aeronautical study (CE-OE-6178) to determine its effect upon the safe and efficient utilization of the navigable airspace.

Forward Television, Inc., Madison, Wis., proposes to increase by 69 feet the height of its existing television antenna structure near Madison, Wis., at latitude 43°03'01" N., longitude 89°29'15" W. The overall height of the structure would be 2,227 feet above mean sea level (1,169 feet above ground).

The proposed structure would be located approximately 3 miles, 4.8 miles, and 9.4 miles from the Mohs Seaplane Base, Morey Airport, and Truax Airport, Madison, Wis., respectively. It would exceed the standards for determining hazards to air navigation as defined in §§ 77.25(b)(1) (conical surface) and 77.25(c)(2) and (1) (outer horizontal surface), of the Federal Aviation Regulations as applied to the above airports by 1,095 feet, 799 feet, and 868 feet, respectively; and § 77.23(a)(1) by 669 feet as it would be more than 500 feet above ground at the site of construction.

The aeronautical study disclosed that the proposed increase in height of the antenna structure would conform to the Agency's policy of grouping such structures to localize their effect on the use of navigable airspace since the structure is located in proximity to a structure of equal height and to the site of a proposed structure having approval for a greater height.

Based on the aeronautical study, it is the finding of the Agency that the proposed increase in height of the antenna structure would have no greater effect upon aeronautical operations, procedures or minimum flight altitudes than the existing and approved structures.

Therefore, pursuant to the authority delegated to me by the Administrator (§ 77.37), it is found that the proposed structure would have no substantial adverse effect upon the safe and efficient utilization of navigable airspace and it is hereby determined that the proposed structure would not be a hazard to air navigation provided that it is obstruction marked and lighted in accordance with Agency standards.

This determination is effective and will become final 30 days after the date of issuance unless an appeal is filed under § 77.39 (27 F.R. 10352). If the appeal is denied, the determination will then be-

come final as of the date of the denial or 30 days after the issuance of the determination, whichever is later. Unless otherwise revised or terminated, a final determination hereunder will expire 18 months after its effective date or upon earlier abandonment of the construction proposal (§ 77.41).

Issued in Washington, D.C., on December 22, 1964.

JOSEPH VIVARI,
Acting Chief,

Obstruction Evaluation Branch.

[F.R. Doc. 65-75; Filed, Jan. 5, 1965;
8:47 a.m.]

[OE Docket No. 64-CE-9]

ALVIN E. O'KONSKI

Determination of Hazard to Air Navigation

The Federal Aviation Agency has circularized the following proposal for aeronautical comment and has conducted a study (CE-OE-5645) to determine its effect upon the safe and efficient utilization of navigable airspace.

Alvin E. O'Konski, Washington, D.C., proposes to construct a television antenna structure near Rhinelander, Wisconsin, at latitude 45°37'55" north, longitude 89°33'25" west. The overall height of the structure would be 2,740 feet above mean sea level (1,000 feet above ground).

The structure would be located approximately 4.7 miles west of the Oneida County Airport and would exceed the hazard standards of § 77.25(c)(2) of the Federal Aviation Regulations by approximately 641 feet as applied to this airport.

The aeronautical study disclosed that the proposed structure would have the following effects upon instrument flight rule (IFR) aeronautical operations, procedures and minimum flight altitudes:

1. Standard Instrument Approach Procedures (SIAP)

a. An increase from 2,800 feet to 3,700 feet in the procedure turn altitude for Rhinelander, Wisconsin, Special Procedure TVOR-05 and Procedure Ter VOR-15.

b. An increase from 2,800 feet to 3,700 feet in procedure turn altitude, from 2,300 feet to 3,200 feet in minimum altitude over the facility and from 700 feet to 1,600 feet in straight-in and circling ceiling minimums for Rhinelander Special ADF Procedure No. 1.

c. An increase from 3,000 feet to 3,700 feet in the missed-approach altitude for Tomahawk, Wisconsin, Drott Airport SIAP VOR No. 1.

2. Transition Procedures.

a. An increase from 3,000 feet to 3,200 feet in the Rhinelander VOR holding pattern altitude.

3. Minimum En Route Altitudes (MEA).

a. An increase from 3,100 feet to 3,200 feet on VOR Federal airway No. 191 between Rhinelander VOR and Wausau, Wisconsin, VOR.

b. An increase from 3,000 feet to 3,700 feet in the MEA for the following off-airway routes:

(1) Rhinelander VOR to Ashland, Wisconsin, VOR.

(2) Rhinelander Radiobeacon (Rbn) to Ashland Rbn.

(3) Rhinelander Rbn to Ironwood, Michigan, Rbn.

(4) Rhinelander VOR to Ironwood, Rbn.

(5) Rhinelander Rbn to Duluth, Minnesota, VOR.

(6) Rhinelander Rbn. to Duluth Rbn.

(7) Rhinelander VOR to Duluth VOR.

(8) Rhinelander VOR to Duluth Rbn.

c. An increase from 3,100 feet to 3,700 feet northbound, and from 3,500 feet to 3,700 feet southbound between Rhinelander Rbn. and Wausau Rbn.

d. An increase from 3,200 feet to 3,700 feet between Rhinelander Rbn. and Wausau VOR.

The above changes, except Items 3 a, c, and d, would have a substantial adverse effect upon the safe and efficient utilization of navigable airspace due to:

1. The loss of the 3,000-foot cardinal altitude.

2. The derogation of the Rhinelander SIAPs by increasing procedure altitudes.

3. The delay to IFR operations caused by aircraft being required to fly at higher altitudes thus requiring longer times for climbs and descents.

Based upon the aeronautical study, it is the finding of the Agency that the proposed structure would have a substantial adverse effect upon IFR aeronautical operations in the vicinity of Rhinelander, Wisconsin.

Therefore, pursuant to the authority delegated to me by the Administrator (§ 77.37), it is found that the proposed structure would have a substantial adverse effect upon the safe and efficient utilization of navigable airspace; and it is hereby determined that the proposed structure would be a hazard to air navigation.

This determination is effective and will become final 30 days after the date of issuance unless an appeal is filed under § 77.39 (27 F.R. 10352). If the appeal is denied, the determination will then become final as of the date of the denial or 30 days after the issuance of the determination, whichever is later.

Issued in Washington, D.C., on December 22, 1964.

JOSEPH VIVARI,
Acting Chief,

Obstruction Evaluation Branch.

[F.R. Doc. 65-76; Filed, Jan. 5, 1965;
8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION
[Canadian List 192]
CANADIAN BROADCAST STATIONS

Changes, Proposed Changes and Corrections in Assignments

DECEMBER 14, 1964.
Notification under the provisions of part III, section 2 of the North American Regional Broadcasting Agreement; list of changes, proposed changes and corrections in assignments of Canadian broadcast stations modifying appendix containing assignments of Canadian broadcast stations (Mimeograph No. 47214-3) attached to the recommendations of the North American Regional Broadcasting Agreement Engineering Meeting.

Call letters	Location	Power kw	Antenna	Schedule	Class	Expected date of commencement of operation
CFRA (N.I.O. with change in radiation pattern—vide on List No. 179)	Ottawa, Ontario	580 kilocycles 50kw/D/30kwN	DA-2	U	III	
CJQX	Grand Bank, Newfoundland	710 kilocycles 1kw	DA-1	U	II	Now in operation.
CKLG	Vancouver, British Columbia	750 kilocycles 10kw	DA-2	U	III	Do.
New	Cornwall, Newfoundland	750 kilocycles 10kw	DA-1	U	II	E.I.O. 11-10-65.
CFAX (delete assignment—vide 1079 kHz)	Victoria, British Columbia	810 kilocycles 1kw	ND	D	II	
CHQR	Calgary, Alberta	810 kilocycles 30kw	DA-2	U	II	Now in operation.
New (delete assignment)	Fredericton, New Brunswick	800 kilocycles 1kw	DA-N	U	II	
CFXY (change in call letters from CFBC)	Stephenville, Newfoundland	810 kilocycles 0.5kw	ND	U	II	Now in operation.
New (delete assignment)	Lévis, Province of Quebec	860 kilocycles 5kw	DA-N	U	III	
Do	Truro, Nova Scotia	850 kilocycles 1kw	DA-1	U	III	
Do	Fredericton, New Brunswick	970 kilocycles 5kw	DA-1	U	III	
CBZ (PO: 1480 kHz 10kw DA-N)	Fredericton, New Brunswick	970 kilocycles 10kw	DA-N	U	III	E.I.O. 12-10-65.
CFAX (now in operation on new frequency)	Victoria, British Columbia	1070 kilocycles 1kw	DA-1	U	II	
CHES (now in operation with increased power)	St. Jean, Province of Quebec	1080 kilocycles 10kw	ND	D	II	
CHUM (now in operation with increased power)	Toronto, Ontario	1080 kilocycles 50kw	DA-2	U	II	
New	Edmonton, Alberta	1150 kilocycles 10kw	DA-N	U	II	E.I.O. 12-10-65.
CKXL (PO: 1140 kHz 10kw DA-1)	Calgary, Alberta	1140 kilocycles 30kw/D/10kwN	DA-2	U	II	Do.

Call letters	Location	Power kw	Antenna	Schedule	Class	Expected date of commencement of operation
CJAF (now in operation on new frequency)	Cahoon, Province of Quebec	1140 kilocycles 0.5kw	ND	U	IV	
CKWL (change in call letters from CKOQ-1)	William's Lake, British Columbia	1140 kilocycles 0.5kw	ND	U	IV	
CBOF	Ottawa, Ontario	1260 kilocycles 18kw	DA-1	U	III	Now in operation.
New (delete assignment)	Collingwood, Ontario	1270 kilocycles 1kw/D/0.5kwN	DA-N	U	III	
CJMS (now in operation with increased power)	Montreal, Quebec	1280 kilocycles 30kw	DA-2	U	III	
New (delete assignment)	Calgary, Alberta	1280 kilocycles 30kw	DA-N	U	III	
CJAF (delete assignment—vide 1280 kHz)	Cahoon, Province of Quebec	1140 kilocycles 0.5kw	ND	U	IV	

[SEAL]

BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-52; Filed, Jan. 5, 1965; 8:45 a.m.]

[Canadian List 193]

CANADIAN BROADCAST STATIONS

Changes, Proposed Changes and Corrections in Assignments

DECEMBER 18, 1964.
Notification under the provisions of Part III, section 2 of the North American Regional Broadcasting Agreement; list of changes, proposed changes and corrections in assignments of Canadian broadcast stations modifying appendix containing assignments of Canadian broadcast stations (Mimeograph No. 47214-3) attached to the recommendations of the North American Regional Broadcasting Agreement Engineering Meeting.

Call letters	Location	Power kw	Antenna	Schedule	Class	Expected date of commencement of operation
CFCT (now in operation with increased nighttime power)	Timmins, Ontario	680 kilocycles 10kw/D/5kwN	DA-2	U	III	
CHED (now in operation with new daytime pattern)	Edmonton, Alberta	680 kilocycles 18kw	DA-2	U	III	
CKDB (now in operation with nighttime facilities)	Dryden, Ontario	900 kilocycles 1kw/D/0.5kwN	ND	U	II	
New (delete assignment)	Hawkesbury, Ontario	1170 kilocycles 5kw	ND	D	II	
New (location: 45° 27' 46" N, 74° 58' 28" W)	Chatham, Province of Quebec	1107 kilocycles 5kw	ND	D	II	E.I.O. 12-15-65.

Call letters	Location	Power kw	Antenna	Schedule	Class	Expected date of commencement of operation
CHWK (now in operation with new daytime pattern).	Chilliwack, British Columbia.	1870 kilocycles 10kw	DA-N	U	III	
CKAY (now in operation).	Duncan, British Columbia.	1600 kilocycles 1kw	DA-1	U	II	

[SEAL]

BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-53; Filed, Jan. 5, 1965; 8:45 a.m.]

[Docket Nos. 15769, 15770; FCC 64-1198]

**BROWN RADIO & TELEVISION CO.
AND BARBOURVILLE-COMMUNITY
BROADCASTING CO.****Order Designating Applications for
Consolidated Hearing on Stated
Issues**

In re applications of Dwight L. Brown et/as Brown Radio & Television Company (WBVL), Barbourville, Kentucky, has 950 kc, 1 kw, Day, Class III, Docket No. 15769, File No. BR-3228, for renewal of license, Barbourville-Community Broadcasting Co., Barbourville, Kentucky, requests 950 kc, 1 kw, Day, Class III, Docket No. 15770, File No. BP-16297, for construction permit.

At a session of the Federal Communications Commission held at its offices in Washington, D.C. on the 23d day of December 1964;

The Commission having under consideration the above-captioned and described applications;

It appearing, that, except as indicated by the issues specified below, each of the applicants is legally, technically, financially, and otherwise qualified to construct and operate as proposed and;

It further appearing, that the above-captioned applications are mutually exclusive; and

It further appearing, that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject applications would serve the public interest, convenience, and necessity, and is of the opinion that the applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

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

1. To determine which of the operations proposed in the above-captioned applications would better serve the public interest, in light of the evidence adduced and the record made with respect to the significant differences between the applicants as to:

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

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

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

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

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

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

It is further ordered, That, the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue: To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

Released: December 31, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.[F.R. Doc. 65-110; Filed, Jan. 5, 1965;
8:49 a.m.]

[Docket Nos. 15751-15766; FCC 64M-1293]

KFOX, INC., ET AL.**Order Scheduling Hearing**

In re applications of KFOX, Inc. (KFOX), Pasadena, California, Docket No. 15751, File No. BP-16149; Charles W. Jobbins, Costa Mesa, Newport Beach, California, Docket No. 15752, File No. BP-16157; Radio Southern California, Incorporated, Pasadena, California, Docket No. 15753, File No. BP-16158; Goodson-Todman Broadcasting, Inc.,

Pasadena, California, Docket No. 15754, File No. BP-16159; Orange Radio, Inc., Fullerton, California, Docket No. 15755, File No. BP-16160; Pacific Fine Music, Inc., Whittier, California, Docket No. 15756, File No. BP-16161; The Bible Institute of Los Angeles, Incorporated, Pasadena, California, Docket No. 15757, File No. BP-16162; C. D. Funk and George A. Baron, a partnership d/b as Topanga Malibu Broadcasting Company, Topanga, California, Docket No. 15758, File No. BP-16164; California Regional Broadcasting Corporation, Pasadena, California, Docket No. 15759, File No. BP-16165; Storer Broadcasting Company (KGBS), Pasadena, California, Docket No. 15760, File No. BP-16166; Mitchell B. Howe, Peter Davis, Edwin M. Dillhoefer and C. Hunter Shelden d/b as Pasadena Civic Broadcasting Company, Pasadena, California, Docket No. 15761, File No. BP-16167; Robert S. Morton, Arthur Hanisch, Macdonald Carey, Ben F. Smith, Donald C. McBain, Robert Breckner, Louis R. Vincenti, Robert C. Mardian, James B. Boyle, Robert M. Vallancourt, and Edwin Earl, d/b as Crown City Broadcasting Co., Pasadena, California, Docket No. 15762, File No. BP-16168; Pasadena Community Station, Inc., Pasadena, California, Docket No. 15763, File No. BP-16170; Voice of Pasadena, Inc., Pasadena, California, Docket No. 15764, File No. BP-16172; Western Broadcasting Corporation, Pasadena, California, Docket No. 15765, File No. BP-16173; Pasadena Broadcasting Company, Pasadena, California, Docket No. 15766, File No. BP-16174; for construction permits.

It is ordered, This 28th day of December 1964, that Forest L. McClenning shall serve as presiding officer in the above-entitled proceeding; that the hearings therein are hereby scheduled to commence at 10:00 a.m., March 10, 1965, in the Offices of the Commission, Washington, D.C.; and that the initial prehearing conference shall be convened by the presiding officer in the Offices of the Commission, Washington, D.C., at 10:00 a.m., January 28, 1965, at which time counsel for all participating parties shall be prepared to discuss to the fullest extent applicable, in light of the governing issues, all of the pertinent items enumerated in § 1.251 of the Commission's rules of practice and procedure.

Released: December 31, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.[F.R. Doc. 65-107; Filed, Jan. 5, 1965;
8:49 a.m.]**[Docket Nos. 15449, 15450; FCC 64M-1292]
SPRINGFIELD TELECASTING CO. AND
MIDWEST TELEVISION, INC.****Order Regarding Procedural Dates**

In re applications of Springfield Telecasting Co., Springfield, Illinois; Docket No. 15449, File No. BPCT-2838; Midwest Television, Inc., Springfield, Illinois; Docket No. 15450, File No. BPCT-2846;

for construction permits for new television broadcast stations.

The Acting Chief Hearing Examiner having under consideration a joint request by applicants for postponement of certain procedural dates, which pleading was filed on December 29, 1964;

It appearing, that there has heretofore been established certain procedural dates, to wit:

(a) A date, namely December 31, 1964, for parties to supplement their pleadings with respect to Springfield Telecasting Company's joint motion to dismiss the application of Midwest Television, Inc., and,

(b) A Hearing Conference on January 5, 1965:

It further appearing, that good cause exists why said request should be granted and applicants plead that counsel for Plains Television Corporation and the Broadcast Bureau interpose no objection to a grant of said request;

Accordingly, it is ordered, This 30th day of December 1964, that the request is granted and that the procedural dates referred to above be and the same are hereby continued to dates to be hereinafter determined by the Hearing Examiner.

Released: December 31, 1964.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE, Secretary.

[F.R. Doc. 65-108; Filed, Jan. 5, 1965; 8:49 a.m.]

[Docket Nos. 15769, 15770; FCC 64M-1294]

BROWN RADIO & TELEVISION CO. (WBVL) AND BARBOURVILLE-COMMUNITY BROADCASTING CO.

Order Scheduling Hearing

In re applications of Dwight L. Brown tr/as Brown Radio & Television Company (WBVL), Barbourville, Kentucky, Docket No. 15769, File No. BR-3228, for renewal of license; Barbourville-Community Broadcasting Co., Barbourville, Kentucky, Docket No. 15770, File No. BP-16297, for construction permit.

It is ordered, This 28th day of December 1964, that Millard F. French shall serve as the presiding officer in the above-entitled proceeding; that the hearings therein shall commence at 10:00 a.m. on February 16, 1965; and that a prehearing conference shall be convened at 10:00 a.m. on January 29, 1965; And it is further ordered, That all proceedings shall be held in the Offices of the Commission, Washington, D.C.

Released: December 31, 1964.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE, Secretary.

[F.R. Doc. 65-109; Filed, Jan. 5, 1965; 8:49 a.m.]

FEDERAL MARITIME COMMISSION

[Commission Order No. 1 (Amended); Supp. 6]

FREIGHT FORWARDER LICENSING

Delegation of Authority

Section 7—Specific Authorities delegated to the Managing Director, is hereby supplemented to add to subsection 7.04 authority (f) as follows:

(f) On the basis of reasonable and valid request, to grant extensions of time to comply with the provisions of General Order 4, rule 510.8(c)(2).

JOHN HARLEE, Rear Admiral, U.S. Navy (Retired), Chairman.

[Commission Order 201.1 (Amended); Supp. 3]

Section 6—Specific Authorities delegated to the Director, Bureau of Domestic Regulation, is supplemented by adding to subsection 6.03 authority (g) as follows:

(g) On the basis of reasonable and valid request, to grant extensions of time to comply with the provisions of General Order 4, rule 510.8(c)(2).

TIMOTHY J. MAY, Managing Director.

[F.R. Doc. 65-86; Filed, Jan. 5, 1965; 8:47 a.m.]

[Docket No. 1213]

HILANN FORWARDING CO.

Application for Freight Forwarding License; Discontinuance of Proceeding

By order dated November 18, 1964, the Commission, pursuant to a request by Hilann Forwarding Co., 25 Broadway, New York, New York, 10004, an applicant for an independent ocean freight forwarder's license, instituted a proceeding to determine whether the applicant is qualified for a license within the meaning of section 1 of the Shipping Act, 1916 (46 U.S.C. 801).

By letter of December 4, 1964, applicant requested withdrawal of its application for a license.

Now therefore it is ordered; That the proceeding is hereby discontinued.

It is further ordered, That the application of Hilann Forwarding Co. for a license is hereby dismissed without prejudice to the filing of a new application on the basis of changed facts.

It is further ordered, That a copy of this order shall be served upon the respondent herein, and that this order be published in the FEDERAL REGISTER.

By the Commission.

[SEAL] THOMAS LISI, Secretary.

[F.R. Doc. 65-87; Filed, Jan. 5, 1965; 8:47 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File Number 24A-1496]

INTERNATIONAL MARINE, INC.

Order Temporarily Suspending Exemption, Statement of Reasons Therefor and Notice of Opportunity for Hearing

DECEMBER 30, 1964.

I. International Marine, Inc. ("Issuer"), 790 Northeast 79th Street, Miami 38, Florida (address given), 800 Northeast 79th Street, Miami 38, Florida (last known address), a Florida corporation, filed with the Commission on May 29, 1961, a notification, offering circular and other exhibits relating to a proposed offering of 75,000 shares of its \$0.1 par value common stock at \$4.00 per share for an aggregate amount of \$300,000.00, 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) and Regulation A promulgated thereunder. According to the Issuer's Report on Form 2-A filed on April 23, 1962, the offering was commenced on July 19, 1961 and completed on August 30, 1961.

II. The Commission has reasonable cause to believe that:

A. The offering circular contains untrue statements of material facts, omits to state material facts and contains a misleading presentation of facts in that:

1. The offering circular dated July 20, 1961 falsely stated that the issuer owned a yacht free and clear of all encumbrances, whereas it was subject to two outstanding mortgages on that date. The issuer's liability therefor was not disclosed in the balance sheet in the offering circular and the footnotes thereto fail to explain the absence of these disclosures.

2. The offering circular dated July 20, 1961 falsely identifies the President of the issuer and fails to include the name of the actual President and person in charge of its business operations.

3. The offering circular falsely stated that the issuer owned a private dwelling in Miami, Florida, whereas the record title to this property was in the name of two individuals.

B. The issuer has not met the requirements of Regulation A in that it failed to amend its offering circular to disclose that during the course of the offering, its only cargo vessel was sold.

C. The offering was made in violation of section 17 of the Securities Act of 1933, as amended.

III. It appearing to the Commission that it is in the public interest and for the protection of investors that the exemption of the issuer under Regulation A be temporarily suspended,

It is ordered, Pursuant to Rule 261(a) of the general rules and regulations under the Securities Act of 1933, as

amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given that any person having any interest in the matter may file with the Secretary of the Commission a written request for hearing within thirty days after the entry of this order; that within twenty days after receipt of such request the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; that if no hearing is requested and none is ordered by the Commission, this order shall become permanent on the thirtieth day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission; and that notice of the time and place for any hearing will be promptly given by the Commission.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 65-105; Filed, Jan. 5, 1965;
8:49 a.m.]

TARIFF COMMISSION

[337-L-29]

WATCHES AND WATCH MOVEMENTS

Notice of Amended Complaint Received

The United States Tariff Commission hereby gives notice of the receipt on December 28, 1964, of an amended complaint under section 337 of the Tariff Act of 1930 (19 U.S.C. 1337), filed jointly by the Elgin National Watch Company of Elgin, Ill. and the Hamilton Watch Company of Lancaster, Pa., alleging unfair methods of competition and unfair acts in the importation and sale of watches and watch movements into, and their sale in, the United States. Notice of the original complaint was published in the FEDERAL REGISTER of April 28, 1964 (29 F.R. 5653).

In accordance with the provisions of § 203.3 of its rules of practice and procedure (19 CFR 203.3), the Commission is continuing a preliminary inquiry into the allegations of the complaint for the purpose of determining whether there is good and sufficient reason for a full investigation.

A copy of the amended complaint is available for public inspection at the office of the Secretary, United States Tariff Commission, 8th and E streets NW., Washington, D.C., and at the New York office of the Tariff Commission located in room 437 of the customhouse.

Information submitted by interested persons which is pertinent to the aforementioned preliminary inquiry will be considered by the Commission if it is received not later than February 5, 1965. Such information should be sent to the Secretary, United States Tariff Commis-

sion, 8th and E streets NW., Washington, D.C., 20436. A signed original and nineteen (19) true copies of each document must be filed.

Issued December 31, 1964.

By order of the Commission.

[SEAL] DONN N. BENT,
Secretary.

[F.R. Doc. 65-83; Filed, Jan. 5, 1965;
8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATION FOR RELIEF

DECEMBER 31, 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

PSA 39493: *Casing or tubing from Sharon and Wheatland, Pa.* Filed by Southwestern Freight Bureau, agent (No. B-8666), for interested rail carriers. Rates on wrought iron or steel oil country tubular goods, viz.: Casing and tubing in carloads to transit points and motor vehicle beyond, from Sharon and Wheatland, Pa., to points in Oklahoma and Texas.

Grounds for relief: Grouping.

Tariff: Supplement 12 to Southwestern Freight Bureau, agent, tariff I.C.C. 4512.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-92; Filed, Jan. 5, 1965;
8:48 a.m.]

[Notice 11]

FINANCE APPLICATIONS

DECEMBER 31, 1964.

The following publications are governed by the Interstate Commerce Commission's General Requirements governing notice of filing of applications under sections 20a except (12) and 214 of the Interstate Commerce Act. The Commission's order of May 20, 1964, providing for such publication of notice, was published in the FEDERAL REGISTER issue of July 31, 1964 (29 F.R. 11126) and became effective October 1, 1964.

All hearings and prehearing conferences, if any, will be called at 9:30 a.m., U.S. standard time unless otherwise specified.

F.D. No. 23432: By application filed December 28, 1964, Illinois Central Railroad Company, 135 East Eleventh Place, Chicago, Ill., 60605, seeks authority under section 20a of the Interstate Commerce Act to assume obligation and liability in respect to \$8,250,000 principal amount of Illinois Central Equipment Trust Certificates, Series 53. Appli-

cant's attorney: F. E. Martin, Vice President and Comptroller, Illinois Central Railroad Company, 135 East Eleventh Place, Chicago, Ill., 60605. Protests must be filed no later than 15 days from date of publication in the FEDERAL REGISTER.

F.D. No. 23433: By application filed December 29, 1964, Alleghany Corporation, 350 Park Avenue, New York, N.Y., 10022, seeks authority under section 20a of the Act to issue 45,200 shares of Common Stock of \$1.00 par value per share. Applicant's attorneys: David G. Macdonald, Esquire, Suite 502, Solar Building, 1000 Sixteenth Street NW., Washington, D.C., 20036, and John E. Tobin, Esquire, Donovan, Leisure, Newton & Irvine, Two Wall Street, New York, N.Y., 10005. Protests must be filed no later than 15 days from date of publication in the FEDERAL REGISTER.

F.D. No. 23437: By application filed December 23, 1964, Empire Carriers Corporation, 555 West 34th Street, New York, N.Y., seeks authority under section 214 of the Act to secure a loan in the amount of \$700,000, to be secured by a mortgage on its real property and to be evidenced by a note. Applicant's attorney: Herbert Burstein, Zelby & Burstein, 160 Broadway, New York, N.Y., 10038. Protests must be filed no later than 15 days from date of publication in the FEDERAL REGISTER.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-94; Filed, Jan. 5, 1965;
8:48 a.m.]

[Notice 334]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

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 30204 (Deviation No. 9), HEMINGWAY TRANSPORT, INC., 438 Dartmouth Street, New Bedford, Mass., 02740, filed December 18, 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 junction U.S. Highway 1 and Interstate Highway 95 at Richmond, Va., and junction Interstate Highway 95 and U.S. Highway 2 at Bangor, Maine, over Interstate Highway 95, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1) From Richmond over U.S. Highway 1 via Baltimore, Md., to New York, N.Y., (2) from Boston, Mass., over U.S. Highway 1 to Providence, R.I., thence over Rhode Island Highway 3 to Hopkinton, R.I., thence over Rhode Island Highway 84 to the Rhode Island-Connecticut State line, thence over Connecticut Highway 84 (now Connecticut Highway 95) to junction U.S. Highway 1, thence over U.S. Highway 1 to New York, (3) from Boston over U.S. Highway 1 to junction Massachusetts Highway 26 (formerly U.S. Highway 1), thence over Massachusetts Highway 26 to Newburyport, Mass. (also from Boston over Massachusetts Highway 107 to Salem, Mass., thence over Massachusetts Highway 1-A to Newburyport), thence over Massachusetts Highway 26 (formerly U.S. Highway 1) to junction U.S. Highway 1, thence over U.S. Highway 1 to Bangor, and (4) from Portland, Maine over Maine Highway 26 to Bethel, Maine, thence over U.S. Highway 2 to Bangor, and return over the same routes.

No. MC 48958 (Deviation No. 11), ILLINOIS-CALIFORNIA EXPRESS, INC., 510 East 51st Avenue, Denver 16, Colo., filed December 21, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: (1) From Lincoln, Nebr., over Interstate Highway 80 to junction Nebraska Highway 92, thence over Nebraska Highway 92 to Omaha, Nebr., and (2) from Omaha over Iowa Highway 92 to Griswold, Iowa, thence over Iowa Highway 48 to junction U.S. Highway 6 (approximately 11 miles west of Atlantic, Iowa), and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: from Lincoln over U.S. Highway 6 to Harvey, Ill., thence over Illinois Highway 1 to Chicago (also from Harvey, over U.S. Highway 6 to junction Alternate U.S. Highway 30, thence over Alternate U.S. Highway 30 to Chicago), and return over the same route.

No. MC 64650 (Deviation No. 2), W. T. COWAN, INCORPORATED, 820 South Oldham Street, Baltimore 24, Md., filed December 18, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over deviation routes as follows: (1) Between Washington, D.C., and New York, N.Y., over Interstate Highway 95, and (2) between Baltimore, Md., and New York, N.Y., over Interstate Highway 95, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1)

From Baltimore over U.S. Highway 1 to Alexandria, Va., (2) from Baltimore over U.S. Highway 40 to Ellicott City, Md., thence over U.S. Highway 29 to Washington, thence over U.S. Highway 1 to Alexandria, (3) from Baltimore over U.S. Highway 1 to Philadelphia, Pa. (also from Baltimore over U.S. Highway 40 to junction U.S. Highway 13, thence over U.S. Highway 13 to Philadelphia), thence over U.S. Highway 13 to Trenton, N.J., thence over New Jersey Highway 27 to Newark, N.J., thence over U.S. Highway 1 to New York, and (4) from Baltimore over U.S. Highway 40 to junction U.S. Highway 130, thence over U.S. Highway 130 to junction U.S. Highway 1, thence over U.S. Highway 1 to New York, and return over the same routes.

No. MC 69833 (Deviation No. 11), ASSOCIATED TRUCK LINES, INC., 15 Andre Street SE., Grand Rapids, Mich., filed December 21, 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 Detroit, Mich., over Interstate Highway 94 to Port Huron, Mich., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Detroit, Mich., over U.S. Highway 10 to junction Michigan Highway 54 (formerly U.S. Highway 10), thence over Michigan Highway 54 to Flint, Mich., thence over Michigan Highway 21 to Grand Rapids, Mich., and from Flint, Mich., over Michigan Highway 21 to Port Huron, and return over the same routes.

No. MC 69833 (Deviation No. 12), ASSOCIATED TRUCK LINES, INC., 15 Andre Street SE., Grand Rapids 7, Mich., filed December 21, 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 Cleveland, Ohio, over Interstate Highway 71 to Cincinnati, Ohio, and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Detroit, Mich., over U.S. Highway 24 to Toledo, Ohio, thence over U.S. Highway 25 to Cincinnati; from Toledo, Ohio, over Ohio Highway 120 to junction U.S. Highway 20, thence over U.S. Highway 20 to Cleveland, Ohio; from Columbus, Ohio, over U.S. Highway 40 to Indianapolis, Ind.; and from Columbus over Ohio Highway 31 to Kenton, Ohio, thence over 30S to Delphos, Ohio, and return over the same routes.

No. MC 111485 (Deviation No. 1), PASCHALL TRUCK LINES, INC., Murray, Ky. Carrier's attorney: R. Connor Wiggins, Jr., 710 Sterick Building, Memphis, Tenn., filed December 18, 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 Murray, Ky., over U.S. Highway 641 to junction U.S. Highway 68, thence over U.S. Highway 68 to junction U.S. High-

way 60, and thence over U.S. Highway 60 via Paducah, Ky., to Wickliffe, Ky., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Murray, over Kentucky Highway 94 to junction Kentucky Highway 97, thence over Kentucky Highway 97 to Mayfield, Ky., thence over Kentucky Highway 98 (Kentucky Highway 98 is now identified as Kentucky Highway 80) to Arlington, Ky., thence over U.S. Highway 51 to Wickliffe, and return over the same route.

MOTOR CARRIERS OF PASSENGERS

No. MC 109736 (Deviation No. 4), CAPITOL BUS COMPANY, Fourth and Chestnut Streets, Harrisburg, Pa. Carrier's attorney: James E. Wilson, 716 Perpetual Building, 1111 E Street NW., Washington, D.C., filed December 28, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of passengers and their baggage, in the same vehicle with passengers, over a deviation route as follows: From Philadelphia, Pa., over the Schuylkill Expressway to junction Pennsylvania Turnpike, thence over the Pennsylvania Turnpike to junction Pennsylvania Highway 10 at Morgantown, Pa., thence over Pennsylvania Highway 10 to junction Pennsylvania Highway 23, thence over Pennsylvania Highway 23 to junction Interstate Highway 176, thence over Interstate Highway 176 to Reading, Pa., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over a pertinent service route as follows: from Philadelphia over U.S. Highway 422 to Reading, and return over the same route.

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-95; Filed, Jan. 5, 1965; 8:48 a.m.]

[Notice 716]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

DECEMBER 31, 1964.

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.

APPLICATIONS ASSIGNED FOR ORAL HEARING

No. MC 108341 (Sub-No. 9), filed December 21, 1964. Applicant: MOSS TRUCKING COMPANY, INC., Post Office Box 8409, Charlotte, N.C. Applicant's attorney: Morton E. Kiel, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Earthmoving, construction, mining and maintenance machinery and equipment, and (2) parts, implements, attachments, and acces-

series for the commodities named in (1) above, between Raleigh, N.C., and points within 15 miles thereof, on the one hand, and, on the other, points in Alabama, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Mississippi, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

HEARING: March 2, 1965, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner David Waters.

No. MC 125579. (REPUBLICATION), filed August 5, 1963, published FEDERAL REGISTER, issues of December 11 and December 25, 1963, and republished this issue. Applicant: TRUCK SERVICE, INC., Baton Rouge, La. Applicant's attorney: John F. Ward, Jr., 206 Louisiana Avenue, Baton Rouge, La. By application filed August 5, 1963, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier, by motor vehicle, over irregular routes, of general commodities, in flat-bed trailers, removable side flat-bed trailers, pole trailers, and dump vehicles, between the Port of Greater Baton Rouge, La., near Baton Rouge, on the one hand, and, on the other, points in Louisiana and points in that part of Mississippi on and south of U.S. Highway 80, restricted to traffic having a prior or subsequent movement by water, and further restricted against the transportation (1) of cement, from Brandon and Vicksburg, Miss., and their commercial zones, (2) processed clay, from Jackson, Miss., and (3) dry fertilizer, and fertilizer and ammonium nitrate, from the plant site of the Coastal Chemical Corporation, near Pascagoula, Miss. A Report of the Commission, Operating Rights Review Board No. 2, decided November 19, 1964, served November 25, 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) (a) of aggregate, in bulk, in dump vehicles, from Erwinville, La., to Baton Rouge, La., and (b) of salt cake, in bulk, in dump vehicles, from Baton Rouge, La., to West Monroe, La., restricted to traffic having a prior or subsequent movement by water, and (2) of aggregate, in bulk, in dump vehicles, from Erwinville, La., to points in Mississippi on and south of U.S. Highway 80; and that because it is possible, with respect to the grant of authority to originate traffic at Erwinville, that other parties who have relied upon the notice of the application as published may have an interest in and would be prejudiced by the lack of proper notice of the authority described above, a corrected notice of the authority actually granted will be republished in the FEDERAL REGISTER and issuance of a certificate herein will be withheld for a period of 30 days from the date of such republication, during which period any proper party in interest may file an appropriate protest or other pleading.

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 73165 (Sub-No. 190), filed December 17, 1964. Applicant: EAGLE MOTOR LINES, INC., 830 North 33d Street, Birmingham, Ala. Applicant's attorney: Donald L. Morris, 2027 City Federal Building, Birmingham, Ala., 35203. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Building materials, lumber, paints, glass, roofing and tar, machinery, culvert pipe, boilers, and stacks, boiler parts, petroleum products, empty drums and auto parts*, in truckloads only, minimum 5,000 pounds, between Birmingham, Ala., on the one hand, and, on the other, points located within a radius of 130 miles of Birmingham, Ala., and (2) *cast iron pipe, iron and steel articles, and contractor's equipment*, in truckloads only, minimum 10,000 pounds, between Birmingham, Ala., on the one hand, and, on the other, points located within a radius of 150 miles of Birmingham, Ala.

NOTE: This is a matter directly related to MC-F 8976, published in FEDERAL REGISTER issue of December 23, 1964.

APPLICATIONS UNDER SECTION 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-8985. Authority sought for control by CENTRAL MOTOR LINES, INCORPORATED, Post Office Box 1067 (324 North College Street), Charlotte, N.C., of WINSTON-ELKIN MOTOR EXPRESS, INCORPORATED, 100 Standard Street, Elkin, N.C., and for acquisition by ROBERT G. HAYES and M. C. HAYES, both of 60 North Spring Street, Concord, N.C., of control of WINSTON-ELKIN MOTOR EXPRESS, INCORPORATED, through the acquisition by CENTRAL MOTOR LINES, INCORPORATED. Applicants' attorney: John K. Culbertson, Post Office Box 1913, Raleigh, N.C. Operating rights sought to be controlled: Under a certificate of registration, in Docket No. MC-121144 Sub-1, covering the transportation of general commodities, as a common carrier, in intrastate commerce, within the State of North Carolina. CENTRAL MOTOR LINES, INCORPORATED, is authorized to operate as a common carrier in Illinois, North Carolina, Ohio, West Virginia, Indiana, New York, South Carolina, New Jersey, Pennsylvania, Maryland, Virginia, Georgia, and Delaware. Application has been filed for temporary authority under section 210a (b).

No. MC-F-8987. Authority sought for purchase by WILBUR M. COFFIN, INC., 574 Reno Street, Indianapolis, Ind., of a

portion of the operating rights and certain property of OVERLAND FREIGHT LINES, INC., 2612 West Morris Street, Indianapolis, Ind., and for acquisition by CHARLES F. DAVIS, also of 574 Reno Street, Indianapolis, Ind., of control of such rights and property through the purchase. Applicants' attorneys: Robert C. Smith, 512 Illinois Building, Indianapolis, Ind., and James L. Beatty, 130 East Washington Street, Indianapolis, Ind.

Operating rights sought to be transferred: *Lead*, in truckloads, as a common carrier, over regular routes, from Indianapolis, Ind., to Louisville, Ky., serving no intermediate points, from Indianapolis, Ind., to Cincinnati, Ohio, serving no intermediate points, and serving the off-route point of Madisonville, Ohio, restricted to delivery only; *scrap metal*, in truckloads, from Louisville, Ky., to Indianapolis, Ind., serving no intermediate points, from Cincinnati, Ohio, to Indianapolis, Ind., serving no intermediate points and serving the off-route point of Madisonville, Ohio, restricted to delivery only; *fertilizer*, over regular and irregular routes, from Lockland, Ohio, to certain points in Indiana; *sugar*, from Fremont and Findlay, Ohio, and Danville and Paris, Ill., to certain points in Indiana; *glass containers, stoppers, and caps*, over irregular routes, from Indianapolis, Ind., to points in St. Louis County, Mo., from Zanesville, Ohio, to Indianapolis, Ind.; *stoppers, caps, lids, labels, and glass containers*, from Indianapolis, Ind., to points in that part of Illinois south of U.S. Highway 50; *glass containers, stoppers, caps, lids, labels, and paper cartons*, knocked-down, from Muncie, Ind., to certain points in Kentucky, points in Ohio, and that part of Michigan on and south of Michigan Highway 21; *cullet*, from Chicago, Ill., to Indianapolis, Ind.; *reclaimed lead*, from Louisville, Ky., to Indianapolis, Ind.; *scrap metals*, from Louisville, Ky., to Chicago and Chicago Heights, Ill., and Whiting, Ind., from Indianapolis, Ind., to points in Illinois in the Chicago, Ill., commercial zone, as defined by the Commission; *chemicals*, from Barberton, Ohio, to Indianapolis, Ind.; *soda ash*, from Wyandotte, Mich., to Indianapolis, Ind.; *loose brass borings*, from Mooresville, Ind., to points in Illinois in the Chicago, Ill., commercial zone, as defined by the Commission; *cheese*, in truckloads, from points in Indiana to Pittsburgh, Pa., Wheeling, W. Va., and points in Ohio; *fertilizer*, from Indianapolis, Ind., to certain points in Illinois; *feeds*, from Chicago, Ill., to certain points in Indiana; *canned goods*, from Morgantown, Ind., to Chicago, Ill.; *sugar*, from Chicago, Ill., and Louisville, Ky., to points in Indiana, from Terre Haute, Ind., to certain points in Illinois; *pulpboard*, from Quincy, Ill., to Mooresville, Ind.; *containers*, manufactured from paper or paper products, from Mooresville, Ind., to Louisville, Ky., and points in Ohio and Illinois; *butter*, in truckloads, between Indianapolis, Ind., to Chicago, Ill., between Fort Wayne, Ind., and St. Louis, Mo.; *pallets, platforms, and skids*, from points in Ohio, Illinois, that part of Michigan on and south of Michigan Highway 21, St. Louis County, Mo., and Louisville, Covington,

Owensboro, and Maysville, Ky., to Indianapolis, Ind. RESTRICTION: The separate grants of authority contained herein shall not be tacked or joined, directly or indirectly, for the purpose of performing any through service. Vendee is authorized to operate as a contract carrier in Indiana, Kentucky, Illinois, Ohio, and Michigan. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8988. Authority sought for lease by AUTREY F. JAMES, doing business as A. F. JAMES TRUCK LINE, 107 Lelia Street, Texarkana, Tex., of the operating rights of REDLAND OIL CO., INC., Post Office Box 601, San Augustine, Tex. Applicants' representative: Autrey F. James, 107 Lelia Street, Texarkana, Tex. Operating rights sought to be leased: Sugar, in bags, as a contract carrier over irregular routes, from Supreme (Assumption Parish), Reserve (St. John the Baptist Parish), and Shreveport, La., to Clovis, N. Mex., and points in Texas and Oklahoma, from San Augustine, Tex., to Clovis, N. Mex., and points in Oklahoma; RESTRICTION: The service authorized herein is subject to the following conditions: The operations authorized herein are limited to a transportation service to be performed, under a continuing contract, or contracts with the following shippers: J. Aron & Co., of New Orleans, La., Godchaux Sugar Refining Co., of Reserve, La., J. Monroe Harris, of San Augustine, Tex., the operations authorized herein shall be conducted separately from any other business activities of carrier or of any of its stockholders, that carrier shall maintain separate accounting systems therefor, that carrier shall not transport property as both for-hire and a private carrier at the same time and in the same vehicle. Lessee is authorized to operate as a contract carrier in Texas, Arkansas, Oklahoma, Louisiana, Alabama, Tennessee, Mississippi, Florida, Georgia, Kansas, Kentucky, Missouri, North Carolina, Oklahoma, South Carolina, Virginia, Nebraska, and New Mexico. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8989. Authority sought for purchase by HART MOTOR EXPRESS, INC., 2417 North Cleveland, St. Paul 13, Minn., of a portion of the operating rights of FILLIPI TRUCK LINES, INC., Warren, Minn., and for acquisition by GEORGE HART, 2417 North Cleveland, St. Paul 13, Minn., of control of such rights through the purchase. Applicants' attorneys: Donald A. Morken, 1000 First National Bank Building, Minneapolis, Minn., and Alan Poes, 502 First National Bank Building, Fargo, N. Dak. Operating rights sought to be transferred: Household goods, and general commodities, except those of unusual value, Class A and B explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, as a common carrier over irregular routes between Warren, Minn., and points within 20 miles of Warren, on the one hand, and, on the other, West

Fargo and Union Stockyards, N. Dak., and points in that part of North Dakota on and east of U.S. Highway 81. Vendee is authorized to operate as a common carrier in Illinois, Minnesota, Wisconsin, Montana, North Dakota, South Dakota, Wisconsin, Iowa, Ohio, and Nebraska. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8990. Authority sought for control by GATEWAY TRANSPORTATION CO., INC., 2130 South Avenue, La Crosse, Wis., of ADKINS CARGO EXPRESS, INC., 623 South Fourth Avenue, Nashville, Tenn., and for acquisition by W. LEO MURPHY, EUGENE W. MURPHY and JOHN A. MURPHY, all of 2130 South Avenue, La Crosse, Wis., and MICHAEL P. MURPHY, 2331-81 South Wood Street, Chicago, Ill., of control of ADKINS CARGO EXPRESS, INC., through the acquisition by GATEWAY TRANSPORTATION CO., INC. Applicants' attorneys: Drew L. Carraway, 618 Perpetual Building, Washington, D.C., 20004, and Clarence Evans, 710 3d National Bank Building, Nashville 19, Tenn. Operating rights sought to be controlled:

General commodities, except those of unusual value, commodities requiring special equipment, and those injurious or contaminating to other lading, as a common carrier, over regular routes, between Nashville, Tenn., and Chicago, Ill., serving certain intermediate and off-route points with restrictions; between Louisville, Ky., and Rushville, Ind., serving all intermediate points except Jeffersonville, Ind., between Madisonville, Ky., and Henderson, Ky., serving no intermediate points, and serving termini for joinder purposes only; general commodities, between Louisville, Ky., and Medora and Freetown, Ind., serving certain intermediate and off-route points with restrictions; general commodities, excepting among others, household goods and commodities in bulk, between Indianapolis, Ind., and Brownstown, Ind., serving all intermediate points; general commodities, except those of unusual value, Classes A and B explosives, commodities requiring special equipment, and those injurious or contaminating to other lading, between Hammond, Ind., and junction U.S. Highway 41 and 6 and Indiana Highway 152, serving no intermediate points; general commodities, excepting among others, household goods, but not excepting commodities in bulk, over three alternate routes for operating convenience only. GATEWAY TRANSPORTATION CO., INC., is authorized to operate as a common carrier in Michigan, Illinois, Ohio, Indiana, Wisconsin, Missouri, Minnesota, Iowa, Pennsylvania, and New York. Application has been filed for temporary authority under section 210a(b).

MOTOR CARRIERS OF PASSENGERS

No. MC-F-3240. Petition and amended agreement, filed December 28, 1964, seeking authority to continue until December 31, 1969, arrangement for the pooling of certain services, traffic, and net earnings of CANADA COACH LINES,

LTD., 18 Wentworth Street, North Hamilton, Ontario, Canada, and NIAGARA SCENIC BUS LINE, INC., 328 Main Street, Niagara Falls, N.Y. Applicants' attorney: S. Harrison Kahn, Suite 733 Investment Building, Washington 5, D.C. By petition filed April 15, 1959, arrangement sought to be continued, involving sight seeing services, described in 45 M.C.C. 555 decided March 27, 1947, as supplemented by report, 56 M.C.C. 801 (not printed in full) and order entered December 20, 1949, and subsequent orders entered September 15, 1954, September 28, 1959, and April 6, 1960, renewing and extending authority for the arrangement for a period to expire not later than December 31, 1964, was published in the July 8, 1959 issue of the FEDERAL REGISTER at page 5522.

NOTE: Agreement amended to exclude service known as "Morden's Toronto All-Expense Tours".

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-96; Filed, Jan. 5, 1965;
8:48 a.m.]

[Notice 27]

APPLICATIONS FOR MOTOR CARRIER "GRANDFATHER" CERTIFICATE OF REGISTRATION

DECEMBER 31, 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.

OHIO

No. MC 98210 (Sub-No. 1) (REPUBLICATION), filed February 4, 1963, published in FEDERAL REGISTER issue of June 12, 1963, and republished this issue.

Applicant: CONTINENTAL FREIGHT FORWARDING COMPANY, Post Office Box 15295, West Street, Cincinnati 15,

Ohio, and SPADE CONTINENTAL EXPRESS, INC., Post Office Box 15295, West Street, Cincinnati 15, Ohio, joint applicants. Applicant's attorney: James M. Burtch, 44 East Broad Street, Columbus 15, Ohio.

NOTE: The purpose of this republication is to show Spade Continental Express, Inc., as joint applicant.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-97; Filed, Jan. 5, 1965;
8:48 a.m.]

[Notice 717]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

DECEMBER 31, 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 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 request 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 730 (Sub-No. 239), filed December 18, 1964. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, Post Office Box 958, Oakland, Calif. Applicant's attorney: W. S. Piling (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, livestock, commodities in bulk, and those requiring special equipment), between Rawlins, Wyo., and junction U.S.

Highway 16 and Minnesota Highway 60 (near Worthington, Minn.): from Rawlins over U.S. Highway 287 to Muddy Gap, Wyo., thence over Wyoming Highway 220 to Casper, Wyo., thence over U.S. Highway 20 to Gordon, Nebr., thence over Nebraska Highway 27 to the Nebraska-South Dakota State line, thence over South Dakota Highway 75 to its junction with U.S. Highway 18, thence over U.S. Highway 18 to Mission, S. Dak. (also from Gordon, Nebr., over U.S. Highway 20 to its junction with Nebraska Highway 61 thence over Nebraska Highway 61 to the Nebraska-South Dakota State line, thence over South Dakota Highway 73 to Martin, S. Dak., thence over U.S. Highway 18 to Mission, S. Dak.) (also from Gordon, Nebr., via U.S. Highway 20 to Valentine, Nebr., thence over U.S. Highway 83 to Mission, S. Dak.), thence over U.S. Highway 18 to its junction with U.S. Highway 183 west of Winner, S. Dak., thence over U.S. Highway 183 to Presho, S. Dak., thence over U.S. Highway 16 to its junction with Minnesota Highway 60 near Worthington, Minn., and return over the same routes, serving no intermediate points as an alternate route for operating convenience only in connection with applicant's authorized regular route operations, but serving the termini for purpose of joinder only.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 1630 (Sub-No. 7), filed December 21, 1964. Applicant: D. D. JONES TRANSFER & WAREHOUSE CO., INC., 225 West Main Street, Norfolk, Va. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials* (except in bulk), from Norfolk, and Chesapeake, Va., to points in North Carolina, and *returned shipments*, of commodities specified above, on return.

NOTE: Applicant states it is now authorized to transport the involved commodities herein specified between Norfolk, Va., on the one hand, and, on the other, points in the northeastern part of North Carolina, and no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Norfolk, Va.

No. MC 2510 (Sub-No. 27), filed December 14, 1964. Applicant: ZIFFRIN TRUCK LINES, INC., 1120 South Division Street, Indianapolis, Ind. Applicant's attorney: Ferdinand Born, 1017-1019 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, livestock, commodities in bulk, and those requiring special equipment), serving the plant site of the Bethlehem Steel Company's Burns Harbor, Indiana plant, located in Porter County, Ind., as an off route in connection with applicant's presently authorized routes reaching to Gary, Ind., and Chicago, Ill.

NOTE: If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 21170 (Sub-No. 62), filed December 23, 1964. Applicant: BOS LINES, INC., 468 South 12th Avenue, Marshalltown, Iowa. 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 Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 MCC 209 and 766 (except commodities in bulk in tank vehicles), from points in Dakota County Nebr. to points in Colorado, Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kansas, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Vermont, West Virginia, Virginia, and Wisconsin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Omaha, Nebr.

No. MC 25798 (Sub-No. 122), filed December 28, 1964. Applicant: CLAY HYDER TRUCKING LINES, INC., 301 Highway North, Dade City, 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*, from Gaffney, S.C., to points in Wisconsin, and Minnesota.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 31600 (Sub-No. 577) (AMENDMENT), filed December 4, 1964, published FEDERAL REGISTER issue December 23, 1964, amended December 28, 1964, and republished as amended this issue. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham, Mass., 02154. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry silica gel desiccant*, in bulk, in pneumatic tank vehicles, from Paulsboro, N.J. to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Mississippi, New York, Ohio, Pennsylvania, West Virginia, Colorado, Kansas, Louisiana, New Mexico, Oklahoma, and Texas.

NOTE: The purpose of this republication is to broaden the scope of the territory proposed to be served. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 52574 (Sub-No. 17), filed December 17, 1964. Applicant: ELIZABETH FREIGHT FORWARDING CORP., 120 South 20th Street, Irvington, N.J. Applicant's attorney: August W. Heckman, 297 Academy Street, Jersey City, N.J., 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bakery products and containers therefor* (1) from Baltimore, Md., to Woodstown, and Cherry Hill, N.J. and Wilmington, Del. and (2) from Philadel-

¹ Copies of Special Rule 1.247 can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C., 20423.

phia, Pa. to Woodstown, N.J. and Baltimore, Md., under continuing contract, or contracts with Ward Baking Co.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 52629 (Sub-No. 59), filed December 14, 1964. Applicant: HUBER & HUBER MOTOR EXPRESS, INC., 970 South Eighth Street, Louisville, Ky. Applicant's attorney: Francis W. McInerney, 1000 16th Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as described by the Commission, and commodities requiring special equipment), serving the plant site of Bethlehem Steel Company located in Porter County, Ind., as an off-route point in connection with applicant's authorized regular routes between Chicago, Ill., and Louisville, Ky.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 56082 (Sub-No. 57), filed December 21, 1964. Applicant: DAVIS & RANDALL, INC., 154 Chautauqua Road, Fredonia, N.Y. Applicant's attorney: Ronald W. Malin, Bank of Jamestown Building, Jamestown, N.Y., 14701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bricks and tiles*, (1) from points in Tuscarawas, Harrison, Jefferson, Carroll, Columbiana, Stark, Summit, and Portage Counties, Ohio, to points in New York, and (2) from New Castle and Kittanning, Pa., to points in New York.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 56082 (Sub-No. 58), filed December 18, 1964. Applicant: DAVIS & RANDALL, INC., Post Office Box 290, Chautauqua Road, Fredonia, 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: *Malt beverages and advertising materials*, from Norristown, Pa., to points in New York.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 61231 (Sub-No. 17), filed December 23, 1964. Applicant: ALKIRE TRUCK LINES, INC., Live Stock Exchange Building, Kansas City, Mo. Applicant's attorney: L. L. Knipmeyer, 28th Floor—Power & Light Building, Kansas City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Iron and steel mill products and steel articles*, serving Burns Harbor, Porter County, Ind., as an off-route point in connection with applicant's authorized regular route operations to and from Chicago, Ill., and Omaha, Nebr.

NOTE: Applicant states that the purpose of this application is to secure authority to serve the plant of Bethlehem Steel Co. at Burns Harbor, Porter County, Ind. If a

hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 61396 (Sub-No. 118), filed December 17, 1964. Applicant: HERMAN BROS., INC., 2501 North 11th Street, Omaha, Nebr. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from the plant site of Monsanto Chemical Co. terminal at or near Murphy, Nebr., to points in Colorado, Iowa, Kansas, Missouri, South Dakota, and Wyoming, and *returned and rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 61396 (Sub-No. 119), filed December 21, 1964. Applicant: HERMAN BROS., INC., 2501 North 11th Street, Omaha, Nebr. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia and liquid fertilizer solutions*, in bulk, in tank vehicles, from the plant site of Consumers Co-operative Association near Fort Dodge, Iowa, to points in Kansas, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota, *returned and rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 68980 (Sub-No. 6), filed December 14, 1964. Applicant: CHECKER EXPRESS CO., a corporation, 960 West Montana, Milwaukee, Wis. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except high explosives, household goods (when transported as a separate and distinct service in connection with so-called "household movings"), commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving the plant site of Bethlehem Steel Company, Burns Harbor, Ind., located on U.S. Highway 12, as an off-route point in connection with applicant's authorized regular route operations in Wisconsin.

NOTE: Applicant states part of the plant mentioned above is in the Town of Portage, Ind., and part is located east thereof extending into the community known as Dune Acres, Ind. If a hearing is deemed necessary applicant requests it be held at Indianapolis, Ind.

No. MC 68997 (Sub-No. 3), filed December 18, 1964. Applicant: A. A. RABALAIS, INC., 1333 Jefferson Highway, Post Office Box 10052, New Orleans 21, La. Applicant's attorney: Clarence D. Todd, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Canned and preserved foodstuffs, margarine, mayonnaise, salad dressings, cook-*

ing oils, vegetable oils, shortenings, peanut butter, coffee, tea, and matches, (A) from New Orleans, La., to points in Alabama, Mississippi, and Louisiana, points in Florida on and west of a line extending from the Georgia-Florida State line south along U.S. Highway 319 to the Gulf of Mexico, points in Arkansas on and south of a line extending from the Tennessee-Arkansas State line at or near West Memphis, Ark., west along U.S. Highway 64, thence west on U.S. Highway on U.S. Highway 67 to junction U.S. Highway 64, thence west on U.S. Highway 64 to the Oklahoma-Arkansas State line at or near Fort Smith, Ark., points in Texas on and east of a line extending from the Texas-Oklahoma State line south along U.S. Highway 75 to the Gulf of Mexico, to Fort Worth, Tex., and to Memphis, Tenn., and (B) from Houston, Tex., Memphis, Tenn., and Biloxi, Miss., to New Orleans, La., and (2) *equipment, materials and ingredients* used in the production of foodstuffs, from points in the above-described destination territory to New Orleans, La., and Biloxi, Miss.

NOTE: Applicant states that the above requested authority is to be limited to a transportation service to be performed under a continuing contract, or contracts, with Hunt Food And Industries, Inc. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 83539 (Sub-No. 133), filed December 18, 1964. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Post Office Box 5976, Dallas, Tex. Applicant's attorney: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, other than those designed to be drawn by passenger automobiles, in initial movements, in truck-away service, from Shreveport, La., to points in the United States (except points in Alaska and Hawaii).

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C. or Dallas, Tex.

No. MC 83539 (Sub-No. 134), filed December 24, 1964. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Dallas, Tex. Applicant's attorney: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, other than those designed to be drawn by passenger automobiles, in initial movements, in truckaway service, from Augusta, Kans., to points in the United States (except points in Alaska and Hawaii).

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C. or Dallas, Tex.

No. MC 94265 (Sub-No. 147), filed December 18, 1964. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's attorney: E. Stephen Heisley, Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting:

Frozen foods, from points in Tennessee and Arkansas, to points in Alabama, Arkansas, Connecticut, Colorado, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 95540 (Sub-No. 622), filed December 14, 1964. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Applicant's representative: Jack M. Holloway (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat by-products and articles distributed by meat packinghouses* (except hides and commodities in bulk, in tank vehicles), from St. Joseph, Mo., to points in Tennessee (except Memphis and its commercial zone).

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 97403 (Sub-No. 5), filed December 9, 1964. Applicant: GRACE T. COCKE, doing business as ROGERS TRUCK LINE, Vidalia, Ga. Applicant's attorney: T. Baldwin Martin, 503 First National Bank Building, Macon, Ga., 31201. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) serving Alston and Uvalda, Ga., as off-route points in connection with applicant's authorized regular-route operations between Savannah and Helena, Ga., (2) between Metter, Ga., and Dublin, Ga.; from Metter, Ga., over Georgia Highway 46 through Soperton, Ga., to junction Georgia Highway 19, thence over Georgia Highway 19 to Glenwood, Ga., thence return over Georgia Highway 19 to Dublin, Ga., and return over the same route, serving all intermediate points, (a) between junction Georgia Highway 46 and Georgia Highway 297, and Vidalia, Ga., over Georgia Highway 297, serving no intermediate points, as an alternate route for operating convenience only, in connection with the regular-route operation specified in (2) above.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 101619 (Sub-No. 8), filed December 21, 1964. Applicant: HOVER TRUCKING CO., a corporation, 1425 South 11th Street, Niles, Mich. Applicant's attorney: Ferdinand Born, 1017-19 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor

vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between the plant site of Bethlehem Steel Company's Burns Harbor, Indiana plant located in Porter County, Ind., on the one hand, and on the other, South Bend, Ind. and points in Indiana and Michigan within 35 miles of South Bend, Ind.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 104149 (Sub-No. 175), filed December 21, 1964. Applicant: OSBORNE TRUCK LINE, INC., 520 North 31st Street, Birmingham, Ala. Applicant's attorney: Maurice F. Bishop, 325-29 Frank Nelson Building, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement, mortar, lime and limestone*, from Graystone and Landmark, Ala. to points in Alabama, Georgia, Mississippi, Tennessee, and points in Florida west of Apalachicola River.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala.

No. MC 107496 (Sub-No. 348), filed December 17, 1964. Applicant: RUAN TRANSPORT CORP., 303 Keosauqua Way, 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, from Nebraska City, Nebr., to points in Minnesota and South Dakota.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 108449 (Sub-No. 188), filed December 15, 1964. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 West County Road "C", St. Paul, Minn., 55113. 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: (1) *Kaolin clay*, in bags and in bulk, and (2) *kaolin clay*, in slurry, in bulk, in tank vehicles, from Redwood Falls, Minn., and points within ten (10) miles thereof, to points in Illinois, Indiana, Iowa, Michigan, Wisconsin, Missouri, Kansas, and parts of entry on the international boundary line between the United States and Canada in Minnesota.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 108449 (Sub-No. 189), filed December 21, 1964. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 West County Road "C", St. Paul, Minn., 55113. 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: *Commodities* in bulk, having a prior or subsequent movement by rail and/or water, between

points in Arkansas, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Tennessee, Utah, Wisconsin, and Wyoming.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 109497 (Sub-No. 10), filed December 18, 1964. Applicant: A. F. COMER TRANSPORT SERVICE, INC. (Planters National Bank and Trust Company), Post Office Box 687, Rocky Mount, N.C. Applicant's attorney: Louis Reznick, 5009 Keokuk Street, Washington 16, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrogen fertilizer solutions*, in tank motor vehicles, from Elmwood, N.C., and points within 5 miles thereof, to points in Tennessee on and east of U.S. Highway 27.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 110420 (Sub-No. 404), filed December 21, 1964. Applicant: QUALITY CARRIERS, INC., Post Office Box 339, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Flgge (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flour, whey, and starch and empty containers or other such incidentals used in transporting the commodities specified above*, from points in Indiana to Millstadt, Ill.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Springfield, Ill.

No. MC 110988 (Sub-No. 104), filed December 18, 1964. Applicant: KAMPO TRANSIT, INC., 200 West Cecil Street, Neenah, Wis. Applicant's attorney: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk and in bags, from El Paso, Ill., and points within 5 miles thereof, to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Pennsylvania, West Virginia, and Wisconsin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill. or St. Louis, Mo.

No. MC 111401 (Sub-No. 166), filed December 17, 1964. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, Post Office Box 632, Enid, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, fertilizer solutions and dry fertilizer*, in bulk, in tank vehicles, from the plantsite of Cominco Products, Inc., at or near Hoag, Nebr., to points in Iowa, Kansas, Missouri, Illinois, and Oklahoma, and *damaged or rejected shipments of the above named commodities*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 111467 (Sub-No. 7), filed December 21, 1964. Applicant ARTHUR J. PAPE, doing business as ART PAPE TRANSFER, Cascade, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from the Burns Harbor plant-site of the Bethlehem Steel Co. located at or near Balleystown, Ind., to points in Iowa on and north of U.S. Highway 6 and on and east of U.S. Highway 63.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 112306 (Sub-No. 14), filed December 14, 1964. Applicant: C AND R TRANSFER CO., a corporation, 1315 West Blackhawk, Sioux Falls, S. Dak. Applicant's attorney: Theodore Mead Bailey, Jr., 305 Northwestern Bank Building, Sioux Falls, S. Dak., 57102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Processed, unprocessed, manufactured, and blended fertilizer*, liquid or dry, and *the component ingredients thereof*, liquid or dry, including, but not limited to, agricultural limestone, ammonium nitrate, ammonium phosphate, anhydrous ammonia, di-ammonium phosphate, lime, normal super-phosphate, potash and triple super-phosphate, in bulk and containers, between points in Iowa, Minnesota, Nebraska, North Dakota, and South Dakota.

NOTE: Applicant states the proposed operations will be under a continuing contract or contracts with The Summers Fertilizer Co., Inc. Applicant is also authorized to conduct operations as a *common carrier* in Certificate MC 123885 Sub 1, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Sioux Falls, S. Dak.

No. MC 113336 (Sub-No. 73), filed December 18, 1964. Applicant: PETROLEUM TRANSIT COMPANY, INC., Post Office Box 921, Lumberton, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, as defined in Appendix XIII to the report in Descriptions in Motor Carrier Certificates 61 M.C.C. 209, in bulk, and in containers, from points in Mississippi, Florida, Georgia, South Carolina, North Carolina, Kentucky, Alabama, and Tennessee to Guntersville, Ala.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113336 (Sub-No. 74), filed December 18, 1964. Applicant: PETROLEUM TRANSIT COMPANY, INC., Post Office Box 921, Lumberton, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wet and dry phosphate rock*, in bulk, in covered dump, tank or hopper-type vehicles, from the plant site of the Texas Gulf Sulphur Co. located in Beau-

fort County, N.C., to points in North Carolina.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 114004 (Sub-No. 55), filed December 14, 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: *Trailers and special purpose trailers* designed to be drawn by passenger automobiles, in initial movements, by a haul-away method from points in Pittsylvania and Hanover Counties, Va., to points in the United States including Alaska (except Mt. Clemens, Flint, and Detroit, Mich., and except points in Hawaii).

NOTE: If a hearing is deemed necessary, applicant requests it be held at Richmond, Va.

No. MC 114273 (Sub-No. 11), filed December 15, 1964. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION, INC., 3930 16th Avenue SW., Post Office Box 904, Cedar Rapids, Iowa. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are used or sold by manufacturers of steel and steel products, between the plant site of Bethlehem Steel Co., located at Burns Harbor, Ind., in Porter County, Ind., on the one hand, and, on the other, Rock Island, and Sandwich, Ill., and points in Iowa.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 114457 (Sub-No. 23) (AMENDMENT), filed November 13, 1964, published FEDERAL REGISTER issue December 2, 1964, amended December 23, 1964 and republished as amended this issue. Applicant: DART TRANSIT COMPANY, a corporation, 780 North Prior Avenue, St. Paul, Minn. 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: (1) *Bouillon cubes, canned meat, pizza mix*, with and without sauce and cheese, and *tomato paste* from the plant site of Armour Grocery Products Co., located in Aurora Township, Kane County, Ill. to points in Wisconsin, and (2) *liquid sizing, starch substitutes and fabric softeners*, in plastic containers and pressurized cans, and *water purifying, clarifying, and softening compounds*, in plastic containers, from the plant site of Armour Grocery Products Co., located in Aurora Township, Kane County, Ill. to points in Minnesota, the Upper Peninsula of Michigan, and Wisconsin.

NOTE: The purpose of this republication is to add (2) above. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115826 (Sub-No. 37), filed December 21, 1964. Applicant: W. J. DIGBY, INC., 1960 31st Street, Denver, Colo. Applicant's attorney: Michael T. Cor-

coran, 1630 Locust Street, Denver, Colo. 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 defined in Sections A, B, and C, of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, 272, and 766 (except commodities in bulk, in tank vehicles), from Minden, Nebr., and points within 15 miles thereof, to points in Arizona, Idaho, Nevada, Oregon, Utah, and Washington.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Minden, Nebr.

No. MC 115826 (Sub-No. 38), filed December 21, 1964. Applicant: W. J. DIGBY, INC., 1960 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: *Foods, food preparations, foodstuffs, candy and confectionery products*, from points in California, to points in Arizona, New Mexico, and Texas.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 115831 (Sub-No. 7), filed December 18, 1964. Applicant: TIDEWATER TRANSIT CO., INC., 114 N. Queen Street, Kinston, N.C. Applicant's attorney: J. Ruffin Bailey, 3d Floor, First Federal Building, Post Office Box 2246, Raleigh, N.C., 27602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wet and dry phosphate rock*, in bulk, in covered dump, tank or hopper-type vehicles, from the plant site of the Gulf Sulphur Company, located in Beaufort County, N.C., and points within 5 miles thereof, to points in North Carolina.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 117892 (Sub-No. 2), filed December 15, 1964. Applicant: THREE "I" TRUCK LINE, INC., Post Office Box 426, Bettendorf, Iowa. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities requiring special equipment, and those injurious or contaminating to other lading), serving the Bethlehem Steel Co. plant at Burns Harbor, Ind., in Porter County, Ind., as an off-route point in connection with applicant's authorized regular-route operations between Chicago, Ill., and Rock Island, Ill.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 118959 (Sub-No. 24), filed December 22, 1964. Applicant: JERRY LIPPS, INC., Cape Girardeau, Mo. Applicant's attorney: William G. Spruill, 1815 H Street, Washington, D.C., 20006. Authority sought to operate as a *com-*

mon carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except household goods, dangerous explosives, articles of unusual value, and commodities requiring special equipment), between St. Louis, Mo., and points in Florida.

NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo. and Tampa, Fla.

No. MC 119264 (Sub-No. 1), filed December 18, 1964. Applicant: OSCAR PIMSLER, 87-30 204th Street, Hollis, N.Y. Applicant's representative: Charles W. Trayford, 220 East 42d Street, New York 17, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cellulose film products and plastic film products*, from Hyde Park, N.Y., to points in Bergen, Passaic, Essex, Hudson, Union, and Middlesex Counties, N.J.

NOTE: Applicant states that the above operations will be limited to a transportation service to be performed under a continuing contract, or contracts, with Cellucraft Products, Inc. of New Hyde Park, N.Y. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 119604 (Sub-No. 3), filed December 18, 1964. Applicant: WILLIS E. SEARS, 240 North Austin Street, Jasper, Tex. Applicant's attorney: Joe G. Fender, 2033 Norfolk Street, Houston, Tex. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber* (1) between points in Texas, and Mississippi, and (2) from points in Louisiana, to points in Texas.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 119702 (Sub-No. 14), filed December 21, 1964. Applicant: STAHLY CARTAGE CO., a corporation, 130-A Hillsboro Avenue, Edwardsville, Ill. Applicant's attorney: Mack Stephenson, 42 Fox Mill Lane, Springfield, Ill., 62707. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk having a prior movement by water or rail, between points in Illinois, Indiana, Iowa, Missouri, and Wisconsin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or St. Louis, Mo.

No. MC 119767 (Sub-No. 47), filed December 14, 1964. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Post Office Box 339, Burlington, Wis. 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: *Glassware, and glass containers*, from Burlington, Wis., to points in Illinois.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119767 (Sub-No. 48), filed December 17, 1964. Applicant: BEAVER TRANSPORT CO., a corporation, Post Office Box 339, 100 South Calumet Street, Burlington, Wis. 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: *Glassware, bottles and containers*, from the plant site of the Anchor Hocking Glass Co., located at Gurnee, Ill., to points in Minnesota, Wisconsin, Iowa, and the upper peninsula of Michigan, and used *pallets, rejected and defective bottles and containers* on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 119777 (Sub-No. 32), filed December 21, 1964. Applicant: LIGON SPECIALIZED HAULER, INC., Box 31, Madisonville, 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: *General commodities* (except those of unusual value, 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 and those injurious or contaminating to other lading), between the plant site of the Bethlehem Steel Co. at or near Burns Harbor, Ind., on the one hand, and on the other, points in Arkansas, Illinois, Indiana, Kentucky, Missouri, Ohio, and Tennessee.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119793 (Sub-No. 4), filed December 18, 1964. Applicant: DEWEY L. WILFONG, d.b.a. D & W TRUCK LINES, 209 First Street, Parsons, W. Va. Applicant's attorney: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Leather and leather goods*, from the plant site of the Williamsport Parsons Tanning Co., Parsons, W. Va., to Williamsport, Pa., and (2) *materials, equipment and supplies* used in the tanning of leather and leather goods (except commodities in bulk, in tank vehicles), from the plant site of Williamsport Parsons Tanning Co., Williamsport, Pa., to Parsons, W. Va. RESTRICTION: The operations authorized herein is restricted to transportation performed under a continuing contract or contracts with Williamsport Parsons Tanning Company.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Charleston, W. Va.

No. MC 123048 (Sub-No. 53), filed December 14, 1964. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Agricultural implements and farm machinery including hammer mills and grinder mixers and parts* when being transported with the commodities for which they are intended (except commodities requiring the use of special equipment or handling), from the plant sites of the Helix Corp. located at Crown Point and Lowell, Ind., to points in the United States (ex-

cept points in Alaska and Hawaii), and (2) *power vehicle unloading equipment and parts* when being transported with the commodities for which they are intended (except commodities requiring the use of special equipment or handling), from the plant site of the Helix Corp. located at Crown Point, Ind., to points in Alabama, Mississippi, and Georgia.

NOTE: Applicant states it intends to transport rejected shipments of the commodities specified above in (1) and (2) on return. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., Milwaukee or Madison, Wis.

No. MC 123460 (Sub-No. 11), filed December 17, 1964. Applicant: COMMODITIES CARRIER, INC., 92 Romaine Avenue, Jersey City, N.J. Applicant's attorney: Charles J. Williams, 1060 Broad Street, Newark, N.J., 07102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron soil pipe, fibre pipe, pipe fittings, and connections*, from the plant site of The Central Foundry Co. located at Holt, Ala., to points in Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Maryland, Delaware, and the District of Columbia, under continuing contract or contracts with The Central Foundry Company.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 123486 (Sub-No. 6), filed December 21, 1964. Applicant: CAROLINA-VIRGINIA COURIERS, INC., 222-17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: Ewell H. Muse, Jr., Esq., Suite 415, Perry Brooks Building, Austin 1, Tex. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Commercial papers, documents and written instruments including original and copies of checks, drafts, notes, money orders, travelers' checks and cancelled bonds and accounting papers relating thereto, including originals and copies of cash letters, letters of transmittal, summary sheets, adding machine tapes, deposit records, withdrawal slips, and debit and credit records* (except coin, currency, bullion, and negotiable securities), under continuing contracts with banks and banking institutions only, namely, national banks, State banks, Federal Reserve Banks, savings and loan associations and savings banks, between Richmond, Va., on the one hand, and, on the other, Beaufort and Mecklenburg Counties, N.C.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 123888 (Sub-No. 4), filed December 14, 1964. Applicant: CANA TRANSPORT CO., INC., 1700 1/2 Watson Boulevard, Endicott, N.Y. Applicant's attorney: Donald C. Carmien, 300 Press Building, Binghamton, N.Y., 13902. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Green cattle hides*, from Indianapolis, Ind., Springfield, Ill., Des Moines, Iowa, Memphis, Tenn., and Kansas City, Mo., to Endicott, N.Y.

cott, N.Y., and (2) *manufactured shoes, shoe containers and lids, accounting supplies, and advertising material*, from Endicott, Johnson City and Binghamton, N.Y., to St. Louis, Mo.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Binghamton, N.Y.

No. MC 123974 (Sub-No. 3), filed December 21, 1964. Applicant: E. J. GREEN, 150 Cedar Street, Imlay City, Mich. Applicant's attorney: Eugene C. Ewald, Suite 1700—One Woodward Avenue, Detroit, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Milk and dairy products*, between points in Michigan, on the one hand, and, on the other, points in New Jersey, New York, Ohio, and Pennsylvania.

NOTE: Applicant states the proposed service is to be under a continuing contract with Michigan Milk Producers Association. It is further noted that applicant presently holds authority to serve the shipper from Imlay City, Mich., to points in New York and Pennsylvania. If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 124251 (Sub-No. 11), filed December 21, 1964. Applicant: JACK JORDAN, INC., Post Office Box 244, Dalton, Ga. Applicant's attorney: Ariel V. Conlin, 626 Fulton National Bank Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid latex*, in bulk, in tank vehicles, and in drums in heated van trailers, from points in Whitfield County, Ga., to points in Ohio.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 125543 (Sub-No. 2), filed December 16, 1964. Applicant: PERISHABLE SERVICES, INC., Post Office Box 331, Waukesha, Wis. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise*, as is dealt in by wholesale or retail food business houses, (1) between Green Bay, Wis., on the one hand, and, on the other, points in the Upper Peninsula of Michigan, (2) between Wausau, and Eau Claire, Wis., on the one hand, and, on the other, points in Minnesota, and (3) between Madison, Wis., on the one hand, and, on the other, points in Iowa.

NOTE: Applicant states the service as proposed above will be limited to a transportation service to be performed, under a continuing contract, or contracts, with the Milwaukee Cheese Company of Waukesha, Wis. It is further noted that applicant is presently authorized to conduct operations in MC 125543 (Sub-No. 1), under a contract with the Milwaukee Cheese Company, and that the service as proposed herein is for an extension of authority to serve the same shipper, which is applicant's only contracting shipper. If a hearing is deemed necessary, applicant requests it be held at Milwaukee, or Madison, Wis.

No. MC 126358 (Sub-No. 4), filed December 21, 1964. Applicant: LAWRENCE L. BENNETT, d.b.a. BENNETT

TRUCKING CO., 113 Mitchell Street, Hawkinsville, Ga. Applicant's attorney: Ariel V. Conlin, 626 Fulton National Bank Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Veneer*, from Fairfax, S.C., to points in North Carolina.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 126358 (Sub-No. 5), filed December 21, 1964. Applicant: LAWRENCE L. BENNETT, d.b.a. BENNETT TRUCKING CO., 113 Mitchell Street, Hawkinsville, Ga. Applicant's attorney: Ariel V. Conlin, 626 Fulton National Bank Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Veneer*, from Ludowici and Hawkinsville, Ga., to points in South Carolina and North Carolina.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 126543 (Sub-No. 2), filed December 22, 1964. Applicant: SHOCK TRANSFER CO., INC., 655 Industrial Boulevard, Kansas City, Kans. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper articles and materials and supplies* used in the manufacture and distribution thereof, between Kansas City, Kans., and St. Louis, Mo., on the one hand, and, on the other points in Arkansas, Iowa, Nebraska, and Oklahoma, for the account of West Virginia Pulp and Paper Co., H & R Division.

NOTE: Applicant states that the proposed operation will be restricted against traffic moving between Kansas City and North Kansas City, Mo., and Kansas City, Kans., on the one hand, and on the other, points within 10 miles of each. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Kans.

No. MC 126745 (Sub-No. 1), filed December 21, 1964. Applicant: SOUTHERN COURIERS, INC., 222-17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: Ewell H. Muse, Jr., Suite 415 Perry Brooks Building, Austin, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Business papers, records, and audit and accounting media of all kinds* (excluding plant removals) between Phenix City, Ala., and Atlanta, Ga.

NOTE: Applicant states no service shall be performed under the authority granted herein for any bank or banking institution, namely, any national bank, state bank, Federal Reserve Bank, savings and loan association, or savings bank. Applicant also conducts operations as a contract carrier in No. MC 123304 and various subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 126749 (Sub-No. 2), filed December 22, 1964. Applicant: K. P. MOVING AND STORAGE CO., INC., 1475 South Acoma Street, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, between Denver, Colo., on

the one hand, and, on the other, points within fifteen (15) miles thereof:

NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 126781, filed December 7, 1964. Applicant: NORTHERN TRANSFER CO., a corporation, Box 404, Roscommon, Mich. Applicant's attorney: William B. Elmer, 22644 Gratiot Avenue, East Detroit, Mich., 48021. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, between the ports of entry located on the international boundary line between the United States and Canada located at or near Sault Ste. Marie, Port Huron, and Detroit, Mich., on the one hand, and, on the other, points in Michigan.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 126796, filed December 10, 1964. Applicant: INWOOD TRUCKING CORP., 180 Roger Avenue, Inwood, Long Island, N.Y. Applicant's attorney: Armin U. Kuder, 1000 Connecticut Avenue, N.W., Washington 36, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products* (excluding petro chemicals), *light oils*, in bulk in tank vehicles, and *motor oils and lubricants*, in drums and cases, from Elizabeth, N.J., to New York, N.Y.

NOTE: Applicant states that the proposed service will be under continuing contract with Crown Central Petroleum Corp. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 126816, filed December 14, 1964. Applicant: BRADLEY AIR FREIGHT, INC., 193 Turnpike Road, Windsor Locks, Conn. Applicant's attorney: Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road, Braintree 84, Mass. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Bradley Field, Windsor Locks, Conn., on the one hand, and, on the other, John F. Kennedy Airport, New York, N.Y., La Guardia Airport, New York, N.Y., and Newark Airport, Newark, N.J.

NOTE: Applicant states the proposed service is to be under continuing contract or contracts with Emery Air Freight Corp., and restricted to shipments having either a prior or subsequent movement by air moving under a through air bill of lading. If a hearing is deemed necessary, applicant requests it be held at Hartford, Conn.

No. MC 126817, filed December 15, 1964. Applicant: STREICHLER TRUCKING CO., INC., 545 West 22d Street, New York, N.Y., 10011. Applicant's attorney: Morris Honig, 150 Broadway, New York 38, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Toilet prepara-*

tions, such as but not limited to cosmetics, perfumes, lotions, creams, colognes, from Deer Park, N.Y., to New York, N.Y.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 126818, filed December 14, 1964. Applicant: ANTHONY J. CLESI, 1065 Allegheny Avenue, Oil City, Pa. Applicant's attorney: H. Ray Pope, Jr., 10 Grant Street, Clarion, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Sand and gravel, from Warren, Pa., to points in Chautauqua County, N.Y., and (2) amesite and asphalt products, from points in Chautauqua County, N.Y., to points in Warren and McKean Counties, Pa.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 126820, filed December 17, 1964. Applicant: HOUSTON R. BIDDLE, doing business as BIDDLE TRUCKING, Route 4, London, Ky. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Fertilizer from New Albany, Ind., to points in Clay, Jackson, Knox, Laurel, Owsley, Pulaski, Whitley, and Rockcastle Counties, Ky.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 126824, filed December 17, 1964. Applicant: JOHN TINNEY, doing business as JOHN TINNEY DELIVERY SERVICE, Front and Vine Streets, Philadelphia, Pa. Applicant's attorney: Arthur R. Littleton, 500 North Third Street, Harrisburg, Pa., 17101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Such merchandise as is dealt in by wholesale, retail and chain grocery food business houses, and, in connection therewith, equipment, materials and supplies used in the conduct of such business, from Philadelphia, Pa., to the warehouse of the Great Atlantic & Pacific Tea Company at Florence, N.J.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 119610 therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 126825, filed December 18, 1964. Applicant: BARBEE HAULING, INC., Enterprise Road, Michellville, Md. Applicant's attorney: Francis J. Ortman, 1366 National Press Building, Washington, D.C., 20004. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Bricks, mortar, cement, flue lining and cinder block, from points in Prince Georges County, Md., to Alexandria City and Fairfax City, Va., and points in Arlington, Fairfax, Fauquier, Prince William, Stafford, King George, and Loudoun Counties, Va.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126826, filed December 21, 1964. Applicant: KENNETH SCHMIDT, Freeport Street, Saxonburg, Pa. Applicant's attorney: Jerome Solomon, Grant Building, Pittsburgh, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Ceramic insulators, and materials and supplies used or useful in the manufacture thereof, between the plant site of the Saxonburg Ceramics, Inc., located in the Borough of Saxonburg, Butler County, Pa., on the one hand, and, on the other, points in Allegheny and Westmoreland Counties, Pa.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 126828, filed December 21, 1964. Applicant: GEORGE A. REDIEHS COMPANY, INC., 8055 South Howard Avenue, La Grange, Ill. Applicant's attorney: Eugene L. Cohn, One North LaSalle Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) General commodities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk), (2) iron and steel articles, which because of size or weight require transportation by pole trailers, and (3) such commodities as require specialized handling or rigging because of size or weight, between the plant site of the Bethlehem Steel Co., Burns Harbor plant, located in Porter County, Ind., on the one hand, and, on the other, points in Illinois, Iowa, and Missouri.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

MOTOR CARRIERS OF PASSENGERS

No. MC 1814 (Sub-No. 1), filed December 21, 1964. Applicant: GAMECOCK, INC., Post Office Box 45, Monkton, Md., 21111. Applicant's attorney: Francis N. Iglehart, 204 Courtland Avenue, Towson 4, Md. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage, express, mail and newspapers, in the same vehicle with passengers, between the site of the Susquehanna Trails development, Peach Bottom Township, Pa., and Baltimore, Md.; from the site of the Susquehanna Trails development, Peach Bottom Township, over Castle Finn Road to junction Pennsylvania Highway 851, thence over Pennsylvania Highway 851 to junction Graceton Road, thence over Graceton Road to junction Maryland Highway 165, thence over Maryland Highway 165 to junction Maryland Highway 23, thence over Maryland Highway 23 to junction Salem Church Road, thence over Salem Church Road to junction Cox Road, thence over Cox Road to junction Madonna Road, thence over Madonna Road to junction Maryland Highway 146, thence over Maryland Highway 146 to junction Interstate Highway 695, thence over Interstate Highway 695 to junction Interstate Highway 83, thence over Interstate

Highway 83 to Baltimore, Md., and return over the same route, serving all intermediate points.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Baltimore, Md.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 42487 (Sub-No. 612), filed December 21, 1964. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Applicant's attorney: Robert C. Stetson (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except liquid petroleum products, in bulk in tank vehicles), between junction U.S. Highway 10, and Washington Highway 18 (located near Preston, Wash.), and junction U.S. Highway 99 and Washington Highway 18 (located near Tacoma, Wash.), over Washington Highway 18, 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: Common control may be involved.

No. MC 2110 (Sub-No. 3), filed December 21, 1964. Applicant: JAMES C. WERLING, 1000 Wolfe Avenue, Fremont, Ohio. Applicant's attorney: Richard H. Brandon, Hartman Building, Columbus, Ohio. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Pig iron and foundry supplies, from Detroit, Mich., to Fremont, Ohio, (2) steel stampings, from Romulus, Mich., to Fremont, Ohio, and (3) pig iron, from the plant site of the Huron Valley Steel Corp. located near Belleville, Mich., to Fremont, Ohio.

NOTE: Applicant states the proposed service is to be performed under contract with Kelsey Wheel, Drum & Brake Division of Kelsey-Hayes Co., Romulus, Mich. (Successor to The Fremont Foundry Co., Fremont, Ohio).

No. MC 111401 (Sub-No. 165), filed December 17, 1964. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, Post Office Box 632, Enid, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Dimethyl ether, in bulk, in specialized tank vehicles, straight truckloads, from Sterlington, La., to Los Angeles, Calif.

No. MC 126819, filed December 16, 1964. Applicant: FRANCIS D. WHITE, doing business as WHITE'S TRANSPORTATION, 38 Mill Street, Lockport, N.Y. Applicant's attorney: William J. Hirsch, 43 Niagara Street, Buffalo, N.Y., 14202. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Fibre drums from Buffalo, N.Y., to points in Allegheny, Beaver, Blair, Butler, Cambria, Cameron, Centre, Clinton, Crawford,

Delaware, Elk, Erie, Fayette, Fulton, Lawrence, McKean, Mercer, Potter, Venango, Warren, Washington, and Westmoreland Counties, Pa.

NOTE: Applicant is also authorized to conduct operations as a common carrier in Certificate MC 61479 and sub 6, therefore dual operations may be involved.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-98; Filed, Jan. 5, 1965;
8:48 a.m.]

[Notice 1104]

**MOTOR CARRIER TRANSFER
PROCEEDINGS**

DECEMBER 31, 1964.

Application filed for temporary authority under section 210(a) (b) in connection with transfer application under section 212(b) and Transfer Rules, 49 CFR Part 179:

No. MC-PC 35394. Application filed December 24, 1964, for GREENBERG'S EXPRESS, INC., 141 West 35th Street, New York, N.Y., to temporarily lease the operating rights of NEW YORK DRESS DELIVERY, INC., 920 South Orange Avenue, Milburn, N.J., under section 210a (b). The transfer to GREENBERG'S EXPRESS, INC., of the operating rights of NEW YORK DRESS DELIVERY, INC., is pending.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-99; Filed, Jan. 5, 1965;
8:49 a.m.]

[Rev. S.O. 562, Taylor's I.C.C. Order 181]

**WASHINGTON, IDAHO & MONTANA
RAILWAY CO.**

Rerouting of Traffic

In the opinion of Charles W. Taylor, Agent, the Washington, Idaho & Montana Railway Co., due to damage to bridges is unable to transport traffic routed over its line between Potlatch, Idaho and Palouse, Wash.

It is ordered, That:

(a) Rerouting traffic: The Washington, Idaho & Montana Railway Co. and its connections, being unable to transport traffic in accordance with shippers' routing because of damage to bridges on its line between Potlatch, Idaho and Palouse, Wash., is hereby authorized to divert or reroute such traffic over any available route to expedite the movement, regardless of the routing shown on the waybill. The billing covering all such cars rerouted shall carry a reference to this order as authority for the rerouting.

(b) Concurrence of receiving roads to be obtained: The railroad desiring to divert or reroute traffic under this order shall confer with the proper transportation officer of the railroad or railroads to which such traffic is to be diverted or rerouted, and shall receive the concurrence of such other railroads before the rerouting or diversion is ordered.

(c) Inasmuch as the diversion or rerouting of traffic by said Agent is deemed to be due to carrier's disability, the rates applicable to traffic diverted or rerouted by said Agent shall be the rates which

were applicable at the time of shipment on the shipments as originally routed.

(d) In executing the directions of the Commission and of such Agent provided for in this order, the common carrier involved shall proceed even though no contracts, agreements, or arrangements now exist between them with reference to the divisions of the rates of transportation applicable to such traffic; divisions shall be, during the time this order remains in force, those voluntarily agreed upon by and between said carriers; or upon failure of the carriers to so agree, said divisions shall be those hereafter fixed by the Commission in accordance with pertinent authority conferred upon it by the Interstate Commerce Act.

(e) Effective date: This order shall become effective at 3:00 p.m., December 30, 1964.

(f) Expiration date: This order shall expire at 11:59 p.m., January 15, 1965, unless otherwise modified, changed, suspended, or annulled.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Division of the Federal Register.

Issued at Washington, D.C., December 30, 1964.

INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[SEAL]

[P.R. Doc. 65-100; Filed, Jan. 5, 1965;
8:49 a.m.]

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