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FEDERAL REGISTER

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Contents

THE PRESIDENT

PROCLAMATION	
Law Day, U.S.A., 1965.....	431

EXECUTIVE AGENCIES

AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE

Rules and Regulations	
Domestic beet sugar area; allotment of 1965 sugar quota.....	435

AGRICULTURE DEPARTMENT

<i>See also Agricultural Stabilization and Conservation Service.</i>	
Notices	
California et al.; designation of areas for emergency loans.....	450

ATOMIC ENERGY COMMISSION

Proposed Rule Making	
Consideration of possible finding of practical value; designation of presiding officers.....	445
Notices	
State of New York and AEC; proposed memorandum of understanding.....	451

CIVIL AERONAUTICS BOARD

Notices	
<i>Hearings, etc.:</i>	
Braniff Ponca City Deletion.....	452
Trans World Airlines Peoria Deletion.....	452

COAST GUARD

Notices	
James River; closed to navigation during sea trials of "America" (CVA-66).....	449
San Francisco Bay; closing during launching of "USS Kamehameba".....	449

COMPTROLLER OF THE CURRENCY

Notices	
Insured banks; joint call for report of condition; cross reference.....	449

FEDERAL AVIATION AGENCY

Rules and Regulations	
Control area; alteration.....	433
Control zone and transition area; designation.....	433
Control zone, transition area, and control area extension; alteration, designation and revocation.....	433
Federal airway; designation.....	434

Federal airways, transition area and reporting points; alteration and designation.....	434
Restricted area, continental control area and transition area; revocation and alteration.....	435
Transition area; alteration.....	435

Proposed Rule Making

Control zone and transition area; alteration.....	445
Restricted area; alteration.....	446
Transition area and control area extension; designation and revocation.....	445
Victor Airway No. 16; special air traffic rules.....	446

FEDERAL COMMUNICATIONS COMMISSION

Notices	
Mexican broadcast stations; notice of changes, proposed changes and corrections in assignments.....	452

FEDERAL DEPOSIT INSURANCE CORPORATION

Notices	
Insured banks; joint call for report of condition.....	453
Insured mutual savings banks not members of Federal Reserve System; call for annual report of income and dividends.....	454
Insured State banks not members of Federal Reserve System except banks in the District of Columbia and mutual savings banks; call for annual report of income and dividends.....	454

FEDERAL HOME LOAN BANK BOARD

Proposed Rule Making	
Investments in other institutions; prohibition.....	447
Service corporations.....	447

FEDERAL MARITIME COMMISSION

Notices	
Matson Navigation Co.; investigation regarding reduced rates.....	454

FEDERAL POWER COMMISSION

Proposed Rule Making	
Natural gas companies; emergency planning; annual reports of system flow diagrams.....	447
Notices	
<i>Hearings, etc.:</i>	
Champlin Petroleum Co. et al.....	454
Lawrenceburg Gas Transmission Corp.....	455
Milwaukee Gas Light Co.....	456
Northern Natural Gas Co.....	456
Pacific Gas and Electric Co.....	456
United Gas Pipe Line Co.....	457

FEDERAL RESERVE SYSTEM

Notices	
Insured banks; joint call for report of condition; cross reference.....	457

FISH AND WILDLIFE SERVICE

Notices	
Ellingsen Fishing Corp.; notice of hearing on application.....	450

HOUSING AND HOME FINANCE AGENCY

Rules and Regulations	
Slum clearance and urban renewal; relocation payments.....	439

INDIAN AFFAIRS BUREAU

Notices	
Bureau Area Directors; redelegation of authority.....	449

INTERIOR DEPARTMENT

<i>See also Fish and Wildlife Service; Indian Affairs Bureau; Land Management Bureau.</i>	
Notices	
Job Corps Conservation Center Coordinator; establishment of position.....	450

INTERSTATE COMMERCE COMMISSION

Proposed Rule Making	
Explosives and other dangerous articles; transportation of nitromethane.....	448
Notices	
Fourth section applications for relief.....	472
Motor carrier applications and certain other proceedings.....	458
Motor carrier, broker, water carrier and freight forwarder applications.....	460
Motor carrier intrastate applications; notice of filing.....	471
Motor carrier transfer proceedings.....	471

LAND MANAGEMENT BUREAU

Rules and Regulations	
Arizona; public land order.....	443
Notices	
Montana; proposed withdrawal and reservation of lands.....	450

NATIONAL LABOR RELATIONS BOARD

Notices	
Description of organization; public information places.....	457

(Continued on next page)

SMALL BUSINESS ADMINISTRATION

Notices

Area offices; creation.....	458
Delegation of authority; rescission:	
Manager, Disaster Field Office,	
Jacksonville, Fla.....	458
Manager, Disaster Field Office,	
Miami, Fla.....	458

TREASURY DEPARTMENT

See Coast Guard; Comptroller of
the Currency.

List of Parts Affected

(Codification Guide)

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, appears at the end of each issue beginning with the second issue of the month.

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1965, and specifies how they are affected.

3 CFR

PROCLAMATION:	
3633.....	431
EXECUTIVE ORDERS:	
8647 (Revoked in part by PLO	
3522).....	443

7 CFR

813.....	435
----------	-----

10 CFR

PROPOSED RULES:	
Ch. I.....	445

12 CFR

PROPOSED RULES:	
545 (2 documents).....	447

14 CFR

71 (7 documents).....	433-435
PROPOSED RULES:	
71 (2 documents).....	445
73.....	446
93.....	446

18 CFR

PROPOSED RULES:	
260.....	447

24 CFR

3.....	439
--------	-----

43 CFR

PUBLIC LAND ORDERS:	
559 (Revoked in part by PLO	
3522).....	443
3522.....	443

49 CFR

PROPOSED RULES:	
71-78.....	448

Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3633

LAW DAY, U.S.A., 1965

By the President of the United States of America

A Proclamation

The Congress of the United States has set aside the first day of May of each year as Law Day, U.S.A., an occasion for the American people to rededicate themselves to our Nation's ideals of equality and justice under law and to our responsibilities as free men.

There is a timely need for such rededication. The Nation's efforts to advance freedom and individual opportunity, to curb lawlessness, and to achieve equal justice for all citizens are urgent concerns of every American.

Law Day, U.S.A., reminds us of the fundamental truth that our very lives, our liberty, and our rights to pursue our individual destinies are dependent upon our system of law and independent courts. Obedience to the laws which protect these rights is the heart of our system. Disrespect for law, intolerance, and public apathy concerning law enforcement are enemies of justice and freedom.

The observance of Law Day, U.S.A., on May 1, 1965, with the theme, "Uphold the Law—A Citizen's First Duty," will serve to focus attention on the fact that every citizen can help strengthen our national commitment to the rule of law. Every American can contribute to an orderly, lawful society by personal compliance with the laws, by recognizing the rights of others, by teaching respect for law in the home, by supporting and aiding the agencies of law enforcement, and by serving on a jury or giving testimony in court when called.

Law Day, U.S.A., is an appropriate occasion for each of us to commit himself to the fulfillment of these responsibilities of citizenship.

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, do hereby request that the people of our land observe Saturday, May 1, 1965, with suitable programs and ceremonies, as Law Day, U.S.A. I urge that schools, churches, civic and service organizations, public bodies, courts, the legal profession, and the media of information participate in this educational and patriotic undertaking. I call upon public officials to display the Nation's flag on public buildings on that day as requested by the Congress.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

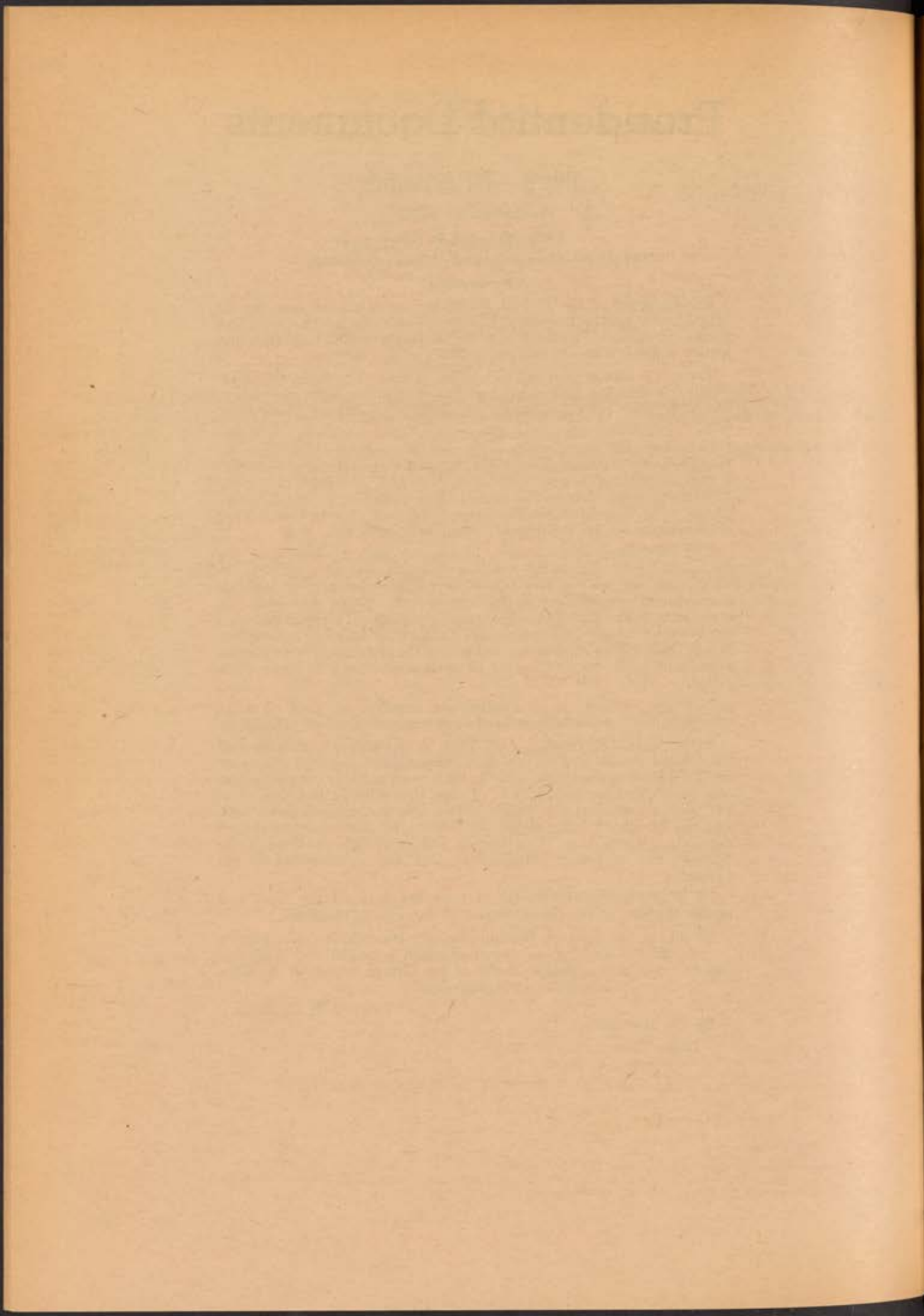
DONE at the City of Washington this seventh day of January in the year of our Lord nineteen hundred and sixty-five
[SEAL] and of the Independence of the United States of America the one hundred and eighty-ninth.

LYNDON B. JOHNSON

By the President:

DEAN RUSK,
Secretary of State.

[F.R. Doc. 65-463; Filed, Jan. 12, 1965; 10:44 a.m.]



Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Airspace Docket No. 64-AL-23]

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

Designation of Control Zone and Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to designate a temporary control zone and transition area at Tanacross, Alaska.

A joint U.S. Air Force/U.S. Army exercise referred to as POLAR STRIKE will be conducted, in part, from the Tanacross Airport. The exercise will be held during the period January 26 to March 1, 1965.

Because of the number of aircraft participating in the exercise, and because the Tanacross Airport is located on a major VFR flyway, the Federal Aviation Agency finds that good cause exists to designate a temporary control zone and transition area to provide protection for aircraft executing instrument operations at the Tanacross Airport.

Air/ground communications will be available to civil aircraft through a mobile airport traffic control tower to be operated at the Tanacross Airport during the exercise. Weather observations will be provided and given normal dissemination.

For the reasons stated above, the Director finds that a situation exists requiring immediate action in the interest of safety and national defense and that notice and public procedure hereon are impracticable, and that good cause exists for making this amendment effective on less than 30 days' notice.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0600 local standard time, January 26, 1965, as hereinafter set forth:

In § 71.171 the following control zone is added:

TANACROSS, ALASKA

Within a 5-mile radius of the Tanacross, Alaska, Airport (latitude 63°22' N., longitude 143°20' W.), within 2 miles each side of the Tanacross TACAN (latitude 63°22' N., longitude 143°20' W.) 060° radial extending from the 5-mile radius zone to 7.5 miles SE of the TACAN, from January 26 to March 1, 1965, inclusive, daily from 0600 to 1730 local standard time.

In § 71.181 the following transition area is added:

TANACROSS, ALASKA

That airspace extending upward from 700 feet above the surface within a 30-mile radius of the Tanacross Airport (latitude 63°22' N.,

longitude 143°20' W.) from January 26 to March 1, 1965, inclusive, daily from 0600 to 1730 local standard time.

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

Issued in Anchorage, Alaska, on January 4, 1965.

JAMES G. ROGERS,
Director, Alaskan Region.

[F.R. Doc. 65-332; Filed, Jan. 12, 1965; 8:45 a.m.]

[Airspace Docket No. 63-CE-127]

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

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

On October 30, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 14795) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the Fort Wayne, Indiana, terminal area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. Due consideration was given to all relevant matter presented. The Air Transport Association offered no objection to the airspace designation as proposed. Numerous objections were received from residents of Wabash, Indiana, to the proposed 1,200-foot transition area. These objections were founded on the premise that the action proposed would restrict flight to and from the Wabash Airport. These objections indicate an apparent misunderstanding of the effect of the airspace action proposed. The Wabash Airport presently lies within the airspace designated as the Fort Wayne, Indiana, control area extension which has a floor extending upward from 700 feet above the surface. In keeping with the intent of Civil Air Regulations Amendments 60-21/60-29 to release airspace not required for IFR use, the action proposed will result in the floor of the controlled airspace in the Wabash, Indiana, area being raised to 1,200 feet above the surface. The effect of the action upon VFR flight to and from the Wabash Airport will be less restrictive.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t. May 27, 1965, as hereinafter set forth.

1. Section 71.165 (29 F.R. 17557) is amended as follows:

The Goshen, Indiana, control area extension is revoked.

2. In Section 71.171 (29 F.R. 17581), the Fort Wayne, Indiana, control zone is amended to read:

FORT WAYNE, IND.

Within a 5-mile radius of Baer Field (latitude 40°58'50" N., longitude 85°11'25" W.) within 2 miles each side of the Fort Wayne VORTAC 038° radial extending from the 5-mile radius zone to 7 miles NE of the VORTAC; within 2 miles each side of the Fort Wayne VORTAC 228° radial extending from the 5-mile radius zone to 12 miles SW of the VORTAC; within 2 miles each side of the Fort Wayne VORTAC 265° radial extending from the 5-mile radius zone to 8 miles W of the VORTAC; within 2 miles each side of the Fort Wayne VORTAC 320° radial extending from the 5-mile radius zone to 8 miles NW of the VORTAC and within 2 miles each side of the 231° bearing from the Fort Wayne RBN extending from the 5-mile radius zone to 12 miles SW of the RBN.

3. In Section 71.181 (29 F.R. 17643), the following is added:

FORT WAYNE, IND.

That airspace extending upward from 700 feet above the surface within a 17-mile radius of Baer Field (latitude 40°58'50" N., longitude 85°11'25" W.); and that airspace extending upward from 1200 feet above the surface within the area bounded by a line beginning at latitude 41°40'00" N., longitude 85°30'00" W., thence to latitude 41°40'00" N., longitude 84°50'00" W.; to latitude 41°48'10" N., longitude 84°50'00" W.; to latitude 41°48'00" N., longitude 84°46'00" W.; to latitude 41°44'00" N., longitude 84°28'00" W.; to latitude 41°32'00" N., longitude 84°31'00" W.; to latitude 41°21'00" N., longitude 84°40'00" W.; to latitude 40°46'00" N., longitude 84°40'00" W.; to latitude 40°30'00" N., longitude 84°49'00" W.; to latitude 40°30'00" N., longitude 85°22'00" W.; to latitude 40°40'00" N., longitude 85°30'00" W.; to latitude 40°40'00" N., longitude 85°50'00" W.; to latitude 41°20'00" N., longitude 85°50'00" W.; to latitude 41°20'00" N., longitude 85°30'00" W.; thence to point of beginning.

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

Issued in Kansas City, Mo., on December 29, 1964.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65-333; Filed, Jan. 12, 1965; 8:45 a.m.]

[Airspace Docket No. 63-EA-51]

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

Alteration of Control Area

On October 17, 1964, there was published in the FEDERAL REGISTER (29 F.R. 14358) an amendment to § 71.163 of the Federal Aviation Regulations (Airspace Docket No. 63-EA-51) which altered Control 1141.

Subsequent to publication of the amendment, it was noted that through administrative oversight the amendment

did not include sufficient controlled airspace for holding at the Skipper Intersection (Boston, Mass., 101° and Whitman, Mass., 056° magnetic radials) and the Channel Intersection (Boston, Mass., 081° and Kennebunk, Maine, 167° magnetic radials) and for radar vectoring of arriving and departing traffic. Therefore, action is taken herein to redescribe Control 1141 to include the additional airspace at and above 2,000 feet MSL which is bounded on the east by Warning Area W-104, on the north by the present Control 1141, on the west by the Boston, Mass., control area extension and on the south by Control 1142.

Since this controlled airspace is necessary for the protection of established instrument procedures in en route and terminal air traffic control, the immediate designation thereof is required for safety of air navigation. Therefore, the Administrator finds that the notice and public procedure is impracticable, and it is in the public interest to make the airspace assignment effective immediately.

Since this action involves the designation of navigable airspace outside the United States, the Administrator has consulted with the Secretary of State and the Secretary of Defense in accordance with the provisions of Executive Order 10854.

In consideration of the foregoing, effective immediately, § 71.163 (29 F.R. 14358, 17552) of the Federal Aviation Regulations is amended as hereinafter set forth.

Control 1141 is amended to read as follows:

That airspace within tangent lines from the circumference of a 5-mile radius circle centered on the Boston, Mass., radio beacon to a 15-mile radius circle centered on the midway point of a direct line between the Boston radio beacon and the Yarmouth, Nova Scotia, Canada, RR to a 5-mile radius circle centered on the Yarmouth RR and that airspace from 18,000 feet MSL to flight level 260 bounded by a line from:

Latitude 42°43'20" N., longitude 70°22'00" W.; thence to latitude 42°52'00" N., longitude 70°16'00" W.; thence to latitude 43°01'30" N., longitude 69°52'00" W.; thence to latitude 43°01'30" N., longitude 69°36'00" W.; thence to the point of beginning; and that airspace from 18,000 feet MSL to flight level 260 inclusive bounded by a line from:

Latitude 42°33'35" N., longitude 70°03'45" W.; thence to latitude 42°42'30" N., longitude 69°30'00" W.; thence to latitude 42°39'00" N., longitude 69°30'00" W.; thence to latitude 42°28'00" N., longitude 70°03'45" W.; thence to the point of beginning; and that airspace bounded by a line from:

Latitude 42°33'35" N., longitude 70°03'45" W.; thence to latitude 42°23'45" N., longitude 70°03'45" W.; latitude 42°25'15" N., longitude 70°30'00" W.; latitude 42°26'15" N., longitude 70°30'00" W.; thence to the point of beginning; excluding the portion under the jurisdiction of Canada, the portion within the confines of Federal airways and the Boston, Mass., control area extension, the portion below 2,000 feet MSL W of the 69°30'00" W. meridian of longitude and the portion below 5,500 MSL E of the 69°30'00" W. meridian of longitude.

This amendment is made under the authority of sections 307(a) and 1110, of the Federal Aviation Act of 1958 (49 U.S.C. 1348 and 1510) and Executive Order 10854 (24 F.R. 9565).

Issued in Washington, D.C., on January 6, 1965.

DANIEL E. BARROW,
Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 65-334; Filed, Jan. 12, 1965; 8:45 a.m.]

[Airspace Docket No. 64-CE-37]

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

Designation of Federal Airway

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 was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate a VOR Federal airway between Rockford, Ill., and Bradford, Ill., via the Polo, Ill., VOR.

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

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

In § 71.123 (29 F.R. 17509), VOR Federal airway No. 127 is added as follows:

V-127 From Bradford, Ill., via Polo, Ill.; to Rockford, Ill.

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

Issued in Washington, D.C., on January 5, 1965.

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

[F.R. Doc. 65-335; Filed, Jan. 12, 1965; 8:45 a.m.]

[Airspace Docket No. 64-SO-16]

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

Alteration of Federal Airways and Transition Area, and Designation of Transition Area and Reporting Point

On October 21, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 14443) stating that the Federal Aviation Agency was considering amendments to Part 71 of the Federal Aviation Regulations that would include alteration of the segment of VOR Federal airway No. 7 from Montgomery, Ala., to Birmingham, Ala.; realignment of the segment of VOR Federal airway No. 18 from Meridian, Miss., to Anniston, Ala.; designation of the V-18 south alternate segment from Tuscaloosa, Ala., via Brookwood, Ala., to Anniston; alteration and realignment of the segment of VOR Federal airway No. 66 from Tuscaloosa via Brookwood to Talladega, Ala.; alteration and realign-

ment of the segment of VOR Federal airway No. 209 from Kewanee, Miss., via Brookwood, to Birmingham; realignment of the segment of VOR Federal airway No. 875 to overlie the centerline of V-18 from Tuscaloosa to Meridian; alteration of the Meridian transition area; designation of the Tuscaloosa transition area; and designation of the Brookwood VOR reporting point.

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

In accordance with the notice, action, which is non-rulemaking in nature, is taken herein to alter the boundaries of the Craig Intensive Student Jet Training Area No. 1.

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

1. Section 71.123 (29 F.R. 17509) is amended as follows:

a. In V-7 "INT of Montgomery 308° and Birmingham, Ala., 180° radials; Birmingham;" is deleted and "INT Montgomery 308° and Birmingham, Ala., 180° radials (Jones INT); Birmingham (4 miles on the E side and 3 miles on the W side and within 4.5° each side of the centerline from Jones INT to Birmingham);" is substituted therefor.

b. In V-18 all between "INT of Jackson direct radial to Laurel, Miss., and Meridian 262° radial;" and "INT of Anniston 099° and Atlanta 267° radials" is deleted and "Tuscaloosa, Ala.; Birmingham, Ala.; Anniston, Ala., including an S alternate from Tuscaloosa to Anniston via Brookwood, Ala.;" is substituted therefor.

c. In V-66 "via Talladega, Ala.;" is deleted and "via Brookwood, Ala.; Talladega, Ala. (4 miles N and 3 miles S of centerline from Brookwood to 3 miles W of Birmingham 180° radial);" is substituted therefor.

d. In V-209 "to Tuscaloosa, Ala.;" is deleted and "Brookwood, Ala. (4 miles N and 3 miles S of the centerline and within 4.5° of the centerline on the S side); to Birmingham, Ala.;" is substituted therefor.

e. In V-875 "INT of Tuscaloosa 239° and Meridian, Miss., 040° radials; Meridian;" is deleted and "Meridian, Miss.;" is substituted therefor.

2. Section 71.181 (29 F.R. 17643) is amended as follows:

a. In the Meridian, Miss., transition area everything after "latitude 33°05'40" N., longitude 88°52'40" W.," is deleted and "thence E along a 45-mile radius are centered at Columbus AFB, Columbus, Miss. (latitude 33°38'35" N., longitude 88°26'40" W.) to latitude 33°08'00" N., thence E along latitude 33°08'00" N., to N boundary of V-18, thence SW via N boundary of V-18 to the N boundary of V-18N thence W along N boundary of V-18N to longitude 89°30'00" W., to the point of beginning, excluding the portion within the Meridian control area extension." is substituted therefor.

b. The Tuscaloosa, Ala., transition area is added as follows:

TUSCALOOSA, ALA.

That airspace SW of Tuscaloosa, Ala., extending upward from 1,200 feet above the surface bounded on the S by V-154, on the NW by V-18, on the SE by V-209 and on the E by the Birmingham, Ala., control area extension.

3. Section 71.203 (29 F.R. 17711) is amended by adding "Brookwood, Ala."

4. Nonrule-making action is taken to redescribe the Craig ISJTA No. 1 boundaries, effective 0001 e.s.t., March 4, 1965, as follows:

Beginning at latitude 32°28'30" N., longitude 86°49'00" W.; thence to latitude 32°24'00" N., longitude 86°49'00" W.; thence to latitude 32°29'00" N., longitude 87°15'00" W.; thence to latitude 32°31'00" N., longitude 87°16'00" W.; thence to latitude 32°30'30" N., longitude 88°10'20" W.; thence along the east edge of V-209 to latitude 33°01'00" N., longitude 87°28'00" W.; thence to latitude 33°01'00" N., longitude 87°18'15" W.; thence to latitude 33°11'20" N., longitude 87°06'20" W.; thence to latitude 33°12'00" N., longitude 86°57'45" W.; thence to latitude 33°00'00" N., longitude 86°57'45" W.; thence to latitude 32°34'20" N., longitude 87°00'00" W.; to the point of beginning.

These amendments are made under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on January 5, 1965.

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

[F.R. Doc. 65-336; Filed, Jan. 12, 1965;
8:45 a.m.]

[Airspace Docket No. 64-CE-74]

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

Alteration of Transition Area

On November 7, 1964, a Notice of Proposed Rule Making was published in the FEDERAL REGISTER (29 F.R. 15093) stating that the Federal Aviation Agency proposed to alter controlled airspace in the Readsville, Mo., transition 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 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., April 1, 1965, as hereinafter set forth.

In § 71.181 (29 F.R. 17643) the Readsville, Mo., transition area is amended to read:

READSVILLE, MO.

That airspace extending upward from 1,200 feet above the surface within 6 miles N and 9 miles S of the Readsville VOR 100° and 280° radials extending from 8 miles E to 19 miles W of the VOR and the airspace north of Readsville bounded on the N by V-4, on the E by an arc of a 33-mile radius circle centered on the St. Louis Municipal Airport, on the S by V-12 and on the W by V-63.

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

No. 8—2

Issued in Kansas City, Mo., on December 30, 1964.

HENRY L. NEWMAN,
Acting Director, Central Region.

[F.R. Doc. 65-337; Filed, Jan. 12, 1965;
8:46 a.m.]

[Airspace Docket No. 64-WE-68]

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

PART 73—SPECIAL USE AIRSPACE

Revocation of Restricted Area and Alteration of Continental Control Area and Transition Area

The purpose of these amendments to Parts 71 and 73 of the Federal Aviation Regulations is to alter the Continental Control Area and the Reno, Nev. Transition Area, and to revoke the Sahwave Mountains, Nev. Restricted Area R-4805.

The Department of the Navy has informed the Federal Aviation Agency that its requirement for R-4805 no longer exists. Accordingly, action is taken herein to revoke this restricted area.

Since these amendments are both minor in nature and less restrictive, notice and public procedure hereon are unnecessary and the amendments may be made effective immediately. Concomitant with the restricted area revocation, alterations of the Continental Control Area and the Reno, Nev. Transition Area are effected.

In consideration of the foregoing, Parts 71 and 73 of the Federal Aviation Regulations are amended, effective immediately, as hereinafter set forth.

1. In § 71.151 (29 F.R. 17550) "R-4805 Sahwave Mountains, Nevada" is deleted.
2. In § 71.181 (29 F.R. 17643) the Reno, Nev. Transition Area is amended by deleting "and within R-4805" from the text.

3. In § 73.48 (29 F.R. 17754) the Sahwave Mountains, Nev. Restricted Area R-4805 is revoked.

These amendments are made under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on January 6, 1965.

CLIFFORD P. BURTON,
Acting Director,
Air Traffic Service.

[F.R. Doc. 65-338; Filed, Jan. 12, 1965;
8:46 a.m.]

Title 7—AGRICULTURE

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

SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

[Sugar Reg. 813.4]

PART 813—ALLOTMENT OF SUGAR QUOTA

Domestic Beet Sugar Area, 1965

Basis and purpose. This allotment order is issued under section 205(a) of the

Sugar Act of 1948, as amended (61 Stat. 922), hereinafter called the "Act", for the purpose of allotting the 1965 sugar quota for the Domestic Beet Sugar Area among persons who process sugar from sugar beets and market such sugar for consumption in the continental United States.

Section 205(a) of the Act requires the Secretary to allot a quota whenever he finds that the allotment is necessary, among other things (1) to prevent disorderly marketing of sugar or liquid sugar and (2) to afford all interested persons an equitable opportunity to market sugar or liquid sugar. Section 205 (a) also requires that such allotment be made after such hearing and upon such notice as the Secretary may prescribe.

Pursuant to the applicable rules of practice and procedure a preliminary finding was made that allotment of the quota is necessary and a notice was published on November 21, 1964 (29 F.R. 15657); of a public hearing to be held in Washington, D.C., Room 6764 South Building, U.S. Department of Agriculture, on December 4, 1964, beginning at 10:00 a.m., e.s.t., for the purpose of receiving evidence to enable the Secretary (1) to affirm or revoke the preliminary findings of necessity for allotments, (2) to establish a fair, efficient and equitable allotment of the 1965 quota for the Domestic Beet Sugar Area, (3) to revise or amend the allotment of the quota for the purposes of (a) allotting any increase or decrease in the quota, (b) prorating any deficit in the allotment for any allottee, and (c) substituting revised estimates or final actual data for estimates of such data, and (4) to provide how certain marketings shall apply to allotments.

The hearing was held at the time and place specified in the notice and testimony was given with respect to all issues referred to in the hearing notice.

In arriving at the findings, conclusions and regulatory provisions of this order, all proposed findings and conclusions were carefully and fully considered in conjunction with the record evidence pertaining thereto.

Omission of a recommended decision and effective date. The record of the hearing shows that the supply of sugar available for marketing is substantially in excess of the quota of 2,650,000 tons and that 1965 marketings of beet sugar, unless restricted, would substantially exceed the 1965 quota for the Domestic Beet Sugar Area. The proceeding to which this order relates was instituted for the purpose of allotting the quota for the Domestic Beet Sugar Area to prevent disorderly marketing and to afford each interested person an equitable opportunity to market sugar within the quota for the area. Inventories of sugar expected to be held on January 1, 1965, make it possible for some individual processors to market immediately a quantity of sugar greater than the quantity that may ultimately be established as their 1965 allotment. In view thereof, it is imperative that allotments become effective on January 1, 1965. Accordingly, in order to fully effectuate the purposes of section 205(a) of the Act it is hereby found that due and timely ex-

execution of the functions imposed upon the Secretary under the Act imperatively and unavoidably requires the omission of a recommended decision in this proceeding. It is also hereby further found and determined for the reasons given above for the omission of a recommended decision that compliance with the 30-day effective date requirement of the Administrative Procedure Act (60 Stat. 237) is impractical and contrary to the public interest, consequently, this order shall become effective on January 1, 1965.

Basics for findings and conclusions. Sections 205(a) of the Act reads in pertinent part as follows:

* * * Allotments shall be made in such manner and in such amounts as to provide a fair, efficient, and equitable distribution of such quota or proration thereof, by taking into consideration the processings of sugar or liquid sugar from sugar beets or sugarcane, limited in any year when proportionate shares were in effect to processings to which proportionate shares, determined pursuant to the provisions of subsection (b) of section 302, pertained; the past marketings or importations of each such person; and the ability of such persons to market or import that portion of such quota or proration thereof allotted to him. The Secretary is also authorized in making such allotment * * * to take into consideration in lieu of or in addition to the foregoing factors of processing, past marketings, and ability to market, the need of establishing an allotment which will permit such marketing of sugar as is necessary for reasonable efficient operation of any such new processing plant or factory or expanded facilities during each of the first two years of its operation. In making such allotments, the Secretary may also take into consideration and make due allowance for the adverse effect of drought, storm, flood, freeze, disease, insects, or other similar abnormal and uncontrollable conditions seriously and broadly affecting any general area served by the factory or factories of such person.

The record of the hearing indicates that the prospective supply of domestic beet sugar available for marketing in 1965 exceeds the quota for that area to an extent that allotment of the quota is necessary to prevent disorderly marketing and to provide all processors of beet sugar equitable marketing opportunities within the limitations of the quota (R. 8).

The allotment method set forth in this order follows the proposal made by the government witness and is the same as the allotment method recommended by the Beet Sugar Industry Task Force in their letter of November 13, 1964, to the Director of the Sugar Policy Staff, Agricultural Stabilization and Conservation Service, U.S.D.A., which was accepted in evidence at the hearing as Exhibit 6 (R. 14). Such method of allotting the quota provides for consideration of all of the factors cited in section 205(a) of the Act.

The substantive features of the allotment method are the calculation of "base allotments" by weighting the "processings" factor by 75 percent and the "past marketings" factor by 25 percent and the adjustment of base allotments when appropriate for inventory imbalances. Except as otherwise provided for, "processings" are measured by using 1964 crop processings and "past marketings" are measured by using average annual quota

marketings for the years 1960 through 1964 (R. 16).

Provision is made for an alternative measure of 1964 crop processings and January 1, 1965 "effective inventories", to give consideration for adverse crop conditions (R. 17). Applying the basic allotment method by using modified measures of processings, marketings, and inventories for those processors granted allocations from the National sugarbeet acreage reserve for new and expanded processing facilities as shown in Finding (3) gives consideration in establishing allotments to permit reasonably efficient operation of new and expanded processing facilities (R. 19, 20).

Production of sugar from 1964-crop sugar beets is the most up-to-date measure of the processings factor available to represent the operations for a year for each processor. A weighting of 75 percent to the processings factor in determining base allotments appears consistent with the importance of this factor considering that sugar produced from the 1964-crop will represent over 75 percent of the sugar to be marketed within the 1965 quota (R. 19). Processing of the 1964-crop continues well into the 1965 calendar year. However, processings from the 1964-crop after August 31, 1965 will be relatively insignificant. In order to permit adequate time for processors to plan for orderly marketing within allotment during the last quarter of the year, it is necessary to establish August 31, 1965, as the final termination date through which 1964-crop processings may be used in determining 1965 allotments (R. 16).

The factor "past marketings" when measured by the 1960-64 average annual marketings within allotments and weighted 25 percent in determining base allotments and when considered in conjunction with other provisions of the allotment method herein adopted, which are applicable to 1965, contributes to an orderly rate of change in marketings of each processor relative to the marketings of others (R. 18, 19). The base period is long enough to incorporate a variety of experiences representative of the sharing of marketings during the immediate past.

The "ability to market" factor is reflected in the above measures of the other two factors (R. 19). When appropriate, additional consideration is given this factor by providing for adjusting base allotments for January 1, 1965, inventory imbalances as set forth in detail in Finding (3).

The basic allotment method adopted herein is similar to the allotment method set forth in the 1962 and 1964 orders in the manner in which the alternative measure of processings is determined and also in the manner in which the alternative effective inventory is determined for use in adjusting base allotments. The steps in determining such alternative measures are set forth in Finding (3).

A representative of Empire State Sugar Company Inc., stated that the proposed allotment method does not adhere to the intent of the 1962 amendment to the Sugar Act pertaining to new plants, areas and growers (R. 32). No

alternative proposal was made by the witness.

The record of the hearing contains only a single proposal or recommendation on each of the matters with respect to which a finding or conclusion is made in this order, and each such proposal or recommendation was concurred in by all interested persons, with one exception noted above, and no alternative proposal was made.

Findings and conclusions. On the basis of the record of the hearing, I hereby find and conclude that:

(1) For the calendar year 1965 Domestic Beet Sugar processors will have available for marketing from 1964-crop sugar beets about 2,675,000 short tons, raw value, of sugar. This quantity of sugar, together with production of sugar from 1965-crop beets, will result in a supply of sugar available for marketing in 1965 sufficiently in excess of the anticipated 1965 quota for the Domestic Beet Sugar Area to cause disorderly marketing and prevent some interested person from having equitable opportunities to market sugar.

(2) The allotment of the 1965 Domestic Beet Sugar Area quota for consumption within the continental United States is necessary to prevent disorderly marketing and to afford all interested persons equitable opportunities to market sugar processed from sugar beets in that area.

(3) To assure a fair, efficient and equitable distribution of the 1965 Domestic Beet Sugar Area quota for consumption within the continental United States, the factors specified in section 205(a) of the act shall be given consideration, and allotments of such quota shall be determined by applying the basic allotment method, set forth in Part I below, giving separate consideration to modifications set forth in (a) and (b) of Part II, and by weighting equally the quantities derived from the application of each of these modifications as follows:

PART I—BASIC ALLOTMENT METHOD

(a) Base allotments shall first be determined by giving consideration to the processing and past marketing factors as follows:

(1) The factor processings from proportionate shares shall be measured by each processor's actual processings of sugar from 1964-crop sugar beets through August 31, 1965, or the alternative measure of processings provided for herein, expressed as a percentage of the total of such actual or alternative processings for all processors, and weighted by 75 percent: *Provided*, That in recognition of the "hardship" provision in Sec. 205(a) of the Act, the alternative measure of processings derived as follows shall be used for any processor when the quantity so derived exceeds such processor's actual 1964-crop year processings: (Processor's average crop year processings for 1962 and 1963 crops) x (Industry total 1964-crop year processings divided by Industry average crop year processings for 1962 and 1963-crops) x 85 percent, except that such alternative measure shall not exceed 125 percent of such processor's actual 1964-crop processings.

(ii) The factor past marketings shall be measured by each processor's average annual quota marketings for the years 1960 through 1964, expressed as a percentage of the total of the measure for all processors, and weighted by 25 percent.

(iii) The total of the percentage resulting from (i) and (ii), above, for each processor shall be multiplied by the Domestic Beet Sugar Area quota in short tons, raw value, to determine his base allotment in short tons, raw value.

(b) The factor "ability to market" shall be given consideration, in addition to that which is inherent in the consideration given to the other factors, by adjusting the base allotments, as determined in (a) (iii), above, for January 1, 1965 inventory imbalances to the extent as determined below: *Provided, however, That in such determination the January 1, 1965 effective inventory to be used for individual processors shall include: (1) The January 1, 1965 physical inventory of sugar, (2) the sugar processed in 1965 prior to August 31, 1965, from 1964-crop beets, and (3) for any processor subject to the "hardship" provision of (a) (i), above the quantity by which his alternative measure of processings exceeds his actual 1964-crop year processings.*

(i) Compute the "plus" or "minus" January 1, 1965 inventory imbalance for each processor, by algebraically subtracting from his January 1, 1965 effective inventory his January 1, 1960-64 average effective inventory adjusted proportionately so that the total of such adjusted average inventories of all processors is equal to the total January 1, 1965 effective inventories of all processors.

(ii) The "plus" adjustment applicable to the base allotment for each processor having a "plus" inventory imbalance, as determined in (b) (i), shall be the quantity that such imbalance exceeds 10 percent of his adjusted January 1, 1960-64 average effective inventory and such excess multiplied by 25 percent. Such adjustment for any processor shall not exceed 10 percent of his base allotment.

(iii) The "minus" adjustments applicable to the base allotments for processors having "minus" inventory imbalances shall be computed by prorating the total of the "plus" adjustments, as determined in (ii), among such processors on the basis of their "minus" inventory imbalances. Such adjustment for any processor shall not exceed 10 percent of his base allotment, and, if, as a result of this limitation, the sum of the "minus" adjustments is less than the sum of the "plus" adjustments, as determined in (ii) such "plus" adjustments shall be reduced proportionately to a total equal to the total "minus" adjustments.

(iv) The adjustments determined pursuant to (ii) and (iii), representing hundredweight of refined sugar shall be multiplied by the factor 0.0535 to express such adjustments in short tons, raw value.

(c) Allotments for individual processors, in short tons, raw value, shall be the base allotment quantity as determined in (a) (iii) adjusted upward or downward, respectively, on the basis of "plus" or "minus" adjustments as deter-

mined in (b) (iv). Such quantities when divided by 0.0535 express allotments in the equivalent hundredweight of refined sugar.

PART II—MODIFICATIONS TO THE BASIC ALLOTMENT METHOD

For the purpose of giving consideration to the provisions of Sec. 205(a) of the Act, relating to establishing allotments to permit reasonably efficient operations

of new and expanded facilities, the modifications set forth as (a) and as (b) of this part shall be considered separately in applying the basic allotment method set forth in Part I. Allottees granted allocations from the National Acreage Reserve pursuant to Sec. 302(b)(3) of the Act, the reserve acreage allotted and planted and the quantity of sugar applicable to such acreages are set forth in the following table by years:

Processor	Crop year	Reserve acreage		Quantity of sugar related to reserve acreage		
		Allotted	Planted ¹	Allotted		
				Short tons raw value	Short tons raw value	Cwt. refined equivalent
Reserve allocated and processing started in 1963: Spreckels Sugar Co., Division of American Sugar Co.	1963	19,000	17,141	45,700	41,229	770,002
	1964	19,000	18,828	45,700	43,286	846,467
Reserve allocated and processing started in 1964: Buckeye Sugars Inc.	1964	2,415	2,415	4,430	4,430	82,840
	1965	2,415	2,415	4,430	4,430	82,840
Holly Sugar Corp.	1964	24,730	19,850	50,000	40,134	750,168
	1965	24,730	24,730	50,000	50,000	934,580
Michigan Sugar Co.	1964	4,030	3,530	6,850	6,000	112,350
	1965	4,030	4,030	6,850	6,850	128,000
Utah-Idaho Sugar Co.	1964	8,140	5,535	18,020	12,250	229,028
	1965	8,140	8,140	18,020	18,020	336,824
Reserve allocated and processing to start in 1965: American Crystal Sugar Co.	1965	31,000	31,000	50,000	50,000	934,580
Empire Sugar Co.	1965	29,500	29,500	50,000	50,000	934,580

¹ 1964 and 1965 data subject to revision.

(a) *Modifications to give credit for production, marketing, and inventory history.* (i) For the processor whose reserve allocation began with the 1963 crop: Average marketings, 1960-64, shall be the actual average of such marketings plus 35 percent of the sugar applicable to the average reserve acreage planted for the 1963 and 1964 crops; from the January 1, 1965 effective inventory shall be deducted 50 percent of the sugar applicable to the 1964 reserve acreage planted; and from the January 1, 1960-64 average effective inventory shall be deducted 10 percent of the sugar applicable to 1963 reserve acreage planted.

(ii) For each processor whose reserve allocation began with the 1964 crop: Average marketings, 1960-64, shall be the actual average of such marketings plus 95 percent of the sugar applicable to the 1964 reserve acreage planted; the January 1, 1965 effective inventory shall be such inventory less 75 percent of the sugar applicable to the 1964 reserve acreage planted.

(iii) For each processor whose reserve allocation will begin with the 1965 crop: Actual 1964 crop processings and average marketings, 1960-64, shall be increased by 25 percent of the sugar applicable to their 1965 reserve acreage planted.

(b) *Modifications applicable to reserving a special allotment for processors having allocations for new and expanded facilities.* (i) For the processor whose reserve allocation began with the 1963 crop: Processings from the 1964 crop shall be such processings less 50 percent of the sugar applicable to the 1964 reserve acreage planted; average marketings, 1960-64, shall be the actual average of such marketings less 10 percent of the sum of the sugar applicable to reserve acreage planted in 1963 and one-half

of the sugar applicable to reserve acreage planted in 1964; from the January 1, 1965 effective inventory shall be deducted 50 percent of the sugar applicable to 1964 reserve acreage planted; from the January 1, 1960-64, average effective inventory shall be deducted 10 percent of the sugar applicable to the 1963 reserve acreage planted; and a special allotment equal to 50 percent of the sugar applicable to 1964 reserve acreage planted shall be added to the computed base allotment.

(ii) For each processor whose reserve allocation began with the 1964 crop: Processings from the 1964 crop shall be the actual of such processings less the sugar applicable to the 1964 reserve acreage planted; average marketings, 1960-64, shall be the actual of such marketings less five percent of the sugar applicable to the 1964 reserve acreage planted; the January 1, 1965 effective inventory shall be the actual of such inventory less 75 percent of the sugar applicable to the 1964 reserve acreage planted and a special allotment equal to the sum of 75 percent of the sugar applicable to the 1964 reserve acreage planted and 25 percent of the sugar applicable to the 1965 reserve acreage planted shall be added to the computed base allotment.

(iii) For each processor whose reserve allocation will begin with the 1965 crop: A special allotment equal in quantity to 25 percent of the sugar applicable to the 1965 reserve acreage planted shall be added to the computed base allotment.

(4) The quantities of sugar and the percentages referred to in paragraph (3), above, are set forth with modifications pursuant to II(a) in Table 1 and with modifications pursuant to II(b) in Table 2. They are based on data as provided for in the hearing record, including esti-

RULES AND REGULATIONS

mates for 1964-crop processings, 1964 marketings and January 1, 1965 inventories which shall be used pending the availability and substitution of revised

estimates or final data for such estimates, and as applied to the Domestic Beet Sugar Area quota of 2,650,000 short tons, raw value. The quantities of sugar re-

sulting from weighting equally the tentative allotments set forth in Tables 1 and 2 are established as allotments in the accompanying order.

TABLE 1

Processor	Estimated processings of sugar from 1964-crop beets		Average marketings within the quota 1960-64		Base allotments		January 1 effective inventories hundredweight, refined ¹			Adjustments to base allotments ²		Tentative allotments
	Hundred-weight refined ³	Percent of total	Hundred-weight refined ³	Percent of total	Percent of total (col. 2 × 0.75 + col. 4 × 0.25)	Short tons raw value (col. 5 × quota)	1965 estimated	1960-64 average adjusted to col. 7 total	Inventory imbalances col. 7 - col. 8	Hundred-weight refined	Short tons raw value	Short tons raw value (col. 6 + or - col. 11)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
Amalgamated Sugar Co., The.....	7,500,000	12.2182	6,631,282	13.3137	12.4921	331,041	6,178,403	7,071,996	-893,593	-103,068	-5,514	323,537
American Crystal Sugar Co.....	6,933,645	11.2956	6,057,223	12.1613	11.5120	305,008	5,390,179	6,891,365	-501,186	-57,808	-3,093	301,951
Buckeye Sugars, Inc.....	350,000	.5702	370,085	.7430	.6134	16,255	78,195	188,215	-110,020	-12,690	-679	15,378
Empire Sugar Co.....	233,645	.3806	233,645	.4691	.4027	10,672	0	0	0	0	0	10,672
Great Western Sugar Co., The.....	14,824,000	24.1497	12,492,164	25.0899	24.3825	646,136	12,915,312	13,630,974	-715,662	-82,546	-4,416	641,720
Holly Sugar Corp.....	9,880,900	16.0970	7,694,194	15.4278	15.9297	422,137	8,121,360	7,306,709	+814,651	+20,996	+1,122	423,259
Layton Sugar Co.....	390,778	.6877	264,065	.5302	.5733	15,192	312,572	298,808	+13,764	0	0	15,192
Michigan Sugar Co.....	2,030,000	3.3071	1,606,344	3.3456	3.3167	87,893	1,632,625	1,627,245	+5,380	0	0	87,893
Monitor Sugar Co. Division, Robert Gage Coal Co.....	950,000	1.5476	775,856	1.5577	1.5501	41,078	811,817	824,151	-12,334	-1,423	-76	41,002
National Sugar Manufacturing Co., The.....	187,500	.3055	219,707	.4411	.3394	8,994	102,887	187,204	-84,317	-9,725	-520	8,474
Spreckels Sugar Co., Division of American Sugar Co.....	8,700,000	14.1732	6,135,096	12.3176	13.7093	363,296	5,727,428	4,330,779	+1,396,649	+240,893	+12,888	376,184
Union Sugar Division, Consolidated Foods Corp.....	3,000,000	4.8873	2,079,517	4.1751	4.7093	124,796	2,435,373	2,082,996	+352,377	+36,019	+1,927	125,723
Utah-Idaho Sugar Co.....	6,433,222	10.4903	5,198,370	10.4369	10.4695	277,442	5,167,836	5,433,545	-265,709	-30,647	-1,639	275,893
Total.....	61,383,690	100.0000	49,807,518	100.0000	100.0000	2,650,000	48,873,987	48,873,987	±2,582,821	±297,907	±15,937	2,650,000

¹ Includes 25 percent of the reserve quantity allocated for new facilities beginning with the 1965 crop amounting to 233,645 cwt. each for American Crystal and Empire Sugar Co.

² The following quantities pursuant to reserve allocations have been added to average marketings: 233,645 cwt. for American Crystal; 78,098 cwt. for Buckeye; 233,645 cwt. for Empire Sugar Co.; 712,600 cwt. for Holly; 106,542 cwt. for Michigan; 282,992 cwt. for Spreckels and 217,577 cwt. for Utah-Idaho.

³ All production attributed to reserve acreage has been deducted from inventories as follows: Jan. 1, 1965 estimated effective inventories were reduced 62,130 cwt. for Buckeye; 562,636 cwt. for Holly; 84,112 cwt. for Michigan; 423,234 cwt. for Spreckels and 171,771 cwt. for Utah-Idaho. The 1960-64 average Jan. 1 effective inventory was reduced 77,063 tons for Spreckels.

⁴ Plus (+) adjustments in col. 10 = (Extent (+) quantity in col. 9 exceeds 10 percent of col. 8) X (25 percent); minus (-) adjustments in col. 10 = the total of (+) adjustments in col. 10, prorated to processors on the basis of minus (-) quantities in col. 9. Plus (+) and minus (-) adjustments in col. 11 = (col. 10 adjustments) X (0.0535).

⁵ Prior to the application of the "hardship" provision, estimated 1964-crop processings were 150,000 cwt. and Jan. 1, 1965, effective inventory was 65,387 cwt. for the National Sugar Manufacturing Co.

TABLE 2

Processor	Estimated processings of sugar from 1964-crop beets		Average marketings within the quota 1960-64		Base allotments		January 1 effective inventories hundredweight, refined ¹			Adjustments to base allotments ²		Tentative allotments
	Hundred-weight refined ³	Percent of total	Hundred-weight refined ³	Percent of total	Percent of total (col. 2 X 0.75 + col. 4 X 0.25)	Short tons, raw value ⁴	1965 estimated	1960-64 average adjusted to col. 7 total	Inventory imbalances (col. 7 - col. 8)	Hundred-weight refined	Short tons, raw value	Short tons raw value (col. 6 + or - col. 11)
												(10)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Amalgamated Sugar Co., The.....	7,500,000	12.6435	6,631,282	13.8835	12.9535	328,425	6,178,403	7,071,996	-893,593	-103,068	-5,514	322,911
American Crystal Sugar Co.....	6,700,000	11.2949	5,823,578	12.1925	11.5193	304,562	5,390,179	5,891,365	-501,186	-57,808	-3,093	301,459
Buckeye Sugars, Inc.....	267,160	.4504	287,245	.6014	.4881	16,807	78,195	188,215	-110,020	-12,690	-679	15,125
Empire Sugar Co.....	0	0	0	0	0	12,500	0	0	0	0	0	12,500
Great Western Sugar Co., The.....	14,824,000	24.9903	12,492,164	26.1541	25.2813	640,987	12,915,312	13,630,974	-715,662	-82,546	-4,416	636,571
Holly Sugar Corp.....	9,130,732	15.3926	6,934,026	14.5174	15.1738	427,319	8,121,360	7,306,709	+814,651	+20,995	+1,122	428,441
Layton Sugar Co.....	390,778	.6882	264,065	.5528	.5943	15,088	312,572	298,808	+13,764	0	0	15,088
Michigan Sugar Co.....	1,917,850	3.2331	1,554,194	3.2539	3.2383	88,317	1,632,625	1,627,245	+5,380	0	0	88,317
Monitor Sugar Co. Division, Robert Gage Coal Co.....	950,000	1.6015	775,856	1.6244	1.6072	40,749	811,817	824,151	-12,334	-1,423	-76	40,673
National Sugar Manufacturing Co., The.....	187,500	.3161	219,707	.4600	.3521	8,927	102,887	187,204	-84,317	-9,725	-520	8,407
Spreckels Sugar Co., Division of American Sugar Co.....	8,276,766	13.9530	5,732,717	12.0022	13.4653	364,045	5,727,428	4,330,779	+1,396,649	+240,893	+12,888	376,933
Union Sugar Division, Consolidated Foods Corp.....	3,000,000	5.0574	2,079,517	4.3538	4.8815	123,767	2,435,373	2,082,966	+352,377	+36,019	+1,927	125,694
Utah-Idaho Sugar Co.....	6,294,194	10.4590	4,909,342	10.4040	10.4453	278,527	5,167,836	5,433,545	-265,709	-30,647	-1,639	276,889
Total.....	59,318,980	100.0000	47,763,663	100.0000	100.0000	2,650,000	48,873,987	48,873,987	±2,582,821	±297,907	±15,937	2,650,000

¹ The following quantities pursuant to reserve allocations were deducted from col. 1: 82,840 cwt. for Buckeye; 750,168 cwt. for Holly; 112,150 cwt. for Michigan; 423,234 cwt. for Spreckels and 229,028 cwt. for Utah-Idaho.

² The following quantities pursuant to reserve allocations were deducted from col. 3: 4,142 cwt. for Buckeye; 37,508 cwt. for Holly; 5,608 cwt. for Michigan; 119,387 cwt. for Spreckels; and 11,481 cwt. for Utah-Idaho.

³ Column (5) X (quota less total reserve allocation of 114,582 tons) including individual reserve allocations of 12,500 tons for American Crystal; 4,432 tons for Buckeye; 12,500 tons for Empire Sugar; 42,600 tons for Holly; 6,212 tons for Michigan; 22,643 tons for Spreckels and 13,696 tons for Utah-Idaho.

⁴ All production attributed to reserve acreage has been deducted from inventories as follows: Jan. 1, 1965 estimated effective inventories were reduced 62,130 cwt. for Buckeye; 562,636 cwt. for Holly; 84,112 cwt. for Michigan; 423,234 cwt. for Spreckels and 171,771 cwt. for Utah-Idaho. The 1960-64 average Jan. 1 effective inventory was reduced 77,063 tons for Spreckels.

⁵ Plus (+) adjustments in col. 10 = (extent (+) quantity in col. 9 exceeds 10 percent of col. 8) X (25 percent); minus (-) adjustments in col. 10 = the total of (+) adjustments in col. 10, prorated to processors on the basis of minus (-) quantities in col. 9. Plus (+) and minus (-) adjustments in col. 11 = (col. 10 adjustments) X (0.0535).

⁶ Prior to the application of the "hardship" provision, estimated 1964-crop processings were 150,000 cwt. and Jan. 1, 1965, effective inventory was 65,387 cwt. for National Sugar Manufacturing Co.

(5) The order shall be revised without further notice of hearing for the purpose of (a) substituting revised estimates or final data for estimated data on 1964-crop processings, 1964 marketings and January 1, 1965 inventories used in measuring the factors when such data become part of the official records of the Department, (b) allotting any quantity of an allotment which may be released by an allottee to other allottees able to utilize additional allotment in proportion to the established allotments of such allottees when the written notification to the Director of the Policy and Program Appraisal Division of such release becomes a part of the official records of the Department, and (c) revising allotments to give effect to any change in the quota for the area made by the Secretary pursuant to the provisions of the Sugar Act. In making revisions to give effect to a change in the quota for the area, allotments shall be made by the full application of the allotment procedure adopted herein.

(6) Official notice will be taken of (a) final or revised estimated data for 1964-crop processings, 1964 marketings and January 1, 1965 inventories submitted by processors on Forms SU-70 or other written form when such data become a part of the official records of the Department, (b) any written notice to the Department by an allottee that he is unable to fill part of his allotment when the notification becomes a part of the official records of the Department, and (c) any regulation issued by the Secretary which changes the 1965 Domestic Beet Sugar Area quota.

(7) To assure that the marketing of sugar or liquid sugar is charged against the proper allotment, it is necessary that the order provide for charges to allotments of processors who sell sugar beets, or molasses derived from sugar beets, but retain and process such sugar beets or molasses into sugar or liquid sugar for delivery to or for the account of the buyer.

(8) Allotments established in the foregoing manner and in the quantities set forth in the order provide a fair, efficient and equitable distribution of any 1965 Domestic Beet Sugar Area quota that may be established and meet the requirements of section 205(a) of the Act.

(9) To assure that an allottee will not market a quantity of sugar in excess of his final 1965 allotment to be established later on the basis of final data, allotments established by this order should be limited to 90 percent of the Domestic Beet Sugar Area quota pending the allotment of the quota based upon final data.

Order. Pursuant to the authority vested in the Secretary of Agriculture by section 205(a) of the Act, and in accordance with the findings and conclusions heretofore made, it is hereby ordered:

§ 813.4 Allotment of the 1965 sugar quota for the Domestic Beet Sugar Area.

(a) **Allotments.** For the period January 1, 1965, until the date allotments of

the entire 1965 calendar year sugar quota for the Domestic Beet Sugar Area are prescribed, 90 percent of the 1965 quota for the Domestic Beet Sugar Area is hereby allotted to the following processors in the quantities which appear opposite their respective names:

Processors	Short tons, raw value	Equivalent in hundred-weight refined beet sugar
Amalgamated Sugar Co., The	291,805	5,454,299
American Crystal Sugar Co.	271,556	5,075,813
Buckeye Sugars, Inc.	14,262	286,579
Empire Sugar Co.	10,422	194,504
Great Western Sugar Co., The	575,238	10,732,112
Holly Sugar Corp.	383,270	7,163,925
Layton Sugar Co.	13,618	254,542
Michigan Sugar Co.	79,301	1,482,262
Monitor Sugar Division, Robert Gage Coal Co.	36,753	686,972
National Sugar Manufacturing Co., The	7,584	141,757
Spreckels Sugar Co., Division of American Sugar Co.	338,009	6,334,748
Union Sugar Division, Consolidated Foods Corp.	113,874	2,122,878
Utah-Idaho Sugar Co.	248,708	4,648,748
Sub-Total	2,385,000	44,570,439
Unallotted	265,000	4,953,271
Total	2,650,000	49,523,710

(b) **Marketing of sugar beets and molasses.** If sugar beets or molasses derived from sugar beets are sold by a processor but retained and processed by such processor and the sugar or liquid sugar processed therefrom is delivered to or for the account of the buyer of the sugar beets or molasses, such delivery at the time it occurs shall constitute a marketing which shall be effective for filling the allotment of the processor who sold and processed such sugar beets or molasses.

(c) **Marketing limitations.** Marketings shall be limited to allotments as established herein subject to the prohibitions and provisions of §§ 816.1 to 816.9 of this chapter (Sugar Regulation 816, Rev. 1; 23 F.R. 1943; 27 F.R. 1450).

(d) **Transfer of allotments.** The Administrator, Agricultural Stabilization and Conservation Service of the Department, may permit marketings to be made by one allottee, or other person, within the allotment established for another allottee upon relinquishment by such allottee of a quantity of its allotment and upon receipt of evidence satisfactory to the Administrator that (1) a merger, consolidation, transfer of sugar-processing facilities, or other action of similar effect upon the allottees or persons involved has occurred, or (2) the allottee receiving such permission will process 1965-crop sugarbeets which the allottee relinquishing allotment has become unable to process.

(e) **Delegation.** The Administrator, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, is hereby authorized to revise the allotments established under this order without further notice of hearing in accordance with the findings and conclusions set forth under (5) accompanying this order, to give effect to (1) the substitution of revised estimates or final data for estimates, (2) the reallocation

of any quantity of an allotment released by an allottee and (3) any change in the Domestic Beet Sugar Area quota.

(Sec. 403, 61 Stat. 932; 7 U.S.C. 1153. Interprets or applies secs. 205, 209; 61 Stat. 926; as amended, 928; 7 U.S.C. 1115, 1119)

Done at Washington, D.C., this 7th day of January 1965.

CHARLES S. MURPHY,
Acting Secretary.

[F.R. Doc. 65-329; Filed, Jan. 8, 1965; 10:19 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Subtitle A—Office of the Administrator, Housing and Home Finance Agency

PART 3—SLUM CLEARANCE AND URBAN RENEWAL

Subpart B—Relocation Payments Under Section 114 of the Housing Act of 1949, as Amended

The regulations governing the making of relocation payments under Title I of the Housing Act of 1949, as amended (42 U.S.C. 1450 et seq.), published under Part 3 of Subtitle A of Title 24 of the Code of Federal Regulations (first issued as of October 8, 1956, 21 F.R. 9991, Dec. 15, 1956, and amended at 22 F.R. 1980, Mar. 26, 1957; 22 F.R. 9937, Dec. 12, 1957; 23 F.R. 750, Feb. 5, 1958; 23 F.R. 1723, Mar. 13, 1958; 23 F.R. 5723, July 30, 1958; 23 F.R. 6595, Aug. 26, 1958; 23 F.R. 10531, Dec. 31, 1958; 24 F.R. 8604, Oct. 23, 1959; 26 F.R. 5712, June 27, 1961; 26 F.R. 7826, Aug. 23, 1961; 27 F.R. 7677, Aug. 3, 1962, corrected at 27 F.R. 7876, Aug. 9, 1962; 28 F.R. 588, Jan. 23, 1963, corrected at 28 F.R. 692, Jan. 25, 1963), are hereby revised to read as follows:

- Sec.
- 3.100 Statement of applicable law.
 - 3.101 Definitions.
 - 3.102 Relocation payments by the LPA.
 - 3.103 Eligibility conditions.
 - 3.104 Administration of relocation payments program.
 - 3.105 Fixed relocation payments to individuals and families.
 - 3.106 Determining moving expenses of business concern.
 - 3.107 Determining actual direct loss of property.
 - 3.108 Filing of claims.
 - 3.109 Limitations on amount of relocation payments.
 - 3.110 Determinations in condemnation proceedings.

AUTHORITY: The provisions of this Subpart B issued under sec. 502 of Housing Act of 1949, as amended, 64 Stat. 80 (1950), 12 U.S.C. 1701c; sec. 114(d) of Housing Act of 1949, as amended, 78 Stat. 789 (1964), 42 U.S.C. 1465(d).

§ 3.100 Statement of applicable law.

Section 305 of the Housing Act of 1956 (70 Stat. 1100, 42 U.S.C. 1456) amended Title I of the Housing Act of 1949, as amended, by adding a new section 106(f), which provided that Title I projects may include the making of relocation pay-

ments subject to rules and regulations prescribed by the Housing and Home Finance Administrator. Section 106(f) was amended by section 304 of the Housing Act of 1957 (71 Stat. 300), section 409 of the Housing Act of 1959 (73 Stat. 673), and section 304 of the Housing Act of 1961 (75 Stat. 167). Section 310 of the Housing Act of 1964 amended Title I by adding a new section 114 (78 Stat. 788, 42 U.S.C. 1465) and incorporated therein, with additional provisions, the former section 106(f) of Title I, which was repealed (42 U.S.C. 1456(s)). Authority to issue such regulations is included in the delegation to the Urban Renewal Commissioner and Regional Administrators, as amended, republished at 25 F.R. 9874, October 14, 1960.

§ 3.101 Definitions.

For the purpose of the regulations in this subpart, the following terms shall mean:

(a) *Title I.* Title I of the Housing Act of 1949, as amended (42 U.S.C. 1450 et seq.).

(b) *LPA.* A Local Public Agency authorized to undertake an urban renewal project being assisted under Title I.

(c) *Public body.* A state, county, municipality, or other political subdivision, or an authority or agency which is a public legal entity.

(d) *Urban renewal area.* An area which the HHFA has approved for an urban renewal project.

(e) *Urban renewal plan.* A duly approved plan, as it exists from time to time, for an urban renewal project.

(f) *Relocation payment.* A payment by an LPA:

(1) To an individual or family, for reasonable and necessary moving expenses and any actual direct loss of property (which are incurred on or after August 7, 1956, and for which reimbursement or compensation is not otherwise made);

(2) To a business concern, for its reasonable and necessary moving expenses and any actual direct loss of property except goodwill or profit (which are incurred on or after August 7, 1956, and for which reimbursement or compensation is not otherwise made);

(3) To a small business concern, for its displacement on or after January 27, 1964 (small business displacement payment); or

(4) To or on behalf of a family or elderly individual, displaced on or after January 27, 1964, for relocation adjustment (relocation adjustment payment).

(g) *Federal financial assistance contract.* A contract for a loan, a grant, or a loan and grant, between the Federal Government and the LPA for an urban renewal project, executed on or after August 7, 1956.

(h) *Family.* Two or more persons related by blood, marriage, or adoption, who are living together in a single dwelling unit.

(i) *Individual.* A person who is not a member of a family. An *elderly individual* is an individual 62 years of age or over at the time of displacement.

(j) *Business concern.* A corporation, partnership, individual, or other private

entity, including a nonprofit organization, engaged in some type of business, professional, or institutional activity necessitating fixtures, equipment, stock in trade, or other tangible property for the carrying on of the business, profession, or institution. A *small business concern* is a business concern (other than a nonprofit organization) which in the 2 tax years (or, if not in business that long, the tax year) immediately preceding its displacement had average annual gross receipts or sales in excess of \$1,500 but average annual net earnings before income taxes of less than \$10,000. Earnings for this purpose include salaries, wages, drawings, or other compensation received by officers of the concern (in the case of a corporation), or an owner of the concern or any member of his household related to him.

(k) *Site occupant.* A family, individual, or business concern, as defined above.

(l) *Property.* Tangible personal property, excluding fixtures, equipment, and other property which under State or local law are considered real property, but including such items of real property as the site occupant may lawfully remove.

(m) *Moving expenses.*—(1) *Individuals and families.* Costs of packing, insuring, and carting of property and incidental costs of disconnecting and reconnecting household appliances.

(2) *Business concerns.* Costs of dismantling, crating, insuring, transporting, reassembling, reconnecting, and reinstalling of personal property, merchandise, etc., exclusive of the cost of any additions, improvements, alterations, or other physical changes in or to any structure in connection with effecting such reassembly, reconnection, or reinstallation.

(n) *Actual direct loss of property.* Actual loss in the value of the property (exclusive of goods or other inventory kept for sale) sustained by the site occupant by reason of the disposition or abandonment of the property resulting from the site occupant's displacement from an urban renewal area. A loss resulting from damage to the property while being moved is not included.

(o) *Voluntary rehabilitation.* Structural or other substantial repairs to, or alterations of, any building or other improvement on land within an urban renewal area, undertaken by an owner of any interest in such real property, in order to conform to the property rehabilitation standards set forth in the urban renewal plan.

(p) *Code enforcement.* Structural or other substantial repairs to, or alterations of, any building or other improvement on land within an urban renewal area, or a reduction in the number of occupants of, or any other change in the use of, any parcel of real property within an urban renewal area, pursuant to the requirements of, or to comply with a notice by a municipality of enforcement of, a zoning, building, or other municipal code or ordinance, in connection with the carrying out of an urban renewal project.

(q) *HHFA.* The Housing and Home Finance Agency or the Housing and

Home Finance Administrator, as the context of the regulations in this subpart shall require.

§ 3.102 Relocation payments by the LPA.

The LPA shall make relocation payments to or on behalf of eligible site occupants in accordance with and to the full extent permitted by the regulations in this subpart.

§ 3.103 Eligibility conditions.

(a) *Displacement.* A site occupant is eligible for a relocation payment only if the displacement of the site occupant is:

(1) From real property within the urban renewal area, on or after the date of the pertinent Federal financial assistance contract or, at the option of the LPA, on or after the date of approval by HHFA of a budget for project execution activities resulting in the displacement (provided that in the latter case a Federal financial assistance contract for such contemplated project is thereafter executed); and

(2) Made necessary by (i) the acquisition of such real property by the LPA, or any other public body, or (ii) code enforcement activities undertaken in connection with the urban renewal project, or (iii) a program of voluntary rehabilitation of buildings or other improvements in accordance with the urban renewal plan.

(b) *Displacement made necessary by acquisition.* A site occupant of the property on the date of execution of a Federal financial assistance contract (or HHFA concurrence, prior to its approval of an Application for Loan and Grant, in the commencement of a project execution activity) which contemplates acquisition of the property, regardless of when or if such acquisition takes place, and a site occupant of the property at the time of its acquisition may be deemed displaced by the acquisition upon vacating the property. For this purpose, acquisition means the obtaining by the LPA or other public body of title to, or the right to possession of, the real property. This paragraph (b) shall apply to a site occupant displaced on or after January 27, 1964, but shall not affect adversely, in the case of a site occupant displaced prior to January 13, 1965, eligibility established in accordance with regulations in effect at the time of the site occupant's displacement.

(c) *Displacement made necessary by code enforcement or voluntary rehabilitation.* The vacating by the site occupant of the real property after the happening of any of the following events shall be deemed to be a displacement from the urban renewal area made necessary by code enforcement or voluntary rehabilitation, as the case may be:

(1) In the case of voluntary rehabilitation, the commencement of, or notice by the owner of the real property of the commencement of, voluntary rehabilitation of the building or other improvement, or the part thereof, occupied by the site occupant which makes it necessary (as determined by the LPA) for the site occupant to vacate the real property

(2) In the case of code enforcement, the commencement of, or notice by the municipality of, code enforcement, with respect to the real property, or the part thereof, occupied by the site occupant which makes it necessary (as determined by the LPA) for the site occupant to vacate the real property.

(3) In the case of either voluntary rehabilitation or code enforcement, an increase, or a notice of increase, in rent for the rent period involved amounting to not less than 25 percent in the case of a business concern and not less than 10 percent in the case of an individual or family: *Provided, however,* That in the case of an individual or family the increase shall also result in a rent exceeding the standards established by the LPA for displacees' ability to pay.

(d) *Temporary on-site moves.* No relocation payment shall be made to a site occupant for a temporary move within the urban renewal area.

(e) *Outdoor advertising display.* A business concern which is not displaced from an urban renewal area shall be eligible for a relocation payment for moving expenses incurred on or after September 2, 1964, with respect to its outdoor advertising displays required in the determination of the LPA to be removed from the urban renewal area.

(f) *Displacement of small business concern.* In addition to a relocation payment for reasonable and necessary moving expenses and actual direct loss of property, a small business concern is eligible for payment for its displacement if the concern:

(1) Is displaced on or after January 27, 1964;

(2) Is not part of an enterprise having establishments outside the urban renewal area;

(3) Has filed with the Internal Revenue Service an income tax return for the 2 tax years (or, if not in business that long, the tax year) immediately preceding its displacement; and

(4) Was doing business in the urban renewal area on the date of the approval by the governing body of the locality of an urban renewal plan, or of its approval of an application for a Federal financial assistance contract pursuant to the third sentence of section 102(a) of Title I (Early Land Acquisition Loan), resulting in the displacement of the concern; or of a resolution of the LPA requesting HHFA approval of a budget for project execution activities resulting in the displacement of the concern.

(g) *Notice of intention to move.* Except as provided in this paragraph (g), no relocation payment for moving expenses or actual direct loss of property shall be made to a business concern unless (1) the LPA has received, at least 30 days but not earlier than 90 days prior to the moving date, written notice from the business concern of its intention to move the property designated generally therein and the date of such intended move, and (2) the business concern has permitted, at all reasonable times, the inspection by or on behalf of the LPA of all such property at the site from which it was removed. For the purpose of this paragraph (g), "moving date" shall

mean the date on which the first item of such property is intended to be moved. The LPA may make a relocation payment notwithstanding nonreceipt of such timely notice only if the LPA has determined that there was reasonable cause for the failure of the business concern to give such notice, the LPA has adequately verified the facts pertaining to the move and the requested relocation payment, and HHFA has concurred in such payment.

(h) *Relocation adjustment.* In addition to a relocation payment for reasonable and necessary moving expenses and actual direct loss of property, a relocation adjustment payment or payments may be made to or on behalf of a family or elderly individual who:

(1) Is displaced on or after January 27, 1964;

(2) Is unable to secure a suitable dwelling unit in a low-rent housing project assisted under the United States Housing Act of 1937, as amended, 42 U.S.C. 1401 et seq. (or a State or local program found by HHFA to have the same general purposes); and

(3) Has moved to a decent, safe, and sanitary dwelling.

§ 3.104 Administration of relocation payments program.

(a) *Conditions for relocation payment.* The governing body of the LPA (or, if the LPA is the municipality, the board or commission responsible for carrying out the urban renewal project or, if there is no such board or commission, the principal executive officer of the municipality) shall approve a schedule (Form H-6148) of average annual gross rentals for standard housing in the locality for determining the amount of relocation adjustment payments in accordance with § 3.109(b) (2), any schedule (Form H-6142) of fixed payments to be paid in accordance with § 3.105, and any other conditions under which the LPA will make relocation payments. The schedules and conditions shall be consistent with the regulations in this subpart and shall be available in written form to site occupants in the relocation office of the LPA.

(b) *Notice to site occupants.* The LPA shall furnish all site occupants, who occupy property within an urban renewal area and who are being displaced, with a notice or informational statement advising the site occupant of (1) the availability of relocation payments to eligible site occupants, and (2) the office where the conditions under which relocation payments will be made are available for inspection.

(c) *Action on claim—finality.* The LPA is initially responsible for determining the eligibility of a claim for, and the amount of, a relocation payment and shall maintain in its files complete and proper documentation supporting the determination. The determination on each claim shall be made or approved either by the governing body of the LPA or by the principal executive officer of the LPA or his duly authorized designee. The determination, or any redetermination by any duly designated officer or agency, shall be final and conclusive for

any purposes and not subject to redetermination by any court or any other officer. Subject to the requirements of this paragraph (c), the LPA may permit a third-party contractor responsible for relocation activities to examine and recommend action on a claim and to disburse funds in payment of a claim which has been approved by the LPA.

(d) *Prompt payment.* A relocation payment shall be made by the LPA as promptly as possible after a site occupant's eligibility has been determined in accordance with the regulations in this subpart: *Provided, however,* That a relocation adjustment payment shall be made during the first 5 months after the LPA has determined the eligibility of the claimant.

(e) *Certain determinations.*—(1) No claim based upon acquisition of real property by a public body other than the LPA shall be approved unless the LPA shall have determined that the claimant was displaced by the acquisition. The determination shall be supported by a signed statement from the public body indicating (i) when it acquired the property occupied by the claimant, (ii) whether the acquisition directly resulted in the claimant's displacement from the property, and (iii) whether it compensated or has agreed to compensate the claimant for moving expenses and direct loss of property resulting from the displacement.

(2) No claim based upon code enforcement or voluntary rehabilitation shall be approved unless the LPA shall have determined that the claimant was displaced by such activities. The determination shall be supported by a statement by the LPA giving the factual basis on which the determination was made.

(f) *LPA setoff against claim.* The LPA may set off against the claim of an otherwise eligible site occupant any financial claim the LPA may have against the occupant.

(g) *Approval by HHFA—business concerns.* No relocation payment for moving expenses and actual direct loss of property in excess of \$10,000 shall be made without approval by HHFA.

(h) *Reimbursement of relocation payments.* Relocation payments made in accordance with the regulations in this subpart and pursuant to a capital grant contract are reimbursable in full to the LPA as a Title I grant.

(i) *Accounts and records.* Accounts and records shall be maintained as prescribed by HHFA and shall be subject to inspection or audit at all reasonable times by HHFA.

§ 3.105 Fixed relocation payments to individuals and families.

(a) *Schedule of fixed payments.* An LPA intending to pay fixed amounts in lieu of payments for reasonable and necessary moving expenses and actual direct loss of property of eligible individuals and families shall prepare a schedule of the fixed amounts which it proposes to pay. The schedule shall contain a statement indicating that the LPA intends to permit eligible individuals and families to claim reimbursement for their actual moving expenses and actual direct loss of property.

(b) *Schedule provision*—(1) a proposed schedule of fixed payments to eligible individuals and families owning furniture shall provide for a graduated scale of payments related to the number of all rooms occupied by the claimant except bathrooms, hallways, and closets, which payments shall not exceed the lowest normal charge for carting expenses for the average time required to move personal effects: *Provided*, That in any event the payments shall not exceed the maximum reimbursement to eligible individuals or families provided in the regulations in this subpart.

(2) Fixed payments to eligible individuals or families not owning furniture shall not exceed: (i) \$5 for any individual, (ii) \$10 for any family.

(c) *Administration of fixed payments*. Eligible individuals or families may be paid the amount provided in the schedule of fixed payments approved by HHFA upon receipt of a properly completed claim. A fixed payment shall be in full settlement for the claimant's moving expense and any actual direct loss of property. If the joint occupants of a single dwelling unit at the project site move to two or more locations and consequently submit more than one claim, an eligible claimant for a fixed payment may be paid only his reasonable prorated share (as determined by the LPA) of the total fixed payment applicable to such dwelling unit, and the total of fixed payments made to all such claimants moving from such dwelling unit shall not exceed the total fixed payment applicable to such dwelling unit.

§ 3.106 Determining moving expenses of business concern.

(a) *Submission of bids prior to moving date*. No claim for relocation payment in excess of \$500 shall be allowed for moving expenses or actual direct loss of property incurred by a business concern on or after April 1, 1965, unless the concern has submitted to the LPA, at least 15 days prior to the commencement of the move, a bid from three reputable firms covering the moving costs involved. Whenever it is not feasible to obtain three bids for any category of work, a lesser number of bids shall be submitted, together with a written justification by the concern; and no relocation payment shall be allowed in such cases unless the LPA has approved the justification. The LPA, with HHFA concurrence, may waive any requirement of this paragraph (a) whenever law or local business practice precludes the obtaining of bids.

(b) *Payment not to exceed low bid*. Payment to a business concern for moving expenses shall not exceed the amount of the low bid submitted in accordance with paragraph (a) of this section unless the bid requirement has been waived in accordance with paragraph (a) of this section.

§ 3.107 Determining actual direct loss of property.

(a) The amount of actual direct loss of any item of property claimed shall be determined as follows:

(1) The fair market value of the property for continued use at its location in the urban renewal area shall be ascer-

tained by the claimant by an appraisal satisfactory to the LPA, except as provided in subparagraph (2) of this paragraph (a).

(2) If the value of the property for which actual direct loss is claimed does not warrant the expense of an appraisal, then its fair market value for such continued use shall be computed as follows: The original cost of the item to the claimant (exclusive of installation cost), multiplied by the figure obtained by dividing the period of the remaining useful life of the property at the date of removal, by the period of the normal useful life of the property at the date of its acquisition by the claimant.

(3) The property shall be disposed of by a bona fide sale (as determined by the LPA) at the highest price offered after reasonable efforts have been made over a reasonable period of time to interest prospective purchasers. A trade-in of the property may be considered a bona fide sale, and the trade-in allowance, exclusive of any amount of discount that would be allowed on the price of the property being acquired in the absence of the trade-in, shall be deemed the amount realized upon the sale of the property.

(4) If the amount realized from the sale, after deducting ordinary and reasonable expenses of the sale, is less than the fair market value for such continued use, the difference between the net amount realized and the fair market value is the amount of actual direct loss of the property. Expenses of sale include such items as sales commissions, auctioneer's fees, advertising costs, and similar charges.

(b) If a bona fide sale is not effected because no offer is received for the property, after reasonable efforts have been made over a reasonable period of time to sell it, then its fair market value for continued use, ascertained as provided in this section, is the amount of actual direct loss of the property.

(c) *Cost of appraisals*. The cost of appraisals to determine actual direct loss of property, if made by or in behalf of the claimant, is not allowable as part of a claim.

§ 3.108 Filing of claims.

(a) *Form of claim*. To obtain a relocation payment, a site occupant shall file a written claim with the LPA on the following forms, as appropriate:

(1) Form H-6140, *Claim for Relocation Payment (Families and Individuals)*, for moving expenses or actual direct loss of property.

(2) Form H-6141, *Claim for Relocation Adjustment Payment (Families and Elderly Individuals)*, for relocation adjustment.

(3) Form H-6146, *Claim for Relocation Payment (Business Concerns and Nonprofit Organizations)*, for moving expenses or actual direct loss of property, or for a small business displacement payment.

(b) *Documentation in support of claim*. A claim shall be supported by the following:

(1) If for moving expenses, except in the case of a fixed payment, a receipted bill or other evidence of such expenses. By prearrangement between the LPA,

the site occupant, and the mover, confirmed in writing by the LPA, the claimant may present an unpaid moving bill to the LPA, and the LPA may pay the mover directly.

(2) If for actual direct loss of property, written evidence thereof, which may include appraisals, certified prices, copies of bills of sale, receipts, cancelled checks, copies of advertisements, offers to sell, auction records, and such other records as may be appropriate to support the claim.

(3) In any other case, such documentation as may be required by the LPA, which may include income tax returns, withholding or informational statements, and proof of age.

(c) *Time for filing claims*. A claim for a relocation payment for moving expenses, actual direct loss of property, or a small business displacement shall be submitted to the LPA within a period of 6 months after the displacement of the claimant. A claim for a relocation adjustment payment shall be submitted within a period of 60 days after the displacement of the claimant.

(1) *Displacement prior to January 13, 1965*. Notwithstanding the first two sentences of this paragraph (c), a claim for a relocation adjustment payment or for a small business displacement payment by a claimant displaced on or after January 27, 1964, and prior to January 13, 1965, shall be submitted within a period of 60 days of the last published or other notice by the LPA of the availability of such payments.

(2) *Waivers*. The time limitations in this paragraph (c) may be waived by the LPA for good cause, with HHFA concurrence, in the case of a claimant displaced on or after January 27, 1964.

§ 3.109 Limitations on amount of relocation payments.

(a) *Moving expenses and loss of property*—(1) *Maximum amount—individuals or families*. The maximum relocation payment that may be made or recognized for moving expenses and actual direct loss of property, for which reimbursement or compensation is not otherwise made, to an individual or family shall not exceed \$100 with respect to moving expenses incurred and actual direct loss of property suffered prior to September 23, 1959, and \$200 with respect to such expenses incurred and loss suffered on or after September 23, 1959. The maximum relocation payment that may be made or recognized for moving expenses and actual direct loss of property, for which reimbursement or compensation is not otherwise made, to two or more unrelated individuals occupying the same dwelling unit shall not exceed \$200.

(2) *Maximum amount—business concerns*. The maximum relocation payment that may be made or recognized in the case of a business concern, whether for moving expenses or actual direct loss of property, or both, for which reimbursement or compensation is not otherwise made, shall not exceed \$2,000 with respect to moving expenses incurred or direct loss of property suffered prior to July 12, 1957, or \$2,500 with respect to moving expenses incurred or direct loss of property suffered between July 12,

1957, and September 22, 1959, both dates inclusive, or \$3,000 with respect to moving expenses incurred or direct loss of property suffered on or after September 23, 1959. If the total of the actual moving expenses incurred on or after June 30, 1961, and prior to October 2, 1962, is greater than \$3,000, the maximum relocation payment that may be made or recognized in the case of a business concern, for which reimbursement or compensation is not otherwise made, shall be the total of such actual moving expenses. If the total of the actual moving expenses incurred on or after October 2, 1962, is greater than \$3,000, the maximum relocation payment that may be made or recognized in the case of a business concern, for which reimbursement or compensation is not otherwise made, shall be the total of such actual moving expenses or \$25,000, whichever is less.

(3) *Maximum moving distance.* If a business concern moves beyond 100 miles from the boundary of the city, town, or village, as the case may be, in which the project area is located, a relocation payment for its moving expenses may not be made in excess of the reasonable and necessary expenses for moving such distance of 100 miles.

(b) *Small business displacement and relocation adjustment.*—(1) *Fixed amount—small business displacement.* A small business displacement payment shall be \$1,500.

(2) *Maximum amount—relocation adjustment.* The total relocation adjustment payment that may be made for a family or elderly individual shall be an amount not to exceed \$500 which, when added to 20 percent of the annual income of the family or individual at the time of displacement, equals the average annual gross rental required for a decent, safe, and sanitary dwelling of modest standards adequate in size to accommodate the family or individual (in the urban renewal area or in other areas not generally less desirable in regard to public utilities and public and commercial facilities), as determined by the LPA.

§ 3.110 Determinations in condemnation proceedings.

Notwithstanding any other provision of the regulations in this subpart, when property is acquired by proceedings in condemnation, and the amount of the judgment includes an allowance for reasonable and necessary moving expenses or any actual direct loss of property, or for both, the portion of the judgment representing compensation for these items, if separately stated, shall be entitled to recognition as a relocation payment in an amount not to exceed the applicable dollar limitations of § 3.109: *Provided*, That the allowance for actual direct loss of property makes no compensation for loss of goodwill or profit.

Effective as of the 13th day of January 1965.

[SEAL] WILLIAM L. SLAYTON,
Urban Renewal Commissioner.
[F.R. Doc. 65-376; Filed, Jan. 12, 1965;
8:48 a.m.]

No. 8—3

Title 43—PUBLIC LANDS: INTERIOR

Chapter II—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 3522]

[Arizona 033859; Misc. 88708]

ARIZONA

Withdrawal for Parker-Davis Project; Partial Revocation of Executive Order 8647 of January 22, 1941, and Public Land Order 559 of February 11, 1949 (Havasas Lake National Wildlife Refuge)

By virtue of the authority vested in the President by section 1 of the act of June 25, 1910 (36 Stat. 847; 43 U.S.C. 141) and otherwise, and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), and by virtue of the authority contained in the act of June 17, 1902 (32 Stat. 388; 43 U.S.C. 416), as amended and supplemented, it is ordered as follows:

1. Subject to valid existing rights, the following described public lands, which are under the jurisdiction of the Secretary of the Interior, are hereby withdrawn from all forms of appropriation under the public land laws, including the mining laws (Chap. 2, Title 30, U.S.C.), but not from leasing under the mineral leasing laws, and reserved for the Parker-Davis Project:

MISCELLANEOUS 88708

GILA AND SALT RIVER MERIDIAN

- T. 11 N., R. 18 W.,
Sec. 3, all.
T. 12 N., R. 18 W.,
Sec. 19, lots 1, 2, 3, N $\frac{1}{2}$ of lot 4, E $\frac{1}{2}$ W $\frac{1}{2}$,
E $\frac{1}{2}$,
Sec. 20, SW $\frac{1}{4}$.
T. 12 N., R. 19 W.,
Sec. 4, lots 3 and 4, S $\frac{1}{2}$,
Sec. 5, lots 1, 2, 3, 4, SE $\frac{1}{4}$,
Sec. 9, NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$,
SE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$,
SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$,
Sec. 13, S $\frac{1}{2}$,
Sec. 14, W $\frac{1}{2}$, SE $\frac{1}{4}$,
Sec. 15, NE $\frac{1}{4}$, N $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$,
NW $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$,
E $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$
SE $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$,
Sec. 23, N $\frac{1}{2}$ N $\frac{1}{2}$, W $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$,
NE $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$.
T. 13 N., R. 19 W.,
Sec. 19, lots 3, 4, E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$,
Sec. 29, W $\frac{1}{2}$,
Sec. 31, E $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$,
NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$,
Sec. 32, W $\frac{1}{2}$, SE $\frac{1}{4}$,
Sec. 33, SW $\frac{1}{4}$.

The areas described aggregate 5,458.63 acres.

2. Executive Order No. 8647 of January 22, 1941, and Public Land Order No. 559 of February 11, 1949, which established and enlarged the Havasu Lake National Wildlife Refuge, Arizona and California, are hereby revoked so far as they affect the following described lands:

(ARIZONA 033859)

GILA AND SALT RIVER MERIDIAN

- T. 11 N., R. 18 W.,
Sec. 4, Lot 3, Lot 4, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$,
Sec. 5 (fractional);
Sec. 8 (fractional);
Sec. 9, Lots 1, 2, 3, 4, W $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$,
N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$,
Sec. 10, S $\frac{1}{2}$ N $\frac{1}{2}$, S $\frac{1}{2}$,
Sec. 15, N $\frac{1}{2}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$,
Sec. 16 (fractional).
T. 12 N., R. 18 W.,
Sec. 19, Lot 4;
Sec. 30, Lots 1, 2, 3, 4, 5, SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$
NW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$,
Sec. 31 (fractional);
Sec. 32, Lots 1, 2, W $\frac{1}{2}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, S $\frac{1}{2}$
SE $\frac{1}{4}$.
T. 12 N., R. 19 W.,
Sec. 5, S $\frac{1}{2}$ SW $\frac{1}{4}$,
Sec. 6, Lots 4, 5, 6, E $\frac{1}{2}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$,
Sec. 7 (fractional);
Sec. 8, Lots 1, 2, 3, 4, 5, NE $\frac{1}{4}$ NE $\frac{1}{4}$,
Sec. 9, Lots 1, 2, SW $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, S $\frac{1}{2}$
SE $\frac{1}{4}$,
Sec. 15, Lot 1, NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$,
S $\frac{1}{2}$ SE $\frac{1}{4}$,
Sec. 16, Lots 1, 2, 3, 4, NE $\frac{1}{4}$,
Sec. 22, Lots 1, 2, 3, 4, NE $\frac{1}{4}$,
Sec. 23, Lots 1, 2, 3, 4, S $\frac{1}{2}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$,
Sec. 24, Lot 1, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$
SE $\frac{1}{4}$,
Sec. 25 (fractional).
T. 13 N., R. 19 W.,
Sec. 30, Lot 4, SE $\frac{1}{4}$ SW $\frac{1}{4}$,
Sec. 31, Lots 1, 2, 3, 4, W $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$,
N $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$.
T. 12 N., R. 20 W.,
Sec. 1 (fractional).
T. 13 N., R. 20 W.,
Sec. 4, W $\frac{1}{2}$, W $\frac{1}{2}$ SE $\frac{1}{4}$,
Sec. 5 (fractional);
Sec. 8 (fractional);
Sec. 9;
Sec. 14, SW $\frac{1}{4}$ SW $\frac{1}{4}$,
Sec. 15, S $\frac{1}{2}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$,
SW $\frac{1}{4}$,
Sec. 16;
Sec. 17 (fractional);
Sec. 20 (fractional);
Sec. 21 (fractional);
Sec. 23, Lots 1, 2, 3, NW $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$,
E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$,
Sec. 25, Lots 1, 2, 3, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, N $\frac{1}{2}$
SE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$,
Sec. 26 (fractional);
Sec. 36 (fractional);
Sec. 22 (fractional).

The areas described, including the public and nonpublic lands, aggregate 8,590.56 acres. The public lands for the most part are included in existing withdrawals for reclamation purposes.

3. Until 10 a.m. on July 9, 1965, the State of Arizona shall have a preferred right of application to select the public lands released from withdrawal by paragraph 2 of this order and not otherwise withdrawn, as provided by R.S. 2276, as amended (43 U.S.C. 852). On and after that date and hour the lands shall be open to operation of the public land laws generally, subject to valid existing rights, the provisions of existing withdrawals and the requirements of applicable law. All valid applications including applications and offers under the mineral leasing laws, received at or prior to 10 a.m. on February 13, 1965, shall be considered as simultaneously filed at that time. Those filed thereafter shall be considered in the order of filing.

4. The public lands restored by this order have been open to location for

RULES AND REGULATIONS

metalliferous minerals. They will be open to location for nonmetalliferous minerals after 10 a.m. on July 9, 1965.

The public lands released from withdrawal by paragraph 2 of this order, and which are open to the operation of the public land laws by paragraph 3 hereof, are described as follows:

GILA AND SALT RIVER MERIDIAN

T. 12 N., R. 19 W.,

Sec. 9, $N\frac{1}{2}SW\frac{1}{4}NW\frac{1}{4}$, $N\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}$, $SE\frac{1}{4}NE\frac{1}{4}SW\frac{1}{4}$, $N\frac{1}{2}S\frac{1}{2}SE\frac{1}{4}$;

Sec. 15, $NW\frac{1}{4}NW\frac{1}{4}$, $N\frac{1}{2}NE\frac{1}{4}NW\frac{1}{4}$, $SE\frac{1}{4}NE\frac{1}{4}NW\frac{1}{4}$, $SE\frac{1}{4}SE\frac{1}{4}NW\frac{1}{4}$, $E\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}NE\frac{1}{4}SW\frac{1}{4}$, $NW\frac{1}{4}SW\frac{1}{4}SE\frac{1}{4}$, $E\frac{1}{2}SE\frac{1}{4}SE\frac{1}{4}$;

Sec. 23, $N\frac{1}{2}S\frac{1}{2}NW\frac{1}{4}$, $SE\frac{1}{4}SW\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}SW\frac{1}{4}NE\frac{1}{4}$, $NE\frac{1}{4}SE\frac{1}{4}NE\frac{1}{4}$.

The areas described aggregate approximately 310 acres.

Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Phoenix, Ariz.

JOHN A. CARVER, Jr.,
Acting Secretary of the Interior.

JANUARY 8, 1965.

[F.R. Doc. 65-374; Filed, Jan. 12, 1965;
8:48 a.m.]

Proposed Rule Making

ATOMIC ENERGY COMMISSION

[10 CFR Ch. I]

[Docket Nos. RM-102-1; PRM-102-A]

CONSIDERATION OF POSSIBLE FINDING OF PRACTICAL VALUE

Designation of Presiding Officers

The Atomic Energy Commission published a notice in the FEDERAL REGISTER on December 1, 1964, that it will hold a public rule making hearing on January 28, 1965, in connection with its consideration of the question whether a finding of practical value should be made pursuant to § 102 of the Atomic Energy Act of 1954, as amended, with respect to some type or types of light water, nuclear power reactors.

Notice is hereby given that the following members of the Commission's staff have been designated to preside at the hearing: Robert Lowenstein, Assistant Director of Regulation, Chairman; Bertram H. Schur, Associate General Counsel; and Dr. Paul C. Fine, Director of the Division of Operations Analysis and Forecasting. The presiding officers will certify the record of the hearing to the Commission.

(Sec. 102, 68 Stat. 936; 42 U.S.C. 2132; sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Washington, D.C., this 8th day of January 1965.

For the Atomic Energy Commission,

W. B. McCool,
Secretary to the Commission.

[FR. Doc. 65-372; Filed, Jan. 12, 1965; 8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 71]

[Airspace Docket No. 64-CE-75]

TRANSITION AREA, CONTROL AREA EXTENSION

Proposed Designation and Revocation

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

The following airspace is presently designated in the Dodge City, Kans., terminal area:

1. The Dodge City, Kans., control zone is designated as that airspace within a 5-mile radius of Dodge City Municipal Airport (latitude 37°45'45" N., longitude 99°58'00" W.), and within 2 miles either side of the Dodge City VOR 161° radial, extending from the 5-mile radius zone to the VOR.

2. The Dodge City, Kans., control area extension is designated as that airspace

within 10 miles SW and 7 miles NE of the Dodge City VOR 161° and 341° radials extending from 20 miles NW to 9 miles SE of the VOR, and within 5 miles either side of the Dodge City VOR 161° and 341° radials extending from 20 miles to 25 miles NW of the VOR and from 9 miles to 25 miles SE of the VOR.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structural requirements in the Dodge City, Kans., terminal area, including studies attendant to the implementation of the provisions of Amendments 60-21 and 60-29 of the Civil Air Regulations, proposes the following airspace actions:

1. Revoke the Dodge City, Kans., control area extension.

2. Designate the Dodge City, Kans., transition area to comprise that airspace extending upward from 700 feet above the surface within a 6-mile radius of the Dodge City Municipal Airport (latitude 37°45'45" N., longitude 99°58'00" W.); and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Dodge City VOR 341° and 161° radials extending from a point 3 miles S of the VOR to 12 miles N of the VOR.

The proposed transition area with the 700-foot floor would provide sufficient controlled airspace to protect aircraft executing departure and missed approach procedures until reaching an altitude of 1,200 feet above the surface. The proposed transition area with a 1,200-foot floor would be required to protect aircraft executing holding and approach procedures.

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

Specific details of the new procedures 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 31, 1964.

EDWARD C. MARSH,
Director, Central Region.

[FR. Doc. 65-339; Filed, Jan. 12, 1965; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 64-CE-98]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations to designate controlled airspace in the Janesville, Wis., terminal area.

As a result of prior studies attendant to the implementation of the provisions of Amendments 60-21 and 60-29 of Part 60 of the Civil Air Regulations, the following controlled airspace is presently designated in the Janesville, Wis., terminal area:

(1) The Janesville, Wis., control zone is designated as that airspace within a 5-mile radius of Rock County Airport, Janesville, Wis. (latitude 42°37'12" N., longitude 89°02'25" W.) see Airman's Guide for hours of designation.

(2) The Janesville, Wis., transition area is designated as that airspace extending upward from 700 feet above the surface within an 8-mile radius of the Rock County Airport, Janesville (latitude 42°37'12" N., longitude 89°02'25" W.), and within 5 miles SE and 8 miles NW of the Janesville VOR 239° radial, extending from the 8-mile radius area to 12 miles SW of the VOR.

The Federal Aviation Agency, having completed plans for a new VOR/DME public-use instrument approach procedure for Rock County Airport, Janesville, Wis., proposes the following airspace actions:

(1) Alter the Janesville control zone by redesignating it as that airspace within a 5-mile radius of Rock County Airport, Janesville, Wis. (latitude 42°37'12" N., longitude 89°02'25" W.), and within 2 miles each side of the Janesville VOR 038° radial, extending from the VOR to a point 11.5 miles NE of the VOR, see Airman's Information Manual for hours of designation.

(2) Alter the Janesville, Wis., transition area by redesignating it as that airspace extending upward from 700 feet above the surface within an 8-mile radius of the Rock County Airport, Janesville, Wis. (latitude 42°37'12" N., longitude 89°02'25" W.); and within 5 miles SE and 8 miles NW of the Janesville VOR 239° radial, extending from the 8-mile radius area to 12 miles SW of the VOR; and within 2 miles each side of the Janesville VOR 038° radial, extending from the 8-mile radius area to 20 miles NE of the VOR.

The proposed alterations of the control zone and transition area will provide protection for aircraft executing this new VOR/DME public-use instrument approach procedure planned for the Rock County Airport, Janesville, Wis.

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

Specific details of the planned procedures may be obtained 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 31, 1964.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65-340; Filed, Jan. 12, 1965; 8:46 a.m.]

[14 CFR Part 73]

[Airspace Docket No. 64-CE-88]

RESTRICTED AREA

Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 73 of the Federal Aviation Regulations that would

alter Restricted Area R-4301 at Camp Ripley, Minn.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. 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 amendments. The proposals contained in this notice may be changed in the light of comments received.

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

The Army has requested the modification of the altitude and the time of designation for Restricted Area R-4301. The presently designated altitude and the time of designation are from the surface to 27,000 feet MSL May 1 through November 1, annually. It is proposed that the altitude and time of designation be amended to read from the surface to 27,000 feet MSL, May 1 through October 31, annually; and from the surface to 14,500 feet MSL, Saturday and Sunday, November 1 through April 30, annually.

The Minnesota National Guard program to conduct artillery firing at weekend training assemblies on a year-around basis and the assignment of a special cold weather training mission to the 47th Infantry Division for similar purposes necessitates designation of R-4301 as a restricted area during weekends of the winter months. It is also proposed that the area be designated as joint-use with the Minneapolis ARTC Center as the controlling agency and the Commanding Officer, Camp Ripley, Minn. as the using agency.

These amendments are proposed under section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on January 5, 1965.

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

[F.R. Doc. 65-341; Filed, Jan. 12, 1965; 8:46 a.m.]

[14 CFR Part 93]

[Docket No. 6423; Notice No. 65-1]

SPECIAL AIR TRAFFIC RULES AND AIR TRAFFIC PATTERNS

Victor Airway No. 16

The Federal Aviation Agency is considering amendments to §§ 93.71, 93.73, and 93.75 of the Federal Aviation Regulations which would alter the special air traffic rules applicable to aircraft crossing and operating along Victor Airway

16, west and in the vicinity of Phoenix, Ariz.

Interested persons may participate in the proposed rule making 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 correspondence received on or before February 12, 1965, will be considered by the Administrator prior to taking action on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received. All comments received will be available in the Rules Docket for examination by interested persons, before and after the closing date for comment.

The current regulation requires Lake Air Force Base jet aircraft operating outside the airport traffic pattern and engaged in a training operation that requires the crossing of Victor Airway 16, to cross between longitudes 112°23' W. and 112°41'30" W., and between 2,100 feet MSL and 4,000 feet MSL, or at 8,000 feet MSL. Other aircraft crossing or operating along Victor Airway 16 between these lines of longitude are required to operate at 1,600 feet MSL or lower, or between 4,500 feet MSL and 7,000 feet MSL, or at 9,000 feet MSL or higher. The rule is applicable to aircraft operated under VFR conditions and is effective Monday through Saturday from 0600 to 1800 MST.

A recent review and study of Luke AFB training requirements indicates that changes to this regulation can be effected which will continue the segregation of high performance training flights and other aircraft, minimize flight restrictions, and provide for more efficient utilization of the airspace.

The U.S. Air Force has acquiesced in the exclusion of that airspace within a four-statute-mile radius of the Litchfield Park Naval Air Facility, and to the discontinuance of the 8,000-foot operating restriction. The study indicates that jet training missions which require crossing V-16 can be accomplished by crossing between 2,500 feet MSL and 5,000 feet MSL within the area prescribed by the proposed rule.

The proposed changes to the rule would permit aircraft other than Luke AFB training flights to cross or operate along V-16 at 2,000 feet MSL or below, and at 5,500 feet or above. Flight operations within four statute miles of the Litchfield Park Naval Air Facility would be unaffected by the rule.

In consideration of the foregoing, it is proposed that Subpart E of Part 93 of the Federal Aviation Regulations be amended to read as follows:

Subpart E—Victor Airway No. 16

§ 93.71 Applicability.

This subpart applies to aircraft operated under VFR conditions within Victor Airway No. 16 between longitudes 112°23' W. and 112°41'30" W., excluding that portion of the airspace within a four-statute-mile radius of the Litch-

field Park Naval Air Facility (centered at latitude 33°25'25" W., longitude 112°-22'30" W.), Monday through Saturday from 0600 to 1800 MST.

§ 93.73 Crossing Victor Airway No. 16; jet training operations.

Each pilot in command of a Luke Air Force Base jet aircraft operating outside the Luke Air Force Base airport traffic pattern and engaged in a training operation that requires crossing of Victor Airway No. 16 shall cross within the airspace specified in § 93.71 between 2,500 feet MSL and 5,000 feet MSL.

§ 93.75 Crossing and operating along Victor Airway No. 16.

Unless otherwise authorized by ATC, each pilot in command of an aircraft (other than aircraft to which § 93.73 applies) crossing or operating along Victor Airway No. 16 in the area specified in § 93.71 shall operate—

- (a) At 2,000 feet MSL or lower; or
- (b) At 5,000 feet MSL or higher.

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

Issued in Washington, D.C., on January 6, 1965.

CLIFFORD P. BURTON,
Acting Director,
Air Traffic Service.

[F.R. Doc. 65-342; Filed, Jan. 12, 1965; 8:46 a.m.]

FEDERAL HOME LOAN BANK BOARD

[No. 18,733]

[12 CFR Part 545]

FEDERAL SAVINGS AND LOAN SYSTEM

Proposed Amendment Relating to Investments

JANUARY 8, 1965.

Resolved that, pursuant to Part 508 of the General Regulations of the Federal Home Loan Bank Board (12 CFR Part 508) and § 542.1 of the rules and regulations for the Federal Savings and Loan System (12 CFR 542.1) it is hereby proposed that Part 545 of the rules and regulations for the Federal Savings and Loan System (12 CFR Part 545) be amended by an amendment, the substance of which is as follows:

Amend Part 545 by the addition of a new § 545.9-2 to read as follows:

§ 545.9-2 Prohibition against investments in other institutions.

No Federal association shall invest in the savings accounts or savings deposits of any other institution.

(Sec. 5, 48 Stat. 132, as amended; 12 U.S.C. 1464. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

Resolved further that all interested persons are hereby given the opportunity to submit written data, views, or arguments on the following subjects and issues: (1) Whether said proposed amendment should be adopted as proposed; (2) whether said proposed amendment should be modified and adopted as modified;

(3) whether said proposed amendment should be rejected. All such written data, views, or arguments must be received through the mail or otherwise at the Office of the Secretary, Federal Home Loan Bank Board, Federal Home Loan Bank Board Building, 101 Indiana Avenue NW., Washington, D.C., 20552, not later than January 28, 1965, to be entitled to be considered, but any received later may be considered in the discretion of the Federal Home Loan Bank Board.

By the Federal Home Loan Bank Board.

[SEAL]

HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 65-378; Filed, Jan. 12, 1965; 8:49 a.m.]

[No. 18,732]

[12 CFR Part 545]

FEDERAL SAVINGS AND LOAN SYSTEM

Proposed Amendment Relating to Service Corporations

JANUARY 8, 1965.

Resolved that, pursuant to Part 508 of the General Regulations of the Federal Home Loan Bank Board (12 CFR Part 508) and § 542.1 of the rules and regulations for the Federal Savings and Loan System (12 CFR 542.1) it is hereby proposed that Part 545 of the rules and regulations for the Federal Savings and Loan System (12 CFR Part 545) be amended by an amendment, the substance of which is as follows:

Amend Part 545 by adding, immediately after § 545.9, a new section, § 545.9-1, as follows:

§ 545.9-1 Service corporations.

(a) *General provisions.* Subject to the provisions of this section, a Federal association may, if permitted by the terms of its charter, invest in the capital stock, obligations, or other securities of any service corporation organized under the laws of the State, District, Commonwealth, territory, or possession in which the home office of such association is located if the entire capital stock of such service corporation is available for purchase by, and only by, any and all savings and loan associations with a home office in that State, District, Commonwealth, territory or possession and the stock is owned by more than one association. A Federal association may make and hold an investment, pursuant to this section, in any service corporation whose activities consist of originating, purchasing, selling and servicing loans upon real estate and participating interests therein, and/or clerical, bookkeeping, accounting, statistical or similar functions performed primarily for savings and loan associations, plus such other activities as the Board may approve.

(b) *Applications and approvals.* No Federal association shall form a service corporation or invest in the capital stock, obligations or other securities of any service corporation other than that permitted by paragraph (a) of this § 545.9-1 without the prior specific approval of the

Board. Each application for approval to invest in a service corporation pursuant to this paragraph (b) shall contain a statement setting forth the need for such corporation, the services to be performed by the corporation, the names of other institutions participating in the formation of the corporation, if any, the amount of investment and such other information as the Board may require.

(c) *Limitations.* A Federal association may make any investment under this section if its aggregate outstanding investment in the capital stock, obligations, or other securities of service corporations would not thereupon exceed 1 percent of the association's assets. For the purposes of this section, the term "aggregate outstanding investment" means the sum of amounts paid for the acquisition of capital stock or securities and amounts invested in obligations of service corporations less amounts received from the sale of capital stock or securities of service corporations and amounts paid to the Federal association to retire obligations of service corporations. The authority conferred by or under this section shall not permit Federal associations to invest in a service corporation established or operated as a business venture primarily serving other than savings and loan associations.

(Sec. 5, 48 Stat. 132, as amended; 12 U.S.C. 1464. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

Resolved further that all interested persons are hereby given the opportunity to submit written data, views, or arguments on the following subjects and issues: (1) Whether said proposed amendment should be adopted as proposed; (2) whether said proposed amendment should be modified and adopted as modified; (3) whether said proposed amendment should be rejected. All such written data, views, or arguments must be received through the mail or otherwise at the Office of the Secretary, Federal Home Loan Bank Board, Federal Home Loan Bank Board Building, 101 Indiana Avenue NW., Washington, D.C., 20552, not later than January 28, 1965, to be entitled to be considered, but any received later may be considered in the discretion of the Federal Home Loan Bank Board.

By the Federal Home Loan Bank Board.

[SEAL]

HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 65-377; Filed, Jan. 12, 1965; 8:49 a.m.]

FEDERAL POWER COMMISSION

[18 CFR Part 260]

[Docket No. R-257]

NATURAL GAS COMPANIES

Annual Reports of System Flow Diagrams; Amended Notice of Proposed Rulemaking

JANUARY 7, 1965.

1. On February 12, 1964, pursuant to section 4 of the Administrative Procedure Act, the Commission gave notice

(29 F.R. 2912) in which it proposed to amend Part 260, Statements and Reports, Subchapter G, Chapter I, Title 18 of the Code of Federal Regulations, to require natural gas pipeline companies to file annual flow diagrams reflecting maximum daily delivery capabilities.

2. In view of the responses to that notice, the Commission has modified its original proposal. The revised proposal applies only to large pipeline companies, i.e., Class A companies having delivery capacity of more than 100,000 Mcf per day, instead of all Classes A and B companies as originally proposed. Other revisions have been made in the diagram requirements in response to comments to alleviate any unnecessary burden that might have been required by the filings.

3. The original notice indicated that the amendment to Commission rules was proposed solely for defense emergency planning purposes pursuant to Executive Order 11095. Since industry responses to the original notice may have been confined solely to industry defense responsibilities, we would now make it clear that the Commission would also use the flow diagrams for general regulatory purposes. The proposed requirement for flow diagrams does not—as suggested in several of the responses to the original notice—duplicate information presently on file with either the Department of Interior or the Commission. Besides fulfilling defense planning needs, the flow diagrams would provide the Commission with concise and meaningful information on major pipeline capabilities enabling accurate Commission computation of the cost of transportation of each of these companies. Such data is useful to the Commission in reviewing reports, proposed orders on certificate applications, pipeline company rate filings, and in rate cases.

4. Any interested person may submit to the Federal Power Commission by February 15, 1965, data, views, and comments in writing concerning the amendments now being proposed herein. The Commission will consider these written submissions before taking any action upon the proposed amendments. An original and nine copies of any such submissions should be filed.

5. This amendment to the Commission's Regulations is proposed to be issued pursuant to sections 4, 5, 7, and 16 of the Natural Gas Act (52 Stat. 822-825, 830 (1938), as amended 56 Stat. 83-84 (1942); 15 U.S.C. 717c, 717d, 717f, 717g) and in furtherance of the objectives of Executive Order 11095.

6. For the reasons set forth above, it is proposed to amend Part 260, Statement and Reports, Subchapter G, Chapter I, Title 18 of the Code of Federal Regulations by adding a new § 260.8 to read as follows:

§ 260.8 System flow diagrams.

(a) Each Class A natural gas pipeline company, having a system delivery capacity in excess of 100,000 Mcf per day (measured at 14.73 p.s.i.a. and 60°F), shall file with the Commission on or before August 1, of each year twelve (12) copies of a diagram reflecting operating conditions on its main transmission system during the previous twelve months ended June 30, including the following:

(1) Nominal diameter (inches) of each pipeline.

(2) Length (miles to nearest 0.1 mile) of each pipeline between points of intake, delivery, river crossings, storage fields, compressor stations and interconnections with other pipeline companies.

(3) Direction of gas flow in the pipelines. If direction of flow varies from time to time, so indicate.

(4) Maximum permissible operating pressure for each pipeline at discharge side of each compressor station or other critical point determined by the provisions set forth in the American Standards Association publication B 31.8, "Gas Transmission and Distribution Piping System."

(5) Size (horsepower) type (reciprocal, centrifugal, turbine, electric motor, gas) and number of installed compressor units at each compressor station.

(6) Maximum volume, Mcf per day at 14.73 p.s.i.a. and 60°F that can be compressed at each compressor station assuming the discharge pressure necessary to achieve the pressure set forth in subparagraph (4) of this paragraph and the designed compression ratio. If direction of flow affects these factors, provide the information for each direction of flow.

(7) The minimum intake pressure for each compressor station under conditions set forth in subparagraph (6) of this paragraph.

(8) Fuel requirements at each compressor station under the conditions described in subparagraphs (6) and (7) of this paragraph.

(9) The average and maximum (coincident and noncoincident) daily volumes (14.73 p.s.i.a. and 60°F) delivered at each take-off point during the reporting year.

(10) The maximum daily volume (14.73 p.s.i.a. and 60°F) that can be received at each intake point.

(11) The maximum daily volume (14.73 p.s.i.a. and 60°F) that can be received from or delivered to another pipeline company at existing points of interconnection. Give the name of the interconnecting pipeline company.

(12) For each storage field connected to the system and operated by the re-

spondent pipeline company show the maximum daily volume that can be injected into the pipeline and the seasonal working storage volumes both at 14.73 p.s.i.g. and 60°F.

By direction of the Commission.

GORDON M. GRANT,
Acting Secretary.

[F.R. Doc. 65-352; Filed, Jan. 12, 1965;
8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

[49 CFR Parts 71-78]

[No. 3666; Ex Parte No. MC-13, Amended]

EXPLOSIVES AND OTHER DANGEROUS ARTICLES

Proposed Transportation of Nitromethane

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D.C., on the 29th day of December A.D. 1964.

Notice is hereby given pursuant to the provisions of section 4(a) of the Administrative Procedure Act (60 Stat. 237, 5 U.S.C. 1003), that the Commission has under consideration amendment of the order of September 10, 1958, entered in the above-entitled proceeding to permit the transportation of "Nitromethane Mixture, Stabilized" in bulk, in railroad tank cars and in tank motor vehicles when approved for transportation by the Bureau of Explosives.

Any interested person may on or before February 1, 1965, submit written statements containing data, views, arguments or suggestions to be considered in this connection and may request oral argument thereon. One file copy and 14 additional copies of such statements must be furnished for the use of the Commission by mailing to the Secretary of the Interstate Commerce Commission at Washington D.C. The Commission thereafter will determine whether or not assignment of the matter for oral hearing is necessary or desirable.

Notice of this proposal shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Interstate Commerce Commission at Washington, D.C., and by filing a copy with the Director, Office of the Federal Register.

By the Commission, Division 3.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 65-365; Filed, Jan. 12, 1965;
8:47 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Coast Guard

[CGFR 64-90]

"USS KAMEHAMEHA" (ISSBN 642)

Notice of Closure of San Francisco Bay During Launching

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order 120 dated July 31, 1950 (15 F.R. 6521) and Executive Order 10173, as amended by Executive Orders 10277 and 10352, I hereby affirm for publication in the FEDERAL REGISTER the order of C. C. Knapp, Rear Admiral, United States Coast Guard, Commander, Twelfth Coast Guard District, who has exercised authority as District Commander, such order reading as follows:

SPECIAL NOTICE SAN FRANCISCO BAY

Pursuant to request of Commander, Mare Island Naval Shipyard, U.S. Navy, and acting under authority of the Act of June 15, 1917 (40 Stat. 220) as amended, and the regulations in Part 6, Chapter I, Title 33, Code of Federal Regulations, I hereby order that the waters of Mare Island Strait, Napa River, Calif., between the Mare Island Causeway (38°06'44" N., 122°16'14" W. to 38°06'36" N., 122°16'32" W.) and a line extending in the direction 245 degrees true from the end of the Naval Reserve Pier, Vallejo, Calif. (38°05'36" N., 122°15'22" W.) to the opposite shore of the Napa River (38°05'32" N., 122°15'35" W.) be closed to all persons and vessels on Saturday, 16 January 1965, from 10:30 a.m., Pacific Standard Time, until after the "USS Kamehameha" takes the water and is alongside the seawall at Mare Island Naval Shipyard, after the launching of said vessel. The southern line of demarcation is otherwise described as a line extending between the end of the Naval Reserve Pier, Vallejo, and the southernmost smokestack in the area of Mare Island generally opposite said Pier. Limits of this area will be clearly posted by signs and by Coast Guard Patrol Boats.

All persons and vessels are directed to remain outside of the closed area. This order will be enforced by the Captain of the Port, San Francisco, Calif., and by U.S. Coast Guard vessels under his command. Personnel, facilities and equipment of other Federal, State, and Municipal agencies may be utilized to assist in the enforcement of this order.

Penalties for violation of the above order. Section 2, Title II of the Act of June 15, 1917, as amended, 50 U.S.C. 192, provides as follows: If any owner, agent, master, officer or person in charge, or any member of the crew of any such vessel fails to comply with any regulation or rule issued or order given under the provisions of this Title, or obstructs or interferes with the exercise of any power conferred by this Title or if any other person knowingly fails to comply with any regulation or rule issued or order given under the provisions of this Title, or knowingly obstructs or interferes with the exercise of any power conferred by this Title, he shall be punished by imprisonment for not more than ten years and may, at the discretion of the court, be fined not more than \$10,000.

Dated: January 6, 1965.

[SEAL]

P. E. TRIMBLE,
Rear Admiral, U.S. Coast Guard
Acting Commandant.

[F.R. Doc. 65-363; Filed, Jan. 12, 1965;
8:47 a.m.]

[CGFR 65-1]

James River Closed to Navigation During Sea Trials of America (CVA-66)

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by Treasury Department Order 120 dated July 31, 1950 (15 F.R. 6521) and Executive Order 10173, as amended by Executive Orders 10277 and 10352, I hereby affirm for publication in the FEDERAL REGISTER the order of G. R. Evans, Captain, U.S. Coast Guard, Acting Commander, Fifth Coast Guard District, who has exercised authority as District Commander, such order reading as follows:

SPECIAL NOTICE JAMES RIVER

Under the authority of Title II of the Espionage Act of June 15, 1917 (40 Stat. 220), as amended, and Executive Order 10173, as amended, I declare that the following area is a prohibited area on:

Monday, January 11, 1965,

Tuesday, January 12, 1965, and

Wednesday, January 13, 1965

during sea trials of America (CVA-66):

The waters of the James River, Norfolk-Newport News Harbor, Virginia within the coordinates of latitude 36 degrees 59 minutes 10 seconds North, Longitude 76 degrees 26 minutes 31 seconds West; thence westerly to Latitude 36 degrees 58 minutes 43 seconds North, Longitude 76 degrees 27 minutes 32 seconds West; thence southeasterly to Latitude 36 degrees 58 minutes 10 seconds North, Longitude 76 degrees 26 minutes 59 seconds West; thence northeasterly to Latitude 36 degrees 58 minutes 29 seconds North, Longitude 76 degrees 26 minutes 14 seconds West.

Upstream and downstream limits of this prohibited area will be marked by two special purpose buoys, painted with orange and white horizontal bands.

No vessel may anchor in this prohibited area on any of the three dates.

No person or vessel may remain in or enter this prohibited area while America is underway in the prohibited area or anchored in the prohibited area.

The Captain of the Port, Norfolk-Newport News Area, Virginia shall enforce this order.

The Captain of the Port may be assisted by employees and facilities of any state or political subdivision thereof or any Federal Agency.

For violation of this order Title II of the Espionage Act of June 15, 1917 (40 Stat. 220), as amended, provides:

If any owner, agent, master, officer, or person in charge, or any member of the crew of any such vessel fails to comply with any regulation or rule issued or order given under the provisions of this title, or obstructs or interferes with the exercise of any power conferred by this title, the vessel, together with her tackle, apparel, furniture, and equipment, shall be subject to seizure and forfeiture to the United States in the same

manner as merchandise is forfeited for violation of the customs revenue laws; and the person guilty of such failure, obstruction, or interference shall be fined not more than \$10,000 or imprisoned not more than two years, or both.

If any other person knowingly fails to comply with any regulation or rule issued or order given under the provisions of this title, or knowingly obstructs or interferes with the exercise of any power conferred by this title, he shall be punished by imprisonment for not more than ten years and may, at the discretion of the court, be fined not more than \$10,000.

Dated: January 8, 1965.

[SEAL]

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

[F.R. Doc. 65-431; Filed, Jan. 12, 1965;
8:50 a.m.]

Comptroller of the Currency INSURED BANKS

Joint Call for Report of Condition

CROSS REFERENCE: For a document relating to a joint call for report of condition of insured banks, see F.R. Doc. 65-360, Federal Deposit Insurance Corporation, *infra*.

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[Order 551, Amdt. 96]

BUREAU AREA DIRECTORS

Redelegation of Authority With Respect to Specific Legislation

Order No. 551 (an order by which the Commissioner of Indian Affairs delegates authority to Bureau Area Directors), as amended, is further amended by the addition of a new section under the heading "Functions Relating to Specific Legislation," to read as follows:

SEC. 374. Authority under Act of September 5, 1962 (P.L. 87-629; 76 Stat. 429). The exercise of all authority vested in the Secretary of the Interior in said act which provides for the division of the tribal assets of the Ponca Tribe of Native Americans of Nebraska among the members of the tribe, and for other purposes, except the power to:

(a) Publish in the FEDERAL REGISTER a notice of the tribe's consent to the terms of the act.

(b) Decide appeals on the tribal roll and publish a final roll in the FEDERAL REGISTER.

(c) Publish in the FEDERAL REGISTER a proclamation declaring that the Federal trust relationship to the tribe and its members has terminated.

(d) Issue land patents.

JOHN O. CROW,
Deputy Commissioner.

JANUARY 7, 1965.

[F.R. Doc. 65-353; Filed, Jan. 12, 1965;
8:47 a.m.]

Bureau of Land Management

[Montana 068564]

MONTANA**Notice of Proposed Withdrawal and Reservation of Lands**

JANUARY 4, 1965.

The Bureau of Land Management has filed the above application for the withdrawal of the lands described below, from all forms of appropriation including the mining but not the mineral leasing laws.

The applicant desires the land for fishing access, camping, picnicking, and boat launching.

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

The Department's regulations (43 CFR 2311.1-3(c)) provide that the authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

The authorized officer will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the applicant agency.

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

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

The lands involved in the application are:

PRINCIPAL MERIDIAN, MONTANA

T. 3 S., R. 1 E.

Sec. 2, Lots 3, 4, 5, 6, 9, 10, 11, and 12.

T. 5 S., R. 1 W.

Sec. 10, N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$.

The areas described aggregate 322.51 acres.

R. PAUL RIGTRUP,
Manager, Land Office.

[F.R. Doc. 65-354; Filed, Jan. 12, 1965; 8:47 a.m.]

Fish and Wildlife Service

[Docket No. Sub-B-18]

ELLINGSEN FISHING CORP.**Notice of Hearing**

Ellingsen Fishing Corp., Fairhaven, Mass., has applied for a fishing vessel construction differential subsidy to aid in the construction of a 94-foot over-all steel vessel to engage in the fishery for scallops, groundfish, flounders, lobsters, and swordfish.

Notice is hereby given pursuant to the provisions of the United States Fishing Fleet Improvement Act (P.L. 88-498) and Notice and Hearing on Subsidies (50 CFR Part 257) that a hearing in the above-entitled proceedings will be held on February 1, 1965, at 9:00 a.m., e.s.t., in Room 3356, Interior Building, 18th and C Streets NW., Washington, D.C. Any person desiring to intervene must file a petition of intervention with the Director, Bureau of Commercial Fisheries, as prescribed in 50 CFR Part 257 at least 10 days prior to the date set for the hearing. If such petition of intervention is granted, the place of the hearing may be changed to a field location. Telegraphic notice will be given to the parties in the event of such a change along with the new location.

RALPH C. BAKER,
Acting Director.

For: DONALD L. MCKERNAN,
Director,
Bureau of Commercial Fisheries.

JANUARY 3, 1965.

[F.R. Doc. 65-359; Filed, Jan. 12, 1965; 8:47 a.m.]

Office of the Secretary

[Order 2885]

JOB CORPS CONSERVATION CENTER COORDINATOR**Establishment of Position**

SECTION 1. *Establishment of Position of Coordinator.* The Secretary of the Interior has important program responsibilities under the Economic Opportunity Act of 1964 (78 Stat. 508) which are being carried out through five bureaus of the Department. This order sets forth the Department's headquarters organization structure for unifying and coordinating direction of this program and establishes the position of Interior Job Corps Conservation Center Coordinator.

SEC. 2. *Responsibilities.* The Interior Job Corps Conservation Center Coordinator, under the Director, Resources Program Staff, is responsible for coordinating, and providing a focal point for, Interior operations relating to the conservation center program. He is responsible for ensuring that bureau activities un-

der the program are adequately planned and scheduled; for formulating a Departmentwide budget for the program; for reviewing progress and operations in relation to approved plans, budgets, and program objectives; for coordinating operations among the bureaus and other organization units of the Department involved in this program; and for taking or recommending corrective action when necessary. He will serve as the primary liaison officer with the Office of Economic Opportunity for Job Corps Conservation Centers, and will coordinate the relationships of other Interior organization units with that Office. All official contacts between the Department of the Interior and the Office of Economic Opportunity at headquarters and in the field will be through the Coordinator or under arrangements approved by him or provided in the interagency agreement with the Office of Economic Opportunity. Also bureau regulations for implementing the program will be issued subject to advance approval of the Coordinator.

SEC. 3. *Staff.* The Interior Job Corps Conservation Center Coordinator will have a small staff to assist him in carrying out his responsibilities, but will rely primarily upon the regular staff offices of the Office of the Secretary and the bureaus to plan and carry out program operations.

SEC. 4. *Secretarial approval.* Approval by the Secretary is required of appointments to all positions of bureau conservation center officers, center directors, and deputy center directors for work programs. The Secretary will also approve budget requests for the program, center sites, activation schedules, and basic working agreements with the Office of Economic Opportunity and other Federal agencies involved in the program. All matters that are to be approved by the Secretary shall be routed through the Interior Job Corps Conservation Center Coordinator and the Director, Resources Program Staff, before referral to the Secretary.

SEC. 5. *Designation of Coordinator.* Mr. Barney Old Coyote is designated as Interior Job Corps Conservation Center Coordinator for the Department.

STEWART L. UDALL,
Secretary of the Interior.

JANUARY 7, 1965.

[F.R. Doc. 65-355; Filed, Jan. 12, 1965; 8:47 a.m.]

DEPARTMENT OF AGRICULTURE**Office of the Secretary****CALIFORNIA AND CERTAIN OTHER STATES****Designation of Areas for Emergency Loans**

For the purpose of making emergency loans pursuant to section 321 of the Con-

olidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the States of California, Idaho, North Dakota, South Dakota, and Washington natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

CALIFORNIA

Amador.	Plumas.
Butte.	Sacramento.
Colusa.	San Joaquin.
Contra Costa.	Shasta.
El Dorado.	Sierra.
Glenn.	Siskiyou.
Lake.	Solano.
Lassen.	Sonoma.
Marin.	Stanislaus.
Merced.	Sutter.
Modoc.	Trinity.
Napa.	Yolo.
Nevada.	Yuba.
Placer.	

IDAHO

Boise.	Gem.
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NORTH DAKOTA

Billings.	Golden Valley.
Dunn.	Stark.

SOUTH DAKOTA

Harding.

WASHINGTON

Asotin.	Klickitat.
Clark.	Skamania.
Columbia.	Wahkiakum.
Cowlitz.	Walla Walla.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named California, Idaho, North Dakota, South Dakota, and Washington counties after December 31, 1965, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 8th day of January 1965.

ORVILLE L. FREEMAN,
Secretary.

[P.R. Doc. 65-358; Filed, Jan. 12, 1965;
8:47 a.m.]

ATOMIC ENERGY COMMISSION

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, (i) 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 (i) 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

FEDERAL COMMUNICATIONS COMMISSION

[Mexican List No. 232]

MEXICAN BROADCAST STATIONS

Changes, Proposed Changes, and Corrections in Assignments

SEPTEMBER 10, 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 Mexican broadcast stations modifying the appendix containing assignments of Mexican broadcast stations (Mimeograph 4721-6) attached to the Recommendations of the North American Regional Broadcasting Agreement Engineering Meeting, January 30, 1941.

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.

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

CIVIL AERONAUTICS BOARD

[Docket No. 15187]

TRANS WORLD AIRLINES

Peoria Deletion; Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on February 2, 1965, at 10:00 a.m., e.s.t., in Room 726, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Leslie G. Donahue.

Dated at Washington, D.C., January 8, 1965.

[SEAL]

FRANCIS W. BROWN,
Chief Examiner.

[P.R. Doc. 65-380; Filed, Jan. 12, 1965; 8:49 a.m.]

[Docket No. 15210]

BRANIFF AIRLINES

Ponca City Deletion; Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on February 3, 1965, at 10:00 a.m., e.s.t., in Room 726, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Joseph L. Fitzmaurice.

Dated at Washington, D.C., January 8, 1965.

[SEAL]

FRANCIS W. BROWN,
Chief Examiner.

[P.R. Doc. 65-379; Filed, Jan. 12, 1965; 8:49 a.m.]

Call letters	Location	Power kw	Antenna	Schedule	Class	Expected date of commencement of operation
XETJ (increase night power).	Torreon, Coahuila.....	670 kilocycles 1 kwD/ 0.250 kwN.	ND	U	III-D IV-N	9-10-64
XERPS (change call letters from XETK).	Maratlan, Sinaloa.....	630 kilocycles 1 kwD/250 wN.			III-B	9-10-64
XEOU (new).....	Matamoros, Coahuila.....	670 kilocycles 1 kw.....	ND	D	II	3-10-65
XEWN (delete assignment).	Gomez Palacio, Durango.....	670 kilocycles 500 w.....	ND	D	II	7-13-64
XEPM (new).....	Matamoros, Coahuila.....	670 kilocycles 1 kw.....	ND	D	II	1-13-65
XEORO (change call letters from XESN—now in operation).	Gusave, Sinaloa.....	680 kilocycles 0.5 kw.....	ND	D	II	3-10-65
XERPO (change frequency—PO: 650 kc/s, 0.5 kw, D).	Oaxaca, Oaxaca.....	710 kilocycles 0.5 kwD/ 0.1 kwN.	ND	U	II	3-10-65
XEEQ (previously notified on 750 kc/s).	San Luis Potosi, San Luis Potosi.....	760 kilocycles 0.250 kw.....	ND	D	II	3-10-65
XEDGO (new).....	Durango, Durango.....	760 kilocycles 1 kw.....	ND	D	II	3-10-65
XEEG (delete assignment).	Torreon, Coahuila.....	760 kilocycles 1 kw.....	ND	D	II	9-10-64
XEJX (delete assignment—XEJX to continue operation on 1250 kc/s).	Queretaro, Queretaro.....	780 kilocycles 1 kw.....	ND	D	II	9-10-64
XERC (increase daytime power).	Mexico, D.F.....	790 kilocycles 10 kwD/1 kwN.	ND	U	III	12-10-64
XERPC (change frequency—PO: 1420 kc/s—change call letters from XEII).	Chihuahua, Chihuahua.....	790 kilocycles 5 kwD/0.4 kwN.	ND	U	III-D IV-N	3-10-65
XEII (change frequency—PO: 1240 kc/s).	do.....	790 kilocycles 5 kwD/0.4 kwN.	ND	U	III-D IV-N	3-10-65
XEAN (new).....	El Salto de Juanaentlan, Jalisco.....	790 kilocycles 5 kw.....	DA-D	D	III	3-10-65
XEAN (delete assignment).	Ocotlan, Jalisco.....	800 kilocycles 1 kw.....	ND	D	II	9-10-64
XEMY (new).....	Ciudad Mante, Tamaulipas.....	810 kilocycles 0.5 kw.....	ND	D	II	3-10-65
XEM (now in operation on new frequency).	Chihuahua, Chihuahua.....	850 kilocycles 5 kw.....	ND-D		II	9-10-64
XERPH (change call letters from XERA).	do.....	850 kilocycles 0.5 kw.....	ND	D	III	9-10-64
XEKS (reduce day power from 2 kw).	Saltillo, Coahuila.....	860 kilocycles 0.5 kwD/ 0.1 kwN.	ND	U	III-D IV-N	9-10-64
XEBJ (change frequency—PO: 1340 kc/s).	Ciudad Victoria Tamaulipas.....	870 kilocycles 1 kwD/0.2 kwN.	ND	U	IV	3-10-65

Call letters	Location	Power kw	Antenna	School	Class	Expected date of commencement of operation
XEUBI (new)	Oaxaca, Oaxaca	1,000 kilocycles 0.1 kw D/1 kw N	ND	U	IV	3-10-65
XEYV (new)	Chiapa de Corzo, Chiapas	1,000 kilocycles 1 kw D/0.150 kw N	ND	U	IV	3-10-65
XERP (change call letters from XEUI)	Chihuahua, Chihuahua	1,000 kilocycles 1 kw D/150 w N	ND	U	III-D IV-N	9-10-64
XEWP (change location from Autlan de Navarro, Jalisco)	Sayula, Jalisco	1,000 kilocycles 0.5 kw	ND	D	III	3-10-65
(New)	Rio Grande, Zacatecas	1,000 kilocycles 0.350 kw	ND	U	IV	3-10-65
XEYX (change call letters from XEYV)	Mericali, Baja California	1,000 kilocycles 1 kw D/0.5 kw N	DA-N		III	9-10-64
XETB (change call letters from XEUB)	Torreón, Coahuila	1,000 kilocycles 250 w-C	ND		IV	9-10-64
XETAA (change call letters from XEUB)	do	1,000 kilocycles 250 w-C	ND		IV	9-10-64
XEXE (new)	Quetzaro, Querétaro	1,000 kilocycles 1 kw D/0.3 kw N	ND	U	IV	3-10-65
XEYL (change call letters from XEYI)	Jalapa, Vera Cruz	1,000 kilocycles 10 kw-C	ND	U	I-B	9-10-64
XEVUZ (change call letters from XEMC)	México, D.F.	1,000 kilocycles 10 kw D/5 kw N		U	III-A	9-10-64

FEDERAL COMMUNICATIONS COMMISSION,

BEN F. WAPLE,

Secretary.

[F.R. Doc. 65-284; Filed Jan. 12, 1965; 8:45 a.m.]

FEDERAL DEPOSIT INSURANCE CORPORATION

INSURED BANKS

Joint Call for Report of Condition

Pursuant to the provisions of section 7(a) (3) of the Federal Deposit Insurance Act each insured bank is required to make a Report of Condition as of the close of business December 31, 1964, to the appropriate agency designated herein, within ten days after notice that such report shall be made: Provided, That if such reporting date is a non-

business day for any bank, the preceding business day shall be its reporting date.

Each national bank and each bank in the District of Columbia shall make its original Report of Condition on Office of the Comptroller Form, Call No. 452, and shall send the same to the Comptroller of the Currency, and shall send a signed and attested copy thereof to the Federal Deposit Insurance Corporation. Each insured State bank which is a member of the Federal Reserve System, except a bank in the District of Columbia, shall make its original Report of Condition on Federal Reserve Form 105—Call

Filed as part of original document.

Call letters	Location	Power kw	Antenna	School	Class	Expected date of commencement of operation
XESP (PO: 1410 kHz)	San Pedro Tlapacapa, Jalisco	1,070 kilocycles 5 kw D/1 kw N	DA-N ND	U	II	3-10-65
XEYF (new)	Bonilla, Guanajuato	1,100 kilocycles 2.5 kw	ND	D	II	3-10-65
XEIS (PO: 0.5 kw, ND, D)	Hidalgo del Parral, Chihuahua	1,100 kilocycles 1 kw D/0.1 kw N	ND	U	III	9-10-64
XELP (new)	La Piedad, Michoacán	1,070 kilocycles 0.250 kw D/0.1 kw N	ND	U	II	3-10-65
XEYW (new)	Mericali, Baja California	1,100 kilocycles 0.35 kw	ND	D	II	3-10-65
XEPD (new)	Pachua, Hidalgo	1,100 kilocycles 0.5 kw	ND	D	II	3-10-65
XEXX (new)	Tecolotepec de Flores, Tabasco	1,100 kilocycles 1 kw D/0.2 kw	ND	U	IV	3-10-65
XESI (correction of error in Change List No. 286)	Sancti Spiritus, Veracruz	1,100 kilocycles 1 kw D/0.300 kw N	ND	U	IV	4-10-64
XEVM (new)	Pedras Negras, Coahuila	1,200 kilocycles 0.250 kw D/0.200 kw N	ND	U	IV	3-10-65
XEXH (increase power from 0.25 kw)	Salamanca, Guanajuato	1,050 kilocycles 0.5 kw	ND	D	IV	12-10-64
XEDB (new)	Tonila, Chiapas	1,250 kilocycles 250 w	ND	U	IV	3-10-65
XEYV (change call letters from XESP)	Morelia, Michoacán	1,200 kilocycles 500 w-C	ND		III-B	9-10-64
XEYI (change call letters from XELP)	Jiquila, Morelia	1,200 kilocycles 1 kw-D	DA	D	III	9-10-64
XEPD (delete assignment)	Pachua, Hidalgo	1,200 kilocycles 0.5 kw	ND	D	III	9-10-64
XESW (new)	Ciudad Madera, Chihuahua	1,200 kilocycles 1 kw	ND	D	III	3-10-65
XEYH (change call letters from XETN)	Turkey, Oaxaca	1,250 kilocycles 1 kw D/0.150 kw N	ND	U	III-D IV	9-10-64
XEUI (new in operation)	Comitán, Chiapas	1,250 kilocycles 1 kw D/0.5 kw N	ND	U	III	9-10-64
XERP (increase day power)	Ciudad Madera, Tamaulipas	1,200 kilocycles 10 kw D/0.1 kw N	DA-D	U	III-D IV-N	12-10-64
(New)	Ciudad Camargo, Tamaulipas	1,250 kilocycles 0.25 kw	ND	D	IV	3-10-65
XEOL (new)	Tehuacán, Puebla	1,250 kilocycles 0.300 kw D/0.150 kw N	ND	U	III-D IV-N	9-10-64
XEV (new)	Chihuahua, Chihuahua	1,200 kilocycles 1 kw D/0.5 kw N	ND	U	III	3-10-65
XEYL (new)	Chiapa de Corzo, Chiapas	1,100 kilocycles 1 kw D/0.150 kw N	ND	U	IV	3-10-65
XEPS (change location from Cuatrecasas, Morelia)	Itapam de la Sel, Morelia	1,200 kilocycles 0.350 kw	ND	U	IV	3-10-65

174,¹ and shall send the same to the Federal Reserve Bank of the District wherein the bank is located, and shall send a signed and attested copy thereof to the Federal Deposit Insurance Corporation. Each insured State bank not a member of the Federal Reserve System, except a bank in the District of Columbia and a mutual savings bank, shall make its original Report of Condition on FDIC Form 64—Call No. 70,¹ and shall send the same to the Federal Deposit Insurance Corporation.

The original Report of Condition required to be furnished hereunder to the Comptroller of the Currency and the copy thereof required to be furnished to the Federal Deposit Insurance Corporation shall be prepared in accordance with "Instructions for preparation of Reports of Condition by National Banking Associations," dated January 1961, and any amendments thereto.¹ The original Report of Condition required to be furnished hereunder to the Federal Reserve Bank of the District wherein the bank is located and the copy thereof required to be furnished to the Federal Deposit Insurance Corporation shall be prepared in accordance with "Instructions for the preparation of Reports of Condition by State Member Banks of the Federal Reserve System," dated February 1961.¹ The original Report of Condition required to be furnished hereunder to the Federal Deposit Insurance Corporation shall be prepared in accordance with "Instructions for the preparation of Report of Condition on Form 64, by insured State banks not members of the Federal Reserve System," dated January 1961.¹

Each insured mutual savings bank not a member of the Federal Reserve System shall make its original Report of Condition on FDIC Form 64 (Savings),¹ prepared in accordance with "Instructions for the preparation of Report of Condition on Form 64 (Savings) and Report of Income and Dividends on Form 73 (Savings) by Mutual Savings Banks," dated December 1962,¹ and shall send the same to the Federal Deposit Insurance Corporation.

JOSEPH W. BARR,
Chairman, Federal Deposit
Insurance Corporation.

JAMES J. SAXON,
Comptroller of the Currency.

C. C. BALDERSTON,
Vice Chairman, Board of Gov-
ernors of the Federal Reserve
System.

[F.R. Doc. 65-360; Filed, Jan. 12, 1965;
8:47 a.m.]

INSURED STATE BANKS NOT MEMBERS OF FEDERAL RESERVE SYSTEM EXCEPT BANKS IN DISTRICT OF COLUMBIA AND MUTUAL SAVINGS BANKS

Call for Annual Report of Income and Dividends

Pursuant to the provisions of section 7(a) of the Federal Deposit Insurance

¹ Filed as part of original document.

Act each insured State bank not a member of the Federal Reserve System, except a bank in the District of Columbia and a mutual savings bank, is required to make a Report of Income and Dividends for the calendar year 1964 on Form 73 (revised December 1961)¹ to the Federal Deposit Insurance Corporation within ten days after notice that such report shall be made. Said Report of Income and Dividends shall be prepared in accordance with "Instructions for the preparation of Report of Income and Dividends on Form 73", dated December 1961.¹

FEDERAL DEPOSIT INSURANCE CORPORATION,
E. F. DOWNEY,
Secretary.

[SEAL]

[F.R. Doc. 65-361; Filed, Jan. 12, 1965;
8:47 a.m.]

INSURED MUTUAL SAVINGS BANKS NOT MEMBERS OF FEDERAL RESERVE SYSTEM

Call for Annual Report of Income and Dividends

Pursuant to the provisions of section 7(a) of the Federal Deposit Insurance Act each insured mutual savings bank not a member of the Federal Reserve System is required to make a Report of Income and Dividends for the calendar year 1964 on Form 73 (Savings), revised December 1961,¹ to the Federal Deposit Insurance Corporation within ten days after notice that such report shall be made. Said Report of Income and Dividends shall be prepared in accordance with "Instructions for the preparation of Report of Condition on Form 64 (Savings) and Report of Income and Dividends on Form 73 (Savings)," dated December 1962.¹

FEDERAL DEPOSIT INSURANCE CORPORATION,
E. F. DOWNEY,
Secretary.

[SEAL]

[F.R. Doc. 65-362; Filed, Jan. 12, 1965;
8:47 a.m.]

FEDERAL MARITIME COMMISSION

[Docket No. 65-1]

MATSON NAVIGATION CO.

Reduced Rates on Flour From Pacific Coast Ports to Hawaii; Notice of Investigation

On November 23, 1964, Matson Navigation Co. (Matson) filed reduced "per container" rates on "Flour, grain, edible, in bulk or in bags" from Pacific Coast ports (except Stockton) to Hawaii which became effective December 24, 1964. The said reduced rates are published in Item 816 on Third Revised Page 90-A to Matson's Westbound Container Tariff No. 14 FMC-F No. 109.

Hawaiian Flour Mills, Inc. and Hawaiian Grain Corp. protested the aforementioned rates alleging substantially that Matson's reduced flour rates from the mainland would unlawfully and adversely effect their business by granting an undue advantage to mainland flour

shippers; by acting to prejudice businesses in Hawaii; and by casting an undue burden upon other Pacific Coast to Hawaii traffic.

The Commission, after considering the above protests, Matson's reply thereto, and numerous papers and telegrams supporting the position of each, is of the opinion that Matson's reduced flour rates should be made the subject of a public investigation and hearing to determine whether they are unjust, unreasonable, or otherwise unlawful under the Shipping Act, 1916 or the Intercoastal Shipping Act, 1933;

Now therefore it is ordered, That an investigation be, and it is hereby, instituted into and concerning the aforementioned reduced rates on flour with a view to making such findings and orders in the premises as the facts and circumstances shall warrant;

It is further ordered, That all subsequent revisions of the subject rates made during the pendency of this investigation shall be, and they are hereby, placed under investigation in this proceeding;

It is further ordered, That (I) the investigation herein ordered be assigned for public hearing by the Chief Examiner, before an examiner of the Commission's Office of Hearing Examiners, at a date and place to be announced; (II) Matson Navigation Co., be, and it is hereby made respondent in this proceeding; (III) a copy of this order shall forthwith be served upon the said respondent and protestants herein; (IV) the said respondent and protestants be duly notified of the time and place of the hearing herein ordered; and (V) this order and notice of the said hearing be published in the FEDERAL REGISTER.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies) having an interest in this proceeding and desiring to intervene therein, should notify the Secretary of the Commission promptly and file petitions for leave to intervene in accordance with Rule 5(n) (46 CFR 502.73), with copy to respondent.

By the Commission.

[SEAL]

THOMAS LEST,
Secretary.

[F.R. Doc. 65-364; Filed, Jan. 12, 1965;
8:47 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-2999, etc.]

CHAMPLIN PETROLEUM CO.

Order Amending Orders Issuing Certificates, Substituting Applicants, Substituting Respondents, Redesignating Proceedings, Redesignating FPC Gas Rate Schedules, Accepting Notices of Succession for Filing, and Accepting Agreement and Undertaking for Filing

JANUARY 6, 1965.

On October 28, 1964, Champlin Petroleum Co. filed in Docket No. G-2999, et

¹ Additional dockets are listed in the Appendix hereto.

al., an application pursuant to section 7(c) of the Natural Gas Act to continue sales of natural gas in lieu of Champlin Oil & Refining Co., heretofore authorized by the Commission, all as more fully set forth in the application.

On October 29, 1964, Champlin Oil & Refining Co. transferred to its wholly owned subsidiary, Champlin Petroleum Co., substantially all of its corporate assets, including all gas producing properties and related facilities and contracts. On the same date Champlin Oil & Refining Co. was merged by Celanese Corp. of America. Thereby Champlin Petroleum Co. has become a wholly owned subsidiary corporation of Celanese Corp. of America and the operating successor in interest to Champlin Oil & Refining Co.

Concurrently with the certificate application Champlin Petroleum Co. filed motions to be substituted as party applicant and respondent in the pending certificate and rate proceedings of Champlin Oil & Refining Co. In cases in which Champlin Oil & Refining Co. was collecting increased rates subject to refund Champlin Petroleum Co. has filed an agreement and undertaking to assure the refunds of any amounts collected in excess of the amounts determined to be just and reasonable in said proceedings.

Champlin Petroleum Co. has filed notices of succession to the FPC gas rate schedules of Champlin Oil & Refining Co. These will be accepted for filing and the rate schedules will be appropriately redesignated.

The Commission finds:

(1) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act and the public convenience and necessity require that the orders issuing certificates of public convenience and necessity to Champlin Oil & Refining Co. should be amended by substituting Champlin Petroleum Co. as certificate holder.

(2) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that Champlin Petroleum Co. should be substituted in lieu of Champlin Oil & Refining Co. as party applicant and respondent in pending certificate and rate proceedings, and the agreement and undertaking submitted by Champlin Petroleum Co. in certain of said rate proceedings should be accepted for filing.

(3) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the notices of succession to the FPC gas rate schedules of Champlin Oil & Refining Co. submitted by Champlin Petroleum Co. should be accepted for filing, and the rate schedules should be redesignated accordingly.

The Commission orders:

(A) The orders issuing certificates of public convenience and necessity to Champlin Oil & Refining Co. in the dockets listed in the Appendix hereto should be amended by substituting Champlin Petroleum Co. as certificate holder, and in all other respects said orders shall remain in full force and effect.

(B) Champlin Petroleum Co. is hereby substituted in lieu of Champlin Oil &

Refining Co. as party applicant and respondent in the certificate and rate proceedings pending in the dockets listed in the Appendix hereto, and said proceedings are redesignated accordingly.

(C) The agreement and undertaking submitted by Champlin Petroleum Co. in the dockets listed in the Appendix hereto be and the same is hereby accepted for filing. Champlin Petroleum Co. shall comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder. The agreement and undertaking filed by Champlin Petroleum Co. shall remain in full force and effect until discharged by the Commission.

(D) The notices of succession submitted by Champlin Petroleum Co. to the FPC gas rate schedules of Champlin Oil & Refining Co. be and the same are hereby accepted for filing effective as of October 29, 1964, and the presently effective rate schedules of Champlin Oil & Refining Co. are redesignated as those of Champlin Petroleum Co. and are assigned the same numbers as those of the predecessor.

By the Commission.

[SEAL]

JOSEPH H. GUTRIDE,
Secretary.

APPENDIX

Permanent certificates:

G-2999	G-16822
G-6613	G-16993
G-8613	G-17886
G-8868	G-18209
G-9055	G-19172
G-9490	G-20295
G-9492	CI61-215
G-9627	CI61-266
G-9761	CI61-746
G-10294	CI61-888
G-10389	CI61-920
G-10461	CI61-1002
G-10665	CI61-1141
G-10722	CI61-1426
G-10723	CI62-108
G-11481	CI62-1389
G-12173	CI63-204
G-12356	CI64-221
G-14380	CI64-378
G-14830	CI64-1095
G-16299	

Pending rate proceedings:

RI62-233 ¹	RI64-200
RI62-242 ¹	RI64-282 ¹
RI62-396 ¹	RI64-374
RI62-449 ¹	RI64-375
RI62-461	RI64-763
RI62-495 ¹	RI64-803
RI63-47 ¹	RI65-121
RI63-206 ¹	RI65-154
RI63-214 ¹	RI65-196
RI63-236 ¹	RI65-197
RI63-304 ¹	RI65-198

Proceedings in which an agreement and undertaking has been filed:

RI62-233	RI63-236
RI62-242	RI63-304
RI62-396	RI64-200
RI62-449	RI64-282
RI62-461	RI64-374
RI62-495	RI64-375
RI63-47	RI64-763
RI63-206	RI64-803
RI63-214	

Pending certificate proceedings:

G-11150 ¹	CI62-1455 ²
G-18085 ¹	CI62-1456 ²

[F.R. Doc. 65-346; Filed, Jan. 12, 1965; 8:46 a.m.]

[Docket No. CP65-180]

LAWRENCEBURG GAS TRANSMISSION CORP.

Notice of Application

JANUARY 6, 1965.

Take notice that on December 22, 1964, Lawrenceburg Gas Transmission Corp. (Applicant), Lawrenceburg, Ind., filed in Docket No. CP65-186 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of natural gas facilities, the acquisition of natural gas facilities, and the sale of natural gas, all as more fully set forth in the application on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization to (1) acquire from Lawrenceburg Gas Co. (Lawrenceburg Gas), Lawrenceburg, Ind., the regulating facilities located at one of the two existing taps on Texas Gas Transmission Corp.'s (Texas Gas) 26-inch transmission line in Dearborn County, Ind. (The second such tap is presently owned by Applicant); (2) construct and operate automatic flow control facilities at the two taps noted above for the control of deliveries by Applicant to Lawrenceburg Gas and Cincinnati Gas & Electric Co. (Cincinnati); (3) construct and operate approximately two miles of 8-inch transmission line from Applicant's existing facilities in Dearborn County, Ind., extending east to a point in Hamilton County, Ohio, and a measuring and regulating station at the end of such line, for the purpose of making deliveries of natural gas to Cincinnati; and (4) the sale and delivery of 10,500 Mcf of natural gas per day until November 1, 1965, and 11,000 Mcf per day thereafter, to Lawrenceburg Gas, and sale and delivery of natural gas to Cincinnati on an interruptible basis, by means of the facilities described above and the facilities already owned by Applicant.

The application states that the facilities to be acquired, constructed and operated will be utilized to sell natural gas to Lawrenceburg Gas and Cincinnati for resale in their authorized service areas. Applicant proposes to purchase gas from Texas Gas under the same arrangements under which gas is presently purchased from Texas Gas by Lawrenceburg Gas.

The application further states that the regulating facilities to be acquired will be transferred from Lawrenceburg Gas to Applicant at original cost less

¹ Consolidated with Docket No. AR64-1, et al.

² Consolidated with Docket No. G-4281, et al.

³ Consolidated with Docket No. CP62-243, et al.

depreciation, and that the estimated cost of the facilities proposed to be constructed by Applicant is \$79,550, to be financed with cash on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 8, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

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

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-347; Filed, Jan. 12, 1965;
8:46 a.m.]

[Docket No. CP65-195]

MILWAUKEE GAS LIGHT CO.

Notice of Application

JANUARY 6, 1965.

Take notice that on December 23, 1964, Milwaukee Gas Light Co. (Applicant), Milwaukee, Wis., filed in Docket No. CP65-195 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Northern Natural Gas Co. to establish physical connection of its natural gas transmission facilities with the facilities proposed to be constructed by Applicant, and to sell and deliver natural gas to Applicant for resale and distribution in the villages of Almena and Turtle Lake, Barron County, and the village of Clayton, Polk County, all in the State of Wisconsin, as more fully set forth in the application on file with the Commission and open to public inspection.

The estimated volumes of natural gas involved to meet Applicant's annual and peak day requirements for the initial three year period of proposed operations are stated to be:

	First year	Second year	Third year
Annual (Mcf)....	276,119	281,996	294,127
Peak day (Mcf)...	288	405	481

The estimated cost of the distribution systems and other facilities proposed to be constructed by Applicant is \$197,415, and will be financed with internal funds.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 8, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that an order is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

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

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-348; Filed, Jan. 12, 1965;
8:46 a.m.]

[Docket No. CP65-188]

NORTHERN NATURAL GAS CO.

Notice of Application

JANUARY 6, 1965.

Take notice that on December 23, 1964, Northern Natural Gas Co. (Applicant), 2223 Dodge Street, Omaha, Nebr., filed in Docket No. CP65-188 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of natural gas facilities and the transportation of natural gas in interstate commerce, all as more fully set forth in the application on file with the Commission and open to public inspection.

Applicant proposes to increase its system capacity by 47,741 Mcf per day in order to supply the increased contract demand requirements of its present customers for the 1965-66 heating season. Applicant states that of the total increase in contract demand requested in the instant application, 25,741 Mcf are required to enable it to supply its utility customers with the necessary growth requirements for the presently served communities. The remaining volume of 22,000 Mcf per day will be sold to Iowa Public Service Co. for resale to Terra Chemicals International, Inc. (Terra), for use in a proposed fertilizer plant to be located south of Sioux City, Woodbury County, Iowa.

Specifically, Applicant proposes to construct and operate approximately 43.3 miles of 30-inch main line loops on portions of its main line, near Ogden and Oakland, Iowa, Clifton, Kans., and Beaver, Okla.; approximately 21.5 miles of 24-inch main line loops near Hooper

and Palmyra, Nebr.; approximately 0.7 mile of 4-inch loop line near Nevada, Iowa; approximately 7.8 miles of 12-inch line and one 6-inch orifice meter near Sioux City, Iowa, for the Terra plant; two regulator stations, one near Atlantic, Iowa, and the other near Rippey, Iowa; 2,000 compressor horsepower at Applicant's Bushton, Kans. station; and 3,400 compressor horsepower at Applicant's Mullinville, Kans. station.

The estimated cost of Applicant's proposed construction is \$8,100,000, and will be financed out of cash on hand, reserve accruals, and retained earnings.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 8, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

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

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-349; Filed, Jan. 12, 1965;
8:46 a.m.]

[Docket No. E-7199]

PACIFIC GAS AND ELECTRIC CO.

Notice of Application

JANUARY 6, 1965.

Take notice that on December 29, 1964, an application was filed with the Federal Power Commission, pursuant to section 203 of the Federal Power Act by Pacific Gas and Electric Co. (Applicant), seeking an order authorizing it to acquire certain electric distribution facilities of the Pacific Power & Light Co. and to consolidate and merge such distribution facilities with those of the Applicant.

Applicant is incorporated under the laws of the State of California and is authorized to do business in the State of California with its principal business office in San Francisco, Calif. Applicant is an operating public utility engaged principally in the business of furnishing electric and gas service throughout most of northern and central California with properties located and operations carried on entirely in California. It distributes electric energy in 202 incorporated cities, about 300 unincorporated

rated communities and an extensive rural area in 46 counties.

Pacific Power & Light Co. is a corporation organized under the laws of the State of Maine and qualified to do business in the State of California with its principal place of business office in Yreka, Calif., and its principal executive office in Portland, Oreg. Pacific Power & Light is an operating public utility principally engaged in the production, transmission, distribution, and sale of electricity in northern California, Oregon, Washington, Montana, Wyoming, and Idaho. It obtains approximately 6 percent of its annual revenues from service in California. By an agreement dated October 30, 1964, Pacific Power & Light has agreed to sell to Applicant, and Applicant has agreed to purchase Pacific Power & Light's electric distribution facilities including additions and betterments, as therein designated, within the area adjacent to and including the unincorporated community of Trinity Center, Trinity County, Calif. According to the application, the Applicant has agreed to pay Pacific Power & Light as the basic purchase price for these electric distribution facilities, the sum of \$144,920.63.

Applicant represents that Pacific Power & Light now is, and its predecessors in interest for many years have been the owners and in possession of an electric distribution system extending southerly from Eagle Creek to and including the community of Trinity Center by means whereof it now furnishes and supplies electric energy to the residents of that area. According to the application, this electrical system is dependent for its power supply on a 20.16 mile power line operated at 12 kv which is constructed over difficult mountainous terrain from a point adjacent to Castella, California to Eagle Creek. Applicant further represents that this power line is costly and difficult to maintain and in the severe winter weather is subject to interruption, and that Pacific Power & Light believes that Applicant is in a position to furnish dependable electric service to present and prospective customers in the territory now served by Pacific Power & Light.

Applicant states that upon the acquisition of the facilities of Pacific Power & Light said property would become part of Applicant's interconnected and integrated system serving northern California and may be operated and maintained as part and parcel thereof, and the said electric service area of Pacific Power & Light will become part of the very much larger electric service area of Applicant.

Any person desiring to be heard or to make any protest with reference to said application should on or before January 25, 1965, file with the Federal Power Commission, Washington, D.C., 20426, petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR

1.8 or 1.10). The application is on file and available for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-350; Filed, Jan. 12, 1965;
8:46 a.m.]

[Docket No. CP65-187]

UNITED GAS PIPE LINE CO.

Notice of Application

JANUARY 6, 1965.

Take notice that on December 23, 1964, United Gas Pipe Line Co. (Applicant), 1525 Fairfield Avenue, Shreveport, La., filed in Docket No. CP65-187 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities, all as more fully set forth in the application on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization to construct and operate approximately 3.2 miles of 10-inch pipe line, an orifice meter station, and a regulator station and appurtenant facilities, all in Ouachita Parish, La. The application states that the proposed facilities are required in order to provide more efficient operation of Applicant's facilities in the West Monroe, La. area, and in order to provide increased deliveries to Applicant's existing customers in this area.

The estimated cost of Applicant's proposed construction is \$213,260, and will be financed with current working funds.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 8, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

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

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-351; Filed, Jan. 12, 1965;
8:46 a.m.]

FEDERAL RESERVE SYSTEM

INSURED BANKS

Joint Call for Report of Condition

CROSS REFERENCE: For a document relating to a joint call for report of condition of insured banks, see F.R. Doc. 65-360, Federal Deposit Insurance Corporation, *supra*.

NATIONAL LABOR RELATIONS BOARD

DESCRIPTION OF ORGANIZATION¹

Public Information Places; Miscellaneous Amendments

Pursuant to the provisions of section 3(a)(1) of the Administrative Procedure Act, 5 U.S.C. 1001, the National Labor Relations Board hereby separately states and concurrently publishes in the Notices section of the FEDERAL REGISTER, the following amendments to its description of organization in the field in respect to the places at which the public may secure information or make submittals or requests.

The Board has established a Regional Office at Brooklyn, N.Y., designated as Region 29, effective January 18, 1965. The Brooklyn Region will have jurisdiction over cases in the following counties in the State of New York, which have been removed from the jurisdiction of Region 2, New York, N.Y.: Kings, Nassau, Queens, Richmond, and Suffolk.

The following counties in the State of New York remain under the jurisdiction of Region 2, New York, N.Y.: Bronx, New York, Orange, Putnam, Rockland, and Westchester. Fairfield County in the State of Connecticut remains under the jurisdiction of the New York, N.Y., Region.

(Sec. 6, 29 Stat. 452, as amended; 29 U.S.C. 156)

The addresses of the Regional and Subregional offices appearing at 25 F.R. 2559 are amended by adding thereto the following words "Region 29, 16 Court Street, 4th Floor, Brooklyn, N.Y."

Dated: Washington, D.C., January 7, 1965.

By direction of the Board.

OGDEN W. FIELDS,
Executive Secretary.

[F.R. Doc. 65-375; Filed, Jan. 12, 1965;
8:48 a.m.]

¹ This amends Description of Organization which appeared at 13 F.R. 3090, with amendments appearing at 13 F.R. 6266, 15 F.R. 973, 16 F.R. 1969, 19 F.R. 1259, 21 F.R. 9914, 22 F.R. 6881, 22 F.R. 7216, 24 F.R. 7560, 25 F.R. 2559, 25 F.R. 3534, 25 F.R. 10520, 26 F.R. 2632, 29 F.R. 7899, and 29 F.R. 16103.

SMALL BUSINESS ADMINISTRATION

AREA OFFICES

Notice of Creation

Pursuant to section 4(a) of the Small Business Act, as amended, supervision of field offices is placed within the responsibility of Area Offices which will manage, direct, coordinate and supervise SBA programs within their respective geographical areas.

1. *Northeastern Area Office* (Boston)—For the area composed of the States of Maine, New Hampshire, Vermont, Connecticut, Rhode Island, and Massachusetts.

2. *New York Area Office* (New York City)—For the State of New York.

3. *Middle Atlantic Area Office* (Philadelphia)—For the area composed of the States of Pennsylvania, Virginia, West Virginia, New Jersey, Maryland, Delaware, Ohio, and the District of Columbia.

4. *Southeastern Area Office* (Atlanta)—For the area composed of the States of Georgia, North and South Carolina, Kentucky, Tennessee, Mississippi, Alabama, and Florida.

5. *Midwestern Area Office* (Chicago)—For the area composed of the States of Illinois, Indiana, Michigan, Wisconsin, Minnesota, Iowa, and Missouri.

6. *Southwestern Area Office* (Dallas)—For the area composed of the States of Texas, Oklahoma, Louisiana, Arkansas, and New Mexico.

7. *Rocky Mountain Area Office* (Denver)—For the area composed of the States of Colorado, Kansas, Nebraska, North and South Dakota, Montana, Wyoming, Idaho, and Utah.

8. *Pacific Coastal Area Office* (San Francisco)—For the area composed of the States of California, Arizona, Nevada, Oregon, Washington, Alaska, and Hawaii.

Effective date: January 4, 1965.

EUGENE P. FOLEY,
Administrator.

[P.R. Doc. 65-373; Filed, Jan. 12, 1965;
8:48 a.m.]

[Delegation of Authority No. 30-V,
Disaster No. 1]

MANAGER, DISASTER FIELD OFFICE, MIAMI, FLORIDA

Delegation Relating to Financial Assistance Functions

Notice is hereby given that Delegation of Authority No. 30-V, Disaster No. 1, as amended (29 F.R. 12598) is hereby rescinded in its entirety.

Effective: December 18, 1964.

JAMES F. HOLLINGSWORTH,
Regional Director,
Atlanta, Georgia.

[P.R. Doc. 65-330; Filed, Jan. 12, 1965;
8:45 a.m.]

[Delegation of Authority No. 30-V, Disaster
No. 2]

MANAGER, DISASTER FIELD OFFICE, JACKSONVILLE, FLORIDA

Delegation Relating to Financial Assistance Functions

Notice is hereby given that Delegation of Authority No. 30-V, Disaster No. 2, as amended (29 F.R. 13126) is hereby rescinded in its entirety.

Effective: December 11, 1964.

JAMES F. HOLLINGSWORTH,
Regional Director,
Atlanta, Georgia.

[P.R. Doc. 65-331; Filed, Jan. 12, 1965;
8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 718]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

JANUARY 8, 1965.

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 UNDER SECTIONS 5 AND 210a(b)

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

MOTOR CARRIERS OF PROPERTY

No. MC-F-8787 (W. L. MEAD, INC.—PURCHASE (PORTION)—BURNSIDE MOTOR FREIGHT LINES, INC.), published in the July 1, 1964, issue of the *FEDERAL REGISTER* on page 8290, as amended July 2, 1964, published in the July 22, 1964, issue of the *FEDERAL REGISTER* on page 9858. By report and order, by the Commission, Finance Board No. 1, dated December 16, 1964, the application was denied. Applicants, by petition filed January 5, 1965, seek to reopen and amend the application from a purchase of a "portion" to a purchase of the "entire" operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Zanesville, Ohio, and Chicago, Ill., serving all intermediate and certain off-route points; *general commodities*, excepting among others, household goods, but not excepting commodities in bulk, between Chicago, Ill., and Dayton, Ohio, serving certain intermediate and off-route points,

between Plymouth, Ind., and South Bend, Ind., serving no intermediate points, between Willshire, Ohio, and junction U.S. Highways 33 and 127 at Mercer, Ohio, serving no intermediate points, and with service at Willshire for joinder purposes only, between Springfield, Ohio, and Greenville, Ohio, serving the intermediate point of Covington, Ohio, and with service at Greenville for joinder purposes only, between Dayton, Ohio, and junction Ohio Highways 69 and 29 at Carysville, Ohio, serving no intermediate points, between Urbana, Ohio, and Bellefontaine, Ohio, serving no intermediate points, and with service at the termini for joinder purposes only, between Jacksonstown, Ohio, and Lima, Ohio, serving no intermediate points, between Marysville, Ohio, and Kenton, Ohio, serving no intermediate points, and with service at the termini for joinder purposes only, between Columbus, Ohio, and Lima, Ohio, serving no intermediate points, between Urbana, Ohio, and Delaware, Ohio, serving no intermediate points, and with service at the termini for joinder purposes only, between Sidney, Ohio, and Bellefontaine, Ohio, serving no intermediate points and with service at Bellefontaine for joinder purposes only, between junction U.S. Highway 25 and Ohio Highway 71, just west of Tipp City, Ohio, and Springfield, Ohio, serving certain intermediate points; *household goods*, as defined by the Commission, over irregular routes, between points in Champaign County, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, Kentucky, Michigan, Pennsylvania, West Virginia, and Missouri; *livestock*, between certain points in Ohio, on the one hand, and, on the other, Chicago, Ill., Fort Wayne, Indianapolis, and Winchester, Ind., Brownsville, Cochranton, Ligonier, and Pittsburgh, Pa., and Clarksburg, Parkersburg, and Wheeling, W. Va.; *livestock*, other than ordinary livestock, and, in connection therewith, *personal effects of attendants*, and *supplies and equipment*, including mascots, used in the care and/or exhibition of such animals, between points in Ohio, Illinois, Indiana, Kentucky, Michigan, Pennsylvania, Tennessee, and West Virginia; *egg cases* and *egg case fillers*, from Urbana, Ohio, to points in Indiana; *amusement-ride outfits*, *carnival equipment*, and *such equipments and supplies* as are used in the operation of fair concessions and tent shows, between points in Indiana, Michigan, and Ohio; and *horses* (other than ordinary livestock), and *equipment*, and *paraphernalia* incidental to the care, transportation, and exhibition of such horses, between points in Ohio, Illinois, Indiana, Kentucky, Michigan, Pennsylvania, Tennessee, West Virginia, North Carolina, and New York.

No. MC-F-8961 (correction) (EASTERN MOTOR DISPATCH, INC.—CONTROL—D. G. & U. TRUCK LINES, INC.), published in the December 16, 1964, issue of the *FEDERAL REGISTER* on page 17864. Prior publication indicated that EASTERN MOTOR DISPATCH, INC. is au-

thorized to operate as a common carrier in Ohio, Pennsylvania, Massachusetts, New York, and the District of Columbia. However, the States of New Jersey, Connecticut, Rhode Island, and Maryland were inadvertently omitted.

No. MC-F-8991. Authority sought for purchase by TOM'S EXPRESS, INC., 422 Cove Road, Weirton, W. Va., 26063, of the operating rights of TRI-STATE TRUCK SERVICE, INC., 422 Cove Road, Weirton, W. Va., 26063. Applicants' representative: Guido Sessl, Post Office Box 720 Cove Station, Weirton, W. Va., 26063. Operating rights sought to be transferred: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, new and used furniture, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, as a common carrier over irregular routes, between Steubenville, Ohio, on the one hand, and, on the other, points in Brooke, Hancock, and Ohio Counties, W. Va.; *household goods*, between points in Jefferson County, Ohio, on the one hand, and, on the other, points in New York, Pennsylvania, and West Virginia; *iron and steel and manufactured products thereof*, from Portsmouth, Ohio, and points in Jefferson County, Ohio, to points in that part of New York on and west of New York Highway 14, and that part of Pennsylvania on and west of U.S. Highway 219, from Weirton, W. Va., and points in Brooke, Marshall, and Ohio Counties, W. Va., to points in Ohio, those in that part of New York on and west of New York Highway 14, and those in Pennsylvania on and west of U.S. Highway 219. Vendee is authorized to operate as a common carrier in West Virginia, Michigan, New York, Ohio, and Pennsylvania. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8992. Authority sought for control and merger by LESTER AUTO FREIGHT, INC., 1605 Northwest Pettygrove, Portland, Ore., of the operating rights and property of MID COLUMBIA MOTOR FREIGHT, INC., Route 4, Box 33, Hood River, Ore., and for acquisition by J. J. LESTER, 1605 Northwest Pettygrove, Portland, Ore., ARCHIE M. LESTER, Route 3, Box 19, Hood River, Ore., EVELYN KRIEG, 902 Jordan, The Dalles, Ore., CLIFFORD LESTER, East Columbia Highway, Hood River, Ore., and MARVIN W. LESTER, Bingen, Wash., of control of such rights and property through the transaction. Applicants' attorney: Earle V. White, 2130 Southwest Fifth Avenue, Portland 1, Ore. Operating rights sought to be controlled and merged: *General commodities*, excepting among others, household goods and commodities in bulk, as a common carrier, over regular routes, between Portland, Ore., and Washougal, Wash., serving the intermediate point of Vancouver, Wash., and intermediate and off-route points within ten miles of Washougal; *fruit*, over irregular routes, from points in Hood River County, Ore., and those in Wasco County, Ore., located on and west of U.S. Highway 197 (formerly Oregon Highway 23), to Van-

couver, Wash.; *paper products*, from Camas, Wash., to points in Hood River County, Ore., and those in Wasco County, Ore., located on and west of U.S. Highway 197; *box shooks*, from Vancouver and Bingen, Wash., to points in Hood River County, Ore., and those in Wasco County, Ore., located on and west of U.S. Highway 197.

RESTRICTION: The irregular-route authority authorized above is restricted to the season from July 1 to December 31, inclusive; *general commodities*, excepting, among others, commodities in bulk, but not excepting household goods, between points in Hood River, Gilliam, Jefferson, Morrow, Sherman, Wasco, and Wheeler Counties, Ore., on the one hand, and, on the other, points in Klickitat and Skamania Counties, Wash., between points in Hood River County, Ore., on the one hand, and, on the other, points in Klickitat County, Wash.; *fruit*, from points in Hood River County, Ore., and those in Klickitat County, Wash., to Portland, Ore.; *agricultural commodities*, from points in Wasco, Sherman, Gilliam, Hood River, and Jefferson Counties, Ore., to Portland, Ore.; *petroleum products*, in containers, *fuel, merchandise, farm machinery, salt, bags, and twine*, from Portland, Ore., to points in Wasco, Sherman, Gilliam, Hood River, and Jefferson Counties, Ore.; and *fresh fruits and vegetables, fruit-spraying compounds, machinery and machines used in fruit-packing plants, fruit-packing house and cannery waste and by-products, empty containers, and box shooks and box tops*, between points in Wasco and Hood River Counties, Ore., on the one hand, and, on the other, points in Yakima County, Wash. LESTER AUTO FREIGHT, INC., is authorized to operate as a common carrier in Oregon and Washington. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8993. Authority sought for continuance in control by JAMES C. LABAR, Rural Delivery No. 1, Berwick, Pa., of POSSE TRUCKING, INC., Rural Delivery No. 1, Berwick, Pa., and LABAR'S INC., Rural Delivery No. 1, Berwick, Pa., upon issuance to LABAR'S, INC., of a certificate applied for in pending docket No. MC-124920. Applicants' attorney and representative: Mitchell Jenkins, Suite 1000, Blue Cross Building, Wilkes-Barre, Pa., 18701, and John W. Frame, Post Office Box 626, 2207 Old Gettysburg Road, Camp Hill, Pa., 17011. Operating rights sought to be controlled: (POSSE TRUCKING, INC.) *Such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and, in connection therewith, equipment, materials, and supplies*, used in the conduct of such business, as a contract carrier, over irregular routes, between points within the territory bounded by a line beginning at Phillipsburg, N.J., and extending through Clinton, Flemington, Jamesburg, and Cassville to Highpoint, N.J., thence south to Cape May, N.J., thence along the north and east shore line of Delaware Bay and the Delaware River to Pennsville, N.J., thence across the Delaware River to New Castle, Del., thence west to the Delaware-Maryland

State line at a point west of Glasgow, Del., thence north along the Delaware-Maryland State line to point of intersection with the Pennsylvania-Maryland State line, thence west along the Pennsylvania-Maryland State line to the east bank of the Susquehanna River, thence north and west along the east bank of the Susquehanna River to West Nanticoke, Pa., thence through Tunkhannock, Nicholson, Forest City, Honesdale, and Porter's Lake to Delaware Water Gap, Pa., thence along the west bank of the Delaware River to Easton, Pa., and thence across the Delaware River to Phillipsburg, including the points named; *fruits, vegetables, farm products, poultry, and seafood*, in the respective seasons of their production, from points in New Jersey, Pennsylvania, and Delaware, to points in the above-specified territory.

RESTRICTION: The transportation service specified herein must be performed under special and individual contracts or agreements with persons (as defined in Section 203(a) of the Interstate Commerce Act) who operate retail stores, the business of which is the sale of food; (LABAR'S INC.). In pending Docket No. MC-124920, seeking a certificate of public convenience and necessity, covering the transportation of *games and toys, playground apparatus, equipment, and paraphernalia*, as a common carrier, over irregular routes, from Wilkes-Barre, Pa., to Los Angeles, Calif.; *materials and supplies*, used in or useful to the manufacture of games and toys, playground apparatus, equipment, and paraphernalia, from Oakland and San Francisco, Calif., and points in Alameda, Contra Costa, Marin, San Mateo, and Santa Clara Counties, Calif., to Wilkes-Barre, Pa.; *fiberboard, paper, paperboard, and plastic milk and food containers, and plastic wax*, from Berwick, Pa., to points in New York, New Jersey, Delaware, Maryland, Virginia, West Virginia, Ohio, and Washington, D.C.; *materials and supplies*, used in or useful to the manufacture of fiberboard, paper, paperboard, and plastic milk and food containers and plastic wax, from the above-described destination territory to Berwick, Pa.; *fiberboard, paper, paperboard, and plastic milk and food containers, and plastic wax*, between Gardner, Mass., and Berwick, Pa., and from Gardner, Mass., to points in Connecticut, Rhode Island, Maine, New Hampshire, Vermont, and New York; *materials and supplies*, used in or useful to the manufacture of fiberboard, paper, paperboard and plastic food milk containers from points in New Jersey, New York, Maine, New Hampshire, Vermont, Connecticut, and Rhode Island, to Gardner, Mass. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8994. Authority sought for purchase by C & H TRANSPORTATION CO., INC., Post Office Box 5976, Dallas, Tex., of the operating rights of HOLWICK, INC., Post Office Box 782, Topeka, Kans., and for acquisition by W. O. HARRINGTON, Coppell, Tex., of control of such rights through the purchase. Applicants' attorneys: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla., and John E. Jandero, 641

Harrison Street, Topeka, Kans. Operating rights sought to be transferred: *Building stone and heavy construction machinery and equipment*, as a *common carrier* over irregular routes, between points in Kansas and Nebraska, between Kansas City and St. Joseph, Mo., on the one hand, and, on the other, points in Kansas and Nebraska; **RESTRICTION:** The separate authorities contained herein shall not be joined, directly or indirectly, for the purpose of performing any through service. Vendee is authorized to operate as a *common carrier* in all States in the United States (except Hawaii). Application has not been filed for temporary authority under section 210(a) (b).

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-368; Filed, Jan. 12, 1965;
8:48 a.m.]

[Notice 719]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

JANUARY, 8, 1965.

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 protest 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 1641 (Sub-No. 61), filed December 28, 1964. Applicant: PEAKE TRANSPORT SERVICE, INC., Box 366, Chester, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting:

Anhydrous ammonia from the site of Monsanto Co. terminal located at or near Murphy, Nebr. to points in Colorado, Iowa, Kansas, Missouri, South Dakota, and Wyoming.

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

No. MC 1984 (Sub-No. 1), filed December 29, 1964. Applicant: RUSHTON EXPRESS CO., INC., 24 Washington Avenue, Paterson, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Telephone equipment, tools, materials and supplies*, between points in Berge and Passaic Counties, N.J.

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

No. MC 2392 (Sub-No. 36), filed December 31, 1964. Applicant: WHEELER TRANSPORT SERVICE, INC., Post Office Box 432, Genoa, Nebr. 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 water or rail, and *damaged or rejected shipments*, between points in Iowa, Nebraska, Kansas, Missouri, Minnesota, North Dakota, and South Dakota.

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

No. MC 3468 (Sub-No. 151), filed December 22, 1964. Applicant: F. J. BOUTELL DRIVEAWAY CO., INC., 705 South Dort Highway, Flint 1, Mich. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New automobiles*, in initial movements, in truckaway service, from Pontiac, Mich., to points in Alabama, Georgia, Iowa, Kentucky, Tennessee, Wisconsin, and Lincoln, Nebr.

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

No. MC 6078 (Sub-No. 46), filed December 29, 1964. Applicant: D. F. BAST, INC., 1425 North Maxwell Street, Allentown, Pa. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles, and equipment and supplies* used or useful in the production and distribution of such articles, between the site of the Bethlehem Steel Co., Burns Harbor plant, located in Porter County, Ind., on the one hand, and, on the other, points in Wisconsin, Iowa, Missouri, Illinois, and Michigan.

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

No. MC 10872 (Sub-No. 42), filed December 7, 1964. Applicant: BE-MAC TRANSPORT COMPANY, INC., 7400 North Broadway, St. Louis, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over regu-

lar routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), restricted to truckloads, between St. Louis, Mo. and Elk City, Okla., from St. Louis over U.S. Highway 66 and Interstate Highway 44 to Tulsa, Okla., thence over U.S. Highway 64 to Enid, Okla., thence over U.S. Highway 81 to El Reno, Okla., and thence over U.S. Highway 66 to Elk City, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations between St. Louis, Mo. and Elk City, Okla.

NOTE: Duplications with present authority to be eliminated. If a hearing is deemed necessary, applicant requests no specific location.

No. MC 10875 (Sub-No. 18) (AMENDMENT), filed October 27, 1964, published *FEDERAL REGISTER* issue of November 11, 1964, amended December 28, 1964 and republished as amended this issue. Applicant: BRANCH MOTOR EXPRESS COMPANY, a corporation, 300 Maspeth Avenue, Brooklyn 11, N.Y. Applicant's attorneys: Jack R. Turney, Jr. and Russell R. Sage, 2001 Massachusetts Avenue 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, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between the junction of U.S. Highway 111 and U.S. Highway 11 (near Lemoyne, Pa.) and the junction of U.S. Highway 15 and New York Highway 17 (near Erwins, N.Y.), from the junction U.S. Highway 111 and U.S. Highway 11 (near Lemoyne, Pa.), over U.S. Highway 11 to junction U.S. Highway 15, thence over U.S. Highway 15 to junction New York Highway 17 (near Erwins, N.Y.), and return over the same route, as an alternate route for operating convenience only in connection with carrier's authorized regular-route operations, serving no intermediate points, and serving the junction of U.S. Highway 111 and U.S. Highway 11 for the purpose of joining with carrier's present authority between York, Pa. and the junction of U.S. Highway 22 and Pennsylvania Highway 72.

NOTE: The purpose of this republication is to provide for joinder at junction U.S. Highways 111 and 11 (near Lemoyne, Pa.) with other alternate-route authority presently held by applicant, thereby permitting operations via this junction between York, Pa. and points and junctions on routes radiating therefrom, on the one hand, and, on the other, points and junctions in New York presently served by applicant. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C. or New York, N.Y.

No. MC 11220 (Sub-No. 91) (CLARIFICATION), filed November 12, 1964, published in *FEDERAL REGISTER* issue of December 2, 1964, and republished this issue. Applicant: GORDONS TRANS-

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

PORTS, INC., 185 West McLemore Avenue, Memphis, Tenn. Applicant's attorney: J. W. Wrape, 2111 Sterick Building, Memphis, Tenn., 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between Baton Rouge, La., and Leland, Miss.; From Baton Rouge over Louisiana Highway 19 to the Louisiana-Mississippi State line, thence over Mississippi Highway 33 to junction U.S. Highway 61 near Fayette, Miss., thence over U.S. Highway 61 to Leland and return over the same route, serving the intermediate point of Vicksburg, Miss.

NOTE: The purpose of this republication is to show that applicant is authorized to operate between Leland, Miss., and Baton Rouge, La., serving Vicksburg as an off-route point. If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 27126 (Sub-No. 5), filed December 30, 1964. Applicant: CHECKER VAN & STORAGE OF OAKLAND, INC., 325 Grove Street, Oakland, Calif. Applicant's attorney: Daniel W. Baker, 625 Market Street, San Francisco 5, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods* as defined by the Commission, between points in Alameda, Contra Costa, Marin, Napa, Sacramento, Yolo, San Francisco, San Joaquin, San Mateo, Santa Clara, Solano, Santa Cruz, and Sonoma Counties, Calif.

NOTE: If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 31600 (Sub-No. 579), filed December 23, 1964. 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 commodities*, in bulk, between points in Bridgewater Township, N.J., on the one hand, and, on the other, points in Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and the District of Columbia. Restriction: The proposed service to be restricted to the transportation on only shipments having a prior or subsequent movement by rail.

NOTE: If a hearing is deemed necessary applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 39420 (Sub-No. 6), filed December 24, 1964. Applicant: WILLIAM A. PRINS AND LE ROY PRINS, a partnership, doing business as WILLIAM A. PRINS AND SON, Rushmore, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed and feed ingredients, and seed*, in bulk and in bags, (1) from Sioux City, Iowa, to points in Lincoln, Minnehaha,

Moody, and Brookings Counties, S. Dak., and points in Pipestone, Rock, Murray, Nobles, Cottonwood and Jackson Counties, Minn., and (2) from Sioux Falls, S. Dak., to points in Pipestone, Rock, Murray, Nobles, Cottonwood, and Jackson Counties, Minn., and points within five (5) miles of Worthington, Minn., to Sioux City, Iowa, and points in Dodge County, Nebr., and grain and tankage, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Sioux Falls, S. Dak.

No. MC 42487 (Sub-No. 613), filed December 18, 1964. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Applicant's attorney: Robert C. Stetson, 175 Linfield Drive, Menlo Park, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Weed killing chemicals and compounds*, liquid, in bulk, in tank vehicles, from Richmond, Calif., to Omaha, Nebr., Bayonne, N.J., and Tampa, Fla.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 45716 (Sub-No. 5), filed December 30, 1964. Applicant: WELSH BROS. MOTOR SERVICE, INC., 920 150th Street, Hammond, Ind. Applicant's attorney: Eugene L. Cohn, One North La Salle Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment (other than those requiring specialized handling or rigging because of size or weight), and those injurious or contaminating to other lading), between the plant site of the Bethlehem Steel Company, Burns Harbor Plant, located in Porter County, Ind., and points in Illinois and Michigan within 70 miles of Chicago.

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

No. MC 45813 (Sub-No. 12), filed December 21, 1964. Applicant: THE DUMFORD TRUCKING COMPANY, a corporation, 6437 Germantown Road, Middletown, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, Columbus, Ohio, 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Corrugated containers, partitions, pads, sheets, and liners* from Centerville, Ohio to points in Indiana and Kentucky and (2) *pallets and skids* used in the transportation of the above specified commodities, from points in Indiana and Kentucky to Centerville, Ohio.

NOTE: Applicant states the proposed operations will be under a continuing contract with Hanks Container Company, Division of The Flintkote Company, of New York, N.Y. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 48956 (Sub-No. 2), filed December 28, 1964. Applicant: JAMES FLEMING TRUCKING, INC., East Street, Suffield, Conn. Applicant's attorney: Thomas W. Murrett (address same as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise* as is dealt in by wholesale, retail, and chain grocery and food business houses; and, in connection therewith, *equipment, materials, and supplies* used in the conduct of such businesses (except commodities in bulk), limited to movements from, to or between points, warehouses, or other facilities of wholesale, retail and chain grocery and food business houses, between Suffield, Conn., on the one hand, and, on the other, points in Maine, New Hampshire, Vermont, New York, Pennsylvania, New Jersey, Delaware, and Maryland, under a continuing contract or contracts with Springfield Sugar and Products Co., Suffield, Conn.

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

No. MC 51510 (Sub-No. 1) (AMENDMENT), filed December 9, 1964, published in FEDERAL REGISTER issue December 23, 1964, amended January 4, 1965, and republished as amended this issue. Applicant: R. T. SKEWES FREIGHT LINES, INC., 1501 East Chicago Avenue, East Chicago, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from the site of the Bethlehem Steel Company, Burns Harbor Plant, located in Porter County, Ind., to points in Illinois, and *damaged or rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Indianapolis, Ind. The purpose of this republication is to change the destination state from Indiana to Illinois.

No. MC 52709 (Sub-No. 262), filed December 29, 1964. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver, Colo., 80216. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, in tank vehicles, from Perry Spring, Ill., and points within ten (10) miles thereof, to points in Alabama, Arkansas, Colorado, Florida, Georgia, Louisiana, Massachusetts, Tennessee, and Texas.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 61396 (Sub-No. 120), filed December 21, 1964. Applicant: HERMAN BROS., INC., 2501 North 11th Street, Post Office Box 189, Downtown Station, Omaha, Nebr. Applicant's attorney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from the plant site of River Cement Co., in Jefferson County, Mo., and St. Louis, Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kentucky, Mis-

souri, and Tennessee, and returned refused or rejected shipments, on return.

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

No. MC 61403 (Sub-No. 113) (AMENDMENT), filed October 26, 1964, published in FEDERAL REGISTER issue November 11, 1964, amended December 31, 1964, and republished as amended this issue. Applicant: THE MASON AND DIXON TANK LINES, INC., Eastman Road, Kingsport, Tenn. Applicant's attorney: W. C. Mitchell, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Fertilizer solutions*, in bulk, in tank vehicles, from points in Hamilton County, Tenn., to points in Kentucky, North Carolina, Virginia, Tennessee, and South Carolina, and (2) *dry potassium silicofluoride*, in bulk, in tank vehicles, from Savannah, Ga., to Cleveland, Ohio.

NOTE: The purpose of this republication is to add South Carolina as a destination state in (1) above. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 61403 (Sub-No. 115) (AMENDMENT), filed November 27, 1964, published FEDERAL REGISTER issue of December 16, 1964, amended December 31, 1964 and republished as amended this issue. Applicant: THE MASON AND DIXON TANK LINES, INC., Eastman Road, Kingsport, Tenn. Applicant's attorney: W. C. Mitchell, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Textile softeners*, in bulk, in tank vehicles, from Peoria, Ill. to points in Georgia and Alabama.

NOTE: The purpose of this republication is to include the destination state of Alabama. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 61403 (Sub-No. 118), filed December 17, 1964. Applicant: THE MASON AND DIXON TANK LINES, INC., Eastman Road, Post Office Box 47, Kingsport, Tenn. Applicant's attorney: W. C. Mitchell, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk, having a prior movement by rail, 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 Washington, D.C.

No. MC 61403 (Sub-No. 119), filed December 31, 1964. Applicant: THE MASON AND DIXON TANK LINES, INC., Eastman Road, Kingsport, Tenn. Applicant's attorney: W. C. Mitchell, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from Carpentersville, Ill., to points in Arizona, California, Connecticut, Delaware, District of

Columbia, Idaho, Maine, Maryland, Massachusetts, Nevada, New Hampshire, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, South Carolina, Utah, Virginia, Vermont, Washington, West Virginia, and Wyoming.

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

No. MC 63838 (Sub-No. 2), filed December 21, 1964. Applicant: FRANK BOLUS, doing business as BOLUS MOTOR LINES, 700 North Keyser Avenue, Scranton, Pa. Applicant's attorney: Albert B. Mackarey, Connell Building, Scranton, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bananas*, from Port Newark, N.J., to Scranton, Wilkes-Barre, Easton, and Bloomsburg, Pa.

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

No. MC 64932 (Sub-No. 363), filed December 28, 1964. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry silica gel desiccant*, in bulk, in tank vehicles, from Paulsboro, N.J., to points in Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Mississippi, New Mexico, New York, Ohio, Oklahoma, Pennsylvania, Texas, and West Virginia.

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

No. MC 73165 (Sub-No. 191), filed December 23, 1964. Applicant: EAGLE MOTOR LINES, INC., 830 North 33d Street, Birmingham, Ala. Applicant's attorney: Donald L. Morris, 1001 Bank for Savings Building, Birmingham, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cotton gin machinery and cotton gin machinery parts*, between Columbus, Ga., and points within five (5) miles thereof, on the one hand, and on the other, points in Alabama, Georgia, Mississippi, Louisiana, Tennessee, Texas, Virginia, and those points in that part of Florida on and north of a line beginning at St. Petersburg, Fla., and extending along U.S. Highway 92 to junction U.S. Highway 192, thence along U.S. Highway 192 to Melbourne, Fla.

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

No. MC 73165 (Sub-No. 192), filed December 23, 1964. Applicant: EAGLE MOTOR LINES, INC., 830 North 33d Street, Birmingham, Ala. Applicant's attorney: Donald L. Morris, 1001 Bank for Savings Building, Birmingham, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cotton gin machinery and cotton gin machinery parts*, between Prattville, Ala., and points within five miles thereof, on the one hand, and on the other, points in Georgia, Mississippi, Louisiana, Tennessee, Texas, Vir-

ginia, and those in that part of Florida on and north of a line beginning at St. Petersburg, Fla., and extending along U.S. Highway 92 to junction U.S. Highway 192, thence along U.S. Highway 192 to Melbourne, Fla.

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

No. MC 74857 (Sub-No. 17), filed December 23, 1964. Applicant: FULLER MOTOR DELIVERY CO., a corporation, 1111 West Court Street, Cincinnati 3, Ohio. Applicant's attorney: David A. Caldwell, 900 Tri-State Building, Cincinnati, Ohio, 45202. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Salt*, in dump vehicles from points in Hamilton County, Ohio, to points in Boone, Cabell, Jackson, Kanawha, Lincoln, Logan, Mason, Putnam, Wayne, and Wood Counties, West Virginia.

NOTE: Applicant states that the above proposed operations will be limited to service to be performed under a continuing contract with Diamond Crystal Salt Company and Morton Salt Company. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 79695 (Sub-No. 28), filed December 24, 1964. Applicant: STEEL TRANSPORTATION CO., INC., 4000 Cline Avenue, East Chicago, Ind. Applicant's attorney: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind., 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Non-ferrous metals*, between Chicago, Ill., and Indianapolis, Ind., and (2) *iron and steel articles*, as described in Appendix V to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and *non-ferrous metals*, from Cincinnati, Ohio (not including points in Kentucky in the Cincinnati, Ohio, commercial zone), to Chicago, Ill.

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

No. MC 92983 (Sub-No. 457), filed December 23, 1964. Applicant: ELDON MILLER, INC., Post Office Drawer 617, Kansas City, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from points in Oklahoma, to points in Illinois, Indiana, Michigan, Missouri, Ohio, and Pennsylvania.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 92983 (Sub-No. 458), filed December 28, 1964. Applicant: ELDON MILLER, INC., Post Office Drawer 617, Kansas City, Mo., 64141. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles from points in Colorado to points in Illinois, Indiana, Michigan, Missouri, and Ohio.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 94350 (Sub-No. 48), filed December 24, 1964. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Box 1075, Greenville, S.C. 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, and damaged and rejected shipments, between points in Alaska.*

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

No. MC 105940 (Sub-No. 5), filed December 18, 1964. Applicant: SAFEWAY TRUCKING CORPORATION, Building No. 263, Distribution Street, Port Newark, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs, other than frozen, from the site of East Coast Warehouse and Distribution Corp., Port Newark, N.J., to points in Suffolk County, N.Y.*

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

No. MC 106674 (Sub-No. 6), filed December 29, 1964. Applicant: OSBORNE TRUCKING CO., INC., 709 South 13th Street, Post Office Box 82, Vincennes, Ind. Applicant's attorney: Daniel B. Johnson, Suite 1250, Federal Bar Building, 1815 H Street NW., Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Ammonium nitrate and manufactured fertilizer and ingredients thereof (except in bulk) from Terre Haute, Ind., and points within 10 miles thereof to points in Illinois, Ohio, Michigan, Kentucky, Missouri, Iowa, Wisconsin, and Minnesota, and rejected, refused and unused shipments, on return.*

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

No. MC 106674 (Sub-No. 7), filed December 29, 1964. Applicant: OSBORNE TRUCKING CO., INC., 709 South 13th Street, Post Office Box 82, Vincennes, Ind. Applicant's attorney: Daniel B. Johnson, Suite 1250, Federal Bar Building, 1815 H Street NW., Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs (except frozen foods), from Austin, Ind., to points in Louisiana, Arkansas, Oklahoma, Kansas, Missouri (except St. Louis, Mo., and its commercial zone), Iowa, Nebraska, Wisconsin, Pennsylvania, Maryland, Virginia, West Virginia, Michigan, North Carolina, South Carolina, and the District of Columbia.*

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

No. MC 106674 (Sub-No. 8), filed December 29, 1964. Applicant: OSBORNE TRUCKING CO., INC., 709 South 13th Street, Post Office Box 82, Vincennes,

Ind. Applicant's attorney: Daniel B. Johnson, Suite 1250, Federal Bar Building, 1815 H Street NW., Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fireplace logs, from Floyds Knobs, Ind., and points within 10 miles thereof to points in Missouri, Illinois, Kentucky, Wisconsin, Iowa, Minnesota, Michigan, Ohio, and Pennsylvania.*

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

No. MC 106674 (Sub-No. 9), filed December 29, 1964. Applicant: OSBORNE TRUCKING CO., INC., 709 South 13th Street, Post Office Box 82, Vincennes, Ind. Applicant's attorney: Daniel B. Johnson, Suite 1250, Federal Bar Building, 1815 H Street NW., Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Sugar, from Louisville, Ky., to points in Kentucky, Indiana, Illinois, and Ohio.*

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

No. MC 107010 (Sub-No. 15), filed December 24, 1964. Applicant: D & R BULK CARRIERS, INC., 1020 J Street, Box 106, Auburn, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, in tank vehicles, from Monsanto Company Terminal at or near Murphy, Nebr., to points in Iowa, Missouri, Kansas, Colorado, Wyoming, and South Dakota, and damaged or rejected shipments of the above commodity, on return.*

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

No. MC 107010 (Sub-No. 16), filed December 31, 1964. Applicant: D & R BULK CARRIERS, INC., Post Office Box 106, Auburn, Nebr. 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 water or rail, and damaged or rejected shipments, between points in Iowa, Nebraska, Kansas, Missouri, Minnesota, North Dakota, and South Dakota.*

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

No. MC 107064 (Sub-No. 39), filed December 28, 1964. Applicant: STEERE TANK LINES, INC., 2808 Fairmount Avenue, Post Office Box 2998, Dallas, Tex. Applicant's attorney: Hugh T. Matthews, 630 Fidelity Union Tower, Dallas, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Sulphuric acid and ammonium phosphate sulphate solution, in bulk, in tank vehicles, from Plainview, Tex., and points within five (5) miles thereof, to points in Arizona, Colorado, Kansas, New Mexico, and Oklahoma.*

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

No. MC 107107 (Sub-No. 332) (AMENDMENT), filed December 9, 1964,

published FEDERAL REGISTER issue of December 23, 1964, amended December 31, 1964, and republished as amended this issue. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 458, Allapattah Station, Miami, Fla., 33142. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, in mechanically refrigerated equipment, from Gaffney, S.C., to points in Minnesota and Wisconsin.*

NOTE: The purpose of this republication is to broaden the destination territory in Wisconsin and include Minnesota in the destination description. If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 107403 (Sub-No. 595), filed December 23, 1964. Applicant: MATHIAS, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer solutions, from Havre de Grace, Md., to points in Delaware and Pennsylvania (excluding points within twenty-five (25) miles of Philadelphia, Pa.).*

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

No. MC 107544 (Sub-No. 69), filed December 23, 1964. Applicant: LEMMON TRANSPORT COMPANY, INC., Post Office Box 580, Marion, Va. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington, D.C., 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Caustic soda, in bulk, from Saltville, Va., to points in Tennessee (except Harriman and Knoxville), South Carolina (except Rock Hill and Spartanburg) and points in that part of North Carolina east of U.S. Highway 1 and (2) soda ash, in bulk, from Saltville, Va., to points in Tennessee (except Harriman and Knoxville).*

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 113959, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 108329 (Sub-No. 8), filed December 28, 1964. Applicant: KATO, INC., Route No. 3, Elizabethtown, Ky. Applicant's attorney: Rudy Yessin, 6th Floor, McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment) between Louisville, Ky., and points in Hardin, Larue, and Hart Counties, Ky.*

NOTE: Applicant states the proposed operations will be restricted to the transportation of those shipments which will have a prior or subsequent movement by air. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 109397 (Sub-No. 109), filed December 31, 1964. Applicant: TRI-STATE MOTOR TRANSIT CO., a corporation, Post Office Box 113, Joplin, Mo. Applicant's attorney: Max G. Morgan, 443-54 American National Building, Oklahoma City 2, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A and B explosives, blasting materials, blasting supplies, and blasting agents*, between the plantsite of Hercules Powder Co., located near Lincoln, Calif., and points in Arizona, Idaho, Nevada, Oregon, and Utah.

NOTE: If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 110012 (Sub-No. 14), filed December 18, 1964. Applicant: G.B.C. INC., Post Office Box 68, Morristown, Tenn. Applicant's attorney: James W. Wrape, 2111 Sterick Building, Memphis, Tenn., 38102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Materials used in the manufacture of upholstered furniture*, from Chicago, Ill., Ashland and Cincinnati, Ohio, Stoughton and Oak Creek, Wis., Mishawaka, Ind., Middletown, Franklin, Cynthiana, and Louisville, Ky., to Morristown, Tenn.

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

No. MC 110420 (Sub-No. 406), filed December 28, 1964. Applicant: QUALITY CARRIERS, INC., 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: *Liquid dextrose*, in bulk, in tank vehicles, from Decatur, Ill., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Tennessee, and Wisconsin.

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

No. MC 110698 (Sub-No. 292), filed December 24, 1964. Applicant: RYDER TANK LINE, INC., Post Office Box 8418, Winston-Salem Road, Greensboro, N.C. 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 irregular routes, transporting: *Wet and dry phosphate rock and phosphate products*, in bulk, in tank vehicles, from points in Beaufort County, N.C., and points within twenty-five (25) miles thereof, to points in Virginia and South Carolina.

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

No. MC 110698 (Sub-No. 293), filed December 31, 1964. Applicant: RYDER TANK LINE, INC., Winston-Salem Road (Post Office Box 8418), Greensboro, N.C. Applicant's attorney: Reagan Sayers, Century Life Building, Fort Worth, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood preservatives, coal tar, and coal tar products*, in bulk, from Point Comfort, Tex., and points

within five (5) miles thereof, to points in Alabama, Arkansas, Colorado, Florida, Georgia, Kansas, Louisiana, Missouri, Mississippi, New Mexico, Oklahoma, Tennessee, and Texas.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 110988 (Sub-No. 105), filed December 21, 1964. Applicant: KAMPO TRANSIT, INC., 200 West Cecil Street, Neenah, Wis. Applicant's attorney: E. Stephen Helsley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer solutions, and fertilizer materials*, in bulk and in bags, from Union and Speer, Ill., and points within 5 miles of Union and Speer, Ill., to points in Indiana, Iowa, Michigan, and Wisconsin.

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

No. MC 110988 (Sub-No. 106), filed December 22, 1964. Applicant: KAMPO TRANSIT, INC., 200 West Cecil Street, Neenah, Wis. Applicant's attorney: E. Stephen Helsley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, from Streator, Ill., to points in Indiana.

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

No. MC 111069 (Sub-No. 35), filed December 28, 1964. Applicant: COLDWAY CARRIERS, INC., Post Office Box 38, Clarksville, Ind. Applicant's attorney: Ollie L. Merchant, Suite 202, 140 South Fifth Street, Louisville, Ky., 40202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Frozen bakery goods*, from Hart and Ludington, Mich., to Louisville, Ky., and points in New Jersey, New York, Ohio, and Pennsylvania.

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

No. MC 111729 (Sub-No. 37), filed December 28, 1964. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: Russell S. Bernhard, 1625 K Street NW., Washington, D.C., 20006. 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), (1) between Cincinnati, Ohio, on the one hand, and, on the other, Lexington and Louisville, Ky., and (2) between Parkersburg, W. Va., on the one hand, and, on the other, Pittsburgh, Pa. RESTRICTION: 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 saving bank. Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 112750 and subs thereunder,

therefore dual operations may be involved.

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

No. MC 111812 (Sub-No. 272), filed December 23, 1964. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak., 57101. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Confectionery, syrups, sauces, toppings, and chocolate products* (except in bulk, in tank vehicles), and (2) *advertising materials and displays, dispensing equipment and premiums* when moving with the commodities in (1) above, from Oakdale, Calif., to points in Arizona, New Mexico, Texas, Colorado, Utah, Nevada, Wyoming, Montana, Idaho, Oregon, and Washington.

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

No. MC 112595 (Sub-No. 27), filed December 21, 1964. Applicant: FORD BROTHERS, INC., 510 Riverside Drive, Coal Grove, Ohio (mailing address Post Office Box 419, Ironton, Ohio). Applicant's attorney: J. O. Ford, 71 East State Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, dry, in bulk, from Ironton and South Point, Ohio to points in Illinois, Indiana, Kentucky, Michigan, New York, Pennsylvania, Virginia, and West Virginia, and refused and rejected shipments, on return.

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

No. MC 112801 (Sub-No. 16), filed December 30, 1964. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Chicago 50, Ill. Applicant's attorney: Robert A. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer materials, and fertilizer solutions*, in bulk and in bags, from Chicago Heights, Ill., to points in Indiana, Iowa, Michigan, Minnesota, Missouri, and Wisconsin.

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

No. MC 112801 (Sub-No. 17), filed December 31, 1964. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Chicago, Ill. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from South Beloit, Ill., to points in Iowa, Kansas, Michigan, Minnesota, New Jersey, New York, Oklahoma, and Wisconsin.

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

No. MC 112822 (Sub-No. 49), filed December 28, 1964. Applicant: EARL BRAY, INC., Post Office Box 910, Linwood and North Streets, Cushing, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Cast stone and cast stone products*, from Cushing, Okla., to points in the United States (excluding Alaska and Hawaii); and (2) *materials and supplies used in the manufacturing of cast stone and cast stone products* from points in the United States (excluding Alaska and Hawaii) to Cushing, Okla.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 113267 (Sub-No. 143), filed December 31, 1964. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., Post Office Box 548, Caseyville, Ill. Applicant's attorney: R. H. Burroughs (same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Carpets, carpeting, rugs, tufted textiles, and mats*, from points in Dade, Caloosa, Whitfield, Murray, Walker, Chattooga, Gordon, Floyd, and Bartow Counties, Ga., to points in Missouri, Kansas, Illinois, Wisconsin, Minnesota, Iowa, North Dakota, South Dakota, and Arkansas.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 113843 (Sub-No. 84), filed December 21, 1964. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, and equipment, materials, and supplies, used in the conduct of such business (except liquid commodities, in tank vehicles), from points in the New York, N.Y., Commercial Zone and the Philadelphia, Pa., Commercial Zone, to points in West Virginia.

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

No. MC 114091 (Sub-No. 65), filed December 30, 1964. Applicant: HUFF TRANSPORT CO., INC., Fern Valley Road, Louisville, Ky., 40213. Applicant's attorney: Rudy Yessin, Sixth Floor, McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizers and fertilizer ingredients*, in bulk, from points in Hamilton County, Tenn., to points in Kentucky, North Carolina, South Carolina, Tennessee, and Virginia.

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

No. MC 114091 (Sub-No. 66), filed December 30, 1964. Applicant: HUFF TRANSPORT CO., INC., Fern Valley

Road, Louisville, Ky., 40213. Applicant's attorney: Rudy Yessin, Sixth Floor, McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, nitrogen fertilizers, ammoniating solutions, and aqua ammonia*, in bulk, in tank vehicles, from the plantsite of Southern Nitrogen, Inc., at or near Columbia Park (Finney), Hamilton County, Ohio, to points in Illinois, Indiana, and the lower peninsula of Michigan.

NOTE: If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 114107 (Sub-No. 6), filed December 28, 1964. Applicant: CEMENT TRANSPORT, INC., Kosmosdale, Ky. Applicant's attorney: Ollie L. Merchant, Suite 202, 140 South Fifth Street, Louisville, Ky., 40202. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, in tank vehicles and in bags, having a prior movement by rail or water, between points in Illinois, Indiana, Kentucky, and Ohio.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 114115 (Sub-No. 11), filed December 30, 1964. Applicant: TRUCKWAY SERVICE, INC., 1099 Oakwood Boulevard, Detroit, Mich. Applicant's attorney: James R. Stiversen, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Rock salt*, in bulk, from Archbold, Ohio, to points in Indiana.

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

No. MC 114273 (Sub-No. 12), filed December 22, 1964. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION, INC., 3930 16th Avenue SW., Post Office Box 1904, Cedar Rapids, 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 irregular routes, transporting: *Non-ferrous metals and non-ferrous metal products* when moving in mixed shipments with *iron and steel products*, from Chicago, Ill., to Cedar Rapids, Iowa, and Iowa points within 100 miles of Cedar Rapids.

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

No. MC 114364 (Sub-No. 95), filed December 28, 1964. Applicant: WRIGHT MOTOR LINES, INC., 16th and Elm Streets, Rocky Ford, Colo. Applicant's attorney: Marion F. Jones, Suite 420, Denver Club Building, Denver, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber*, from Eldon, Mo., to points in Colorado.

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

No. MC 114364 (Sub-No. 96), filed December 28, 1964. Applicant: WRIGHT

MOTOR LINES, INC., 16th and Elm Streets, Rocky Ford, Colo. Applicant's attorney: Marion F. Jones, Suite 420, Denver Club Building, Denver, Colo., 80202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in packages and containers, from Casper, Wyo., to points in Washington, Oregon, Idaho, Utah, Arizona, Nevada, New Mexico, Nebraska, Kansas, South Dakota, and North Dakota.

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

No. MC 115331 (Sub-No. 93) (AMENDMENT) filed November 27, 1964, published FEDERAL REGISTER issue of December 16, 1964, amended December 31, 1964, and republished as amended this issue. Applicant: TRUCK TRANSPORT, INCORPORATED, 707 Market Street, St. Louis, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer solutions, and fertilizer materials*, from Erie, Ill., and points within five (5) miles thereof to points in Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, and Wisconsin.

NOTE: The purpose of this republication is to clearly set forth the commodities proposed to be transported. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo. or Chicago, Ill.

No. MC 115331 (Sub-No. 96), filed December 23, 1964. Applicant: TRUCK TRANSPORT, INCORPORATED, 707 Market Street, St. Louis, Mo. Authority sought to operate as a common carrier by motor vehicle over irregular routes, transporting: *Cement*, from the plantsite of River Cement Co., located in Jefferson County, Mo., and St. Louis, Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kentucky, and Tennessee.

NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 115669 (Sub-No. 49), filed December 28, 1964. Applicant: HOWARD N. DAHLSTEN, doing business as DAHLSTEN TRUCK LINE, Clay Center, Nebr. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Agricultural chemicals* (including insecticides, fungicides, and herbicides) from Omaha, Nebr., to points in Nebraska, Iowa, South Dakota, and Minnesota, and rejected shipments on return.

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

No. MC 115983 (Sub-No. 3), filed December 23, 1964. Applicant: SALT TRANSPORT, INC., Post Office Box 5407, Cleveland 1, Ohio. Applicant's representative: Earl J. Thomas, Thomas Buildings, 5844-5850 North High Street, Worthington, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, performing the service of "storage-in-transit" on shipments of *rock salt*, in bulk, from

Detroit, Mich., to points in Illinois, Indiana and Kentucky.

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

No. MC 116077 (Sub-No. 171), filed December 28, 1964. Applicant: ROBERTSON TANK LINES, INC., Post Office Box 9527, 5700 Polk Avenue, Houston, Tex., 77011. Applicant's attorney: Thomas E. James, 721 Brown Building Austin, Tex., 78701. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Phosphates*, dry, in bulk, from Lawrence, Kans., to points in Texas.

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

No. MC 116273 (Sub-No. 39) (AMENDMENT), filed December 14, 1964, published FEDERAL REGISTER issue of December 30, 1964, and republished as amended this issue. Applicant: D & L TRANSPORT, INC., 3800 South Laramie Avenue, Cicero, Ill. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from South Beloit, Ill., to points in New Jersey, Wisconsin, Minnesota, Iowa, Michigan, Kansas, Oklahoma, and New York.

NOTE: The purpose of this republication is to broaden the commodity description. If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 117119 (Sub-No. 183) (AMENDMENT), filed December 11, 1964, published FEDERAL REGISTER issue of December 30, 1964, amended December 30, 1964, and republished as amended this issue. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorney: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods, potato products other than frozen with or without other ingredients, cooked, diced, flaked, powdered, shredded or sliced, from Greenville, Mich., to points in Minnesota, Wisconsin, Iowa, Kansas, and Oklahoma.*

NOTE: The purpose of this republication is to add Iowa, Kansas, and Oklahoma as destination States. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

MC 117119 (Sub-No. 184), filed December 18, 1964. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorney: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Belvidere, Ill., to points in Kansas.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Little Rock, Ark.

No. MC 117119 (Sub-No. 185), filed December 28, 1964. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorney: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foods, food preparations, food stuffs, 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 117119 (Sub-No. 186), filed December 28, 1964. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorney: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods, prepared foods, and essence of fruits and berries*, (1) from points in New York located on and west of a line beginning at Cape Vincent, N.Y., and extending along New York Highway 12E to Watertown, N.Y., thence along U.S. Highway 11 to the New York-Pennsylvania State line, to points in Arkansas, Colorado, Iowa, Kansas, Louisiana, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Tennessee, Texas, and Wisconsin, and (2) from points in Texas, to points in New York, Michigan, Ohio, and Pennsylvania.

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

No. MC 117119 (Sub-No. 187), filed December 28, 1964. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorney: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Council Bluffs, Iowa and Omaha, Nebr., to points in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee.

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

No. MC 117427 (Sub-No. 41) (AMENDMENT), filed December 11, 1964 published FEDERAL REGISTER issue of December 30, 1964, amended January 5, 1965, and republished as amended this issue. Applicant: G. G. PARSONS TRUCKING CO., a corporation, Post Office Box 746, North Wilkesboro, N.C. Applicant's attorney: Francis J. Ortman, 1366 National Press Building, Washington, D.C., 20004. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber*, from Ridgway, Pa. and points within five (5) miles thereof to points in Illinois, Indiana, Iowa, Kentucky, Minnesota, Missouri, New York, North Carolina, Ohio, South Carolina, Tennessee, Virginia, West Virginia, Wisconsin, and Michigan.

NOTE: The purpose of this republication is to add Michigan as a destination state. Applicant is also authorized to conduct operations as a contract carrier in Permit MC 116145 and subs, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117574 (Sub-No. 112), filed December 24, 1964. Applicant: DAILY

EXPRESS, INC., Post Office Box 39, Mail Route No. 3, Carlisle, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Agricultural equipment and machinery and parts*, from Tulsa, Okla., and points within 30 miles thereof, to points in Pennsylvania, New York, New Jersey, Delaware, Maryland, Virginia, Maine, Massachusetts, Connecticut, New Hampshire, Vermont, District of Columbia, North Carolina, West Virginia, and Rhode Island.

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

No. MC 117574 (Sub-No. 113), filed December 30, 1964. Applicant: DAILY EXPRESS, INC., Post Office Box 39, Mail Route No. 3, Carlisle, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Wallboard and pulboard, and incidental materials and supplies moving in the same vehicle*, from Lisbon Falls, Maine, to points in Pennsylvania.

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

No. MC 118126 (Sub-No. 1), filed November 20, 1964. Applicant: BEN KRAMER, doing business as KRAMER PRODUCE, 686 12 Street SE, Mason City, Iowa. Applicant's attorney: Clayton L. Wornson, 206 Brick and Tile Building, Mason City, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Fresh meat*, from Mason City, Iowa, to points in Minnesota, Wisconsin, Illinois (except Chicago), Missouri, Michigan, Indiana, Ohio, and Pennsylvania, and (2) (a) *wool tops, noils, and wool waste* (carded, spun, woven or knitted) and (b) *commodities*, the transportation of which is partially exempt under the provisions of section 203(b)(6) of the Interstate Commerce Act if transported in vehicles not used in carrying any other property, when moving in the same vehicle at the same time with wool tops, noils, and wool waste, between points in Lancaster, Delaware, Chester, Montgomery, Bucks, Lehigh, Lebanon and Northampton Counties, Pa., points in Massachusetts, Lacon, Ill., Grafton, Cedarburg, and Reedsburg, Wis., Faribault, Minn., and Amana, Iowa.

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

No. MC 118318 (Sub-No. 7), filed December 28, 1964. Applicant: IDA-CAL FREIGHT LINES, INC., 1798 Floral Avenue, Post Office Box 455, Twin Falls, Idaho. Applicant's attorney: Marvin Handler, 625 Market Street, Suite 1312, San Francisco, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Hides*, and (2) *meat products and meat byproducts*, as described in Section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Gooding, Idaho, and points within six (6) miles thereof, to points in Oregon, Washington, Montana, Utah, Nevada, and in that part of California south of a line be-

beginning at Fort Bragg, Calif., and extending along California Highway 20 to junction U.S. Highway 40, thence along U.S. Highway 40 to the California-Nevada State line.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 119641 (Sub-No. 50), filed December 21, 1964. Applicant: RINGLE EXPRESS, INC., 405 South Grant Avenue, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Building board, insulation board, fiberboard, pulpboard, and strawboard, loose or in packages, from Phillipsdale, R.I. to Bedford and Toledo, Ohio, and damaged and rejected shipments, on return.*

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

No. MC 119641 (Sub-No. 51), filed December 23, 1964. Applicant: RINGLE EXPRESS, INC., 405 South Grant Avenue, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel articles, as described in Appendix V to Descriptions in Motor Carrier Certificates, 61 M.C.C. 276 (except those iron and steel articles, which because of size or weight require the use of special equipment or special handling), from Kokomo, Ind., to points in Minnesota on and south of Minnesota Highways 23 and 48, extending from the Minnesota-South Dakota State line, to the Minnesota-Wisconsin State line and damaged and rejected shipments on return.*

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

No. MC 119767 (Sub-No. 49), filed December 23, 1964. Applicant: BEAVER TRANSPORT CO., a corporation, Post Office Box 339, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Fige, Post Office Box 339, Burlington, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, dairy products, and articles distributed by meat packinghouses as described in Appendix I, 61 M.C.C. 207 and 766 to the report in Descriptions in Motor Carrier Certificates, from points in Wisconsin to points in Iowa, Kansas, Missouri, Nebraska, and Ohio.*

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

No. MC 119784 (Sub-No. 3), filed December 24, 1964. Applicant: AUSTIN K. LIVELY, State Center, Iowa. Applicant's attorney: Robert R. Rydril, 1020 Savings & Loan Building, Des Moines, Iowa. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Linseed meal and linseed screenings, in bag and bulk, from Minneapolis and St. Paul, Minn., to points in that part of*

Iowa bounded by a line beginning at the Minnesota-Iowa State line and extending south along U.S. Highway 169 to junction Iowa Highway 92, thence east along Iowa Highway 92 to junction U.S. Highway 218, thence north along U.S. Highway 218 to the Iowa-Minnesota State line, thence west along the Iowa-Minnesota State line to point of beginning, including points on the indicated portions of the highway specified, and points on and west of U.S. Highway 169 and on and north of U.S. Highway 30.

NOTE: Applicant states that the purpose of this application is to add Cargill, Incorporated, as a contracting shipper. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 119918 (Sub-No. 3), filed November 16, 1964. Applicant: CAGLE BROS., INC., 402 West Watkins Road, Phoenix 3, Ariz. Applicant's representative: Pete H. Dawson, 4453 East Piccadilly Road, Phoenix 18, Ariz. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Jute bagging, in bales of not less than 300 pounds, (1) from ports in the Los Angeles Harbor Commercial Zone, Calif., to points in Arizona, and (2) from Phoenix, Ariz., to points in Imperial and San Bernardino Counties, Calif.*

NOTE: This application was accompanied by a Motion to Dismiss. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 123048 (Sub-No. 54), filed December 28, 1964. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton, Racine, Wis. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison, Wis., 53703. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Livestock and poultry equipment, from Burlington, Iowa to points in Colorado, Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, Nebraska, South Dakota, and Wisconsin, and rejected shipments, on return.*

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., Des Moines, Iowa, or St. Louis, Mo.

No. MC 123502 (Sub-No. 12), filed December 24, 1964. Applicant: FREE STATE STONE SERVICE, INC., 10 Vernon Avenue, Glen Burnie, Md. Authority sought to operate as a common carrier by motor vehicle, over irregular routes, transporting: *Aplite, dry, in bulk, in dump vehicles, from Montpelier, Va., to Baltimore, Md., and Connellsville, Pa.*

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

No. MC 123502 (Sub-No. 13), filed December 24, 1964. Applicant: FREE STATE STONE SERVICE, INC., 10 Vernon Avenue, Glen Burnie, Md. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Salt, in bulk, from Baltimore, Md., to points in Accomack, Albemarle, Amelia, Amherst, Appomattox, Augusta, Buckingham, Caroline, Charles City, Chesterfield, Cumberland, Dinwiddie, Essex, Fluvanna, Gloucester,*

Goochland, Hanover, Henrico, Highland, Isle of Wight, James City, King and Queen, King William, Lancaster, Louisa, Mathews, Middlesex, Nansemond, Nelson, New Kent, Norfolk, Northampton, Northumberland, Nottoway, Powhatan, Prince Edward, Prince George, Princess Anne, Richmond, Surry, Sussex, Westmoreland, and York Counties, Va., points in Berkeley, Grant Hampshire, Hardy, Mineral, Morgan, Pendleton, Preston, and Tucker Counties, W. Va., and points in Delaware, Pennsylvania, and New Jersey.

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

No. MC 124211 (Sub-No. 24), filed December 20, 1964. Applicant: HILT TRUCK LINE, INC., 1813 Yolande, Post Office Box 824, Lincoln, Nebr. Applicant's attorney: Duane W. Ackle, Box 2028, Lincoln, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses, as described in Appendix I, in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, from Lexington, Nebr., and points within five miles thereof, and Minden, Nebr., and points within five miles thereof, to points in Illinois.*

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

No. MC 124641 (Sub-No. 3), filed December 24, 1964. Applicant: A. BOCCHI TRUCKING, INC., 371 South Main Street, Mechanicville, N.Y. Applicant's attorney: John J. Brady, Jr., 75 State Street, Albany 7, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Brick, in vehicles equipped with mechanical loading and unloading devices, from (1) points in Rensselaer, Schenectady and Ulster Counties, N.Y., and Albany, N.Y., to points in Berkshire, Franklin, Hampshire, Hampden and Worcester Counties, Mass.; Susquehanna and Wayne Counties, Pa.; Bennington, Windham, Windsor, Rutland, Addison, Orange, Chittenden and Washington Counties, Vt.; Cheshire County, N.H., and Hartford County, Conn. (being the same destination territory for which applicant has authority to transport said commodity from Coeymans, N.Y.) and (2) from Coeymans, N.Y., and points in Rensselaer, Schenectady and Ulster Counties, and Albany, N.Y., to points in Hillsboro, Merrimack, Sullivan, Rockingham, Belknap, and Grafton Counties, N.H.; Northampton, Lackawanna, Lehigh, Montgomery, Burlington, Pike, Monroe, Carbon, Berks and Bucks Counties, Pa.; Middlesex, Norfolk, Plymouth and Bristol Counties, Mass., and (3) from points in Gloucester County, N.J.; Schuylkill and Columbia Counties, Pa. to points in Albany, Schenectady, Rensselaer, Saratoga, Schoharie, Greene, Washington, Warren, Fulton and Montgomery Counties, N.Y.*

NOTE: Applicant is not seeking any duplicating authority. If a hearing is deemed necessary, applicant requests it be held at Albany, N.Y.

No. MC 124983 (Sub-No. 3), filed December 23, 1964. Applicant: CLARENCE NEWLUN, doing business as NEWLUN TRANSPORT SERVICE, 119 Lincoln, North Pekin, Ill. Applicant's attorney: Donald S. Manion, 53 West Jackson Boulevard, Chicago, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*, between points in Iowa and Illinois.

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

No. MC 125419 (Sub-No. 1), filed December 21, 1964. Applicant: KELLEY DAVIS, doing business as DAVIS TRUCK LINE, 452 South State Street, Tahlequah, Okla. Applicant's attorney: R. M. Mountcastle, Suite 605-606 Barnes Building, Muskogee, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Tahlequah, Okla. and Muskogee, Okla., over U.S. Highway 62, serving all intermediate points.

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

No. MC 125777 (Sub-No. 43), filed December 23, 1964. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, Ind. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime and limestone products*, in bulk, in dump vehicles, from Davenport, Iowa and points within 5 miles thereof, to points in Illinois, Wisconsin and Missouri.

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

No. MC 126246 (Sub-No. 2), filed December 29, 1964. Applicant: AMERICAN TRANSFER AND STORAGE COMPANY, a corporation, 7501 John Carpenter Freeway, Dallas, Tex. Applicant's attorney: Ralph W. Pulley, Jr., First National Bank Building, Dallas 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, restricted to shipments having a prior or subsequent movement beyond Texas in specially designed containers and further restricted to pickup and delivery service incidental to and in connection with packing, crating and containerization or unpacking, uncrating, and decontainerization of such shipments, between points in Texas.

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

No. MC 126358 (Sub-No. 2), filed December 14, 1964. Applicant: LAWRENCE L. BENNETT, doing business as BENNETT TRUCKING CO., 113 Mitchell Street, Hawkinsville, Ga. Applicant's attorney: Ariel V. Conlin, 240 Peachtree

Street NW., Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Veneer* from Hawkinsville, Ga., to Emporia, Va., and Greenville and Reams, Fla. (the latter located on U.S. Highway 221 approximately two (2) miles north of Greenville).

NOTE: Applicant holds temporary authority to conduct contract operations under MC 126285 and subs thereunder. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 126421 (Sub-No. 1), filed December 21, 1964. Applicant: GYPSUM TRANSPORT, INC., East U.S. Highway 80, Post Office Drawer 2679, Abilene, Tex., 79604. Applicant's attorney: Reagan Sayers, Century Life Building, Fort Worth, Tex., 76102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials* (except lumber), *gypsum and gypsum products*, and *materials and supplies used in the installation and distribution thereof*, between the plant sites of United States Gypsum Company located within a 5 mile radius of Sweetwater, Tex., on the one hand, and, on the other, points in Colorado, Kansas, and Oklahoma.

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

No. MC 126586 (Sub-No. 1), filed December 18, 1964. Applicant: WILLIAM J. SCHROEDER, doing business as WILLIAM J. SCHROEDER TRANSFER, 407 Notre Dame Street, New Orleans, La., 70112. Applicant's attorney: Frank L. Micholet, 719 Maritime Bldg., New Orleans, La., 70130. Authority sought to operate as a *contract carrier*, by motor vehicle, over regular routes, transporting: *Meats, meat products, meat by-products, and dairy products*, as defined in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, in vehicles equipped with temperature control devices, for the account of John Morrell & Co., in pool car shipments having a prior rail movement, (1) from New Orleans, La., over Louisiana Highway 23 to Venice, La., serving all intermediate points, (2) from New Orleans, La., over U.S. Highway 90 to Des Allemands, La., serving all intermediate points, (3) from New Orleans, La., over Louisiana Highway 45 to Barataria, La., and Lafitte, La., serving all intermediate points, and *returned shipments* of the above described commodities in (1), (2), and (3) above, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 126762 (Sub-No. 2), filed December 30, 1964. Applicant: CHECKER VAN & STORAGE OF SACRAMENTO, INC., 103 Commerce Circle, North Sacramento, Calif. Applicant's attorney: Daniel W. Baker, 625 Market Street, San Francisco 5, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods* as defined by the Commission, between points in Butte, Colusa, El Dorado, Marin, Napa, Nevada,

Placer, Sacramento, San Joaquin, Solano, Sonoma, Sutter, Yolo, and Yuba Counties, Calif.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 126775, filed December 4, 1964. Applicant: COSBY TRANSFER AND STORAGE CORPORATION, doing business as W. C. COSBY TRANSFER & STORAGE, 2910 North Boulevard, Richmond 30, Va. Applicant's attorney: Alan F. Wohlstetter, 1 Farragut Square South, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Virginia within a 70 mile radius of Richmond, Va., including Richmond, Va., restricted to shipments having a prior or subsequent movement beyond a 70 mile radius of Richmond, Va., and further restricted to pickup and delivery service incidental to and in connection with packing, crating, and containerization or unpacking, uncrating and decontainerization of such shipments.

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

No. MC 126777 (AMENDMENT), filed December 4, 1964, published in FEDERAL REGISTER issue of December 23, 1964, amended December 28, 1964, and republished as amended this issue. Applicant: EVELYN E. DU BOIS, doing business as BORO TAXI SERVICE, 9 Charleston Street, Wellsboro, Pa. Applicant's attorney: Thomas A. Walrath, 7 Central Avenue, Wellsboro, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Parcels* not exceeding 250 lbs. in weight, between Wellsboro, Pa., on the one hand, and, on the other, points in New York.

NOTE: Applicant states that the proposed service will be for Linofilm Corporation at Wellsboro, Tioga County, Pa. The purpose of this republication is to more clearly set forth the territorial description and also to show the proposed service will be for Linofilm Corporation. If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 126789, filed December 7, 1964. Applicant: RIPLEY SAND & GRAVEL CO. INC., Post Office Box 372, Brainerd, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, during the season of November 1 to May 1 of each year, from Duluth, Minn., and Superior, Wis., to Alexandria, Princeton, and Lake Park, Minn.

NOTE: Applicant states that it will transport grain on return trips. If a hearing is deemed necessary, applicant requests it be held at Brainerd, Minn.

No. MC 126809 (Sub-No. 1), filed December 31, 1964. Applicant: KING WAY CONTAINER SERVICE, INC., 1401 Middle Harbor Road, Post Office Box 957, Oakland, Calif., 94604. Applicant's attorney: Marvin Handler, 625 Market Street, San Francisco 5, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular

routes, transporting: *Used household goods* as defined by the Commission in 17 M.C.C. 467, between points in Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma, and Yolo Counties, Calif.

NOTE: If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 126815, filed December 14, 1964. Applicant: ARMORED CAR, INC., 231 West Alturas, Tucson, Ariz. Applicant's attorney: J. Mercer Johnson, 8th Floor-Valley National Building, Tucson, Ariz. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Federal Reserve shipment of coins, currency, securities, bonds, and other valuables customarily transferred between banks, in armored vehicles, between El Paso, Tex., and Las Cruces, Deming, and Lordsburg, N. Mex., and Willcox, Benson, Tucson, Nogales, Sierra Vista, Bisbee, Warren, and Douglas, Ariz.*

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

No. MC 126833, filed December 24, 1964. Applicant: CMIEL MILK TRANSPORT, INC., Rural Route No. 5, Post Office Box 375, LaPorte, Ind. Applicant's attorney: Ferdinand Born, 1017-1019 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sour cream, sour cream mixtures, flavored milk, liquid dietary foods, fruit segments, ice cream, namely (ice cream, ice cream mix, ice milk, sherbet, water ices, vegetable-fat frozen desserts, water ice bars, fudge bars, ice cream bars (stick and stickless), ice cream cups, ice cream sandwiches, ice cream cake-rolls, and ice cream pies), orange juice, fruit flavored drinks, cottage cheese and dairy products* as described in Section B of Appendix I to the report in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209, in containers, from the plants of The Borden Company plants at Woodstock, Ill., and Milwaukee, Wis., on the one hand, and, on the other, LaPorte, Ind.

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

No. MC 126834, filed December 24, 1964. Applicant: LAWRENCE J. BARRETT AND MARY A. BARRETT, doing business as LJB CONTRACT CARRIERS, Osakis, Minn. Applicant's attorney: Frank M. Cary, Jr., 111 West Monroe Street, Chicago 3, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Metal silo accessories such as silo roofs and roof accessories, silo chutes, ladders and platforms, silo spreaders, rods, and lugs, and silo doors, door hardware, and silo coating*, from Plainfield, Ill., to points in Iowa, Minnesota, Nebraska, North Carolina, South Dakota, and Wisconsin.

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

No. MC 126835 (Sub-No. 1), filed December 30, 1964. Applicant: EDGAR

BISCHOFF, doing business as CASKET DISTRIBUTORS, Box 153-A, Rural Route 1, Batesville, Ind. Applicant's attorney: Jack B. Josselson, Atlas Bank Building, Cincinnati, Ohio, 45202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Caskets, casket displays, and funeral supplies* when moving with caskets from the plants of Batesville Casket Co., Inc., located at Batesville, Ind., to points in the United States (except Hawaii and Alaska), and *damaged, defective, and returned shipments, casket covers and casket shipping containers* on return.

NOTE: Applicant states the proposed operations will be under a continuing contract with Batesville Casket Co. Inc. If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 126836, filed December 24, 1964. Applicant: HARRIS TRUCKING COMPANY, INC., Rural Route No. 2, Box 200, Shelbyville, Ky. Applicant's attorney: George M. Catlett, Suite 703-706 McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum billets, foundry ingots, extruded aluminum products, and non-ferrous metals* (1) from Connersville, Ind., to points in Kentucky, Illinois, Michigan, Ohio, Missouri, Tennessee, Georgia, Kansas, and Iowa; (2) from the site of the Briel Industries, Inc. plant located near Shelbyville, Ky., to points in Indiana, Illinois, Michigan, Ohio, Missouri, Tennessee, Georgia, Kansas, and Iowa; and (3) *non-ferrous alloying materials in scrap, pig or ingot form, non-ferrous metals, and refractories and equipment used for the manufacture of aluminum billets, foundry ingots, extruded aluminum products, and non-ferrous metals*, on return.

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

No. MC 126837, filed December 24, 1964. Applicant: KAN-BRICK TRUCKING, INC., Box 126, Hoisington, Kans. Applicant's attorney: Charles A. Chartier, Lakin at Baker, Great Bend, Kans., 67530. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Brick, stone, fireplace units, firebrick, flue liners, clay and various related items*, from Hoisington, Kans., to points in Kansas, Texas, Missouri, Oklahoma, Colorado, Nebraska, and Wyoming, and *rejected and returned brick, stone, firebrick, and related items*, on return.

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

No. MC 126838, filed December 18, 1964. Applicant: EARNEST J. RUSH, JR., doing business as CLARENCE F. GUTHRIE HAULING SERVICE, Rural Delivery No. 2, Canonsburg, Pa. Applicant's attorney: Henry M. Wick, Jr., 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pulverized lime-*

stone, in bags, from points in Mahoning Township, Lawrence County, Pa., to points in Marshall County, W. Va.

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

No. MC 126843, filed December 28, 1964. Applicant: FRANZO TRUCKING CORP., Cortland Road, Eatontown, N.J. Applicant's attorney: August W. Heckman, 297 Academy Street, Jersey City 6, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Polystyrene foam plastic cups and lids*, from New Shrewsbury, N.J., to points in Connecticut, and New York, N.Y., and Philadelphia, Pa.

NOTE: Applicant states the above proposed operations will be under a continuing contract with Thompson Industries of New Jersey, Inc., New Shrewsbury, N.J. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 126849, filed December 28, 1964. Applicant: GRADY CAINE, 421 Lebatto Street, Lake Charles, La. Applicant's attorney: Joe J. Tritico, 130 West Kirby Street, Lake Charles, La. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Brick*, from Athens, Beaumont, Marshall, Elgin and Dallas, Tex., to Lake Charles, La., and *damaged or rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Baton Rouge or New Orleans, La.

No. MC 126850, filed December 28, 1964. Applicant: HOWARD HILLIARD, 929 North Division Street, Lake Charles, La. Applicant's attorney: Joe J. Tritico, 130 West Kirby Street, Lake Charles, La. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Brick*, from Athens, Beaumont, Marshall, Elgin and Dallas, Tex., to Lake Charles, La., and *damaged or rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Baton Rouge or New Orleans, La.

No. MC 126851, filed December 21, 1964. Applicant: C. H. HOOKER TRUCKING CO., a corporation, R.F.D. No. 2, Uhrichsville, Ohio. Applicant's attorneys: Herbert Baker and Robert T. Fitzsimons, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Non-ferrous scrap*, from Gnadenhuetten, Ohio, to points in the New York, N.Y., commercial zone.

NOTE: Applicant is also authorized to conduct operations as a common carrier in Certificate No. MC 87379, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 126853, filed December 30, 1964. Applicant: ARNOLD PRINCL, doing business as PRINCL TRANSFER LINES, Mishicot, Wis. Applicant's attorney: Frank M. Coyne, Bank of Mad-

son Building, 1 West Main Street, Madison, Wis., 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank trucks, from Junction City, Wis., and points within 15 miles thereof, to points in the upper peninsula of Michigan.

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

No. MC 126853 (Sub-No. 1), filed December 30, 1964. Applicant: ARNOLD PRINCL, doing business as PRINCL TRANSFER LINES, Mishicot, Wis. Applicant's attorney: Frank M. Coyne, Bank of Madison Building, 1 West Main Street, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, (1) from Wausau, Green Bay and Two Rivers, Wis., to points in the upper peninsula of Michigan, and (2) from Escanaba and Rapid River, Mich., and points within 5 miles of each said origin to points in Wisconsin.

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

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Sub-No. 70), filed December 24, 1964. Applicant: GREYHOUND LINES, INC., Room 1500, 140 South Dearborn Street, Chicago, Ill., 60603. Applicant's attorney: Barrett Elkins, 1400 West Third Street, Cleveland, Ohio, 44113. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, express and newspapers* in the same vehicle with passengers, between Richmond, Va., and Washington, D.C., over Interstate Highway 95, serving all intermediate points and access routes between Interstate Highway 95 and applicant's presently authorized route, U.S. Highway 1.

NOTE: Applicant states that "Upon the granting of authority, as requested above, applicant will petition the Commission to revoke that portion of its operating authority contained in Certificate No. MC 1501 (Sub-No. 211), as described at the top of Sheet No. 4." Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Richmond, Va.

No. MC 2796 (Sub-No. 5), filed December 18, 1964. Applicant: FULLINGTON AUTO BUS COMPANY, INC. (Rear), 314 Cherry Street, Clearfield, Pa. Applicant's attorney: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, newspapers, magazines and periodicals*, in the same vehicle with passengers, between State College, Pa., and Lewistown, Pa.: From State College over U.S. Highway 322 to Lewistown, thence over city streets to the Pennsylvania Railroad Station, and return over the same route, serving all intermediate points.

NOTE: If a hearing is deemed necessary, applicant requests it be held at State College or Harrisburg, Pa.

No. MC 126730, filed November 13, 1964. Applicant: NORTHVILLE COACH LINE, INC., 41180 West Seven Mile Road, Northville, Mich. Applicant's attorney: Samuel W. Leib, Cadillac Tower, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in charter operations, beginning and ending at Northville, Novi, Plymouth, Livonia, and Detroit, Mich., and extending to points in Indiana, Illinois, Wisconsin, Ohio, Pennsylvania, New Jersey, New York, Maryland, Kentucky, Tennessee, and the District of Columbia, and to the ports of entry located on the International Boundary line between the United States and Canada located at or near Detroit and Port Huron, Mich.

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

APPLICATIONS OF WATER CARRIERS

WATER CARRIERS OF PROPERTY

No. W-376 (Sub-No. 22) (SEA-LAND SERVICE, INC., EXTENSION—PACIFIC COASTWISE), filed December 28, 1964. Applicant: SEA-LAND SERVICE, INC., Elizabeth-Port Authority Piers, Elizabeth, N.J. Application of Sea-Land Service, Inc., filed December 28, 1964, for a revised certificate to operate as a *common carrier* by water, in interstate or foreign commerce, authorizing extension of its operations to include: *General commodities* (1) by self-propelled vessels between Los Angeles Harbor (including Long Beach), San Francisco, Oakland, Alameda, Richmond and Stockton, Calif., Portland, Oreg., and Seattle and Vancouver, Wash., and (2) by non-self-propelled vessels with separate towing vessels between the ports listed in (1) above with the exception of Los Angeles Harbor (including Long Beach).

NOTE: Applicant states in part (1) it holds general commodity authority, by self-propelled vessels, between the above listed West Coast ports, on the one hand, and, on the other, the principal Atlantic Coast ports.

No. W-607 (Sub-No. 3) (MICHIGAN ATLANTIC CORPORATION EXTENSION—TUG & BARGE), filed December 30, 1964. Applicant: MICHIGAN ATLANTIC CORPORATION, 200 Park Avenue, New York, N.Y., 10017. Applicant's attorney: L. Agnew Myers, Jr., Warner Building, Washington, D.C. Application filed December 30, 1964, for a revised certificate authorizing operation as a *common carrier* by non-self-propelled vessels with the use of separate towing vessels, in interstate or foreign commerce, in the transportation of *general commodities*, except inflammable articles, between ports on the Great Lakes, except Lake Superior, and ports in New York Harbor and intermediate ports on the route of the New York State Barge Canal System.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 107403 (Sub-No. 596), filed December 28, 1964. Applicant: MAT-

LACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Isopropyl percarbonate*, unstabilized, from Barberton, Ohio, to points in Michigan.

No. MC 111170 (Sub-No. 94), filed December 28, 1964. Applicant: WHEELING PIPE LINE, INC., Post Office Box 1718, El Dorado, Ark. Applicant's attorney: Thomas Harper, Kelley Building, Post Office Box 297, Fort Smith, Ark., 72902. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea*, in bulk, in tank or hopper vehicles from El Dorado, Ark., to points in Tennessee on and west of U.S. Highway 27 and points in Illinois except those in East St. Louis commercial zone.

No. MC 111170 (Sub-No. 95), filed December 28, 1964. Applicant: WHEELING PIPE LINE, INC., Post Office Box 1718, El Dorado, Ark. Applicant's attorney: Thomas Harper, Kelley Building, Post Office Box 297, Fort Smith, Ark., 72902. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Formaldehyde* in tank trucks, from Sterling, La. to Terre Haute, Ind.

No. MC 113024 (Sub-No. 43), filed December 28, 1964. Applicant: ARLINGTON J. WILLIAMS, INC., 152 Killoran Drive, New Castle, Del. Applicant's attorney: Samuel W. Earnshaw, 833 Washington Building, Washington, D.C., 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lubricating oils and grease*, in containers, from Kansas City, Kans., to Bristol, Danbury, Norwich, and Waterbury, Conn.; Hackensack, N.J.; Kingston and New Hyde Park, N.Y.; Brandywine, College Park, Frederick, Gaithersburg, Hancock, Laytonville, and Timonium, Md.; Centerport, Danville, Elizabethtown, Everett, Falls Creek, Huntingdon, and Ridgeway, Pa.; Keyser, W. Va.; and Washington, D.C.

No. MC 114295 (Sub-No. 4), filed December 18, 1964. Applicant: M & M CONSTRUCTION SERVICE, INC., 35 West Seventh Street, New Albany, Ind. Applicant's attorney: Ollie L. Merchant, Suite 202, 140 South Fifth Street, Louisville, Ky., 40202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* (except cement) as are ordinarily transported in dump trucks and can properly be unloaded by dumping, in dump trucks, from Louisville, Ky., to points in Indiana within 150 miles of Louisville, Ky. Note: Applicant states it "has pending before the Commission an application for transfer of Certificate No. MC 114295 now in the name of Harry T. Neely and Bertha J. Neely, a partnership, dba M & M Construction Service to the said applicant in the name of M & M Construction Service, Inc. The Commission has assigned Docket No. MC-FC 67399 to the said application. If the certificated operating rights in the partnership Certificate No. MC 114295 is transferred to the applicant corporation the said applicant seeks

no duplicating authority by the application herein."

No. MC 117686 (Sub-No. 45), filed December 28, 1964. Applicant: HIRSCH-BACH MOTOR LINES, INC., 3324 U.S. Highway 75 North, Sioux City, Iowa. Applicant's attorney: Richard A. Peterson, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products and articles distributed by meat packinghouses, meat byproducts, and dairy products and such commodities as are used by meatpackers in the conduct of their business when destined to and for use by meatpackers as described in A, B, C, and D, of Appendix I to the report in Descriptions in Motor Carrier Certificates 61 M.C.C. 209, and 766, from Minden, Nebr., to points in Alabama, and damaged and rejected shipments, on return.*

No. MC 124078 (Sub-No. 130), filed December 24, 1964. Applicant: SCHWERTMAN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis., 53248. Applicant's attorney: James R. Ziperski (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cement, from the plant site of Universal Atlas Cement Division of United States Steel Corporation located at Bettendorf, Iowa, to points in Iowa, Illinois, Wisconsin, Minnesota, and Missouri.*

No. MC 126637 (Sub-No. 1), filed December 17, 1964. Applicant: WILFRED L. ROGER, doing business as WILL ROGER'S BOAT SERVICE, 94 First Street, New Rochelle, N.Y. Applicant's representative: Charles H. 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: *Boats, from New Rochelle, N.Y., to points in the United States, except Alaska and Hawaii.*

No. MC 126749 (Sub-No. 3), filed December 28, 1964. Applicant: K.P. MOVING & STORAGE, INC., 1475 South Acoma Street, Denver, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Live bees in hives and supplies used by beekeepers, including furniture when such supplies are moving on the same vehicle and at the same time with live bees in hives, between points in New Mexico, on the one hand, and, on the other, points in Colorado.*

Note: Common control may be involved.

No. MC 126846, filed December 24, 1964. Applicant: TED V. ROHDE AND MARY H. ROHDE, a partnership, doing business as AAVON MOVING & STORAGE, 902 West 22d Street, Cheyenne, Wyo. Applicant's attorney: Robert S. Stauffer, 1510 East 20th Street, Cheyenne, Wyo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods, as defined by the Commission, between points in Wyoming.*

MOTOR CARRIERS OF PASSENGERS

No. MC 125881 (Sub-No. 1), filed December 29, 1964. Applicant: JOHN

ARCHAMBAULT, doing business as QUINN'S BUS LINE, Mount Sinal Road, Coram, N.Y. Applicant's representative: Charles H. Trayford, 220 East 42d Street, New York 17, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over regular and irregular routes, transporting: (1) *Passengers, their baggage and personal effects.* Regular routes in the towns of Brookhaven, N.Y., Riverhead, N.Y., and Smithtown, N.Y. (a) In the town of Brookhaven, N.Y., as follows: From Surf Avenue over Main Street (Port Jefferson) to intersection Hallock Avenue (New York Highway 25A), thence over North Country Road to New York Avenue, thence over New York Avenue to Sound Beach Boulevard, thence over Sound Beach Boulevard to Hallock Avenue, thence over Hallock Avenue to the Brookhaven-Riverhead town line, thence over Echo Avenue to intersection North Rocky Point Road, thence over Rocky Point Landing Road to Hallock Avenue, thence over New York Highway 25A to Cedar Street, thence over Cedar Street to Christian Avenue, thence over Christian Avenue to New York Highway 25A, thence over New York Highway 25A to the Smithtown-Brookhaven town line. (b) In the town of Riverhead, N.Y., as follows: From the Brookhaven-Riverhead town line over New York Highway 25A to Manor Road (Wading River), thence over Manor Road to Parker Road, thence over Parker Road to New York Highway 25A, thence over New York Highway 25A to Hulse Avenue, thence over Hulse Avenue to North Wading River Road, thence over North Wading River Road to the entrance of Wildwood State Park. (c) In the town of Smithtown, N.Y., as follows: From the Smithtown-Brookhaven town line over New York Highway 25A (North Country Road) to Lake Avenue, thence over Lake Avenue to New York Highway 25, thence over New York Highway 25 (Jericho Turnpike) to intersection Commack Road, thence over New York Highway 25A to Indian Head Road, thence over Indian Head Road to intersection New York Highway 25, thence over Commack Road to a point approximately 200 feet south of New York Highway 25.

Note: Applicant states he intends to return to point of origin over the same routes, serving all intermediate points, as described in (1) above. Further, the above represents the same routes as described in applicant's intrastate certificate. In addition, authority is sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (2) *Passengers and their baggage and personal effects, in one way or round-trip charter and special operations, beginning and/or ending at Port Jefferson, N.Y., and extending to points in Nassau and Suffolk Counties, N.Y.*

Note: Applicant states that interstate service will be provided in connection with the Port Jefferson, N.Y.-Bridgeport, Conn., ferry.

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-369; Filed, Jan. 12, 1965; 3:48 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

JANUARY 8, 1965.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket No. C-239, Case No. 2, filed December 10, 1964. Applicant: INTER-CITY TRUCKING SERVICE, INC., 14333 Goddard Street, Detroit 12, Mich. Applicant's attorney: Walter N. Bieneman, Suite 1700, One Woodward Avenue, Detroit 26, Mich. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of general commodities, serving the plant site of Michigan Production Grinding Company located south of the Jackson, Michigan, commercial zone on U.S. 127 near Jefferson Road, as an off-route point in connection with authorized regular route service to and from Jackson, Mich.

HEARING: January 26, 1965 at 9:30 a.m., at the Offices of the Commission, Lewis Cass Building, South Walnut Street, Lansing, Mich.

Requests for procedural information, including the time for filing protests concerning this application should be addressed to the Michigan Public Service Commission, Lewis Cass Building, Lansing, Mich., 48913, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-370; Filed, Jan. 12, 1965; 8:48 a.m.]

[Notice 1108]

MOTOR CARRIER TRANSFER PROCEEDINGS

JANUARY 8, 1965.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Com-

merce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 67290. By order of December 31, 1964, The Transfer Board approved the transfer to Thomas G. Litton and Aileen K. Litton, a partnership, doing business as Litton Warehouse Company, 433 South Avenue, Grand Junction, Colo., of the operating rights in Certificates of Registration No. MC 121468 Sub 1 and No. MC 121257 Sub 2, both issued February 3, 1964, to Dorothy Tindall, doing business as Gateway Nuclear Express, 274 28½ Road, Grand Junction, Colo., corresponding to the grant of intrastate authority to transferor, pursuant to Certificate of Public Convenience and Necessity PUC 5404, granted by Decision No. 58936, dated July 18, 1962, issued by the Public Utilities Commission of the State of Colorado, granting authority to transport passengers and express in the first instance, and to transport freight in the second.

No. MC-FC 67291. By order of December 31, 1964, The Transfer Board approved the transfer to L. D. Livingston, doing business as Livingston Truck Line, Carbondale, Kans., of the operating rights in Certificate of Registration No. MC 98733 Sub 1, issued May 18, 1964, to P. W. Livingston, L. M. Livingston and L. D. Livingston, a partnership, doing business as Livingston Truck Line, Carbondale, Kans., corresponding to the grant of intrastate authority to transferor, pursuant to Certificate of Convenience and Necessity covering Route 4077 in Docket 45498-M, dated June 9, 1953, issued by the State Corporation Commission of the State of Kansas, granting authority to transport, general commodities, excluding household goods, commodities in bulk, and other specified commodities, between Topeka, Kansas, and Carbondale, Kansas, via U.S. Highway 75, with service to all intermediate points. Gerald E. Coone, 1635 Burnett Road, Topeka, Kans., representative for applicants.

No. MC-FC 67330. By order of January 7, 1965, The Transfer Board approved the transfer to Associated Tank Lines Co., Inc., Hillsdale, N.Y., of the operating rights issued by the Commission June 30, 1960, under Certificate No. MC 119621, to Martin V. Kipp, Hudson, N.Y., authorizing the transportation, over irregular routes, of gasoline and oil, between Rensselaer, N.Y., and Pittsfield, Mass., between Rensselaer, N.Y., and Catskill, N.Y., and petroleum products, in bulk, in tank vehicles, from Hudson, N.Y., to Great Barrington, Mass., and points in Connecticut and Massachusetts within 15 miles of Great Barrington; and from Catskill, N.Y., to Great Barrington, Mass., and points within 15 miles thereof. John J. Brady, Jr., 75 State Street, Albany, N.Y., attorney for applicants.

No. MC-FC 67352. By order of December 31, 1964, The Transfer Board approved the transfer to Gene Mitchell Co., a corporation, West Liberty, Iowa, of the operating rights in Certificates Nos. MC 21455, MC 21455 Sub 2, MC 21455 Sub 5,

MC 21455 Sub 6, MC 21455 Sub 9, and MC 21455 Sub 10, issued February 13, 1950, November 30, 1956, January 2, 1959, March 1, 1960, October 30, 1963, and June 26, 1964, respectively, to Gene Mitchell, West Liberty, Iowa, authorizing the transportation, over irregular routes, of livestock, farm implements, twine, and feed, fencing materials, coal, clay products, malt beverages, empty malt beverage containers, animal and poultry feed, feed ingredients, malt beverages, in containers, animal and poultry feed ingredients, animal and poultry feed and ingredients thereof, livestock and seeds, farm machinery and parts, farm hardware, petroleum products, in containers, batteries, tires, radio and radio parts, refrigerators and refrigerator parts, washing machines and washing machine parts, new furniture and undertaker's supplies, tomatoes, empty tomato containers, tankage, seed, seed and beans, agricultural implements, building materials, hardware, windmills, drain tiles, wire fencing, posts, empty tin cans, limestone, grain and fresh cabbage, lumber, sand, and gravel, binder twine, household goods as defined, emigrant movables, livestock, other than ordinary, from, to, and between specified points in Illinois, Iowa, Indiana, Wisconsin, Minnesota, Missouri, Nebraska, and South Dakota, varying with the commodities specified. William A. Landau, 1307 East Walnut Street, Des Moines, Iowa, 50306, representative for applicants.

No. MC-FC 67455. By order of December 31, 1964, The Transfer Board approved the transfer to O. K. Transfer and Storage Co., Shawnee, Okla., of that portion of the operating rights in Certificate No. MC 61609, issued March 2, 1953, authorizing the transportation, over irregular routes, of household goods, between points in Fannin and LaMar Counties, Tex., on the one hand, and, on the other, points in New Mexico, Colorado, Kansas, Missouri, Illinois, Kentucky, Tennessee, Arkansas, Louisiana, Alabama, and Mississippi. Wilburn L. Williamson, 450 American National, Oklahoma City, 2, Okla., attorney for applicants.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-371; Filed, Jan. 12, 1965;
8:48 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

JANUARY 8, 1965.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 39504: *Fresh meats and packinghouse products to points in Southern Territory.* Filed by Western Trunk Line Committee, agent (No. A-2386), for interested rail carriers. Rates on fresh meats and packinghouse products, in carloads, from Cherokee, Iowa and

Grand Island, Nebr., to points in southern territory.

Grounds for relief: Market competition.

Tariff: Supplement 15 to Western Trunk Line Committee, agent, tariff I.C.C. A-4518.

FSA No. 39505: *Sulphuric acid to Vertagreen, Ala.* Filed by O. W. South, Jr., agent (No. A4619), for interested rail carriers. Rates on sulphuric acid, in tank carloads, subject to minimum shipment of 5 cars per day, from Baton Rouge and North Baton Rouge, La., to Vertagreen, Ala.

Grounds for relief: Market competition.

Tariff: Supplement 107 to Southern Freight Association, agent, tariff I.C.C. S-162.

FSA No. 39506: *Joint motor-rail rates—Niagara Frontier.* Filed by Niagara Frontier Tariff Bureau, Inc., agent (No. 35), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in central states, middle Atlantic and New England territories, on the one hand, and points in the Provinces of Ontario and Quebec, Canada, on the other.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 31 to Niagara Frontier Tariff Bureau, Inc., agent, tariff MF-I.C.C. 59.

FSA No. 39507: *Liquid caustic soda to Coosa Pines, Ala.* Filed by O. W. South, Jr., agent (No. A4620), for interested rail carriers. Rates on liquid caustic soda, in tank carloads, from Geismar, La., to Coosa Pines, Ala.

Grounds for relief: Market competition.

Tariff: Supplement 41 to Southern Freight Association, agent, tariff I.C.C. S-397.

FSA No. 39508: *Liquid caustic soda to LaGrange, Ga.* Filed by O. W. South, Jr., agent (No. A4621), for interested rail carriers. Rates on liquid caustic soda, in tank carloads, from Baton Rouge and North Baton Rouge, La., to LaGrange, Ga.

Grounds for relief: Market competition.

Tariff: Supplement 41 to Southern Freight Association, agent, tariff I.C.C. S-397.

FSA No. 39509: *Freight of all kinds from Memphis, Tenn.* Filed by Southwestern Freight Bureau, agent (No. B-8669), for interested rail carriers. Rates on freight, all kinds, less-than-carload, including only articles rated higher than class 70, and applicable only as proportional rates on traffic as described in the application, from Memphis, Tenn., to Longview and Marshall, Tex.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 50 to Southwestern Freight Bureau, agent, tariff I.C.C. 4387.

FSA No. 39510: *Iron or steel articles to Tampa, Fla.* Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2758), for interested rail carriers. Rates on tin orterne plate, and tin mill black plate, in carloads, from Swedesboro, N.J., to Tampa, Fla.

Grounds for relief: Market competition.

Tariff: Supplement 14 to Traffic Executive Association-Eastern Railroads, agent, tariff I.C.C. C-428.

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-366; Filed, Jan. 12, 1965;
8:48 a.m.]

CUMULATIVE LIST OF PARTS AFFECTED—JANUARY

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during January.

	Page		Page		Page
3 CFR		14 CFR—Continued		32 CFR	
PROCLAMATION:		1250	301	300	133
3633	431	PROPOSED RULES:		32A CFR	
EXECUTIVE ORDERS:		39	93	OEP (Ch. I):	
5447 (revoked by PLO 3519)	7	61	94	OEP Reg. 5	321
8647 (revoked in part by PLO 3522)	443	71	94-98, 224-234, 445		
11191	29	73	446	33 CFR	
		93	446	19	88
5 CFR		294	59	203	220
213	5, 31, 81, 205, 251	295	92	204	220
511	343	378	281	207	220
534	343				
7 CFR		15 CFR		38 CFR	
16	251	8	305	Ch. I	221
52	205	204	215	3	133
401	81			17	221
730	206	16 CFR			
813	435	406	32	39 CFR	
814	207	17 CFR		22	88
815	31, 209	PROPOSED RULES:		27	88
868	251	249	157, 346, 349	PROPOSED RULES:	
878	253	18 CFR		22	38
900	254	302	311	111	92
905	254-256	PROPOSED RULES:			
907	5, 257	260	447	41 CFR	
910	5, 344	19 CFR		8-1	34
912	6	1	344	18-54	133
944	257	20 CFR			
970	257	237	270	43 CFR	
1044	212	21 CFR		1810	34
1601	258	15	6, 131	PUBLIC LAND ORDERS:	
PROPOSED RULES:		51	131	559 (revoked in part by PLO 3522)	443
51	155, 345	120	218	1044 (revoked in part by PLO 3519)	7
729	224	121	6, 32, 85	1621 (see PLO 3521)	271
907	273	147	270	3518	7
910	156	191	32	3519	7
1004	91	22 CFR		3520	271
1072	38	141	314	3521	271
1076	38	209	317	3522	443
1099	273	24 CFR			
1104	53	3	439	45 CFR	
9 CFR		220	218	80	35
40	258	221	218	141	7
10 CFR		233	219	143	134
30	129	1500	132	170	35
PROPOSED RULES:		25 CFR		401	140
Ch. I	445	PROPOSED RULES:		1010	325
12 CFR		41	222	46 CFR	
13	130	42	223	154	89
206	362	26 CFR		506	35
335	396	1	85	PROPOSED RULES:	
545	31, 130, 213, 214	301	33	202	345
570	15	PROPOSED RULES:		527	285
PROPOSED RULES:		1	37, 91, 143	47 CFR	
11	222	28 CFR		2	343
545	447	2	219	73	12
13 CFR		29 CFR		PROPOSED RULES:	
112	298	610	219	21	155
14 CFR		612	33, 133	73	98, 346
23	258	614	220	49 CFR	
39	81, 82	31 CFR		121	140
71	82-84, 200-204, 433-435	PROPOSED RULES:		PROPOSED RULES:	
73	84, 205	270	16	71-78	448
95	197, 343			170	16
97	189, 335			50 CFR	
121	130, 258			33	272