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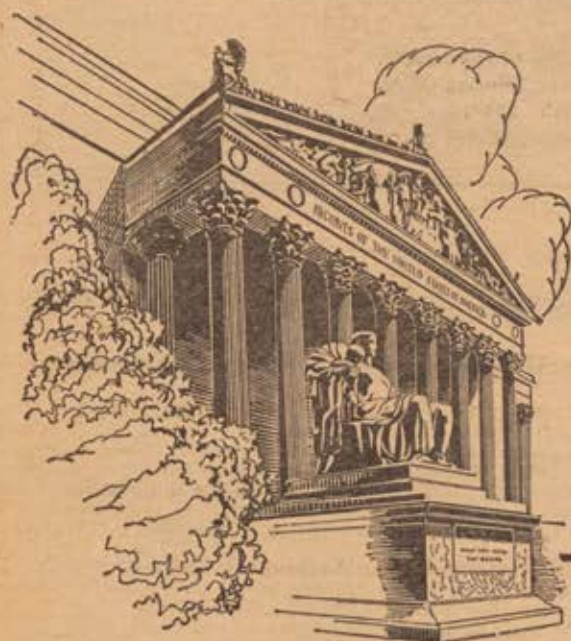
Wednesday, April 28, 1965 • Washington, D.C.

Pages 5893-5954

Agencies in this issue—

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Atomic Energy Commission
Civil Aeronautics Board
Civil Service Commission
Consumer and Marketing Service
Customs Bureau
Federal Aviation Agency
Federal Communications Commission
Federal Housing Administration
Federal Maritime Commission
Federal Power Commission
Fish and Wildlife Service
Indian Affairs Bureau
Interior Department
Interstate Commerce Commission
Securities and Exchange Commission
Treasury Department
Wage and Hour Division

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(As of January 1, 1965)

Title 9—Animals and Animal Products.....	\$1.25
(Revised)	
Title 14—Aeronautics and Space (Part 1200 to End).....	\$0.35
(Revised)	
Title 26—Internal Revenue (Parts 300-499).....	\$0.50
(Pocket Supplement)	
Title 28—Judicial Administration.....	\$0.55
(Revised)	
Title 30—Mineral Resources.....	\$1.25
(Revised)	

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(Codification Guide)

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PART 213—EXCEPTED SERVICE

Department of Defense

Section 213.3206 is amended to include in the exception under Schedule B certain professional positions at grades GS-11 through GS-15 involving systems, cost, and economic analysis functions in the Office of the Assistant Secretary of Defense (Comptroller). Effective upon publication in the FEDERAL REGISTER, subparagraph (2) of paragraph (a) of § 213.3206 is amended as set out below.

§ 213.3206 Department of Defense.

(a) *Office of the Secretary.* * * *

(2) Professional positions at grade GS-11 and above involving systems, cost, and economic analysis functions, Office of the Deputy Assistant Secretary (Programming) and Office of the Deputy Assistant Secretary (Systems Analysis) in the Office of the Assistant Secretary of Defense (Comptroller).

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

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] MARY V. WENZEL,

Executive Assistant to the Commissioners.

[P.R. Doc. 65-4434; Filed, Apr. 27, 1965; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 605; Amdt. 39-60]

PART 39—AIRWORTHINESS DIRECTIVES

Bendix Scintilla Magnetos

Amendment 237 (25 F.R. 13631), AD 60-26-2 requires lubrication and marking of certain Bendix Scintilla magnetos. The requirements of this directive are no longer applicable as all such magnetos have been properly lubricated and the maintenance of the marking required by the AD is no longer necessary.

Since this amendment relieves a restriction and imposes no additional burden on any person, it is found that notice and public procedure hereon are unnecessary and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 (14 CFR Part 39) is

hereby amended by rescinding Amendment 237 (25 F.R. 13631), AD 60-26-2.

This amendment becomes effective April 28, 1965.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on April 22, 1965.

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

[P.R. Doc. 65-4443; Filed, Apr. 27, 1965; 8:48 a.m.]

[Docket No. 6295; Amdt. 39-59]

PART 39—AIRWORTHINESS DIRECTIVES

Lockheed Models 188A and 188C Series Aircraft

Amendment 828 (29 F.R. 14920), AD 64-25-2, as revised by Amendment 39-18 (30 F.R. 81), requires inspection of the upper wing planks of Lockheed Models 188A and 188C Series aircraft for cracks and repair of any found cracked. Since the issuance of Amendment 828, repairs have been made to areas of the wing surface for which repetitive inspections are required. Inspection of certain repaired areas cannot be performed by visual, dye penetrant and ultrasonic techniques, as required by the AD. Therefore, an airworthiness directive is being issued superseding Amendment 828, as revised by Amendment 39-18, providing separate inspection requirements for repaired areas, areas hidden by reinforcing doublers and areas not hidden by reinforcing doublers.

As a situation exists which demands immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

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

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

Compliance required as indicated.

There have been a number of cracks in the wing upper surface in the area of the main landing gear rib forgings, some of which have extended out from previous crack repairs and from reinforcements.

(a) Within the next 700 landings after the effective date of this AD, unless already accomplished within the last 700 landings prior to the effective date of this AD, accomplish the following or an equivalent approved by the Chief, Aircraft Engineering Division, FAA Western Region:

(1) Inspect the external surface of the upper wing planks visually for cracks in the area bounded by the front spar-to-plank joint and the rear spar-to-plank joint between Wing Station 221 and the nacelle outboard skate angle, and between Wing

Station 155 and the nacelle inboard skate angle;

(2) Inspect for cracks by dye penetrant technique, that portion of the external surface of the upper wing plank area located 2.5 inches forward and 2.5 inches aft of the No. 3-to-No. 4 plank joint between Wing Station 221 and the nacelle outboard skate angle and between Wing Station 155 and the nacelle inboard skate angle, which is not hidden by the existing 0.25 inch reinforcing doubler; and

(3) Inspect the tang of the No. 4 plank at the No. 3-to-No. 4 plank joint between Wing Station 221 and the nacelle outboard skate angle and between Wing Station 155 and the nacelle inboard skate angle, for vertical cracks at the tang radius, by either of the following:

(1) Externally by the ultrasonic technique described in Lockheed Service Bulletin 88/SB-620, Section 2.A. (2) (b), pages 5 through 7, or later FAA-approved revision. Visually reinspect internally if cracks are indicated by the ultrasonic inspection.

(2) Visual internal inspection.

(b) Repair any cracks found during the inspections required by this AD before further flight, in accordance with the Lockheed Electra Structural Repair Manual or an equivalent approved by the Chief, Aircraft Engineering Division, FAA Western Region, except that the aircraft may be flown in accordance with the provisions of FAR 21.197 to a base where the repair can be made.

NOTE: Regional approval required by paragraph (b) may be facilitated by obtaining prior approval of a Structural DER.

(c) Reinspect internally by visual means or by X-ray technique any area repaired in accordance with paragraph (b) within 1,400 landings after inspection in accordance with paragraph (a), and at intervals thereafter not to exceed 1,400 landings from the last inspection. Upon the request of the operator, an FAA maintenance inspector, subject to prior approval of the Chief, Aircraft Engineering Division, FAA Western Region, may authorize alternative inspection techniques and intervals for specified repaired areas, provided the request is accompanied by technical data describing the length, location, and disposition of the crack, and the details of the repair.

(d) Reinspect in accordance with paragraph (a) all areas found free of cracks at intervals not to exceed 1,400 landings from the last inspection.

(e) When subsequent reinspection shows evidence of growth of a crack repaired in accordance with paragraph (b), remove the repair, and repair the entire cracked area in accordance with paragraph (b) before further flight except that the aircraft may be flown in accordance with the provisions of FAR 21.197 to a base where the repair can be made.

(f) The repetitive inspections required by paragraph (c) for repaired areas and paragraph (d) for areas free from cracks may be discontinued if the upper wing planks are inspected, repaired if necessary, and reinforced in accordance with the following:

(1) Inspect for cracks as specified in paragraph (a) the areas not hidden by the 0.25 inch reinforcing doubler and not previously repaired;

(2) Inspect for cracks as specified in paragraph (c) repaired areas;

(3) Inspect for cracks as specified in paragraph (a) the area hidden by the 0.25 inch reinforcing doubler with the doubler removed;

(4) Repair in accordance with paragraph (b) any cracks found; and

(5) Incorporate the reinforcements described by Lockheed Drawings 841314, 841315, SED/64-9010 and SED/64-9011 in accordance with the accomplishment instructions, Section 2.A. through 2.L. of Lockheed Service Bulletin 88/SB-619, or later FAA-approved revision, or equivalent reinforcements approved by the Chief, Aircraft Engineering Division, FAA Western Region.

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

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

This supersedes Amendment 828 (29 F.R. 14920), AD 64-25-2, as revised by Amendment 39-18 (30 F.R. 81).

This amendment shall become effective April 28, 1965.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on April 21, 1965.

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

[F.R. Doc. 65-4444; Filed, Apr. 27, 1965; 8:48 a.m.]

[Airspace Docket No. 65-CE-5]

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

Designation of Control Zones and Transition Areas and Revocation of Control Area Extension

In a notice of proposed rule making published in the FEDERAL REGISTER on February 11, 1965 (30 F.R. 1951), it was stated that the Federal Aviation Agency proposed to alter the controlled airspace in the Wausau, Wis., and Stevens Point, Wis., terminal areas.

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., June 24, 1965, as hereinafter set forth.

1. Section 71.165 (29 F.R. 17557) is amended as follows: The Wausau, Wis., control area extension is revoked.

2. In § 71.171 (29 F.R. 17581), the Wausau, Wis., control zone is amended to read:

WAUSAU, WIS.

Within a 5-mile radius of Wausau, Wis., Municipal Airport (latitude 44°55'45" N., longitude 89°37'34" W.), and within 2 miles

each side of the Wausau, Wis., VOR 341° radial extending from the 5-mile radius zone to the VOR.

3. In § 71.171 (29 F.R. 17581), the following is added:

STEVENS POINT, WIS.

Within a 5-mile radius of the Stevens Point, Wis., Municipal Airport (latitude 44°32'38" N., longitude 89°31'50" W.); within 2 miles each side of the Stevens Point, Wis., VOR 024° radial extending from the 5-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the Stevens Point VOR 111° radial extending from the 5-mile radius zone to 8 miles E of the VOR; within 2 miles each side of the Stevens Point VOR 217° radial extending from the 5-mile radius zone to 8 miles SW of the VOR; and within 2 miles each side of the Stevens Point VOR 306° radial extending from the 5-mile radius zone to 8 miles NW of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

4. In § 71.181 (29 F.R. 17643), the following transition areas are added:

WAUSAU, WIS.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Wausau, Wis., VOR 161° radial extending from the VOR to 8 miles S of the VOR, and within 2 miles each side of the 138° bearing from Wausau, Wis., Municipal Airport (latitude 44°55'35" N., longitude 89°37'35" W.) extending from the 5-mile radius control zone to 9 miles SE of the airport; and that airspace extending upward from 1,200 feet above the surface bounded on the N by a line 6 miles N and parallel to the Wausau VOR 273° radial, the arc of a 15-mile radius circle centered on Wausau Municipal Airport and a line 9 miles N and parallel to the Wausau VOR 106° radial, on the E by the arc of a 35-mile radius circle centered on the Wausau VOR, on the S by a line 5 miles S and parallel to the Stevens Point, Wis., VOR 089° radial, the arc of a 15-mile radius circle centered on the Stevens Point VOR and a line 9 miles S and parallel to the Stevens Point VOR 281° radial and on the W by the arc of a 36-mile radius circle centered on the Wausau VOR.

STEVENS POINT, WIS.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Stevens Point, Wis., Municipal Airport (latitude 44°32'38" N., longitude 89°31'50" W.); within 2 miles each side of the Stevens Point, Wis., VOR 024° radial extending from the 5-mile radius area to 11 miles NE of the VOR; within 2 miles each side of the Stevens Point VOR 111° radial extending from the 5-mile radius area to 8 miles E of the VOR; within 2 miles each side of the Stevens Point VOR 217° radial extending from the 5-mile radius area to 8 miles SW of the VOR; and within 2 miles each side of the Stevens Point VOR 306° radial extending from the 5-mile radius area to 8 miles NW of the VOR.

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

Issued in Kansas City, Mo., on April 16, 1965.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65-4445; Filed, Apr. 27, 1965; 8:48 a.m.]

[Airspace Docket No. 65-CE-7]

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 February 18, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 2221) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the vicinity of Duluth, Minn.

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., July 22, 1965, as hereinafter set forth:

(1) In § 71.165 (29 F.R. 17557) the Duluth, Minn., control area extension is revoked in its entirety.

(2) In § 71.171 (29 F.R. 17581) the Duluth, Minn., control zone is amended to read:

DULUTH, MINN.

Within a 5-mile radius of Duluth, Minn., International Airport (latitude 46°50'28" N., longitude 92°11'25" W.); within 2 miles each side of the Duluth ILS W course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Duluth ILS E course extending from the 5-mile radius zone to 8 miles E of the intersection of the Duluth ILS E course and the Duluth VORTAC 062° radial; within 2 miles each side of the Duluth VORTAC 197° radial extending from the 5-mile radius zone to 8 miles S of the VORTAC; and within 2 miles each side of the Duluth VORTAC 023° radial extending from the 5-mile radius zone to 9 miles NE of the VOR.

(3) In § 71.181 (29 F.R. 17643) the following transition area is added:

DULUTH, MINN.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Duluth, Minn., International Airport (latitude 46°50'28" N., longitude 92°11'25" W.); within 2 miles each side of the Duluth VORTAC 023° radial extending from the 8-mile radius area to 18 miles NE of the VORTAC; and within 2 miles each side of the Duluth ILS W course extending from the 8-mile radius area to 8 miles W of the OM; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Duluth International Airport; within 8 miles NW and 5 miles SE of the Duluth VORTAC 051° radial extending from the 35-mile radius area to 41 miles NE of the VORTAC; and within 8 miles E and 5 miles W of the Duluth VORTAC 197° radial extending from the 35-mile radius area to 34 miles S of the VORTAC; excluding the portion which overlies the Hibbing, Minn., transition area.

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

Issued in Kansas City, Mo., on April 20, 1965.

HENRY L. NEWMAN,
Acting Director, Central Region.

[F.R. Doc. 65-4446; Filed, Apr. 27, 1965; 8:48 a.m.]

[Airspace Docket No. 64-CE-104]

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

On February 10, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 1873) stating that the Federal Aviation Agency proposed to alter controlled airspace in the vicinity of Enid, Okla.

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 submitted a letter of objection to a portion of the proposed airspace action. They objected to the establishment of the proposed transition area which would extend upward from 5,000 feet MSL. At the present time, there is an off-airway direct route with a minimum en route altitude of 3,700 feet, from the Gage, Okla., VOR direct to the Woodring, Okla., VOR. This direct route is presently contained within the airspace comprising part of the Enid, Okla., control area extension. The Air Transport Association has requested that this controlled airspace protection be continued for this route in order to preserve the lowest possible minimum en route altitude.

Having determined that the objection presented is valid, the Federal Aviation Agency proposes to modify the designation of the Enid, Okla., transition area as proposed in the notice of proposed rule making, published February 10, 1965, to exclude the airspace encompassed by the existing off-airway direct route. Also, it has been determined that the Enid, Okla., control area extension should not be revoked at this time.

Since these changes do not increase the existing controlled airspace in the area and do not impose any additional burden on any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0001 e.s.t., June 24, 1965, as hereinafter set forth:

(1) In § 71.171 (29 F.R. 17581) the Enid, Okla., control zone is amended to read:

ENID, OKLA.

Within a 5-mile radius of Vance AFB (latitude 36°20'20" N., longitude 97°55'00" W.); and within 2 miles W and 5 miles E of the Vance AFB ILS localizer S course, extending from the 5-mile radius zone to the LOM; and within 2 miles each side of the Vance AFB TACAN 185° radial, extending from the 5-mile radius zone to 8 miles S of the TACAN; and within 2 miles each side of the Vance VOR 134° radial, extending from the 5-mile radius zone NW to the VOR; and within 2 miles each side of the Vance AFB TACAN 348° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN; and within 2 miles W and 3 miles E of the Vance AFB 17R-35L runway centerline, extending from the 5-mile radius zone to 6 miles N of Vance AFB; and within a 5-mile radius of Woodring Airport (latitude 36°22'45" N., longitude 97°47'30" W.); and within 2 miles each side of the Woodring VOR 355° radial, extending

from the 5-mile radius zone to 8 miles N of the VOR; and within 2 miles each side of the Woodring VOR 185° radial, extending from the 5-mile radius zone to 8 miles S of the VOR; and within 2 miles each side of the Woodring VOR 011° radial, extending from the 5-mile radius zone to 12 miles N of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

(2) In § 71.181 (29 F.R. 17643) the following transition area is added:

ENID, OKLA.

That airspace extending upward from 700 feet above the surface within 10 miles E and W of Vance AFB runway 17R-35L, extending to 15 miles N and S of Vance AFB (latitude 36°20'20" N., longitude 97°55'00" W.); and within 5 miles W and 8 miles E of the Woodring VOR 355° radial, extending from 2 miles SE of the VOR to 12 miles N of the VOR, and within 5 miles W and 8 miles E of the Woodring VOR 185° radial, extending from the VOR to 12 miles S; and that airspace extending upward from 1200 feet above the surface beginning SE of Enid at the intersection of the W edge of V-77, and the N edge of V-140, thence W along the N edge of V-140, to and NW along the NE edge of V-17, to and N along longitude 98°30' W., to and W along the S edge of V-190, to and NE along the SE edge of V-12, to and SE along the SW edge of V-74, to and S along the W edge of V-77 to the point of beginning, excluding the Oklahoma City and Ponca City transition areas; and that airspace extending upward from 5,000 feet MSL bounded on the E by longitude 98°30', on the S by the NE edge of V-17, on the N by the SE edge of V-12, and the S edge of V-190, excluding that airspace within 5 miles each side of a direct line from the Woodring, Oklahoma, VOR to the Gage, Okla., VOR and the Gage transition area.

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

Issued in Kansas City, Mo., on April 19, 1965.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65-4447; Filed, Apr. 27, 1965; 8:48 a.m.]

[Airspace Docket No. 64-CE-105]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Redesignation of Control Zone**

On March 12, 1965, Federal Register Document 65-2524 was published in the FEDERAL REGISTER (30 F.R. 3351) which amended Part 71 of the Federal Aviation Regulations by altering controlled airspace in the Minneapolis, Minn., terminal area. This amendment included a redesignation of the St. Paul, Minn., control zone. An extension to this control zone was inadvertently described as that airspace "within 2 miles each side of the St. Paul VOR 115° radial * * *". The correct designation should have been "within 2 miles each side of the St. Paul VOR 295° radial".

Since this correction is editorial in nature and imposes no additional burden on any person, notice and public procedures hereon are unnecessary.

In consideration of the foregoing, the above described redesignation of the extension to the St. Paul, Minn., control

zone, published in the FEDERAL REGISTER on March 12, 1965, is hereby corrected as follows: "within 2 miles each side of the St. Paul VOR 295° radial".

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

Issued in Kansas City, Mo., on April 16, 1965.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65-4448; Filed, Apr. 27, 1965; 8:48 a.m.]

[Airspace Docket No. 65-SO-14]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Alteration of Transition Area**

On March 16, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 3454) stating that the Federal Aviation Agency proposed to alter the transition area at Kinston, N.C.

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., June 24, 1965, as hereinafter set forth.

In § 71.181 (29 F.R. 15945) the Kinston, N.C., transition area is amended to read:

KINSTON, N.C.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Stallings Field (latitude 35°19'40" N., longitude 77°37'05" W.); within 2 miles each side of the 047° radial of the Kinston VOR, extending from the 5-mile radius area to 8 miles NE of the VOR.

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

Issued in East Point, Ga., on April 19, 1965.

PAUL H. BOATMAN,
Acting Director, Southern Region.

[F.R. Doc. 65-4449; Filed, Apr. 27, 1965; 8:48 a.m.]

Chapter II—Civil Aeronautics Board**SUBCHAPTER B—PROCEDURAL REGULATIONS**

[Reg. PR-93, Amdt. 16]

PART 302—RULES OF PRACTICE IN ECONOMIC PROCEEDINGS**Subpart K—Standardized Method for Costing Proposed Changes in the Authorized Operations of Local Service Carriers****DEPRECIATION EXPENSE AND RETURN ON INVESTMENT AND TAX ALLOWANCE**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 23d day of April 1965.

In PDR-24 (Docket 15856), dated February 11, 1965, 30 F.R. 2156, the Board proposed to amend Subpart K of Part 302 of the Board's Procedural Regulations which sets forth a standardized

method for estimating the cost of a proposed change in the authorized operations of a local service carrier. The proposed amendments, affecting the computation of depreciation expense (§ 302.1106) and return on investment and tax allowance (§ 302.1107), had three main objectives: (1) To adjust the rate of return used in computing return on investment in light of the Board's recent statement on a fair and reasonable rate of return; (2) to improve the accuracy of the allocation of the estimated change in investment between debt and equity; and (3) to simplify the computation of depreciation expense and return on investment and tax allowance.

Interested persons were afforded an opportunity to participate in the proposed rule making but no comments were received. We shall therefore make final the rule as proposed.²

Accordingly, in consideration of the foregoing, the Board hereby amends Part 302 of its Economic Regulations (14 CFR Part 302) effective July 1, 1965, as follows:

1. Amend § 302.1106 to read as follows:

§ 302.1106 Aircraft depreciation expense.

In order to determine the amount of aircraft depreciation expense, proceed in accordance with the following steps:

(a) Refer to the compilation for the latest 12-month period setting forth, by type of aircraft, each carrier's experienced revenue flight time per stop and per mile. Multiply the change in the number of stops forecast to be caused by the proposed route change by the experienced revenue flight time per stop, and multiply the change in the number of miles forecast to be caused by the proposed modification by the experienced revenue flight time per mile. Add the products of these multiplications to obtain total revenue flight hours involved in the change.

(b) Refer to the compilation for the latest 12-month period setting forth the prescribed hourly depreciation rate, by type of aircraft for each carrier, and ascertain the applicable figure.

(c) Multiply the amount ascertained in paragraph (b) of this section by the number of hours determined in paragraph (a) of this section, in order to determine the total annual amount of aircraft depreciation expense.

2. Amend § 302.1107 to read as follows:

§ 302.1107 Return on investment and tax allowance.

In order to determine the amount of return on investment and the tax allowance, proceed in accordance with the following steps:

(a) Refer to the compilation for the latest 12-month period setting forth, by

type of aircraft, the prescribed hourly rate for return on investment and tax allowance for each carrier, and ascertain the applicable figure.

(b) Multiply the amount ascertained in paragraph (a) of this section by the number of hours determined in § 302.1106 (a), in order to determine the total annual amount for return on investment and tax allowance.

(Secs. 304(a), 1001, Federal Aviation Act of 1958; 72 Stat. 743, 788; 49 U.S.C. 1324, 1481)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-4453; Filed, Apr. 27, 1965;
8:49 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 56398]

PART 24—CUSTOMS FINANCIAL AND ACCOUNTING PROCEDURE

Charges for Storage

Section 24.12(c) of the Customs Regulations provides for the payment of storage charges on examination packages, other than such packages covered by an application for entry by appraisal, which remain in appraiser's stores more than 2 working days after a permit to release or transfer has been issued. Local conditions in ports make it difficult at times to remove such examination packages within a 2-day period. To authorize collectors to extend the 2-day period for not to exceed 3 additional days when circumstances justify such an extension, § 24.12(c) is amended to read as follows:

§ 24.12 Customs fees; charges for storage.

(c) The rates charged for storage in Government-owned or rented buildings shall not be less than the charges made at the port by commercial concerns for the storage and handling of merchandise. Except as to an examination package covered by an application for an entry by appraisal, storage shall be charged on any examination package for any period it remains in the appraiser's store after two full working days following the day on which the permit to release or transfer was issued. As to an examination package covered by an application for an entry by appraisal, storage shall be charged for any period it remains in the appraiser's store after two full working days following the day of issuance to the importer of oral or written notice of the amount of duties or taxes required to be deposited or that the package is ready for delivery. If the collector finds that circumstances make it impractical to remove examination packages from the appraiser's store within the 2-day period, he may extend the period for not to exceed three additional

working days, without storage charges. In computing the 2 working days, and any authorized extension, (1) the day on which the permit to release or transfer is issued, or the day on which the notice is issued of the amount of duties or taxes that shall be deposited or that the package is ready for delivery, whichever is applicable, (2) Saturdays, (3) Sundays, and (4) National holidays, shall be excluded.

(Sec. 501, 65 Stat. 250, R.S. 2654, as amended; sec. 524, 46 Stat. 741, as amended; 5 U.S.C. 140, 19 U.S.C. 58, 1524)

(R.S. 161, as amended, 251, sec. 624, 46 Stat. 759; 5 U.S.C. 22, 19 U.S.C. 66, 1624)

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

Approved: April 16, 1965.

JAMES A. REED,
Assistant Secretary of the Treasury.

[F.R. Doc. 65-4435; Filed, Apr. 27, 1965;
8:47 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Chapter II—Federal Housing Administration, Housing and Home Finance Agency

SUBCHAPTER C—MUTUAL MORTGAGE INSURANCE AND INSURED HOME IMPROVEMENT LOANS

PART 203—MUTUAL MORTGAGE INSURANCE AND INSURED HOME IMPROVEMENT LOANS

SUBCHAPTER I—CONDOMINIUM HOUSING INSURANCE

PART 234—CONDOMINIUM OWNER-SHIP MORTGAGE INSURANCE

Miscellaneous Amendments

The following miscellaneous amendments have been made to this chapter:

Subpart A—Eligibility Requirements

In § 203.12 paragraph (a) (1) (i) is amended to read as follows:

§ 203.12 Application and commitment extension fees.

(a) *Application fee*—(1) Amount of fee.

(i) \$35 for an application involving existing construction.

(Sec. 211, 52 Stat. 23; 12 U.S.C. 1715b. Interprets or applies sec. 203, 52 Stat. 10, as amended; 12 U.S.C. 1709)

Subpart A—Eligibility Requirements—Individually Owned Units

In § 234.13 paragraph (a) (1) is amended to read as follows:

§ 234.13 Application and commitment extension fees.

(a) *Application fee*—(1) Amount of fee. The mortgagee shall pay an appli-

¹ Investigation of the Local Service Class Subsidy Rate, Orders E-21227, Aug. 28, 1964; E-21311, Sept. 22, 1964; E-21407, Oct. 16, 1964.

² A detailed statement of the basis and purpose of this rule may be found in PDR-24, supra.

cation fee of \$35 per family unit to cover the cost of processing.

(Sec. 211, 52 Stat. 23; 12 U.S.C. 1715b. Interprets or applies sec. 234, 75 Stat. 160; 12 U.S.C. 1715y)

Issued at Washington, D.C., April 23, 1965, to become effective May 1, 1965.

PHILIP N. BROWNSTEIN,
Federal Housing Commissioner.

[F.R. Doc. 65-4452; Filed, Apr. 27, 1965; 8:49 a.m.]

Title 46—SHIPPING

Chapter II—Maritime Administration, Department of Commerce

SUBCHAPTER J—MISCELLANEOUS

[General Order 89, Amdt. 1]

PART 355—REQUIREMENTS FOR ESTABLISHING UNITED STATES CITIZENSHIP

Evidence

Section 355.2(c) (4) is hereby amended to read as follows:

§ 355.2 Requirements regarding evidence of United States citizenship.

(c) *Proof that required interest in corporation is owned by citizens of the United States.*

(4) Annual filing of data to evidence continuing United States citizenship is required. Mortgages under mortgages insured pursuant to Title XI, Merchant Marine Act, 1936, as amended, are required to file such data in accordance with the terms of the mortgage.

(Sec. 204, 49 Stat. 1987, as amended; 46 U.S.C. 1114)

Dated: April 21, 1965.

By order of the Maritime Administrator.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 65-4442; Filed, Apr. 27, 1965; 8:48 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 15796; FCC 65-328]

PART 73—RADIO BROADCAST SERVICES

Table of Assignments; FM Broadcast Stations

First Report and Order. In the matter of § 73.202, *Table of Assignments, FM Broadcast Stations* (Atmore and Evergreen, Ala.; Colorado Springs, Colo.; Bethany and Chickasha, Okla.; Broomfield, Fort Collins, and Littleton, Colo.; Anchorage, Alaska; Oneonta, N.Y.; Ellsworth, Maine; Little Rock, Ark.; Hays, Kans.; Cheboygan and Mackinaw City, Mich.; Neillsville and Rhinelander, Wis.;

Oelwein and Spencer, Iowa; New Ulm, Minn.; Watertown, S. Dak.; Manchester, Conn.; Knoxville, Tenn.; Anoka and Cambridge, Minn.); Docket No. 15796, RM-665, RM-673, RM-679, RM-682, RM-684, RM-686, RM-691, RM-699, RM-721.

1. The Commission has under consideration its notice of proposed rule making (FCC 65-51) issued in this proceeding on January 21, 1965 (30 F.R. 803), and the comments filed with respect to the various changes proposed in the Table of FM Assignments. The present document deals with all of the proposals except those involving Broomfield, Colo. (RM-682).

2. *RM-665: Atmore, Ala.* The notice, in response to a petition filed by Tom C. Minard and Grady L. Ingram, doing business as Southland Broadcasting Co., licensee of Station WATM(AM), Atmore, Ala., invited comments on a proposal to assign Channel 281 to Atmore by substituting Channel 228A for 280A at Evergreen, Ala. Atmore has a population of 8,173 persons and has a daytime-only station (WATM). It is located about 40 miles from Mobile. No oppositions to the proposed amendments were filed. We are of the view that the proposal would serve the public interest since it would provide the first FM assignment to the community and the first nighttime radio service to the area. We further believe that Atmore is the type of community, because of its relatively large distance from a large city or metropolitan area and the rural nature of the general area, which merits a departure of our general policy of making Class A assignments to small communities and Class B or C assignments to the larger cities and metropolitan areas. We are therefore assigning Channel 281 to Atmore and 228A to Evergreen in lieu of 280A.

3. *RM-673: Colorado Springs, Colo.* In response to a petition filed by Pikes Peak Broadcasting Co., licensee of Station KRDO(AM), Colorado Springs, Colo., we invited comments on a proposal to add the assignment of Channel 264 to Colorado Springs.

Petitioner urges that there is a need for an additional FM station in that city in view of the great growth in population, size of the corporate city, postal receipts, property value, motor vehicle registration, public utility installations, and other indices of economic growth. Petitioner points out that all four assigned FM channels are either in operation or applied for; that the only way in which it can serve the area is by means of an FM outlet in view of the highly limited nature of the KRDO operation (KRDO is a Class IV station); that the proposal would add the rules; and that the proposed additional assignment would not preempt the channels available to the area since other assignments can also be made in it. A substantial number of statistics concerning commercial projects, military installations, and the other economic indices mentioned above are included for a number of years to illustrate the need for the additional FM assignment. Colorado Springs has a population of 70,194 and the county in which it is located has a population of 143,742. In view of the fact that Colorado Springs

already has the number of assignments contemplated by the criteria used in making up the Table of Assignments, we also asked for comments as to whether the proposed addition would preclude future assignments in the general area. In this regard Pikes Peak submits a statement from the City Planning Department which gives the estimates for the city population as of February 1, 1965, as 91,250 and for El Paso County as 185,500. It further submits an engineering showing which concludes that there are ample opportunities for additional service to a large area surrounding Colorado Springs on a number of channels.

4. *Armstrong FM Broadcasting Corp.,* permittee of FM Station KOCI-FM, Channel 266 at Denver, opposes the assignment of Channel 264 to Colorado Springs on the grounds that it would preclude the proposed use of a new site for its station (the same one as proposed for its AM station KOSI). The proposed site would be only 56.46 miles from Colorado Springs whereas the required spacing for Class C stations two channels removed is 65 miles. It suggests that another potentially available channel be used at Colorado Springs or that one of the Pueblo assignments be used at Colorado Springs and that Channel 264 be substituted for it at Pueblo. There are four assignments in Pueblo, none of which have been applied for. It would be technically feasible to assign Channel 236 to Colorado Springs and 264 at Pueblo and thus avoid any conflict with the proposed move of KOCI-FM.

5. Upon review of the comments filed by Pikes Peak we are of the view that Colorado Springs is large and important enough to warrant an additional assignment, that this assignment would not preclude assignments elsewhere, and that it would serve the public interest. In order to avoid a conflict with the proposal of KOCI-FM to move its site, we are adopting the Armstrong counterproposal. Thus, we are assigning Channel 236 to Colorado Springs and substituting Channel 264 for 236 at Pueblo.

6. *RM-679: Bethany, Okla.* The notice invited comments on a proposal by Nall Broadcasting Co., prospective applicant for a new FM station in Bethany, Okla. The proposal to add Channel 285A to Bethany would require the substitution of Channel 288A for 285A at Chickasha. No applications have been filed for Channel 285A at Chickasha. Nall submits that there are no assignments in Bethany, a community of over 12,000 persons located about 7 miles from Oklahoma City and urges that the proposed changes conform to all the rules and that an application will be filed for a station on the assignment in the event it is adopted.

7. We are of the view that the assignment of a first Class A channel to Bethany would serve the public interest since it would make available a first local FM service to this sizeable community. We are therefore assigning Channel 285A to Bethany and making the required substitution in Chickasha.

8. *RM-684: Anchorage, Alaska.* We invited comments on a proposal to add the assignment of Channel 280A to Anchorage in response to a petition filed

by Sourdough Broadcasters, Inc., licensee of Station KHAR (AM). There are at the present time four FM assignments in Anchorage, three Class C and one Class A. One of the Class C assignments and the Class A assignment are in operation and no applications are on file for the remaining two Class C assignments. Petitioner submits that Anchorage needs an additional FM assignment but urges that because of the high cost of power and the little additional coverage which would be obtained by the use of a Class C channel, a Class A assignment would fill the needs of the public. Petitioner states that the major portion of the area can be served by a Class A station because of the bordering mountains. Finally, Sourdough states that it will file an application for this assignment in the event it is adopted. No oppositions to the proposal were filed. We are of the view that the proposal has merit and would serve the public interest. Under the circumstances presented here we are also of the view that mixing Class A and C assignments in the same city is warranted. We are therefore adding the assignment of Channel 280A to Anchorage.

9. RM-686: Oneonta, N.Y. Capital Cities Broadcasting Corp., permittee of Station WROW-FM, Channel 238, Albany, N.Y., requested the substitution of Channel 280A for 237A at Oneonta, N.Y. The purpose of the proposed substitution is to permit the move of site of WROW-FM to the site of petitioner's TV station WTEN in the Helderberg Mountains. At the present time WROW-FM is short-spaced to three existing stations. In order to permit better FM service to the area Capital Cities has been seeking to move to its TV site. Since this site would also be short-spaced, it has applied for the use of Channel 293 at Albany but found itself faced with a comparative hearing with two other applications for this channel. Under the rules recently adopted in the Fourth Report and Order in Docket 14185, WROW-FM can utilize the proposed site except for a shortage which would be created to the assignment of Channel 237A at Oneonta. Petitioner urges that the proposed substitution at Oneonta conform to all the rules, that it would permit WROW-FM to move to its proposed site, and that WROW-FM would be then able to withdraw from the comparative hearing on Channel 293 and so permit the earlier inauguration of FM service on Channel 293 in Albany. No applications have been filed for Channel 237A at Oneonta.

10. We believe the proposed substitution of one Class A assignment for another in Oneonta would serve the public interest since it would permit the early start of another FM service in the Albany area, without adversely affecting any other assignment or station. We are therefore adopting the Capital Cities proposal.

11. RM-691: Ellsworth, Maine. In the notice we invited comments on a proposal of Coastal Broadcasting Co., Inc., licensee of Station WDEA (AM), Ellsworth, Maine, to add the assignment of Channel 239 to Ellsworth, which presently has assigned Channel 232A. Coastal sub-

mits that Ellsworth is the county seat and largest community in Hancock County; that it has a population of 4,444 and the county has a population of 32,293; that the only radio facility in the community is Station WDEA, a daytime-only station (there are no other FM assignments in the county); and that Channel 239 can be assigned to Ellsworth in conformance with all the separation rules and without precluding the possibility of future assignments to other communities in the State of Maine. Coastal recognizes that the Commission has previously, in general, assigned Class B and C channels to the larger cities and metropolitan areas and Class A channels to the smaller communities. It urges, however, that exceptions have been made to small communities where there is a large surrounding rural area and where the community is far removed from metropolitan areas. Petitioner states that the foregoing considerations apply to Ellsworth, which is the economic center of a large area despite its small size, and is surrounded by a large rural and sparsely populated area. The nearest large city is Bangor, about 26 miles away. Finally, Coastal points out that a Class B assignment would permit coverage of the entire county of Hancock with a strong signal whereas only about 43 percent of the people in the county would get such a signal with a Class A assignment. No oppositions to the proposal were filed.

12. We are of the view that the addition of Channel 239 to Ellsworth would serve the public interest since it would provide the community with its first nighttime radio outlet and would permit the proposed station to serve a large portion of its county. We are further of the view that Ellsworth is the type of community which merits an exception from our general policies of not assigning Class B or C channels to small communities, and that under the circumstances not "mixing" classes of stations in the same community is warranted. Accordingly, we are adopting the Coastal proposal.

13. RM-699: Neillsville, Wis. In response to a petition from Central Wisconsin Broadcasting, Inc., licensee of Station WCCN-FM, on Channel 288A at Neillsville, Wis., we invited comments on a proposal to assign Class C Channel 298 to Neillsville by making the necessary additional changes in the table as follows:

City	Channel No.	
	Present	Proposed
Neillsville, Wis.	288A	298
Rhineland, Wis.	298	300
Oelwein, Iowa	299	300
Spencer, Iowa	300	299
New Ulm, Minn.	298	225 or 226
Watertown, S. Dak.	226, 241	241 and one of 245, 293, 297, or 298

¹ Petitioner suggests that Channel 288A could be assigned to Beach River Falls, a community with a population of 3,196 and not now listed in the table.

Applications are on file for the Spencer, Iowa, and the New Ulm, Minn., assignments and these would have to be amend-

ed in the event the proposal were to be adopted. Also an application was tendered for Channel 298 at Rhineland on March 26, 1965.

14. Central submits that Neillsville has a population of 2,728 and is the county seat and largest community in Clark County, which has a population of 31,527; that its AM Station WCCN is a daytime-only station (the only one in the county) and hence cannot serve the county with early morning or nighttime service; that due to the large size of Clark County, its FM station serves only about 35 percent of the county with a 1 mv/m signal but with a Class C assignment about 79 percent of the county would be within that contour; and that the nearest FM stations are 40 and more miles distant from Neillsville. Central urges that the proposed changes conform to all the separation rules and that a Class C assignment is the only way in which the people of Central Wisconsin can be properly served. Central states that it will file for the full 100 kw power which is permitted for Class C if the proposal is adopted. It urges that a Class C assignment is warranted here in view of the fact that the nearest large city, Wausau, is 55 miles away, and that the area is rural in nature. Finally, Central points out that the proposed changes make it feasible to reassign Channel 300 from Cambridge, Minn., to Anoka, Minn., where an interest has been shown in an FM assignment by the licensee of radio station KANO.

15. On January 8, 1965, Northwest Broadcasting Co., licensee of Station KANO (AM), Anoka, Minn., filed a petition (RM-712) requesting the assignment of Channel 300 to Anoka by substituting Channel 288A for Channel 300 at Cambridge, Minn., and also supporting the Central proposal because it would make possible the assignment of Channel 300 at Anoka (by changing the assignment at Spencer, Iowa). We stated in the notice that we would consider the Northwest petition in this proceeding. Northwest submits that Anoka has a population of 10,562 persons and that Anoka County has a population of 85,918. It urges that the assignment of Channel 300 to Anoka would permit a local nighttime radio service (KANO, the only AM station in the community, is licensed for daytime-only operation) not only to Anoka but to all the communities in the so-called north suburban area of Minneapolis-St. Paul, and that it would serve as a local outlet for the residents in the communities in this general area. It further contends that the substitution of a Class A assignment for Channel 300 at Cambridge, a community of 2,728 persons, would be appropriate. Northwest points out that recently a party in Cambridge turned in a construction permit for a new AM station and dismissed an application for Channel 300. In this respect it is also argued that the retention of a Class C assignment at Cambridge would place other Class A stations, such as that assigned to Princeton, at a competitive advantage and also might well deter the development of FM in the area.

16. KNUJ, Inc., applicant for a new FM station on Channel 298 at New Ulm,

Minn., BPH-4547, states that it does not object to the proposals which would substitute Channel 225 or 226 for Channel 298 at New Ulm provided there is no delay in the processing of the KNUJ application. Hiawatha Valley Public Service Broadcasters, Inc., permittee of Station KCUE-FM on Channel 288A at Red Wing, Minn., supports the Central proposal since it would provide a higher class of service to all of Clark County and since it would eliminate the possibility of mutual interference between KCUE-FM and WCCN-FM, both on Channel 288A.² No oppositions were filed to either the Northwest or Central proposals.

17. After consideration of all the comments and data submitted by interested parties we are of the view that the Central proposal as supplemented by Northwest should be adopted and that it would serve the public interest. This would provide Neillsville, which, on the basis of the facts submitted warrants a Class C assignment, with a wide coverage assignment and would provide the community of Anoka with its first full-time radio facility, without adversely affecting any other station or assignment.³ We are substituting Channel 226 for 298 at New Ulm and 245 for 226 at Watertown, S. Dak. Since WCCN-FM operates on Channel 288A and the proposal adopted would substitute Channel 298 for 288A at Neillsville, we are modifying the authorization of that station to specify operation on Channel 298 in lieu of 288A.

18. On our own motion we invited comments on three assignments in the table which were in contravention of our rules (see note in § 73.207(a)) and which could cause interference due to the fact that they are removed by the IF difference from other assignments in the same community. These assignments were

² The spacing between these stations is well above the required minimum.

³ Anoka, some 17 miles from downtown Minneapolis, is not necessarily the type of community which would warrant a Class C assignment. However, it does not appear that any other channel could be used at Anoka.

Channel 226 at Little Rock, Ark., 224A at Hays, Kans., and 232A at Cheboygan, Mich. It was proposed to delete the first two and assign the third to Mackinaw City, Mich. No objections were filed and we will adopt these changes. It was also proposed to delete Channel 300 from Manchester, Conn., on which a construction permit was deleted on December 1, 1964, and which assignment is extremely short spaced. No opposition to this proposal was filed and it will be adopted. Finally, we had proposed to substitute Channel 228A for short-spaced assignment Channel 227 at Knoxville, Tenn. Unfortunately, Station WFBC-FM on the adjacent Channel 229 at Greenville, S.C., is located so far out of town in the direction of Knoxville as to make the proposed Channel 228A at Knoxville infeasible. We are therefore deleting Channel 227 at Knoxville without any replacement. This will leave Knoxville with three assignments plus a fourth at nearby Sevierville.

19. Authority for the adoption of the amendments herein is contained in sections 4 (i) and (j), 303, and 307(b) of the Communications Act of 1934, as amended.

20. In view of the foregoing: It is ordered, That effective May 31, 1965, the FM table of assignments contained in § 73.202 of the Commission's rules and regulations is amended as follows:

(a) Amend to read as follows insofar as the communities named are concerned:

City	Channel No.
Atmore, Ala.	281
Evergreen, Ala.	228A
Anchorage, Alaska	263, 267, 271, 280A, 288A
Little Rock, Ark.	231, 239, 253, 279
Colorado Springs, Colo.	225, 232A, 236, 243, 270
Pueblo, Colo.	250, 255, 260, 264
Oelwein, Iowa	300
Spencer, Iowa	299
Hays, Kans.	277
Ellsworth, Maine	232A, 239
Cheboygan, Mich.	286
Cambridge, Minn.	288A
New Ulm, Minn.	226
Oneonta, N.Y.	276A, 280A
Chickasha, Okla.	288A
Watertown, S. Dak.	241, 245

City	Channel No.
Knoxville, Tenn.	248, 278, 299
Neillsville, Wis.	298
Rhineland, Wis.	300

(b) Add the following entries:

City	Channel No.
Mackinaw City, Mich.	232A
Anoka, Minn.	300
Bethany, Okla.	285A

(c) Delete the following entry:

City	Channel No.
Manchester, Conn.	300

21. It is further ordered, That, effective May 31, 1965, and pursuant to section 316(a) of the Communications Act of 1934, as amended, the outstanding license of Central Wisconsin Broadcasting, Inc., for Station WCCN-FM is modified to specify operation on Channel 298 in lieu of 288A, subject to the following conditions:

(a) The licensee shall inform the Commission by May 20, 1965, of its acceptance of this modification.

(b) The licensee shall submit to the Commission by May 20, 1965, the technical information normally required for the issuance of a construction permit for operation on Channel 298, including any changes in antenna and transmission line.

(c) The licensee may continue to operate on Channel 288A until, upon its request, the Commission authorizes interim operation on Channel 298, following which the licensee shall submit (within 30 days) the measurement data normally required of an applicant for an FM broadcast station license.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interpret or apply secs. 303, 307, 48 Stat. 1082, 1083; 47 U.S.C. 303, 307)

Adopted: April 21, 1965.

Released: April 22, 1965.

FEDERAL COMMUNICATIONS
COMMISSION,⁴

[SEAL] BEN F. WAPLE,
Secretary.

[P.R. Doc. 65-4440; Filed, Apr. 27, 1965;
8:48 a.m.]

⁴ Commissioners Lee and Cox absent.

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 1005]

[Docket No. AO-177-A24]

MILK IN TRI-STATE MARKETING AREA

Decision on Proposed Amendments to Tentative Marketing Agreement and Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held at Charleston, W. Va., on February 9-12, 1965, pursuant to notice thereof issued on January 12, 1965 (30 F.R. 584).

Upon the basis of the evidence introduced at the hearing and the record thereof, the Deputy Administrator, on April 9, 1965 (30 F.R. 4761; F.R. Doc. 65-3882), filed with the Hearing Clerk, United States Department of Agriculture, his recommended decision containing notice of the opportunity to file written exceptions thereto.

The material issues, findings and conclusions, rulings, and general findings of the recommended decision (30 F.R. 4761; F.R. Doc. 65-3882) are hereby approved and adopted and are set forth in full herein subject to the following modification:

A new paragraph is added immediately following the eighth paragraph in issue 3.

The material issues on the record of the hearing relate to:

1. Expansion of the market area.
2. Replacing individual-handler pooling with marketwide pooling of returns to producers.
3. Revising the Class I price differentials.
4. Revising the supply-demand adjustment provisions.
5. Instituting a "Louisville plan" for distributing returns to producers.
6. Miscellaneous and conforming changes.

This decision is concerned only with Issues Nos. 3 and 5. The remaining issues of the hearing will be considered in a further decision.

Findings and conclusions. The following findings and conclusions on the material issues are based on evidence presented at the hearing and the record thereof:

3. **Revising the Class I price differentials.** No change should be made in the annual level of the Class I price differentials or in the differences in Class I prices among the various districts. However, the Class I price differential for each district, which is now 67 cents higher in September through March than in

April through August, should be fixed at the same rate for each month of the year and the Pikeville-Paintsville and Charleston-Huntington districts should be combined into one district.

The Class I differentials in the present four districts and the annual averages of these differentials are as follows:

District	Class I differentials		
	Apr.-Aug.	Sept.-Mar.	Annual average
Pikeville-Paintsville.....	\$1.30	\$1.97	\$1.70
Charleston-Huntington.....	1.20	1.87	1.60
Gallipolis-Scioto.....	1.10	1.77	1.50
Athens.....	1.00	1.67	1.40

The annual averages cited above are the approximate weighted averages based on the quantities of milk in 1963 and 1964 subject to each monthly differential; the unweighted annual Class I differential averages are 1 cent less. Since it is concluded that no change should be made in the annual level of the Class I differentials, these weighted averages will be more representative of this level. Therefore, throughout this decision, all references to the annual average Class I differentials in the Tri-State order are to the weighted averages set forth above.

Both producers and handlers made various proposals to revise the Class I differentials and the various districts to which such differentials would apply. Proposals made by producers would generally maintain or increase slightly the present level of Class I differentials. Handlers' proposals, on the other hand, would reduce the general level of prices under the order. Proposals by both producers and handlers, however, would reduce the number of districts used for pricing purposes and would replace seasonal Class I differentials with uniform Class I differentials throughout the year. All testimony on Class I differentials favored uniform monthly Class I differentials (in conjunction with a "Louisville plan" as described in issue 5).

With the advent of new and better highways, improved and larger transportation equipment, better refrigeration facilities for storing and moving milk, and the consolidation of processing and packaging operations in highly automated plants, Tri-State handlers are increasingly being subjected to competition for Class I sales by handlers under nearby Federal order markets. The changes in transportation, refrigeration and processing also permit multiple plant handlers under the order to consolidate their operations into one plant.

The Tri-State Class I differentials in September through March are 67 cents more than in other months and 27 cents greater than the average for the year. In the nearby order markets of Cincinnati, Columbus, and Dayton-Springfield, the monthly Class I differentials are unchanged throughout the year.

Producers claim that the wide seasonal price differentials under the Tri-State order caused the loss of Class I sales by the Tri-State producers to milk priced under the other orders. Moreover, they claim that such sales once lost are too frequently never recovered. Both producers and handlers under the Tri-State order, in support of their position for a uniform Class I differential, contend that it will enable Tri-State handlers to compete more effectively throughout the year in their common sales areas with handlers regulated under the Columbus, Cincinnati, and Dayton-Springfield orders.

The supply of milk for the market relative to its Class I requirements does not warrant reducing the annual level of the Class I differentials at this time. Of the 782 million pounds of producer milk priced under the Tri-State order in the 24 months ending December 31, 1964, 685 million pounds (88 percent) was Class I. The lowest monthly Class I utilization in this period was 81 percent in June 1963, and the highest was 92 percent, in October and November 1963 and in October 1964. Moreover, it is not unusual for Tri-State handlers to require supplemental supplies of milk for Class I purposes. In each of the months of October and November 1963 and 1964, the quantities of other source milk classified in Class I by Tri-State handlers ranged from 1.2 to 1.6 million pounds.

Exceptors to the recommended decision reiterated their claim that the present level of the Tri-State Class I prices are too high and urged changes that would reduce the Class I differentials from 5 to 15 cents. As indicated above, the present Class I prices have not obtained an excessive supply of milk for the market. On the contrary, the supply of producer milk is at times inadequate for the market's needs. This has been manifested by handlers being required to import substantial quantities of other source milk for their Class I needs. On the other hand, if the present level of Class I prices obtains more adequate supplies for the market, a reduction in the level of Class I prices would be obtained automatically by action of the supply-demand provisions of the order.

Several proposals dealing with district pricing would divide the marketing area into two pricing districts, one combining the present Athens and Gallipolis-Scioto districts and the other the Charleston-Huntington and Pikeville-Paintsville districts. Another proposal for two districts would add some of the present Gallipolis-Scioto district to the proposed Charleston-Huntington-Pikeville-Paintsville district. A proposal for three pricing districts would leave unchanged the Pikeville-Paintsville and Athens districts and combine the Charleston-Huntington and Gallipolis-Scioto districts. One proposal would establish a single pricing district for the entire marketing area.

The various proposals for two districts would provide a 10- or 15-cent difference in the Class I prices between the districts. In support of reductions in district Class I price differences, it was argued that handlers with plants in two or more districts are consolidating their operations in their lower-priced district plants. These handlers, it is contended, supply all their Class I outlets in the marketing area from such plants. It was argued that reducing the price differences would retard the migration of handlers from the higher-priced to the lower-priced districts.

There is considerable overlapping of distribution by handlers whose plants are located in the various districts. Handlers who operate plants in Athens and Marietta in the Athens district distribute milk in all districts under the order. The Athens handler distributes milk from that plant as far south as Beckley (in the Charleston-Huntington district) and has distribution in all the counties in the marketing area. The Marietta handler distributes milk as far south as Paintsville, Ky. (in the Pikeville-Paintsville district). Handlers who operate plants in Huntington and Beckley, on the other hand, have distribution as far north as Marietta. Marietta and Beckley (major locations from which milk is distributed in the Athens and Charleston-Huntington districts, respectively) are approximately 140 miles apart.

The percentage of reserve milk at plants in the Charleston-Huntington district has been less than at plants in the Athens district. In 1963 and 1964, about 94 and 92 percent, respectively, of producer milk at Charleston-Huntington district plants was Class I; the corresponding figures for Athens district plants were 80 and 78 percent, respectively. Further, about 60 percent of all producer milk under the order in June and December 1964, was received from dairy farmers in 27 Ohio counties. Except for Lawrence County, Ohio, which is in the Charleston-Huntington district, all these Ohio counties are in or closest to the Athens or Gallipolis-Scioto districts. However, about 55 percent of all producer milk under the order in 1964 was received at Charleston-Huntington district plants.

Dairy farmers in the principal areas of production for the market must pay about 20 cents more per hundredweight to have their milk transported to plants in the Charleston-Huntington district than to Athens district plants. Reducing the present 20-cent Class I price difference between the two districts, as was proposed, would tend to remove the necessary economic incentive for these producers to deliver milk to Charleston-Huntington district plants.

The Class I differential in the Gallipolis-Scioto district, which is geographically between the Athens and Charleston-Huntington districts, is 10 cents above that for Athens and 10 cents below the Charleston-Huntington Class I differential. Maintaining this intermediate-priced district will reduce the variations in price received by neighboring producers under the order which could exist if, as proposed, the Gallipolis-Scioto district was combined with the

Athens district. Moreover, combining these two pricing districts in the way proposed would result in increasing the Class I differentials in the present Athens district. The supply of milk for Athens district plants in relation to their Class I needs, as indicated above, is already adequate and does not justify a Class I differential increase.

Presently, the order provides for a Pikeville-Paintsville district with a Class I price 10 cents higher than that for the Charleston-Huntington district. The Pikeville-Paintsville district is made up of five Kentucky counties that attach to the southwestern corner of the Charleston-Huntington district. At the time the Pikeville-Paintsville district was designated in the order, there was one plant in that district. This plant has since been closed, no milk is now subject to the Class I price applicable to milk received there, and there is no indication that any new plants will be established in the Pikeville-Paintsville district in the foreseeable future. Hence, no purpose is served by continuing to provide for this separate district. The nearest regulated plants from which this territory might be served are in the Charleston-Huntington district. It is appropriate, therefore, that the five counties now in the Pikeville-Paintsville district be included in the Charleston-Huntington district.

5. Instituting a "Louisville plan" for distributing returns to producers. A "Louisville" plan of fall production incentive payments should be utilized in distributing returns to producers. Such a plan provides for setting aside a portion of payments made by handlers for producer milk in the spring months of flush production for distribution to producers on the basis of their deliveries during the fall months of low production.

Producer associations and handlers proposed a Louisville plan in conjunction with their proposal to adopt uniform monthly Class I differentials in place of the seasonally variable Class I differentials. Proponents asked that 20 cents per hundredweight be withheld on all producer milk in April and July and 25 cents in May and June. Of the amount withheld, they proposed that 20 percent be paid back in each of the months of September and December and 30 percent in October and November. There was no opposition to this proposal at the hearing.

Louisville plans, sometimes referred to as take-out and pay-back plans, are provided for in a number of Federal order markets, including the nearby markets of Columbus, Cincinnati and Dayton-Springfield. Each of these order markets has a uniform Class I differential throughout the year in conjunction with its Louisville plan. Producer associations and handlers argued that incorporating a Louisville plan (and a uniform Class I differential) in the Tri-State order would enable them to compete more effectively throughout the year both in the procurement of milk and in their common sales areas with handlers regulated under these other orders. The Louisville plan provided in the attached order is similar to that contained in these nearby markets.

The take-out of 20 cents per hundredweight on all milk delivered by producers in April and July and 25 cents in May and June would be held in a separate fund by the market administrator. Of the total amount withheld, 20 percent would be paid back on all producer milk delivered in September and December, and 30 percent in October and November. For each applicable month, the market administrator would compute a pay-back rate and pay handlers and cooperatives that pay their producer-members an amount obtained by multiplying this rate by the quantity of producer milk involved. Each producer would then be paid on the basis of his deliveries during the month. In the take-out months of April through July, the uniform price to producers will be reduced to the extent of the amounts withheld and will be increased in the pay-back months of September through December by the inclusion of these amounts.

The four take-out months (April through July) herein provided are generally the months of highest production for the Tri-State order market. Correspondingly, the pay-back months (September through December) are the months of lowest production. Hence, the application of the "Louisville plan" in the manner herein recommended will provide an incentive to reduce deliveries in months of highest production and will tend to increase deliveries during the months of lowest production. It will thus be an appropriate substitute for the seasonal variation heretofore applied to Class I prices.

Emergency action was requested to have this plan put into effect April 1 of this year. Producers offered a modified withholding schedule for this year if the plan could not become effective until May. They proposed withholding rates for 1965 of 32 cents in May and June and 26 cents in July. Several handlers, although expressing the desire to have this plan put into effect as soon as possible, were opposed to waiving the recommended decision because the issue of the Class I differential would be involved.

At this date, it is not possible to amend the order to be effective during the entire take-out period of April through July 1965. Because of the reduction in Class I differentials in September 1965 through March 1966 as a result of this decision, it is appropriate that a take-out fund be established this year to compensate producers for the lower Class I prices which will prevail during this 7-month period. The earliest an amended order could be made effective would be subsequent to April 1965. The take-out rates herein proposed (20 cents in April and July and 25 cents in May and June) could result in a relatively low pay-back rate in the September-December 1965 period. It is desirable, therefore, to provide for an increased take-out in the limited time in the 1965 take-out period that the amended order could be effective. A take-out rate of 30 cents per hundredweight on all producer milk from the effective date of this order through July 31, 1965, would appropriately accomplish this purpose.

Rulings on proposed findings and conclusions. Briefs and proposed findings and conclusions were filed on behalf of certain interested parties. These briefs, proposed findings and conclusions and the evidence in the record were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by interested parties are inconsistent with the findings and conclusions set forth herein, the requests to make such findings or reach such conclusions are denied for the reasons previously stated in this decision.

General findings. The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) The tentative marketing agreement and the order, as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk as determined pursuant to section 2 of the Act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the marketing area, and the minimum prices specified in the proposed marketing agreement and the order, as hereby proposed to be amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(c) The tentative marketing agreement and the order, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in, a marketing agreement upon which a hearing has been held.

Rulings on exceptions. In arriving at the findings and conclusions, and the regulatory provisions of this decision, each of the exceptions received was carefully and fully considered in conjunction with the record evidence pertaining thereto. To the extent that the findings and conclusions, and the regulatory provisions of this decision are at variance with any of the exceptions, such exceptions are hereby overruled for the reasons previously stated in this decision.

Marketing agreement and order. Annexed hereto and made a part hereof are two documents entitled, respectively, "Marketing Agreement Regulating the Handling of Milk in the Tri-State Marketing Area," and "Order Amending the Order Regulating the Handling of Milk in the Tri-State Marketing Area," which have been decided upon as the detailed and appropriate means of effectuating the foregoing conclusions.

It is hereby ordered, That all of this decision, except the attached marketing

agreement, be published in the FEDERAL REGISTER. The regulatory provisions of said marketing agreement are identical with those contained in the order as hereby proposed to be amended by the attached order which will be published with this decision.

Determination of representative period. The month of February 1965 is hereby determined to be the representative period for the purpose of ascertaining whether the issuance of the attached order, as amended and as hereby proposed to be amended, regulating the handling of milk in the Tri-State marketing area, is approved or favored by producers, as defined under the terms of the order, as amended and as hereby proposed to be amended, and who, during such representative period, were engaged in the production of milk for sale within the aforesaid marketing area.

Signed at Washington, D.C., on April 23, 1965.

GEORGE L. MEHREN,
Assistant Secretary.

Order Amending the Order Regulating the Handling of Milk in the Tri-State Marketing Area

§ 1005.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) **Findings upon the basis of the hearing record.** Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Tri-State marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended are such prices

¹ This order shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure governing proceedings to formulate marketing agreements and marketing orders have been met.

as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof the handling of milk in the Tri-State marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended and as hereby amended, as follows:

1. Section 1005.4 is revised to read as follows:

§ 1005.4 Tri-State marketing area.

"Tri-State marketing area", herein-after called the "marketing area", means all the territory within the following designated districts, including territory within such districts occupied by government (Municipal, State or Federal) reservations, installations, institutions, or other similar establishments:

(a) "Charleston-Huntington district" means all the territory within the boundaries of the following:

(1) Kentucky counties of:

Boyd	Lawrence
Floyd	Magoffin
Greenup	Martin
Johnson	Pike

(2) West Virginia counties of:

Boone	Logan
Cabell	Putnam
Fayette	Raleigh
Kanawha	Wayne
Lincoln	Wyoming

(3) Lawrence County, Ohio;

(b) "Gallipolis-Scioto district" means all the territory within the boundaries of the following:

(1) Ohio counties of:

Gallia	Scioto
Meigs	Jackson

(2) Townships of Beaver, Camp Creek, Jackson, Marion, Newton, Pee Pee, Scioto, Seal, and Union in Pike County, Ohio;

(3) West Virginia counties of:

Jackson	Mason	Roane
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(4) Magisterial Districts 2, 3, and 8 in Lewis County, Kentucky;

(c) "Athens district" means all the territory within the boundaries of the following:

(1) Athens and Washington Counties, Ohio; and

(2) Wood County, West Virginia.

2. Section 1005.51(a) is revised to read as follows:

§ 1005.51 Class I milk prices.

(a) Add for plants in each respective district as follows: Charleston-Huntington, \$1.60; Gallipolis-Scioto, \$1.50; and Athens, \$1.40.

3. In § 1005.71(a), a new subparagraph (5) is added to read as follows:

§ 1005.71 Computation of uniform price.

(a) * * *

(5) Subtract for each month of April through July the amount obtained by multiplying the hundredweight of producer milk included in these computations by 20 cents for April and July and 25 cents for May and June: *Provided*, That from the effective date hereof through July 1965, the applicable rate pursuant to this subparagraph shall be 30 cents for each month.

4. Section 1005.72(c) is revised to read as follows:

§ 1005.72 Notification to handlers.

(c) The amounts to be paid by such handler pursuant to §§ 1005.80, 1005.84, 1005.85, and 1005.89 for such month.

5. Section 1005.80(a) is revised to read as follows:

§ 1005.80 Time and method of final payment.

(a) Except as set forth in paragraph (b) of this section, to each producer, on or before the 18th day after such month at not less than such handler's applicable uniform price for milk of 3.5 percent butterfat plus the payment provided in § 1005.89(b);

6. A new § 1005.89 is added to read as follows:

§ 1005.89 Seasonal adjustment fund.

The market administrator shall maintain a separate fund known as the "seasonal adjustment fund" into which he shall deposit all payments made to such fund and out of which he shall make all payments from such fund, as follows:

(a) On or before the 15th day after the end of each month of April, May, June, and July, each handler shall pay to the market administrator the amount subtracted pursuant to § 1005.71(a)(5) in computing the handler's uniform price; and

(b) On or before the 15th day after the end of each month of September, October, November, and December, the market administrator shall pay to each handler on all milk for which payment is to be made to producers pursuant to § 1005.80(a) for such month, and to each cooperative association on all producer milk for which such association is receiving payments pursuant to § 1005.80 (b) for such month, at a rate per hundredweight determined as follows:

(1) Multiply the aggregate amount set aside in the immediately preceding months of April through July by 20 percent for each month of September and December and by 30 percent for October and November; and

(2) Divide the amount obtained for each month by the hundredweight of producer milk received by all handlers during the month, computed to the nearest cent per hundredweight.

[F.R. Doc. 65-4456; Filed, Apr. 27, 1965; 8:50 a.m.]

[7 CFR Parts 1063, 1070, 1078, 1079]

[Docket Nos. AO 105-A18, AO 229-A10, AO 272-A5, AO 295-A6]

MILK IN QUAD CITIES-DUBUQUE, CEDAR RAPIDS-IOWA CITY, NORTH CENTRAL IOWA, AND DES MOINES, IOWA, MARKETING AREAS

Notice of Postponement of Hearing on Proposed Amendments to Tentative Marketing Agreements and Orders

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of the postponement of a public hearing with respect to proposed amendments to the tentative marketing agreements and to the orders regulating the handling of milk in the Quad Cities-Dubuque, Cedar Rapids-Iowa City, North Central Iowa, and Des Moines, Iowa, marketing areas that was to be convened April 27, 1965, at 9:30 a.m., local time, at the Hotel Roosevelt, 200 First Avenue NE., Cedar Rapids, Iowa, as announced in a notice of hearing issued April 15, 1965 (30 F.R. 5603).

Such hearing shall be postponed from the date stated in the preceding paragraph and shall be convened on May 11, 1965, at 9:30 a.m., at the Town House Motor Hotel, 4747 First Avenue SE., Cedar Rapids, Iowa.

Signed at Washington, D.C., on April 23, 1965.

JACK W. BAIN,
Hearing Examiner.

[F.R. Doc. 65-4457; Filed, Apr. 27, 1965; 8:50 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 39]

[Docket No. 6605]

AIRWORTHINESS DIRECTIVES

Lycoming Model TIVO and VO-540 Series Engines

Amendment 713, 29 F.R. 5163, AD 64-8-3 requires inspection and replacement or modification of connecting rods and replacement of connecting rod bolts on Lycoming Model VO-540 Series engines. Since the issuance of Amendment 713, service experience has shown that the corrective action called for in AD 64-8-3 did not eliminate the problem of connecting rod failures. To preclude further failures, a new strengthened connecting rod assembly has been designed and is now available. Since the same connecting rod is used in both Model VO-540 and TIVO-540 Series engines, the proposed AD will apply to both series engines. Excessive engine overspeed can cause critical overstressing and failure of the early type connecting rod assemblies. This is particularly true where the engine has been operated at a speed

in excess of 3,500 r.p.m. It is proposed to supersede Amendment 713 with a new directive to require replacement of the older connecting rods with the new design connecting rods.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before May 28, 1965, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

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

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 (14 CFR Part 39), by adding the following airworthiness directive:

LYCOMING. Applies to Model VO-540 Series engines with Serial Numbers 102-43 through 484-43, 486-43 through 587-43, 589-43 through 599-43, 602-43 through 618-43, 623-43 through 626-43, 628-43 through 675-43, 677-43 through 679-43, 681-43, 682-43, 684-43 through 686-43, 688-43 through 693-43, 696-43 through 701-43, 704-43, 709-43, 711-43, through 743-43, 747-43 through 750-43, 753-43, 761-43, 762-43, 764-43 through 769-43, 775-43 through 808-43, 810-43 through 1014-43, 1016-43 through 1069-43, 1072-43, 1073-43, 1076-43 through 1125-43, 1127-43 through 1136-43, 1138-43 through 1187-43, 1189-43 through 1191-43, 1193-43 through 1201-43, 1203-43, and to Model TIVO-540 Series engines with Serial Numbers 105-57, 109-57, 115-57 through 117-57, 124-57.

Compliance required as indicated.

To prevent further failures of connecting rods, P/N 71947 and P/N 73174, accomplish the following:

(a) Replace connecting rod assemblies, P/N 71947 and P/N 73174, with a new rod assembly, P/N 75548, before further flight following any engine operation during which the engine speed has exceeded 3,500 rpm.

(b) Replace connecting rod assemblies, P/N 71947 and P/N 73174, with 400 or more hours' time in service on the effective date of this AD with connecting rod assembly, P/N 75548, within the next 150 hours' time in service.

(c) Replace connecting rod assemblies, P/N 71947 and P/N 73174, with less than 400 hours' time in service on the effective date of this AD with connecting rod assembly, P/N 75548, prior to 550 hours' time in service.

(d) Replacement of connecting rod assemblies required by paragraphs (a), (b), and (c), shall be accomplished in accordance with the instructions in Lycoming Service Bulletin No. 303 or later FAA-approved revision.

This supersedes Amendment 713 (29 F.R. 5163), AD 64-8-3.

Issued in Washington, D.C., on April 21, 1965.

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

[F.R. Doc. 65-4451; Filed, Apr. 27, 1965; 8:49 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-CE-15]

CONTROL ZONE AND TRANSITION AREA**Supplemental Notice of Proposed Designation and Alteration**

In a notice of proposed rule making published in the *FEDERAL REGISTER* on February 27, 1965 (30 F.R. 2608), it was stated that the Federal Aviation Agency proposed to designate a control zone at Jefferson City, Mo., and alter the transition areas at Jefferson City, Mo., and Columbia, Mo. The Federal Aviation Agency is considering a further amendment to Part 71 of the Federal Aviation Regulations which would alter the proposed transition areas at Jefferson City, Mo., and Columbia, Mo.

The proposed transition area for Jefferson City was described as that airspace extending upward from 700 feet above the surface within an 8-mile radius of the Jefferson City Memorial Airport (latitude 38°35'33" N., longitude 92°09'39" W.), within 2 miles each side of the Jefferson City VOR 308° radial, extending from the 8-mile radius area to 8 miles NW of the VOR; and within 2 miles each side of the Jefferson City VOR 119° radial, extending from the 8-mile radius area to 8 miles SE of the VOR.

The proposed transition area for Columbia, Mo., was described as that airspace extending upward from 700 feet above the surface bounded on the N by latitude 38°09'00" N., on the W by longitude 92°31'00" W., on the S by latitude 38°53'30" N., on the E by longitude 92°14'00" W., and within 2 miles each side of the Columbia VOR 176° radial, extending from the VOR to 13 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38°38'40" N., longitude 92°31'00" W., thence N along longitude 92°31'00" W., to latitude 38°53'30" N., thence E along latitude 38°53'30" N., to longitude 92°14'00" W., thence S along longitude 92°14'00" W., to latitude 38°43'30" N., thence SE to latitude 38°34'40" N., longitude 91°55'00" W., SW to latitude 38°24'20" N., longitude 92°01'50" W., thence NW to latitude 38°29'20" N., longitude 92°14'00" W., thence NW to the point of beginning.

Subsequent to publication of the foregoing proposals, it has been determined that additional airspace is needed to provide protection for aircraft executing prescribed instrument approach procedures. Therefore, the Federal Aviation Agency, having completed a comprehensive review of the terminal airspace requirements in the Jefferson City, Mo., and Columbia, Mo., terminal areas, proposes the following airspace actions:

(1) Designate the Jefferson City, Mo., transition area as that airspace extending upward from 700 feet above the surface within an 8-mile radius of the Jefferson City Memorial Airport (latitude 38°35'33" N., longitude 92°09'39" W.), within 2 miles each side of the Jefferson City VOR 308° radial extending from the 8-mile radius area to 8 miles NW of the VOR; and within 5 miles NE and 8 miles

SW of the Jefferson City VOR 119° radial extending from the VOR to 12 miles SE.

(2) Designate the Columbia, Mo., transition area as that airspace extending upward from 700 feet above the surface bounded on the N by latitude 38°09'00" N., on the W by longitude 92°31'00" W., on the S by latitude 38°53'30" N., on the E by longitude 92°14'00" W., and within 2 miles each side of the Columbia VOR 176° radial extending from the VOR to 13 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38°38'40" N., longitude 92°31'00" W., thence N along longitude 92°31'00" W., to latitude 38°53'30" N., thence E along latitude 38°53'30" N., to longitude 92°14'00" W., thence S along face bounded on the N by latitude 38°09'00" N., longitude 92°14'00" W., to latitude 38°43'30" N., thence SE to latitude 38°39'10" N., longitude 92°06'15" W., thence SW to latitude 38°29'40" N., longitude 92°14'45" W., thence NW to the point of beginning.

The proposed changes to the Jefferson City, Mo., and Columbia, Mo., transition areas will provide the necessary additional airspace which will permit straight-in instrument approaches to Runway 30 at Jefferson City.

Specific details of the procedure to be used 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 supplemental 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 supplemental notice in order to become part of the record for consideration. The proposal contained in this supplemental 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 April 16, 1965.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65-4450; Filed, Apr. 27, 1965; 8:49 a.m.]

FEDERAL MARITIME COMMISSION

[46 CFR Part 525]

[Docket No. 65-5]

TIME LIMIT ON FILING OF OVERCHARGE CLAIMS**Extension of Time for Filing Comments**

APRIL 22, 1965.

Good cause appearing, time for filing comments in this proceeding is enlarged to and including May 14, 1965, for all interested persons.

THOMAS LIST,
Secretary.

[F.R. Doc. 65-4455; Filed, Apr. 27, 1965; 8:49 a.m.]

[46 CFR Part 537]

[Docket No. 1194]

CONFERENCE AGREEMENT PROVISIONS RELATING TO CONCERTED ACTIVITIES**Corrected Notice of Extension of Time for Filing Comments**

Good cause appearing, time for filing comments to proposed rules served April 5, 1965 (30 F.R. 4557), is enlarged to June 4, 1965, for all interested persons.

By the Commission.

[SEAL]

THOMAS LIST,
Secretary.

[F.R. Doc. 65-4456; Filed, Apr. 27, 1965; 8:50 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[17 CFR Part 240]

[Release No. 34-7580]

INSIDER TRADING REPORTS**Notice of Proposed Rule Making**

Notice is hereby given that the Securities and Exchange Commission has under consideration the adoption of an amendment to Rule 16a-2 (17 CFR 240.16a-2) under the Securities Exchange Act of 1934. The proposed amendment would be adopted pursuant to sections 3(b), 16(a) and 23(a) of the Act.

Section 16(a) of the Act requires periodic ownership reports to be filed by every person who is the beneficial owner, directly or indirectly, of more than 10 percent of a class of equity security registered pursuant to section 12 of the Act and every officer or director of the issuer of such a security. Rule 16a-2 provides that, for purposes of determining whether a person is the beneficial owner, directly or indirectly, of more than 10 percent of a class of registered equity security, the class shall be deemed to consist of the total amount of issued securities of such class, regardless of whether any part of such amount is held by or for the account of the issuer; except that, in the case of

voting trust certificates or certificates of deposit, the class is deemed to consist of the total amount of certificates issuable in respect of the class of equity security which may be deposited under the voting trust or deposit agreement, whether or not all of such class has been so deposited.

The amendment would provide that for the purposes of computation under section 16(a) a class of equity securities, other than voting trust certificates or certificates of deposit, shall be deemed to consist of the total amount of outstanding securities of the class, exclusive of any securities of the class held by or for the account of the issuer. The amendment to Rule 16a-2 would also provide that a class of voting trust certificates or certificates of deposit shall be deemed to consist of the amount of such certificates issuable with respect to the total amount of outstanding securities of the class which may be deposited under the voting trust or deposit agreement, whether or not all of such outstanding securities have been so deposited. However, in recognition of the fact that persons may not be aware of the acquisition or disposition of securities by an issuer on the date of their occurrence, the amendment would provide that persons may rely in good faith on the most recent information filed with the Commission with respect to the amount of securities of a class issuable or outstanding.

It has been suggested that basing the calculation of percentage ownership under section 16 of the Act upon the amount of outstanding securities of a class, rather than the amount issued,

would more effectively accomplish the purposes of that section. Certain persons, who under the present method of computing percentage ownership are not deemed to own beneficially, directly or indirectly, more than 10 percent of a class of registered equity security may become subject to section 16(a) under the proposed amendment and also section 16(b) and (c) of the Act.¹ Persons who may be affected by the amended rule may keep apprised of any changes in the amount of outstanding securities of a class by reference to the annual and other reports and proxy statements required to be filed by the issuer.

Rule 16a-2 (17 CFR 240.16a-2) as proposed to be amended is as follows:

§ 240.16a-2 Ownership of more than 10 percent of an equity security.

In determining, for the purpose of section 16(a) of the Act whether a person is the beneficial owner, directly or indirectly, of more than 10 percent of any class of any equity security, such class shall be deemed to consist of the total amount of such class outstanding, ex-

¹Section 16(b) provides that profits realized by persons required to report pursuant to section 16(a), from the purchase and sale, or sale and purchase, of any equity security of the issuer, within a period of less than 6 months, inure to and are recoverable by or on behalf of the issuer. Section 16(c) prohibits the sale by such persons of any equity security of such issuer if the person selling the security or his principal (1) does not own the security sold, or (2) if owning the security does not promptly deliver it against such sale—sometimes referred to as selling against the box.

clusive of any securities of such class held by or for the account of the issuer; except that for the purposes of determining the percentage of ownership of voting trust certificates or certificates of deposit for equity securities, the class of voting trust certificates or certificates of deposit shall be deemed to consist of the amount of voting trust certificates or certificates of deposit issuable with respect to the total amount of outstanding equity securities of the class which may be deposited under the voting trust agreement or deposit agreement in question, whether or not all of such outstanding securities have been so deposited. For the purpose of this section a person may rely in good faith on the most recent information filed with the Commission with respect to the amount of securities of a class issuable or outstanding.

(Secs. 3, 16 and 23, 48 Stat. 882, 896 and 901, as amended; 15 U.S.C. 78c, 78p, and 78w)

All interested persons are invited to submit their views and comments on the proposed amendment to the rule, in writing, to the Securities and Exchange Commission, Washington, D.C., 20549, on or before May 21, 1965. Except where it is requested that such communications not be disclosed, they will be considered available for public inspection.

By the Commission, April 21, 1965.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 65-4412; Filed, Apr. 27, 1965; 8:45 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Office of the Secretary

[Antidumping—AA 643.3-r]

FERTILIZERS FROM CANADA

Determination of Sales at Not Less Than Fair Value

APRIL 21, 1965.

On March 10, 1965, there was published in the FEDERAL REGISTER a Notice of Tentative Determination that fertilizers: Ammonium phosphate type, ammonium nitrate type, imported from Canada are not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

The statement of reasons for the tentative determination was published in the above-mentioned notice, and interested parties were afforded until April 9, 1965, to make written submissions or to request in writing an opportunity to present views in connection with the tentative determination.

No written submissions or requests having been received, I hereby determine that, for the reasons stated in the tentative determination, fertilizers: Ammonium phosphate type, ammonium nitrate type, imported from Canada are not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

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

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

[F.R. Doc. 65-4436; Filed, Apr. 27, 1965;
8:47 a.m.]

[Antidumping—AA 643.3-r]

FIELD STRENGTH METERS FROM CANADA

Determination of Sales at Not Less Than Fair Value

APRIL 21, 1965.

On March 9, 1965, there was published in the FEDERAL REGISTER a Notice of Intent to Discontinue Investigation Regarding Fair Value because of price revisions with respect to Benco Model FSP-3B Field Strength Meters and accessories (MT-FS, PM-50, PM-75, and LCC) imported from Canada, manufactured by Benco Television Associates Limited, Rexdale, Ontario, Canada, and that such fact is considered to be evidence that there are not, and are not likely to be, sales below fair value.

No persuasive evidence or argument to the contrary having been presented within 30 days of the publication of the above-mentioned notice in the FEDERAL

REGISTER, I hereby determine that because of price revisions Benco Model FSP-3B Field Strength Meters and accessories (MT-FS, PM-50, PM-75, and LCC) imported from Canada, manufactured by Benco Television Associates Limited, Rexdale, Ontario, Canada, are not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

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

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

[F.R. Doc. 65-4437; Filed, Apr. 27, 1965;
8:48 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

CHEYENNE RIVER RESERVATION

Transfer of Land Records to Aberdeen Area Office

In accordance with 25 CFR 120 and pursuant to authority delegated by Amendment No. 49 to Secretarial Order 2508 (26 F.R. 11395), notice is hereby given that all source title documents and land records pertaining to the Cheyenne River Indian Reservation in the State of South Dakota, have been transferred from the city of Washington, D.C. to the Aberdeen Area Office, Bureau of Indian Affairs, 820 South Main Street, Aberdeen, S. Dak.

Effective March 15, 1965, the Aberdeen Area Office will be the office for the maintenance of records for these trust and restricted lands.

JOHN O. CROW,
Deputy Commissioner.

APRIL 22, 1965.

[F.R. Doc. 65-4419; Filed, Apr. 27, 1965;
8:45 a.m.]

Fish and Wildlife Service

[Docket No. Sub-G-4]

KENNEY-WORKMAN CORP.

Notice of Hearing

Kenney-Workman Corp., Sarasota, Fla., has applied for a fishing vessel construction differential subsidy to aid in the construction of a 100-foot overall steel vessel to engage in the fishery for shrimp, including royal red shrimp, red snapper, grouper, industrial fish such as croaker and menhaden, sardines, and spiny lobster.

Notice is hereby given pursuant to the provisions of the United States Fishing Fleet Improvement Act (Public Law 88-498) and Notice and Hearing on Subsi-

dies (50 CFR Part 257) that a hearing in the above-entitled proceedings will be held on June 1, 1965, at 10 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.

HAROLD E. CROWTHER,
Acting Director,
Bureau of Commercial Fisheries.

APRIL 22, 1965.

[F.R. Doc. 65-4422; Filed, Apr. 27, 1965;
8:46 a.m.]

Office of the Secretary

[Order 2888]

LOWER COLORADO RIVER LAND USE PROGRAM

APRIL 21, 1965.

SECTION 1. Applicability. This order shall apply to the administration of functions and programs of the Department of the Interior with respect to the lands bordering on the Lower Colorado River from Davis Dam to the International Boundary which have been acquired or withdrawn for reclamation purposes under reclamation law and to the plans, programs, or activities of bureaus and offices that relate to or affect the Lower Colorado River Land Use Plan approved by the Secretary in January 1964, hereafter called "the Plan."

SEC. 2. Purpose. The purpose of this order is to assign responsibility for the implementation of the Plan including negotiation and administration of leases and the administration of recreation activities prior to leasing and the special permit program on the lands designated in section 1, hereafter called "lands," and for coordination of plans, programs, or activities of bureaus and offices that relate to or affect the Plan.

SEC. 3. Lower Colorado River Land Use Office—(a) General functions. The Lower Colorado River Land Use Office, located at Yuma, Ariz., shall perform such work in the field under the immediate supervision of the Administrator, Lower Colorado River Land Use Office ("Administrator"), as is necessary to (i) administer the lands for the purpose of the issuance of special permits for temporary use, for recreational purposes prior to leasing, and for other purposes incidental thereto; (ii) conduct leasing negotiations and propose other arrangements for administration of the lands for recreational and other purposes in ac-

cordance with the Plan; and (iii) provide overall field coordination and implementation of the Plan working in cooperation with bureaus and offices of the Department. Upon approval by the Secretary, such leases and other arrangements recommended by the Administrator will be transmitted to the Bureau of Reclamation for execution. The Bureau of Reclamation will thereafter administer the leases except for matters that are the continuing responsibility of the Administrator as set forth in each of the leases, which are expected to conform in general to the lease form (Appendix No. 1 of the Plan). The Administrator shall have sole responsibility for matters that are his continuing responsibility as specified by the terms of each lease.

(b) *Administrative services.* As determined by the Administrator, subject to such approval as the Director, Resources Program Staff, may require, all administrative services including budget programming, finance, audit, personnel, procurement, and property management shall be furnished to the Lower Colorado River Land Use Office by the Bureau of Reclamation. If officials of the Bureau of Reclamation determine that they are unable to provide the services determined by the Administrator as needed, the matter shall be referred to the Director, Resources Program Staff, for resolution.

Sec. 4. Office of the Secretary. Organizationally, the Lower Colorado River Land Use Office shall be under the general supervision of the Director, Resources Program Staff, in the conduct of its functions. Mr. Graham Hollister, Special Consultant to the Secretary, shall assist the Director, as necessary, in the conduct of the functions assigned to the Director by this order. The responsibility of the Director, Resources Program Staff, shall include review of proposals coming from the Administrator or others for action by the Secretary or other Washington officials, in consultation with the headquarters offices of the bureaus and offices of the Department having responsibilities for plans, programs, or activities that relate to or affect the Plan; consultation with members of the Secretariat on the status and progress of the work of the office; and development of recommendations for resolution of issues of program policy and priorities.

Sec. 5. Coordination by bureaus and offices. Bureaus and offices having responsibilities for plans, programs, or activities that relate to or affect the Plan shall coordinate such plans, programs, and activities in the field with the Administrator and in Washington with the Director, Resources Program Staff.

Sec. 6. Disposal of lands. Disposal of the lands and interests in the lands shall be in accordance with the Plan and shall be carried out in accordance with applicable regulations. Execution of disposal actions, other than special permits for temporary use, shall be the responsibility of the bureau or office having delegated authority to make such disposals, following procedures agreed upon by the bu-

reau or office concerned and the Director, Resources Program Staff.

Sec. 7. Delegation of authority. The Administrator and Assistant Administrator, Lower Colorado River Land Use Office, are delegated the authority of the Secretary to issue special permits for temporary use of the lands. Except as specifically modified by this order, all other delegations to heads of bureaus remain unchanged.

Sec. 8. Revocation. Secretary's Order No. 2872 dated April 13, 1963 (28 F.R. 3890), is hereby revoked.

STEWART L. UDALL,
Secretary of the Interior.

APRIL 21, 1965.

[F.R. Doc. 65-4421; Filed, Apr. 27, 1965;
8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

INDIANA, OHIO, AND WISCONSIN

Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated 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 Indiana, Ohio, and Wisconsin natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

INDIANA

Adams.
Blackford.
Boone.
Clinton.
Hamilton.
Jay.
Kosciusko.

La Porte.
Marshall.
Montgomery.
St. Joseph.
Starke.
Wells.

OHIO

Allen.
Cuyahoga.
Delaware.
Fairfield.
Greene.
Hancock.
Lorain.
Lucas.

Medina.
Mercer.
Morrow.
Seneca.
Shelby.
Union.
Van Wert.

WISCONSIN

Dane.
Dodge.
Green.

Jefferson.
Rock.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named 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 22d day of April 1965.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 65-4425; Filed, Apr. 27, 1965;
8:46 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-223]

LOWELL TECHNOLOGICAL INSTITUTE

Notice of Issuance of Construction Permit

Please take notice that no request for a formal hearing having been filed following publication of the notice of proposed action in the FEDERAL REGISTER, the Atomic Energy Commission has issued Construction Permit No. CRR-87 authorizing Lowell Technological Institute to construct a one-megawatt, pool-type nuclear reactor on its campus in Lowell, Mass.

The permit, as issued, is as set forth in the notice of proposed issuance of construction permit published in the FEDERAL REGISTER on April 3, 1965, 30 F.R. 4366.

Dated at Bethesda, Md., this 20th day of April 1965.

For the Atomic Energy Commission.

ROGER S. BOYD,
Chief, Research and Power
Reactor Safety Branch, Division
of Reactor Licensing.

[F.R. Doc. 65-4411; Filed, Apr. 27, 1965;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

TRANS-PACIFIC AIR CARGO ET AL.

Notice of Proposed Approval of Application

Application of Trans-Pacific Air Cargo, Charles E. Mulks and William H. Allen for approval of control and interlocking relationships pursuant to sections 408 and 409 of the Federal Aviation Act of 1958, as amended, Docket 16029.

Notice is hereby given, pursuant to the statutory requirements of section 408(b), that the undersigned intends to issue the order set forth below under delegated authority. Interested parties are hereby afforded a period of 15 days from the date of service within which to file comments or request a hearing with respect to the action proposed in the order.

Dated at Washington, D.C., April 23, 1965.

[SEAL] J. W. ROSENTHAL,
Chief, Routes and Agreements
Division, Bureau of Economic
Regulation.

[Docket 16029]

TRANS-PACIFIC AIR CARGO ET AL.

ORDER APPROVING CONTROL AND
INTERLOCKING RELATIONSHIPS

Issued under delegated authority.

Application of Trans-Pacific Air Cargo, Charles E. Mulks and William H. Allen for approval of control and interlocking relationships pursuant to sections 408 and 409 of the Federal Aviation Act of 1958, as amended.

By joint application filed April 7, 1965, Trans-Pacific Air Cargo (Trans-Pacific).

Charles E. Mulks and William H. Allen (individual applicants) request approval pursuant to section 408 of the Federal Aviation Act of 1958, as amended (the Act), of the control relationships resulting from the ownership by Charles E. Mulks and William H. Allen of 50 percent, each, of the issued and outstanding stock of Trans-Pacific, an applicant for authorization as both a domestic and international airfreight forwarder. Each individual applicant also owns 50 percent of the issued and outstanding stock of Pacific Transportation & Warehouse Co., Inc. (Transportation), an intrastate surface carrier by motor vehicle in common carriage within the State of California, and of Pacific Freight Forwarding Co. (Pacific), which is engaged as a freight forwarder by surface means only of general commodities from certain points in Southern California to points in Honolulu and Hawaii Counties, Hawaii. These joint applicants also request approval pursuant to section 409 of the Act of the following interlocking relationships:

COMPANY AND POSITION

Individual	Transpacific	Transportation	Pacific
Charles E. Mulks.	President....	President..	Secretary.
William H. Allen.	Secretary....	Secretary..	President.

The joint applicants state their belief that considerable cargo will be developed by using the local equipment of Transportation for pickup and delivery of air freight tendered to Trans-Pacific, with more than adequate dock and consolidation facilities available. Further, applicants note that Pacific is limited to the use of surface carriers from California to Hawaii, hence the underlying transportation is by water carrier, providing a very slow type of transportation in no way competitive with air transportation; that Pacific will solicit for Trans-Pacific shipments requiring a high speed type of transportation such as by air, and that a great deal of freight heretofore moving by surface means will be diverted to air transportation, offering shippers and the public many new advantages in their marketing efforts; and the public interest will be benefited by the rounded out transportation service available and the increased use of existing facilities.

No comments relative to the joint application or requests for a hearing have been received.

Notice of intent to dispose of the application without a hearing has been published in the FEDERAL REGISTER, and a copy of such notice has been furnished by the Board to the Attorney General not later than the day following the date of such publication, both in accordance with the requirements of section 408(b) of the Act.

Upon consideration of the joint application it is concluded that Transportation and Pacific are common carriers within the meaning of section 408 of the Act and that the common control of Trans-Pacific, Transportation, and Pacific by the individual applicants is subject to that section.

However, it has been further concluded that such control relationships do not affect a carrier directly engaged in the operation of aircraft in air transportation, do not result in creating a monopoly, and do not restrain competition. Furthermore, no person disclosing a substantial interest in the proceedings is currently requesting a hearing and it is found that the public interest does not require a hearing. The control relationships are similar to others which have been approved by the Board and essentially do not present any new substantive issues.¹ It therefore appears that approval of the con-

trol relationships would not be inconsistent with the public interest. However, should the trucking services of Transportation be expanded, new issues would be raised which could only be resolved upon the filing of a further application for prior approval by the Board. Accordingly, approval of the instant relationships will be conditioned so that such approval shall be effective only as long as the operation of motor vehicles by Transportation is limited to the State of California.

It is also found that interlocking relationships within the scope of section 409 of the Act will result from the holding by the individual applicants of the positions set forth above. However, it is concluded that a due showing has been made in the form and manner prescribed by Part 251 of the Board's Economic Regulations that the interlocking relationships will not adversely affect the public interest.

Pursuant to authority duly delegated by the Board in the Board's Regulations, 14 CFR 385.13, it is found that the foregoing control relationships should be approved under section 408(b) of the Act without a hearing, and that the interlocking relationships should be approved under section 409. Accordingly, it is ordered:

1. That the control relationships resulting from the common control by Messrs. Mulks and Allen of Trans-Pacific, Transportation, and Pacific be and they hereby are approved;

2. That, subject to the provisions of Part 251 of the Board's Economic Regulations, as now in effect or as hereafter amended, the interlocking relationships among Trans-Pacific, Transportation, and Pacific resulting from the positions held by Messrs. Mulks and Allen, as set forth above, be and they hereby are approved; and

3. That the approvals herein shall be effective only so long as the operation of motor vehicles by Transportation is limited to the State of California.

Persons entitled to petition the Board for review of this Order pursuant to the Board's Regulations, 14 CFR 385.50, may file such petitions within 5 days after the date of service of this Order.

This Order shall be effective and become the action of the Civil Aeronautics Board upon expiration of the above period unless within such period a petition for review thereof is filed, or the Board gives notice that it will review this Order on its own motion.

By J. W. Rosenthal,
Chief, Routes and Agreements Division,
Bureau of Economic Regulation.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[P.R. Doc. 65-4454; Filed, Apr. 27, 1965;
8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[FCC 65M-495]

RALPH HICKS AND SOUTHWESTERN BELL TELEPHONE CO.

Order Scheduling Hearing

In the matter Ralph Hicks, complainant v. Southwestern Bell Telephone Company, Defendant; Docket No. 15957.

¹ See, for example, Allstates Air Cargo, Inc., et al., Docket 15407, Order E-21336, September 30, 1964, and WTC Air Freight, et al., Docket 15095, Order E-20713, April 16, 1964.

It is ordered, This 22d day of April 1965, that Jay A. Kyle shall serve as the presiding officer in the above-entitled proceeding; that the hearings therein shall commence at 10:00 a.m. on June 2, 1965; and that a prehearing conference shall be convened at 9:00 a.m. on May 20, 1965. And it is further ordered, That all proceedings shall be held in the Offices of the Commission, Washington, D.C.

Released: April 22, 1965.

FEDERAL COMMUNICATIONS COMMISSION.

[SEAL] BEN F. WAPLE,
Secretary.

[P.R. Doc. 65-4441; Filed, Apr. 27, 1965;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket No. RP61-19 etc.]

MIDWESTERN GAS TRANSMISSION CO. AND NATURAL GAS PIPELINE COMPANY OF AMERICA

Order Providing for Hearing on Remanded Issue

APRIL 21, 1965.

Midwestern Gas Transmission Company, Docket Nos. RP61-19 and RP62-7; Natural Gas Pipeline Company of America, Docket No. RP63-6.

The Commission in its Opinion No. 444, issued October 13, 1964, determined the cost of service issues relating to Midwestern Gas Transmission Company (Midwestern) and prescribed the just and reasonable rates and charges to be thereafter in force subject to further adjustment upon disposition of certain reserved issues. Among these was the question of the depreciation to be used as a deduction in computing the tax allowance in Midwestern's cost of service and the design of the rates for both Midwestern and Natural Gas Pipeline Company of America (Natural). The presiding examiner deferred passing on the rate design issue in his initial decision in the interest of bringing the cost of service issues to the Commission at the earliest possible date.

On November 12, 1964, Midwestern filed an application for rehearing and reconsideration of Opinion No. 444 and as part of that application included a proposal for final disposition of the cost of service issues. That proposal, as modified in certain respects by Midwestern, was approved by Commission order issued December 30, 1964, as a settlement of Midwestern's rate proceeding (RP61-19 and RP62-7) on all but the two aforementioned issues.

In its Opinion No. 444, the Commission remanded the tax depreciation issue to the examiner for further hearing and set forth the aspects of that issue on which the parties were given an opportunity to present further evidence (Opinion No. 444, mimeo, ed. p. 3). The hearing on the rate design issue has been completed and the briefs thereon have been filed but the examiner's decision thereon was deferred as heretofore noted

The presiding examiner who has been assigned to these proceedings and who issued the initial decision on the Midwestern cost of service issues has become unavailable because in addition to his administrative duties as the new chief examiner of the Commission, he is also currently presiding in hearing one of the area rate proceedings. Under these circumstances and pursuant to § 1.30(j) of the Commission's rules of practice and procedure, it is appropriate that another examiner be designated to preside at the hearing hereinafter ordered and to issue the initial decision on the depreciation issue pursuant to our remand of that issue in Opinion No. 444. It is also appropriate under these circumstances that the initial decision be waived with respect to the rate design issue, and that the presiding examiner who heard the evidence on that issue be directed to certify to the Commission that portion of the record in these proceedings which relate to the rate design issue.

The Commission orders:

(A) The initial decision with respect to the rate design issue in these proceedings is hereby waived and the presiding examiner is hereby directed to certify to the Commission that portion of the record related to that issue.

(B) Pursuant to the Commission's rules of practice and procedure, particularly §§ 1.27, 1.30(j), and 3.4(e)(6) thereof, the chief examiner shall designate a hearing officer to preside at the hearing hereinafter provided and any prehearing conferences which he may deem appropriate in these proceedings and to render an initial decision on the depreciation allowance to be used in computing the income tax to be reflected in Midwestern's cost of service.

(C) Midwestern shall serve its complete case in chief with respect to the aforementioned reserved issue upon all parties of record, including the Commission staff, on or before May 14, 1965.

(D) All other parties of record, including the Commission staff, desiring to present evidence on this reserved issue shall serve their testimony and exhibits on or before May 31, 1965.

(E) Midwestern shall serve any rebuttal evidence which it desires to tender, upon all parties of record, including the Commission staff, on or before June 15, 1965.

(F) Pursuant to the aforementioned remand, the Commission's rules of practice and procedure, and the Commission's regulations under the Natural Gas Act, a hearing be held in the above-designated proceedings commencing on June 22, 1965, 10:00 a.m. (e.d.s.t.), in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C., for the purposes hereinbefore stated.

By the Commission.

[SEAL]

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-4415; Filed, Apr. 27, 1965; 8:45 a.m.]

[Docket No. E-7219]

MINNESOTA POWER & LIGHT CO.

Notice of Application

APRIL 21, 1965.

Take notice that on April 15, 1965, the Minnesota Power & Light Co. (Applicant), filed an application with the Federal Power Commission pursuant to section 204 of the Federal Power Act, seeking authority to issue 1,716,094 additional shares of its common stock without par value.

Applicant is incorporated under the laws of the State of Minnesota with its principal business office at Duluth, Minn., and is engaged in the generation, purchase, transmission, distribution and sale of electric energy within the State of Minnesota.

Applicant proposes to amend its articles of incorporation so as to split and change the number of shares of its common stock without par value outstanding at the close of business on May 28, 1965 into twice such number. The Applicant presently has issued an outstanding 1,716,094 shares of common stock without par value. According to the application, the Applicant will not receive any proceeds from the issuance of the common stock.

The Applicant believes that the proposed split of its common stock with the resulting lower market price per share, should result in a broadening of public interest in the stock, an increase in the number of stockholders and a greater availability of shares for purchase and sale and hence should prove beneficial to the stockholders and the company. It also believes that the resultant improved and expanded market should also serve to facilitate future common stock financing by the company.

Any person desiring to be heard or to make any protest with reference to said application should on or before May 6, 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. 65-4416; Filed, Apr. 27, 1965; 8:45 a.m.]

[Docket No. RI65-596]

SHELL OIL CO.

Order Providing for Hearing on and Suspension of Proposed Change in Rate

APRIL 20, 1965.

On March 23, 1965, Shell Oil Co. (Shell) tendered for filing a proposed change in its presently effective rate schedule for sales of natural gas subject

¹ Address is: 50 West 50th Street, New York, N.Y., 10021.

to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of change, dated March 18, 1965.

Purchaser and producing area: Michigan Wisconsin Pipe Line Co. (Selma-Morris Unit, Woodward County, Okla.) (Panhandle Area).

Rate schedule designation: Supplement No. 2 to Shell's FPC Gas Rate Schedule No. 268.

Effective date: April 23, 1965.²

Amount of annual increase: \$459.

Effective rate: 17.78 cents per Mcf.³

Proposed rate: 20.28 cents per Mcf.⁴

Pressure base: 14.65 psia.

Shell has resubmitted a proposed notice of rate change for sales to Michigan Wisconsin Pipe Line Company from the Laverne Area in the Oklahoma Panhandle which was previously rejected by letter of November 8, 1963, on the basis that the then proposed change in rate was in conflict with condition (2) of the temporary certificate under which the sale was being rendered. Condition (2) of the letter order issued March 8, 1962, governing this sale stated that the conditioned rate (17 cents plus Btu adjustment subject to a refund obligation) shall remain in effect until changed by further Commission order in the certificate proceeding in Docket No. CI62-903. The rejection letter of September 20, 1963, which advised that the proposed increase was being rejected because it conflicted with condition (2), further advised that: "The certificates are so conditioned when an increased rate filing could be made under the contract within 3 years from the date of initial delivery. If a permanent certificate has not been issued within the 3-year period, waiver of condition (2) could then be requested."

Shell requests waiver of condition (2) to permit the refiling of its increased rate. The proposed periodic rate increase is from an initial rate of 17 cents plus Btu adjustment to 19.5 cents plus Btu adjustment, which was contractually due November 12, 1963. Date of initial delivery was March 22, 1962. The 3-year requirement stated above has been met. A permanent certificate has not been issued to date. The certificate application is still pending decision in the consolidated Btu proceeding, Texaco, Inc., et al., Docket Nos. G-8087, et al. Under the circumstances, we believe that condition (2) of the related temporary certificate issued March 8, 1962, in Docket No. CI62-903, should be waived in order to permit Shell's proposed notice of change in rate to be filed as herein-after ordered.

The proposed rate of 20.28 cents per Mcf including Btu adjustment exceeds

² The stated effective date is the effective date requested by respondent.

³ Includes base rate of 17.0 cents per Mcf plus upward Btu adjustment. Base rate subject to an upward Btu adjustment.

⁴ Subject to refund in Certificate Docket No. CI62-903.

⁵ Includes base rate of 19.5 cents per Mcf plus upward Btu adjustment. Base rate subject to an upward Btu adjustment.

the area increased rate ceiling of 11.0 cents per Mcf as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR, Ch. I, pt. 2, § 2.56).

The Commission finds:

(1) Good cause exists for waiving condition (2) in the temporary certificate issued in Docket No. C162-903 with respect to Shell's notice of change, designated as Supplement No. 2 to Shell's FPC Gas Rate Schedule No. 266, and that such notice of change be permitted to be filed as hereinafter ordered.

(2) It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the proposed change, and that Supplement No. 2 to Shell's FPC Gas Rate Schedule No. 266 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Condition (2) in the temporary certificate issued in Docket No. C162-903 is hereby waived with respect to Shell's notice of change, designated as Supplement No. 2 to Shell's FPC Gas Rate Schedule No. 266, and such rate change is hereby permitted to be filed.

(B) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing shall be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in Supplement No. 2 to Shell's FPC Gas Rate Schedule No. 266.

(C) Pending such hearing and decision thereon, Supplement No. 2 to Shell's FPC Gas Rate Schedule No. 266 is hereby suspended and the use thereof deferred until September 23, 1965, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(D) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(E) Notices of intervention 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 and 1.37(f)) on or before June 2, 1965.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-4417; Filed, Apr. 27, 1965;
8:45 a.m.]

[Docket No. CP65-329]

UNITED FUEL GAS CO.

Notice of Application

APRIL 21, 1965.

Take notice that on April 15, 1965, United Fuel Gas Co. (Applicant), P.O. Box 1273, Charleston, W. Va., 25325, filed in Docket No. CP65-329 an application

pursuant to sections 7(b) and 7(c) of the Natural Gas Act for permission and approval to abandon certain natural gas facilities, and for a certificate of public convenience and necessity authorizing the construction and operation of certain other facilities, all as more fully set forth in the application on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization for four separate and unrelated projects: (1) The retirement of approximately 17.0 miles of 10-inch, 12-inch, and 20-inch pipeline west of Cobb Compressor Station in Kanawha County, W. Va., and the replacement thereof with various sizes of smaller diameter pipe and the abandonment of approximately 1.8 miles of said pipeline, (2) the abandonment of approximately 27.6 miles of 14-inch pipeline extending westward from Lewis Junction through Roane and Kanawha Counties, W. Va., (3) the retirement of eight 500 horsepower compressor units at Hubball Compressor Station in Lincoln County, W. Va., and the replacement thereof with two 1,320 horsepower units, and (4) the retirement by sale to Applicant's affiliate, Columbia Gas of Kentucky, Inc., of approximately 9.9 miles of 4-inch, 8-inch, 10-inch, and 12-inch pipeline located in Greenup and Boyd Counties, Ky.

The stated reason for the abandonment and replacement of the described facilities is that they have become obsolete and increasingly expensive to operate or are no longer required.

The total estimated cost of the facilities to be constructed is \$1,498,500, which Applicant proposes to finance through the issuance and sale of promissory notes and common stock to its parent company, The Columbia Gas System, Inc.

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) and the regulations under the Natural Gas Act (157.10) on or before May 19, 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, and the Commission on its own review of the matter finds that a grant of the certificate and permission and approval for the proposed abandonment are 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. 65-4418; Filed, Apr. 27, 1965;
8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[2-21948, 22-3629]

GENERAL AMERICAN TRANSPORTATION CORP.

Notice of Application and Opportunity for Hearing

APRIL 22, 1965.

Notice is hereby given that General American Transportation Corp. ("Company") has filed an application pursuant to clause (ii) of section 310(b)(1) of the Trust Indenture Act of 1939 (hereinafter referred to as the Act), for a finding by the Commission that the trusteeship of the United States Trust Company of New York (U.S. Trust) under indentures with respect to four existing series of equipment trust certificates of the Company, namely Series 43, 54, and General American—Evans Company Equipment Trust, Series A, which were not qualified under the Act, and Series 59, which was qualified under the Act, and the trusteeship of U.S. Trust under a new indenture which is proposed to be qualified under the Act is not so likely to involve a material conflict of interest as to make it necessary in the public interest or for the protection of investors to disqualify U.S. Trust from acting as trustee under the existing four trusteeships and under the indenture to be qualified.

Section 310(b) of the Act, which is included in section 9.07 of the proposed indenture, provides in part that if a trustee under an indenture qualified under the Act has or shall acquire any conflicting interests (as defined in that section), it shall within 90 days after ascertaining that it has such conflicting interest, either eliminate such conflicting interest or resign. Subsection (1) of this section provides, with certain exceptions stated therein that a trustee under a qualified indenture shall be deemed to have a conflicting interest if such trustee is trustee under another indenture under which any other securities, or certificates of interest or participation in any other securities of the same issuer are outstanding.

The present application, filed pursuant to clause (ii) of section 310(b)(1) of the Act seeks to exclude the four existing indentures of the Company, under which U.S. Trust serves as trustee, from the operation of the provisions of the new indenture incorporating section 310(b)(1) of the Act.

The effect of the provision contained in clause (ii) of section 310(b)(1) of the Act on the matter of the present application is such that the four existing indentures referred to above may be excluded from the operation of section 310(b)(1) of the Act if the Company shall have sustained the burden of proving, by this application to the Commission and after opportunity for hearing thereon that the trusteeship of U.S. Trust under the presently outstanding indentures and under the proposed new indenture is not so likely to involve a material conflict of interest as to make it necessary in the pub-

lic interest or for the protection of investors to disqualify U.S. Trust from acting as trustee under the indenture to be qualified.

The Company alleges that:

(1) The Company proposes to issue and sell approximately \$40,000,000 aggregate principal amount of equipment trust certificates due November 15, 1985 (Series 62), to be issued under a new indenture to be executed by the Company with U.S. Trust as trustee.

(2) The Company proposes to issue and sell the new equipment trust certificates to the public. Accordingly, it has filed a registration statement under the Securities Act of 1933, including an indenture to be qualified under the Trust Indenture Act of 1939.

(3) U.S. Trust, the proposed trustee under the indenture to be qualified is presently the trustee under indentures with respect to four existing series of equipment trust certificates of the Company. The trust certificates comprising such series (except Series 59) were privately placed with institutional investors and therefore were not registered under the Securities Act of 1933, and the indentures with respect thereto were not qualified under the Trust Indenture Act of 1939. The trust certificates comprising Series 59 were publicly issued and were so registered and the Series 59 indenture was so qualified. \$29,080,600 in aggregate principal amount of such certificates is outstanding under the present U.S. Trust trusteeships.

(4) Differences between the terms of the existing indentures with respect to which U.S. Trust is trustee and the new indenture will not give rise to a conflict of interest in the trustee as to make it necessary in the public interest or for the protection of investors to disqualify U.S. Trust from acting as trustee under the new indenture.

(5) An event of default by the Company under the existing indentures of which U.S. Trust is trustee, will also be an event of default under the proposed new indenture. The Series 59 indenture contains a comparable provision, the other three indentures do not.

(6) Each series of the Company's existing trust certificates is secured by a separate lot of identified railroad cars. In the event that the trustee should have occasion to proceed under any such indenture against the cars securing such indenture, this would not affect the security or the use of any security under any of the other indentures, so that existence of the other indentures would in any way inhibit or discourage the trustee's actions.

For a more detailed statement of the matters of fact and law asserted, all persons are referred to said application which is on file in the offices of the Commission at 425 Second Street NW., Washington, D.C.

Notice is further given that an order granting the application may be issued by the Commission at any time on or after May 10, 1965, unless prior thereto a hearing upon the application is ordered by the Commission, as provided in clause (ii) of section 310(b) (1) of the Trust Indenture Act of 1939. Any interested per-

son may, not later than May 7, 1965, at 5:30 p.m., e.d.s.t., in writing, submit to the Commission, his views or any additional facts bearing upon this application or the desirability of a hearing thereon. Any such communication or request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington, D.C., 20549, and should state briefly the nature of the interest of the person submitting such information or requesting a hearing, the reasons for such request, and the issues of fact and law raised by the application which he desires to controvert.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[P.R. Doc. 65-4413; Filed, Apr. 27, 1965;
8:45 a.m.]

[811-984]

UNITED INTERNATIONAL FUND, LTD.

Notice of Application Declaring That Company Has Ceased To Be an Investment Company

APRIL 22, 1965.

Notice is hereby given that United International Fund, Ltd. ("applicant"), a Hamilton, Bermuda, corporation and a management, open-end, diversified investment company registered under the Investment Company Act of 1940 ("Act"), has filed an application pursuant to section 8(f) of the Act for an order declaring that applicant has ceased to be an investment company as defined in the Act. All interested persons are referred to the application and exhibit thereto on file with the Commission for a complete statement of the representations contained therein.

Applicant represents that it has been liquidated and wound-up in accordance with Bermuda law and a Plan of Reorganization and Liquidation which has been approved by its shareholders. Pursuant to such plan applicant sold all of its assets, other than \$44,184 in cash, to United Funds Canada-International, Ltd. ("Canada International Fund"), a registered investment company, in return for shares of that company.

The shares of Canada International Fund are being distributed by that company to applicant's shareholders, and the \$44,184 in cash which applicant retained has been utilized to discharge all of its liabilities.

Section 8(f) of the Act provides in pertinent part, that when the Commission, on application, finds that a registered investment company has ceased to be an investment company, it shall so declare by order and upon the taking effect of such order, the registration of such company shall cease to be in effect.

Notice is further given that any interested person may, not later than May 17, 1965, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the

issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing), upon applicant. Proof of such service by (affidavit or in case of an attorney-at-law, by certificate), shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[P.R. Doc. 65-4414; Filed, Apr. 27, 1965;
8:45 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

CERTIFICATES AUTHORIZING EMPLOYMENT OF LEARNERS AT SPECIAL MINIMUM RATES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), and Administrative Order No. 579 (28 F.R. 11524) the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the act. The effective and expiration dates, occupations, wage rates, number or proportion of learners and learning periods, for certificates issued under general learner regulations (29 CFR 522.1 to 522.9), and the principal product manufactured by the employer are as indicated below. Conditions provided in certificates issued under the supplemental industry regulations cited in the captions below are as established in those regulations.

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

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

Apparel Manufacturing Co. of Jackson, Inc.,
Scotts Hill, Tenn.; effective 4-10-65 to 4-9-66
(ladies' wash dresses).

Blue Gem Manufacturing Co., Stoneville,
N.C.; effective 4-7-65 to 4-6-66 (men's and boys' dungarees).

Chester Sportswear Co., By-Pass 72, Chester,
S.C.; effective 4-1-65 to 3-31-66 (men's shirts).

Dickson Manufacturing Co., Plant No. 2, 114 North Mulberry Street, Dickson, Tenn.; effective 4-21-65 to 4-20-66 (work shirts and work jackets).

Ely and Walker, a division of Burlington Industries, Inc., LaFayette, Ga.; effective 3-31-65 to 3-30-66 (men's sport shirts).

Ely and Walker, a division of Burlington Industries, Inc., Monterey, Tenn.; effective 3-30-65 to 3-29-66 (boys' sport shirts).

Granite Dress Corp., 40 County Street, Fall River, Mass.; effective 4-1-65 to 3-31-66 (ladies' dresses).

Juniata Garment Co., 322 South Juniata Street, Mifflin, Pa.; effective 4-17-65 to 4-16-66 (ladies' dresses).

Kane Manufacturing Co., Leitchfield, Ky.; effective 4-5-65 to 4-4-66 (men's and boys' caissack type jackets).

Lavonia Industry, Inc., Lavonia, Ga.; effective 4-20-65 to 4-19-66 (house dresses).

Leitchfield Manufacturing Co., Leitchfield, Ky.; effective 4-5-65 to 4-4-66 (men's trousers and ladies' slacks).

Lerner Stone Clothing Corp., Forrest City, Ark.; effective 4-11-65 to 4-10-66 (men's dress slacks).

Linda Lane Garment Co., Inc., 106 West Bluff and 204 North Main Street, Excelsior Springs, Mo.; effective 4-7-65 to 4-6-66 (ladies', nurses' and maids' uniforms).

McEwen Manufacturing Co., McEwen, Tenn.; effective 4-22-65 to 4-21-66 (overalls, playsuits and dungarees).

Perry Manufacturing Co., Post Office Box 1027, Mount Airy, N.C.; effective 4-14-65 to 4-13-66 (ladies' and misses' blouses).

Prepsheet Manufacturing Corp., Greenville, N.C.; effective 4-15-65 to 4-14-66 (boys' dress and sport shirts).

Publix Manufacturing Corp., Gallatin, Pa.; effective 4-9-65 to 4-8-66 (men's sport and dress shirts).

Salant & Salant, Inc., South First Street, Union City, Tenn.; effective 4-16-65 to 4-15-66 (men's cotton work shirts).

Sancar Corp., 28 West Rock Street, Harrisonburg, Va.; effective 3-30-65 to 3-29-66 (ladies' woven and knitted underwear).

Sandye Shirt Corp., Portland, Tenn.; effective 4-20-65 to 4-19-66 (men's dress and sport shirts and ladies' blouses).

Sharon Manufacturing Co., Sharon, Tenn.; effective 3-31-65 to 3-30-66 (children's pajamas).

The Solomon Co., Leeds, Ala.; effective 4-21-65 to 4-20-66 (men's and boys' trousers and walking shorts).

Southland Manufacturing Co., Benson, N.C.; effective 3-31-65 to 3-30-66 (men's and boys' sport shirts).

Springfield Garment Manufacturing Co., 627-35 North Campbell Avenue, Springfield, Mo.; effective 4-2-65 to 4-1-66 (men's dress slacks).

Williamson-Dickie Manufacturing Co., Plant No. 19, Maverick County Airfield, Eagle Pass, Tex.; effective 4-2-65 to 4-1-66 (men's and boys' work pants).

Winston Manufacturing Co., Winona, Miss.; effective 4-7-65 to 4-6-66 (men's sport shirts).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number of learners authorized are indicated.

Anthracite Overall Manufacturing Co., Inc., 430 Penn Avenue, Scranton, Pa.; effective 4-12-65 to 4-11-66; 10 learners. Learners may not be employed at special minimum wage rates in the manufacture of skirts (men's work and dress trousers, ladies' slacks, shorts and pedal pushers).

Brilliant Garment Co., Brilliant, Ala.; effective 4-17-65 to 4-16-66; 10 learners (men's work pants).

Jay-Dee Sportswear, Inc., 104 East Broad Street, Paulsboro, N.J.; effective 4-10-65 to

4-9-66; 10 learners (children's windbreakers and girls' ski jackets).

Jimmy Richard Co., Hawkinsville, Ga.; effective 4-3-65 to 4-2-66; 10 learners (men's and boys' quilted lined jackets).

LGAM Manufacturing Co., Inc., Woodsfield, Ohio, effective 4-1-65 to 3-31-66; 10 learners (ladies' blouses).

Leading Lady Foundations, Inc., 3748 East 91st Street, Cleveland, Ohio; effective 4-1-65 to 3-31-66; 5 learners (brassieres, girdles, and garter belts).

Raritan Sportswear Co., 375 Stanford Street, Perth Amboy, N.J.; effective 4-6-65 to 4-5-66; 10 learners (men's and boys' outerwear jackets).

Spruce Pine Manufacturing Co., Spruce Pine, N.C.; effective 4-12-65 to 4-11-66; 10 learners (men's and boys' dress shirts).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

Collinwood Manufacturing Co., Collinwood, Tenn.; effective 4-19-65 to 10-18-65; 25 learners (women's uniforms).

Kuttner Enterprises Co., Inc., Cavers Avenue, Wiggins, Miss.; effective 4-10-65 to 10-9-65; 20 learners (men's and women's uniforms).

Levi Strauss and Co., 808 West 29th Street, San Angelo, Tex.; effective 4-12-65 to 10-11-65; 80 learners (boys' casual pants).

Marcus Manufacturing Co., Nowata, Okla.; effective 4-8-65 to 10-7-65; 45 learners (men's and boys' slacks).

Glove Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended and 29 CFR 522.60 to 522.65, as amended)

Banner Elk Glove Co., Inc., Banner Elk, N.C.; effective 4-2-65 to 4-1-66; 10 learners for normal labor turnover purposes (work gloves).

Galena Glove and Mitten Co., 430 Garfield Avenue, Dubuque, Iowa; effective 4-2-65 to 4-1-66; 10 learners for normal labor turnover purposes (work gloves).

Haynesville Manufacturing Co., Inc., Haynesville, La.; effective 4-6-65 to 10-5-65; 20 learners for plant expansion purposes (work gloves).

Nation Wide Glove Co., Pontiac, Ill.; effective 4-5-65 to 1-31-66; 10 learners for normal labor turnover purposes (work gloves) (Replacement certificate).

Newton Glove Inc., Box 271, Newton, N.C.; effective 4-21-65 to 4-20-66; 10 percent of the total number of machine stitchers for normal labor turnover purposes (work gloves).

Hosiery Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.40 to 522.43, as amended)

Ellen Knitting Mills, Spruce Pine, N.C.; effective 3-31-65 to 3-30-66; 5 percent of the total number of factory production workers for normal labor turnover purposes (seamless).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.30 to 522.35, as amended)

Wolverine Knitting Mills, Inc., 120 North Jackson Street, Bay City, Mich.; effective 4-23-65 to 4-22-66; 5 percent of the total number of factory production workers for normal labor turnover purposes. Learners may not be employed at special minimum wage rates in the manufacture of robes (men's and women's pajamas).

Wolverine Knitting Mills, Inc., 120 North Jackson Street, Bay City, Mich.; effective 4-6-65 to 10-4-65; learners for plant expansion purposes. Learners may not be em-

ployed at special minimum wage rates in the production of robes. (men's and women's pajamas).

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.9, as amended)

The following learner certificates were issued in Puerto Rico to the companies hereinafter named. The effective and expiration dates, learner rates, occupations, learning periods, and the number of learners authorized to be employed, are indicated.

Andrea Shoe Corp., Antonio Luchetti Street, Post Office Box 407, Villalba, P.R.; effective 3-14-65 to 8-30-65; 28 learners for normal labor turnover purposes in any factory productive occupation (with certain exceptions), each for a learning period of 480 hours at the rates of 78 cents an hour for the first 240 hours and 91 cents an hour for the remaining 240 hours (tennis shoes) (replacement certificate).

Barranquitas Shoe Co., Inc., Post Office Box 623, Barranquitas, P.R.; effective 3-15-65 to 6-14-65; 18 learners for plant expansion purposes in any factory productive occupation (with certain exceptions), each for a learning period of 480 hours at the rates of 77 cents an hour for the first 240 hours and 83 cents an hour for the remaining 240 hours (shoes).

Caribe Foundations, Inc., 186 Duarte Street, Hato Rey, P.R.; effective 3-1-65 to 2-28-66; 5 learners for normal labor turnover purposes in the occupation of sewing machine operator, for a learning period of 480 hours at the rates of 92 cents an hour for the first 320 hours and \$1.03 an hour for the remaining 160 hours (girdles, brassieres and corselettes).

Clara Shoe Corp., Post Office Box 235, Juana Diaz, P.R.; effective 2-27-65 to 5-29-65; 134 learners for plant expansion purposes in any factory productive occupation (with certain exceptions), each for a learning period of 480 hours at the rates of 77 cents an hour for the first 240 hours and 83 cents an hour for the remaining 240 hours (shoes) (replacement certificate).

Cranbar Corp., Barrio El Tuque, Ponce West Ind. Dev. Area, Post Office Box "N", Ponce, P.R.; effective 3-14-65 to 7-17-65; 175 learners for plant expansion purposes in any productive occupation (with certain exceptions), each for a learning period of 480 hours at the rates of 78 cents an hour for the first 240 hours and 91 cents an hour for the remaining 240 hours (rubber and canvas shoes) (replacement certificate).

Cranbar Corp., Barrio El Tuque, Ponce West Ind. Dev. Area, Post Office Box "N", Ponce, P.R.; effective 3-14-65 to 1-27-66; 50 learners for normal labor turnover purposes in any factory productive occupation (with certain exceptions), each for a learning period of 480 hours at the rates of 78 cents an hour for the first 240 hours and 91 cents an hour for the remaining 240 hours (rubber and canvas shoes) (replacement certificate).

El Final, Inc., Post Office Box 992, Caguas, P.R.; effective 2-23-65 to 2-22-66; 10 learners for normal labor turnover purposes in the occupations of: (1) Machine stitcher, for a learning period of 480 hours at the rates of 75 cents an hour for the first 240 hours and 86 cents an hour for the remaining 240 hours; and (2) die and clicker machine operator, for a learning period of 160 hours at the rate of 75 cents an hour (ladies' gloves).

Isabel Products, Inc., Apartado 816, Santa Isabel, P.R.; effective 3-16-65 to 3-15-66; 10 learners for normal labor turnover purposes in the occupation of sewing machine operator, for a learning period of 480 hours at the rates of 92 cents an hour for the first

320 hours and \$1.03 an hour for the remaining 160 hours (girdles and brassieres).

Isabela Vieques Corp., Apartado 398, Isabel Segunda, Vieques, P.R.; effective 3-29-65 to 9-28-65; 56 learners for plant expansion purposes in the occupations of: (1) sewing machine operator, for a learning period of 480 hours at the rates of 75 cents an hour for the first 240 hours and 86 cents an hour for the remaining 240 hours; and (2) machine operations other than sewing machine, final inspection of fully assembled garments, each for a learning period of 160 hours at the rate of 75 cents an hour (dress shirts).

Nutritional Specialties, Inc., Apartado 103, Arecibo, P.R.; effective 3-20-65 to 4-30-65; 5 learners for normal labor turnover purposes in the occupation of tabletting machine operator, mixing machine operator, granulating machine operator, coating machine operator, die setter, each for a learning period of 240 hours at the rate of 82 cents an hour (dietary food supplement in tablet form) (replacement certificate).

Sun Manufacturing Inc., Post Office Box 3207, Marina Station, Mayaguez, P.R.; effective 3-14-65 to 2-21-66; 23 learners for normal labor turnover purposes in any factory productive occupation (with certain exceptions), each for a learning period of 78 cents an hour for the first 240 hours and 91 cents an hour for the remaining 240 hours (canvas uppers for vulcanized shoes) (replacement certificate).

Van Heusen of P.R.; Camacayes Ward Road No. 5, Km. 0.1, Post Office Box 245, Aguadilla, P.R.; effective 1-7-65 to 7-6-65; 50 learners for plant expansion purposes in the occupations of: (1) sewing machine operator, for a learning period of 480 hours at the rates of 71 cents an hour for the first 240 hours and 82 cents an hour for the remaining 240 hours; and (2) machine operations other than sewing, final inspection of fully assembled garments, each for a learning period of 160 hours at the rate of 71 cents an hour (shirts).

West Manufacturing Corp., Apartado 3207, Mayaguez, P.R.; effective 3-14-65 to 9-15-65; 10 learners for normal labor turnover purposes in the occupation of vulcanizer, finisher, packer, each for a learning period of 480 hours at the rates of 78 cents an hour for the first 240 hours and 91 cents an hour for the remaining 240 hours (basket ball shoes) (replacement certificate).

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at special minimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within 15 days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in 29 CFR Part 528.

Signed at Washington, D.C., this 16th day of April 1965.

ROBERT G. GRONEWALD,
Authorized Representative,
of the Administrator.

[P.R. Doc. 65-4420; Filed, Apr. 27, 1965;
8:45 a.m.]

No. 81—4

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

APRIL 23, 1965.

Protests to the granting of an application must be prepared in accordance with § 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. 39719—*Sand from Dickason Pit, Ind.* Filed by Illinois Freight Association, agent (No. 280), for and on behalf of Chicago & Eastern Illinois Railroad Co. Rates on sand, as described in the application, in carloads, from Dickason Pit, Ind., to Reilly, Ill.

Grounds for relief—Motortruck competition.

Tariff—Supplement 45 to Chicago & Eastern Illinois Railroad Co. tariff I.C.C. 330.

FSA No. 39720—*Cement and related articles from Milwaukee, Wis.* Filed by Traffic Executive Association—Eastern Railroads, agent (E.R. No. 2773), for interested rail carriers. Rates on cement, common, hydraulic, masonry, mortar, natural or Portland, also tile grout, cement clinker, and dry building mortar, in carloads, from Milwaukee, Wis., to Columbus and Dayton, Ohio.

Grounds for relief—Market competition.

Tariff—Supplement 68 to Traffic Executive Association—Eastern Railroads, agent, tariff I.C.C. 4225.

FSA No. 39721—*Iron or steel articles to LeTourneau, Miss.* Filed by Traffic Executive Association—Eastern Railroads, agent (E.R. No. 2776), for interested rail carriers. Rates on iron or steel plate or sheet, noibn, galvanized, painted or plain, corrugated or not corrugated, also strip steel, noibn, in carloads, from Portsmouth, Ohio, to LeTourneau, Miss.

Grounds for relief—Market competition.

Tariff—Supplement 4 to Southern Freight Association, agent, tariff I.C.C. S-502.

FSA No. 39722—*Liquid caustic soda to Coosa Pines, Ala.* Filed by Southwestern Freight Bureau, agent (No. B-8721), for interested rail carriers. Rates on liquid caustic soda, in tank-car loads, from specified points in Texas, also Baldwin, Ark., and Lake Charles, La., to Coosa Pines, Ala.

Grounds for relief—Market competition.

Tariffs—Supplements 77, 178, and 74 to Southwestern Freight Bureau, agent, tariffs I.C.C. 4529, 4450, and 4534, respectively.

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-4426; Filed, Apr. 27, 1965;
8:46 a.m.]

[Notice 760]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

APRIL 23, 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 ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

No. MC 25869 (Sub-No. 39), filed April 15, 1965. Applicant: NOLTE BROS. TRUCK LINE, INC., 2509 "O" Street, Post Office Box 184, South Omaha, Nebr. Applicant's attorney: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fresh meat and packinghouse products* (except in bulk, in tank vehicles), from Sioux City, Iowa and Omaha, Nebr., to points in Illinois (except Chicago and the commercial zone thereof).

HEARING: May 13, 1965, at the New Federal Building, 215 North 17th Street, Omaha, Nebr., before Examiner John L. York.

No. MC 115491 (Sub-No. 65), filed March 31, 1965, published FEDERAL REGISTER issue of April 14, 1965, and republished this issue.

Applicant: COMMERCIAL CARRIER CORPORATION, 502 East Bridgers Avenue, Post Office Box 67, Auburndale, Fla. Applicant's attorney: Daniel B. Johnson, 1815 H Street, NW., Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen food*, from points in Tennessee and Arkansas to points in Louisiana, Mississippi, Alabama, Georgia, Florida, South Carolina, North Carolina, Virginia, the District of Columbia, Delaware, Maryland, New Jersey, Pennsylvania, New York, Connecticut, Rhode Island, Massachusetts, Ohio, Michigan, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, Kansas, Nebraska, South Dakota, and North Dakota.

NOTE: The purpose of this republication is to show the hearing information.

HEARING: May 17, 1965, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner William A. Royall.

No. MC 118292 (Sub-No. 10), filed April 15, 1965. Applicant: BALLENTINE PRODUCE, INC., New Highways 64 and 71, Post Office Box 312, Alma, Ark. Applicant's attorney: Lester M. Bridgeman, Woodward Building, Washington, D.C., 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in Tennessee and Arkansas, to points in Alabama, Arkansas, Connecticut, Colorado, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michi-

gan, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, Wisconsin and the District of Columbia.

NOTE: Applicant is also authorized to conduct operations as contract carrier in Permit MC 118434, therefore dual operations may be involved.

HEARING: May 17, 1965, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner William A. Royall.

No. MC 119778 (Sub-No. 85) filed April 9, 1965. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: Frank B. Hand, Jr., 921 Seventeenth Street NW., Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals* in bulk, from points in Calcasieu Parish, La., to points in the United States (except Alaska and Hawaii).

HEARING: May 20, 1965, at the Federal Building and U.S. Court House, 515 Rusk Street, Houston, Tex., before Examiner Isadore Freidson.

No. MC 106297 (Sub-No. 35) (REPUBLICATION), filed December 2, 1964, published *FEDERAL REGISTER*, issue of December 23, 1964, and republished this issue. Applicant: MID-STATES TRAILER TRANSPORT, INC., Lansing, Ill. By application filed December 2, 1964, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of mobile homes, designed to be drawn by passenger automobiles, and equipment, furnishings, and accessories when moving as a part of and in conjunction therewith, in initial movements, from Rowan County, N.C., to points in the United States, including Alaska, but excluding Hawaii. An order, Operating Rights Board No. 1, dated April 13, 1965, served April 19, 1965, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of trailers designed to be drawn by passenger automobiles, in initial movements, in driveway and truckaway service, from points in Rowan County, N.C., to points in the United States, including Alaska but excluding Hawaii; and that because it is possible that parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the *FEDERAL REGISTER* and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 111401 (Sub-No. 165) (REPUBLICATION), filed December 17,

1964, published *FEDERAL REGISTER*, issue of January 6, 1965, and republished this issue. Applicant: GORENDYKE TRANSPORT INC., Enid, Okla. By application filed December 17, 1964, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier, by motor vehicle, over irregular routes, of dimethyl ether, in bulk, in specialized tank vehicles, in straight truckloads, from Sterlington, La., to Los Angeles, Calif. An order, Operating Rights Board No. 1, dated April 13, 1965, served April 19, 1965, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of dimethyl ether, in bulk, in tank vehicles, from Sterlington, La., to Los Angeles, Calif.; and that because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the *FEDERAL REGISTER* and issuance of a certificate will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

NOTICE OF FILING OF PETITIONS

No. MC 10345 and No. MC 10345 (Sub-No. 82) (PETITION FOR MODIFICATION), filed March 19, 1965. Petitioner: C & J COMMERCIAL DRIVEAWAY, INC., 1905 West Mt. Hope Avenue, Lansing, Mich. Petitioner's attorneys: James W. Wrape and Louis I. Dailey, 2111 Sterick Building, Memphis, Tenn. Petitioner holds authority in No. MC 10345 and in No. MC 10345 (Sub-No. 82), to transport automobiles, trucks, chassis, taxi cabs, bodies, and cabs, in initial and secondary movements, and also in truckaway and driveaway service, from specific points of manufacture in specified States, to points in numerous States set forth in Certificates Nos. MC 10345 and MC 10345 (Sub-No. 82). The instant petition is filed in accordance with Rule 1.102 of the general rules of practice and in keeping with the decision of Division 1, Acting as an Appellate Division, in *Matson, Inc., Extension—Self-Unloading Material Bodies*, 96 M.C.C. 648. Petitioner requests that the restrictive expressions "in initial movements," "in secondary movements," "in truckaway service," and "in driveaway service," will not apply to the transportation of "bodies" or "cabs" as authorized in the above-numbered certificates. Any person or persons desiring to participate in this proceeding may file replies to said petition (original and fourteen (14) copies each), within 45 days from the date of this publication in the *FEDERAL REGISTER*.

No. MC 107403 (Sub-No. 535) (PETITION TO AMPLIFY), filed November 25, 1964. Petitioner: MATLACK, INC.,

10 West Baltimore Avenue, Landsdowne, Pa. Petitioners attorney: Maxwell A. Howell, 1511 K Street NW., Washington, D.C., 20005. Petitioner filed an application on February 7, 1964, seeking authority to extend an existing operation as a common carrier by motor vehicle in interstate or foreign commerce, over irregular routes, in the transportation of: Liquefied petroleum gas, in bulk, in tank vehicles, from points on the Allegheny Pipeline Co. or Texas Eastern Transmission Corp. (Little Big Inch division), pipelines which pass near Greensburg, Pa., Watkins Glen and Selkirk, N.Y., to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia, subject to the restriction that all liquefied petroleum gas transported shall have previously moved in interstate commerce through the Allegheny Pipeline Co. or Texas Eastern Transmission Corp. (Little Big Inch division), pipelines. On August 26, 1964, a certificate was issued to it as follows: "Irregular routes: Liquefied petroleum gas, in bulk, in tank vehicles, from pipeline outlets, Allegheny Pipeline Co. or Texas Eastern Transmission Corp. (Little Big Inch division), pipelines at or near Greensburg, Pa., and Watkins Glen and Selkirk, N.Y., to points in Connecticut, Delaware, that part of Maine south of Maine Highway 25, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia, with no transportation for compensation on return except as otherwise authorized. RESTRICTION: The authority granted herein is restricted to traffic having a prior movement by pipeline at above specified origins." By the instant petition, petitioner requests that the instant proceeding be reopened toward the end that the certificated authority herein granted may be as follows: "Irregular routes: Liquefied petroleum gas, in bulk, in tank vehicles, from pipeline outlets on the Allegheny Pipeline Co. or Texas Eastern Transmission Corp. (Little Big Inch division), pipelines which pass near Greensburg, Pa., and Watkins Glen and Selkirk, N.Y., to points in Connecticut, Delaware, that part of Maine on and south of Maine Highway 25, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia, with no transportation for compensation on return except as otherwise authorized. RESTRICTION: The authority granted herein is restricted to traffic having a prior movement by pipeline." An order, by Division 1, acting as an Appellate Division, dated April 7, 1965, served April 9, 1965, orders that notice be published in the *FEDERAL REGISTER* of the filing on November 25, 1964, of the petition to amplify Certificate No. 107403 (Sub-No. 535), which notice is to provide for the filing of representations by interested person within 30 days of the date of publication.

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

No. MC 30202 (Sub-No. 2) filed April 14, 1965. Applicant: BOSTON & TAUNTON TRANSPORTATION CO., a corporation, 200 Frontage Road, Boston, Mass. Applicant's attorney: Francis P. Barrett, Professional Building, 25 Bryant Avenue, East Milton (Boston), Mass., 02186. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities (except those of unusual value, Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C., commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), between points in Massachusetts.

NOTE: This is a matter directly related to MC-F 9082, published in FEDERAL REGISTER issue of April 21, 1965.

No. MC 109397 (Sub-No. 114), filed April 5, 1965. 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: (1) *Explosives and blasting supplies*, from points in Cook, La Salle and Grundy Counties, to points in Indiana, those in Iowa on and east of U.S. Highway 69, and those in the southern peninsula of Michigan; (2) *explosives and blasting supplies*, from points in Will County, Ill., to points in Indiana, and those in Iowa on and east of U.S. Highway 69, and those in that part of Michigan bounded on the north and west by Lake Michigan, on the south by the Michigan-Indiana and Michigan-Ohio State line, and on the east by Lake Erie and Detroit River from the Michigan-Ohio State line to Detroit, Mich., thence by the boundary of the United States in Canada, Port Huron, Mich., and thence by Lake Huron; (3) *dangerous explosives and blasting supplies*, (a) from Barksdale, Wis., to points in Illinois, Indiana, Iowa, the southern Peninsula of Michigan, and in that part of Kentucky west of, but not including, the counties of Meade, Breckenridge, Grayson, Edmondson, Warren, and Simpson, and (b) from Seneca, Ill., to points in that part of Kentucky west of, but not including, the counties of Meade, Breckenridge, Grayson, Edmondson, Warren, and Simpson, and in that part of Wisconsin south of, but not including, the counties of Trempealeau, Jackson, Wood, Portage, Waupaca, Outagamie, Brown and Kewaunee; (4) *Explosives and blasting supplies*, from Seneca, Ill., to points in Ohio and Missouri; (5) *dangerous explosives and blasting supplies*, from points in Cook, La Salle and Grundy Counties, Ill., to points in that part of Iowa west of U.S. Highway 69; (6) *explosives and blasting supplies, and materials and supplies*, used in the manufacture and shipping

thereof, from Seneca, Ill., to Barksdale, Wis., (7) *explosives and blasting supplies*, (a) from Barksdale, Wis., to points in Minnesota and South Dakota, and (b) from Seneca, Ill., to points in Minnesota and South Dakota and those points in Wisconsin (except those south of Trempealeau, Jackson, Wood, Portage, Waupaca, Outagamie, Brown, and Kewaunee Counties, Wis.), (8) *classes A and B explosives and blasting supplies*, (a) from Barksdale, Wis., to points in the upper peninsula of Michigan, (b) and *empty containers or other such incidental facilities* used in transporting such commodities, from points in the upper peninsula of Michigan to Barksdale, Wis., (9) *chemicals*, in bulk (other than liquid), from the site of Amoco Chemicals Corp. located about six (6) miles southwest of Joliet, Ill., to points in the United States, (10) *fertilizer, insecticides, pesticides, and herbicides*, to be used for agricultural purposes, in bulk or in packages, from the site of the Smith-Douglas Co., Inc., plant located at Streator, Ill., to points in Iowa, Minnesota, Indiana (except Gas City, Winchester, Munsey, and Jonesboro), and Wisconsin (except Milwaukee, Green Bay, and Sheboygan).

(11) *Nitrocellulose*, wet in drums and in other containers, from the plant site of E. I. du Pont de Nemours & Co. near Seneca, La Salle County, Ill., to points in Illinois, Indiana, Iowa, Kansas, Kentucky, Minnesota, Missouri, and Wisconsin; (12) (1) *sponge rubber products* (except commodities in bulk in tank vehicles), from the plant site of Sponge Cushion, Inc. at Morris, Ill., to points in Wisconsin, Minnesota, Missouri, Kansas, Texas, Arkansas, Oklahoma, Indiana, Louisiana, Kentucky, Tennessee, Pennsylvania and Nebraska (except Omaha and the commercial zone thereof), Des Moines, Iowa, and Detroit and Grand Rapids, Mich., and (2) *raw materials* used in the manufacture of sponge rubber products (except commodities in bulk in tank vehicles), from points in Louisiana, Texas, and Kentucky to the above described plant site; (13) *manufactured sponge rubber cushioning material*, from the plant site of Sponge Cushion Co. located at Morris, Ill., to points in New York, Massachusetts, Connecticut, Colorado, Rhode Island, New Jersey, Delaware, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Mississippi, Alabama, Georgia, Florida, Michigan (except Detroit and Grand Rapids), Iowa (except Des Moines, Clinton, Cedar Rapids, Davenport, and Bettendorf), Omaha, Nebr., and the District of Columbia; (14) *raw materials* used in the manufacture of such sponge rubber cushioning material (except commodities in bulk in tank vehicles), from points in Georgia and New York, to the plant site of Sponge Cushion, Inc., located at Morris, Ill.; (15) *ammonium nitrate fertilizer* (other than liquid), from the plant site of Illinois Nitrogen Co. at or near Marseilles, Ill., to points in Indiana, Michigan, Wisconsin, Minnesota, Iowa, Ohio, and Missouri; (16) *ammonium nitrate mixtures* (other than liquid), from Seneca, Ill., to points in Indiana, Michigan, Wisconsin, Minne-

sota, Ohio, Iowa, and Missouri, and (17) *glass containers*, from the plant site of the Universal Glass Products Co., Joliet, Ill., to Frankfort and Bardstown, Ky.

NOTE: This is a matter directly related to MC-F-9068, published in FEDERAL REGISTER issue of April 14, 1965.

APPLICATIONS UNDER SECTIONS 6 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-9086. Authority sought for purchase by WITTE TRANSPORTATION CO., 2481 North Cleveland Avenue, St. Paul, Minn., 55113, of the operating rights and property of WALTER DANIELSON, doing business as DANIELSON TRUCKING, River Falls, Wis., 54022, and for acquisition by H. G. McNEELY, 425 East 8th Street, St. Paul, Minn., 55101, of control of such rights and property through the purchase. Applicants' representative: Salvatore F. Caruso, 2481 North Cleveland Avenue, St. Paul, Minn., 55113. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a common carrier, over irregular routes, between points in the towns of Kinnekinic, Troy, Pleasant Valley, and Warren, in St. Croix County, Wis., and points in the town of River Falls, Pierce County, Wis., on the one hand, and, on the other, South St. Paul, St. Paul, Minn., and Newport, Minn.; *livestock, farm products, hay, and wood*, between points in the towns of Oak Grove, Ellsworth, River Falls, and Diamond Bluff, in Pierce County, Wis., on the one hand, and, on the other, South St. Paul, St. Paul, Minn., and Newport, Minn. Vendee is authorized to operate as a common carrier in Wisconsin, Minneapolis, North Dakota, Illinois, and Michigan. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9087. Authority sought for purchase by CARGO-IMPERIAL FREIGHT LINES, INC., 91 Mountain Road, Burlington, Mass., of a portion of the operating rights of BORDER EXPRESS LINES, INC., 257 Fourth Street, Buffalo, N.Y., and for acquisition by ROBERT W. HOTIN, also of Burlington, Mass., of control of such rights through the purchase. Applicants' representative: Howard T. Saperston, 815 Liberty Bank Building, Buffalo 2, N.Y. Operating rights sought to be transferred: Under a certificate of registration in Docket No. MC-120104 (Sub-No. 1), covering the transportation of general commodities, as defined in the contemporaneously effective order of the said Commission in Case MT-4467, as a common carrier, in intrastate commerce, in the following counties within the State of New York: Between all points in Erie County; from all points in Erie County

to all points in Cattaraugus and Wyoming Counties; from all points in Cattaraugus and Niagara Counties, to all points in Erie County. Vendee is authorized to operate as a common carrier in New York, Massachusetts, Connecticut, and Rhode Island. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9088. Authority sought for control and merger by FLEET TRANSPORT COMPANY, INC., 340 Armour Drive NE., Post Office Box 13694 Station K, Atlanta, Ga., 30324, of the operating rights and property of GASOLINE TRANSPORT, INC., 340 Armour Drive NE., Atlanta, Ga., 30324, and for acquisition by FLEET MANAGEMENT COMPANY, 934 44th Avenue North, Nashville, Tenn., of control of such rights and property through the transaction. Applicants' attorney: R. J. Reynolds, Jr., 403-11 Healey Building, Atlanta, Ga., 30303. Operating rights sought to be controlled and merged: *Petroleum products*, in bulk, in tank trucks, as a common carrier, over irregular routes, from Chattanooga and Tyner, Tenn., to Carrollton, Ga., and to points in Georgia on and north of a line beginning at the Georgia-South Carolina State line and extending along U.S. Highway 29 to Atlanta, and thence along U.S. Highway 78 to the Alabama-Georgia State line; *gasoline*, from Knoxville, Tenn., to Greenville, S.C.; *gasoline, kerosene, and lubricating oils*, except residual fuel oils, in bulk, in tank vehicles, from points in Knox County, Tenn., to points in Fannin County, Ga.; and *gasoline, kerosene, fuel oil, and diesel fuel*, in bulk, in tank vehicles, from Knoxville, Tenn., to points in North Carolina on and west of U.S. Highway 221, except Asheville, and Bryson City, N.C. Vendee is authorized to operate as a common carrier in Georgia, Tennessee, Alabama, North Carolina, Florida, South Carolina, Louisiana, Arkansas, Oklahoma, Virginia, Delaware, Kentucky, Maryland, Pennsylvania, West Virginia, Mississippi, New York, Michigan, Illinois, Indiana, Ohio, Connecticut, Massachusetts, New Jersey, Texas, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9089. Authority sought for purchase by COOPER MOTOR LINES, INC., 301 Hammett Street, Extension, Greenville, S.C., of a portion of the operating rights of LANEY TANK LINES, INCORPORATED, 1009 Church Street, Camden, S.C., and for acquisition by CALHOUN LEMON, Post Office Box 385, Barnwell, S.C., CHARLES F. COOPER, 437 Sweetbriar Road, Columbia, S.C., RICHARD L. FEW, 407 Longview Terrace, Greenville, S.C., and CHARLES J. PREZIOSO, 4515 Sylvan Drive, Columbia, S.C., of control of such rights through the purchase. Applicants' attorneys: Frank A. Graham, Jr., 707 Security Federal Building, Columbia, S.C., 29201, and Beverley S. Simms, 910 17th Street NW., Washington 60, D.C. Operating rights sought to be transferred: *General commodities*, except gold bullion, articles of exceptional value, objects of art, Classes A and B explosives other than small arms ammunition, articles

which because of bulk, weight, or length cannot be transported by ordinary motor carrier equipment, and articles requiring refrigerated trucks for transportation, as a common carrier, over irregular routes, between points in Kershaw County, S.C., on the one hand, and, on the other, points in North Carolina and Georgia. RESTRICTION: The operations authorized above are restricted to truck loads of not less than 10,000 pounds. Vendee is authorized to operate as a common carrier in South Carolina, Virginia, Maryland, Delaware, Pennsylvania, New Jersey, New York, North Carolina, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9090. Authority sought for purchase by D. J. McNICHOL CO., 2519 Morris Street, Philadelphia 45, Pa., of the operating rights and property of FRANCES McNICHOL, doing business as DENNIS J. McNICHOL, 2519 Morris Street, Philadelphia 45, Pa., and for acquisition by DENNIS J. McNICHOL, JR., EDWARD J. McNICHOL, BERNARD J. McNICHOL, all of Philadelphia, Pa., and FRANCES McNICHOL, 118 Powell Street, Springfield, Pa., of control of such rights and property through the purchase. Applicants' attorneys: Beverley S. Simms, 910 17th Street NW., Washington, D.C., 20006, and Jacob J. Siegal, 1529 Walnut Street, Philadelphia, Pa., 19102. Operating rights sought to be transferred: *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 shoreline 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; *fruits, vegetables, agricultural commodities, poultry, and sea food*, 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 above must be performed under special and individual contracts or agreements, with persons (as defined in section 203(a) of the Interstate Com-

merce Act), who operate retail stores, the business of which is the sale of food, of the commodities indicated and in the manner specified above; *such food, commodities, and equipment*, as are used in connection with the operation of industrial plant and institutional cafeterias, from Philadelphia, Pa., to points in Maryland and the District of Columbia. RESTRICTION: The transportation service specified in the commodity description next above 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 industrial plant and institutional cafeterias, the business of which is the sale of food, for the transportation of the commodities indicated and in the manner specified immediately above; *such foods, commodities, and equipment* as are used in connection with the operation of industrial plant cafeterias, between Philadelphia, Pa., on the one hand, and, on the other, points in New Castle County, Del., points in that part of New York on and south of U.S. Highway 6, and points in that part of New Jersey on and north of a line beginning at Trenton, N.J., and extending along New Jersey Highway 33 to junction New Jersey Secondary Highway 537 (formerly shown as New Jersey Highway 4).

Thence along New Jersey Secondary Highway 537, to Freehold, N.J., thence along New Jersey Secondary Highway 537 (formerly shown as unnumbered highway) through Colts Neck and Tinton, N.J., to Eatontown, N.J., thence along New Jersey Highway 71 (formerly shown as New Jersey Highway 4N) to junction unnumbered highway near Oceanport, N.J., and thence along unnumbered highway through Long Branch, N.J., to the Atlantic Ocean. RESTRICTION: The transportation service specified in the paragraph immediately above 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 industrial plant cafeterias, for the transportation of the commodities indicated and in the manner specified above; *frozen fruits and frozen vegetables*, from Philadelphia, Pa., to points in Delaware, Maryland, New Jersey, Ohio, Virginia, and the District of Columbia; *frozen food*, from Philadelphia, Pa., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, Virginia, and the District of Columbia. RESTRICTION: The authority granted herein shall be subject to the right of the Commission, which is hereby expressly reserved, to impose such terms, conditions or limitations in the future as it may find necessary in order to insure that carrier's operations shall conform to the provisions of section 210 of the act. Vendee holds no authority from this Commission. However, its controlling stockholders, with the exception of FRANCES McNICHOL, are also the controlling stockholders of: (1) DENNIS TRUCKING COMPANY, INC., 1701 South 26th Street, Philadelphia, Pa., which is authorized to operate as a common carrier in New Jersey, New York, Pennsylvania, Delaware, Mary-

land, and Virginia; and (2) JOHN-SONS TRANSFER, INC., 2519 Morris Street, Philadelphia, Pa., which is authorized to operate as a common carrier in Maryland, Virginia, Pennsylvania, West Virginia, Delaware, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9091. Authority sought for purchase by STRICKLAND TRANSPORTATION CO., INC., Post Office Box 5689, 2917 Gulden Lane, Dallas, Tex., of the operating rights of EATON TRUCK LINE, INC. (FRED A. MURDOCK, RECEIVER), 1310 Home Savings Building, Kansas City, Mo., and for acquisition by L. R. STRICKLAND, also of Dallas, Tex., of control of such rights through the purchase. Applicants' attorneys: W. T. Brunson, 419 NW Sixth Street, Oklahoma City, Okla., 73102, and James, McFarland, and Trimble, 1910 Erie Street, North Kansas City, Mo. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a common carrier, over regular routes, between Windsor, Mo., and Sedalia, Mo., serving no intermediate points, between Clinton, Mo., and Kansas City, Kans., serving certain intermediate and off-route points, from Garden City, Mo., to St. Louis, Mo., serving certain intermediate and off-route points; *general commodities*, excepting, among others, commodities in bulk, but not excepting household goods, between Windsor, Mo., and Kansas City, Kans., serving certain intermediate and off-route points; *livestock*, and *household goods* as defined by the Commission, over irregular routes, between Creighton, Mo., and points within 8 miles thereof (except Ulrich, Mo.), on the one hand, and, on the other, points in Kansas; *general commodities*, excepting, among others, commodities in bulk, but not excepting household goods, from National Stock Yards and East St. Louis, Ill., to points in that part of Henry County, Mo., north of Missouri Highway 7 (formerly Missouri Highway 35) and east of Missouri Highway 13; *livestock*, from points in that part of Henry County, Mo., north of Missouri Highway 7 (formerly Missouri Highway 35) and east of Missouri Highway 13, to East St. Louis and National Stock Yards, Ill., from Clinton, Mo., and points within 30 miles thereof, to National Stock Yards, Ill.; *road building machinery*, from points in Missouri to points in Iowa, Kansas, and Illinois; *household goods* as defined by the Commission, from Clinton, Mo., and points within 15 miles thereof, to points in Illinois and Iowa; and *mining machinery and parts thereof*, between Pittsburg, Kans., and points within 5 miles thereof, on the one hand, and, on the other, Windsor, Mo., and points within 5 miles thereof. Vendee is authorized to operate as a common carrier in Texas, Arkansas, Tennessee, Louisiana, Mississippi, Missouri, Illinois, Oklahoma, Indiana, Michigan, Wisconsin, Ohio, Connecticut, New York, Massachusetts, New Jersey, and Pennsylvania. Application has been filed for temporary authority under section 210a(b).

NOTE: No. MC-59680 Sub 145 is a matter directly related.

No. MC-F-9093. Authority sought for purchase by W. J. DIGBY, INC., 1960 31st Street, Denver, Colo., of the operating rights of SAM BLAIR, doing business as R & S BROKERAGE COMPANY, 5508 Guadalupe Trail NW., Albuquerque, N. Mex., and for acquisition by JAMES F. DIGBY, also of Denver, Colo., of control of such rights through the purchase. Applicants' attorney: Donald E. Leonard, Post Office Box 2028, Lincoln, Nebr. Operating rights sought to be transferred: *Frozen fruits, frozen berries and frozen vegetables*, as a common carrier over irregular routes, from Watsonville, Salinas, San Martin, San Jose, Santa Clara, Modesto, Fresno, Sanger, Patterson, and Los Angeles, Calif., to Albuquerque, N. Mex., Wichita, Kans., Oklahoma City, Okla., and Phoenix, Ariz., from Alburn, Mount Vernon, Arlington, and Seattle, Wash., to Albuquerque, N. Mex., from Seattle, Wash., to Durango, Colo., and El Paso, Tex.; and *frozen fish*, moving in the same vehicle with frozen fruits, frozen berries and frozen vegetables, from Los Angeles, Calif., and Seattle, Wash., to Albuquerque, N. Mex., from Seattle, Wash., to Durango, Colo., and El Paso, Tex., and in pending Docket No. MC-117766 Sub 5, covering the transportation of frozen prepared vegetable foods, from San Jose, Calif., to Albuquerque, N. Mex. Vendee is authorized to operate as a common carrier in Colorado, Arizona, California, and New Mexico. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9094. Authority sought for purchase by MURPHY MOTOR FREIGHT LINES, INC., 965 Eustis Street, St. Paul, Minn., of a portion of the operating rights and property of BRANDT, INCORPORATED, 901 Grace Street, Omaha, Neb., and for acquisition by E. L. MURPHY, JR., also St. Paul, Minn., and STANLEY L. WASIE, 498 South Ferndale, Wayzata, Minn., of control of such rights and property through the purchase. Applicants' attorneys: Axelrod, Goodman & Steiner, 39 South La Salle Street, Chicago, Ill., 60603, and Nelson, Harding and Acklie, Box 2028, Lincoln, Nebr. 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 Sioux City, Iowa, and Pender, Nebr., between Omaha, Neb., and Pender, Nebr., serving all intermediate points, and the off-route point of Thurston, Nebr., between Oakland, Neb., and West Point, Neb., serving no intermediate points, between Pender, Nebr., and junction Nebraska Highway 51 and U.S. Highway 77, approximately 5 miles north of Lyons, Neb., serving the intermediate point of Bancroft, Neb.; *agricultural machinery, feed, lumber, agricultural supplies, and building materials*, from Council Bluffs, Iowa, to Pender, Nebr., serving the off-route point of Omaha, Neb., and intermediate and off-route points within 25 miles of Pender, Nebr. Vendee is authorized to operate as a common carrier in Minnesota, Iowa, Wisconsin, South Dakota, Illinois, and

North Dakota. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9095. Authority sought for purchase by BEAVER TRANSPORT CO., 100 South Calumet Street, Post Office Box 339, Burlington, Wis., of a portion of the operating rights of GEORGE TRAINOR, Eau Galle, Wis., and for acquisition by QUALITY CARRIERS, INC., also of Burlington, Wis., of control of such rights through the purchase. Applicants' attorney: Charles W. Singer, 33 North La Salle Street, Chicago, Ill., 60602. Operating rights sought to be transferred: *General commodities*, except those of unusual value, and except dangerous explosives, household goods (when transported as a separate and distinct service in connection with so-called "household movings") commodities requiring special equipment, and those injurious or contaminating to other lading, as a common carrier, over irregular routes, between points in the Towns of Rock Elm and Spring Lake, Pierce County, those in the Towns of Eau Galle, Weston, and Dunn, Dunn County, and those in the Towns of Waubeck, Waterville, and Durand, Pepin County, Wis., on the one hand, and, on the other, St. Paul, South St. Paul, Newport, and Minneapolis, Minn. Vendee is authorized to operate as a common carrier in Wisconsin, Minnesota, Illinois, Indiana, Iowa, North Dakota, Kentucky, Michigan, Missouri, and Ohio. Application has not been filed for temporary authority under section 210a(b).

MOTOR CARRIERS OF PASSENGERS

No. MC-F-9092. Authority sought for control by CAROLINA SCENIC STAGES, 417 West Fifth Street, Charlotte 1, N.C., of SOUTHEASTERN MOTOR LINES, INC., Carrollton, Ga., and for acquisition by (1) QUEEN CITY COACH COMPANY, Charlotte, N.C., and (2) VIRGINIA STAGE LINES, INCORPORATED, Charlottesville, Va., and in turn by (1) HAL J. LOVE, L. A. LOVE, JAMES F. MARTIN, ELSIE E. LOVE, BRUCE A. LOVE, EDWARD H. HARDINSON, all of Charlotte, N.C., LILLIAN H. BRADLEY, H. H. HARDISON, JR., J. A. HARDISON, JR., all of Wadesboro, N.C., GUY D. CARPENTER, JOEL W. WRIGHT, SR., PEARL C. WRIGHT, all of Asheville, N.C., W. E. HARRELSON, Jacksonville, N.C., and WAYNE E. WRIGHT, Atlanta, Ga., and (2) WATER STREET EQUITY CORP., CLAUDE A. JESSUP, and JAMES J. JESSUP, all of Charlottesville, Va., of control of SOUTHEASTERN MOTOR LINES, INC., through the acquisition by CAROLINA SCENIC STAGES. Applicant's attorneys: James E. Wilson and Edward G. Villalon, both of 1111 E Street NW., Washington, D.C. Operating rights sought to be controlled: *Passengers and their baggage*, and of express, mail, and newspapers, in the same vehicle with passengers, as a common carrier over regular routes, between Atlanta, Ga., and Heflin, Ala., between Thomaston, Ga., and Macon, Ga., serving all intermediate points, between Barnesville, Ga., and Culloden, Ga., serving the intermediate points of Sugar Hill and Strouds, Ga., between Douglasville, Ga., and Atlanta,

Ga., serving all intermediate points. CAROLINA SENIC STAGES is authorized to operate as a common carrier in North Carolina, Georgia, and South Carolina. Application has not been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-4427; Filed, Apr. 27, 1965;
8:46 a.m.]

[Notice 762]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

APRIL 23, 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.

MOTOR CARRIERS OF PROPERTY

The applications following are assigned for hearing at the time and place designated in the notice of filing as herein published in each proceeding. All of the proceedings are subject to the Special Rules of Procedure for Hearing outlined below:

SPECIAL RULES OF PROCEDURE FOR HEARING

(1) All of the testimony to be adduced by applicant's company witnesses shall be in the form of written statements which shall be submitted at the hearing at the time and place indicated.

(2) All of the written statements by applicant's company witnesses shall be offered in evidence at the hearing in the same manner as any other type of evidence. The witnesses submitting the written statements shall be made available at the hearing for cross-examination, if such becomes necessary.

(3) The written statements by applicant's company witnesses, if received in evidence, will be accepted as exhibits. To the extent the written statements refer to attached documents such as copies of operating authority, etc., they should be referred to in written statement as numbered appendices thereto.

(4) The admissibility of the evidence contained in the written statements and the appendices thereto, will be at the time of offer, subject to the same rules as if the evidence were produced in the usual manner.

(5) Supplemental testimony by a witness to correct errors or to supply inadvertent omissions in his written statement is permissible.

No. MC 50002 (Sub-No. 47) (REPUBLICATION), filed March 22, 1965, published FEDERAL REGISTER issue of April 14, 1965, and republished this issue. Applicant: T. CLARENCE BRIDGE AND HENRY W. BRIDGE, doing business as, BRIDGE BROTHERS, Post Office Box 929, N. Santa Fe Trail, Lamar, Colo. Applicant's attorney: C. Zimmerman, 503 Schweiter Bldg., Wichita 2, Kans. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Commodities in

bulk having a prior or subsequent movement by rail or pipeline, and rejected or damaged shipments between points in Arkansas, Colorado, Iowa, Kansas, Louisiana, Mississippi, Missouri, Nebraska, New Mexico, Oklahoma, and Texas.

NOTE: The purpose of this republication is to reflect hearing information.

HEARING: May 10, 1965, at the Midland Hotel, 172 West Adams, Chicago, Ill., before Examiner James A. McKiel. This assignment is for applicant's complete initial presentation only.

No. MC 107002 (Sub-No. 243) (RE-PUBLICATION), filed March 29, 1965, published FEDERAL REGISTER issue of April 14, 1965, and republished this issue. Applicant: HEARIN-MILLER TRANSPORTERS, INC., Post Office Box 1123, Highway 80 West, Jackson, Miss., 39205. Applicant's attorneys: E. Stephen Helsley, Transportation Building, Washington, D.C., 20006, and H. D. Miller, Jr., Post Office Box 1250, Jackson, Miss., 39205. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Commodities, in bulk, having prior movement by rail, water, or pipeline, between points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee, and Texas.

NOTE: The purpose of this republication is to reflect the hearing information.

HEARING: May 10, 1965, at the Midland Hotel, 172 West Adams, Chicago, Ill., before Examiner James A. McKiel. This assignment is for applicant's complete initial presentation only.

No. MC 109689 (Sub-No. 162), filed April 15, 1965. Applicant: W. S. HATCH CO., a corporation, 643 South 800 West, Woods Cross, Utah. Applicant's attorney: Mark K. Boyle, 345 South State Street, Salt Lake City, Utah, 84111. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Commodities, in bulk, having prior or subsequent movement by rail, water and pipeline, between points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

HEARING: May 10, 1965, at the Midland Hotel, 172 West Adams, Chicago, Ill., before Examiner James A. McKiel. This assignment is for applicant's complete initial presentation only.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-4428; Filed, Apr. 27, 1965;
8:46 a.m.]

[Notice 761]

MOTOR CARRIER, BROKER, WATER CARRIER, AND FREIGHT FORWARDER APPLICATIONS

APRIL 23, 1965.

The following applications are governed by Special Rule 1.247¹ of the Com-

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

mission's general rules of practice (49 CFR 1.247), published in the FEDERAL REGISTER, issue of December 3, 1963, effective January 1, 1964. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 1.40 of the general rules of practice which requires that it set forth specifically the grounds upon which it is made and specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and six (6) copies of the protests shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such request shall meet the requirements of § 1.247(d)(4) of the Special Rule. Subsequent assignment of these proceedings for oral hearing, if any, will be by Commission order which will be served on each party of record.

No. MC 531 (Sub-No. 185), filed April 12, 1965. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, Houston, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid and dry sugar, in bulk, in tank and hopper vehicles, from points in Louisiana, to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Kentucky, Mississippi, Missouri, North Carolina, South Carolina, Tennessee, Texas, and Virginia.

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

No. MC 981 (Sub-No. 17), filed April 8, 1965. Applicant: ABLE TRANSPORTATION, INC., 5017 Washington Road, Kenosha, Wis. Applicant's attorney: Charles W. Singer, Tower Suite 3600, 33 North La Salle Street, Chicago, 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, and those injurious or contaminating to other lading), serving the plant site of the Bethlehem Steel Co., located at Burns Harbor, Porter County, Ind., as an off-route point in connection with applicant's presently authorized regular route authority from Chicago, Ill., to Winterset, Iowa, and from Chicago, Ill., to Iowa City, Iowa.

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

No. MC 3009 (Sub-No. 57), filed March 30, 1965. Applicant: WEST BROTHERS, INC., 706 East Pine Street, Hattiesburg, Miss. 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 and commodities in bulk), (1) between Jackson, Miss., and Natchez, Miss.; from Jackson over U.S. Highway 51 to Brookhaven (also from Jackson over Interstate Highway 55 to Brookhaven), thence over U.S. Highway 84 to Washington, Miss., thence over U.S. Highway 61 to Natchez and return over the same route, serving the intermediate point of Brookhaven, Miss.; (2) between McComb, Miss., and Natchez, Miss.; from McComb over U.S. Highway 98 to Bude, Miss., thence over U.S. Highways 84 and 98 to Washington, Miss., thence over U.S. Highway 61 to Natchez and return over the same route, serving no intermediate points; (3) between Natchez, Miss., and Baton Rouge, La., over U.S. Highway 61, serving no intermediate points; (4) between McComb, Miss., and Baton Rouge, La.; from McComb over Mississippi Highway 24 to Liberty, Miss., thence over Mississippi Highway 569 to the Mississippi-Louisiana State line, thence over Louisiana Highway 67 to Baton Rouge and return over the same route, serving no intermediate points and serving those off-route points within a 20 mile radius of Baton Rouge, La.; (5) between Liberty, Miss., and Baton Rouge, La.; from Liberty over Mississippi Highway 24 to Gloster, Miss., thence over Mississippi Highway 33 to the Mississippi-Louisiana State line, thence over Louisiana Highway 19 to Baton Rouge and return over the same route, serving no intermediate points, serving Liberty, Miss., as a point of joinder only in connection with (4) above, and serving those off-route points within a 20-mile radius of Baton Rouge, La.; (6) between Beechwood, Miss., and Centerville, Miss.; over Mississippi Highway 48, serving no intermediate points, and serving Centerville and Beechwood, Miss., as points of joinder only in connection with (4) and (5) above; and (7) between Brookhaven, Miss., and McComb, Miss., over U.S. Highway 51 (also over Interstate Highway 55), serving no intermediate points.

NOTE: Applicant states that the above-proposed operations are to be restricted against the transportation of traffic moving between Natchez, Miss., and Baton Rouge, La., and between Brookhaven, Miss., and McComb, Miss. If a hearing is deemed necessary, applicant requests it be held at Baton Rouge, La.

No. MC 6078 (Sub-No. 47), filed April 8, 1965. Applicant: D. F. BAST, INC., 1425 North Maxwell Street, Allentown, Pa. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Fabricated and structural steel, cast iron pipe and contractors' equipment, in truckloads, between points in Delaware, Maryland, the District of Columbia, and points in Cape May, Cumberland, Salem, Atlantic, Gloucester, Burlington, Camden, Mercer, Hunterdon, Warren, and Sussex Counties, N.J., on the one hand, and, on the other, points in Connecticut,

Massachusetts, New Hampshire, and Rhode Island; (2) iron and steel articles (except fabricated and structural steel, cast iron pipe and contractors' equipment), in truckloads, from points in Delaware, Maryland, the District of Columbia, and points in Cape May, Cumberland, Salem, Atlantic, Gloucester, Burlington, Camden, Mercer, Hunterdon, Warren, and Sussex Counties, N.J., to points in Connecticut, Massachusetts, New Hampshire, and Rhode Island.

NOTE: Applicant states it is not seeking to serve any point presently authorized but is requesting authority to eliminate present gateways at Allentown and Bethlehem, Pa., in connection with parts (1) and (2) above. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 8768 (Sub-No. 30), filed April 9, 1965. Applicant: SECURITY VAN LINES, INC., Post Office Box 825, Kenner, La. Applicant's attorney: Pete H. Dawson, 4453 East Piccadilly Road, Phoenix, Ariz. 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, (1) between points in San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Sonoma, Napa, and Solano Counties, Calif., and (2) between points in Los Angeles, Orange, Ventura, San Bernardino, and Riverside Counties, Calif.

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

No. MC 21170 (Sub-No. 79), filed April 5, 1965. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Foodstuffs, canned, prepared or preserved, from points in Delaware and Maryland and points in Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean, and Salem Counties, N.J., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin.

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

No. MC 22195 (Sub-No. 108), filed April 5, 1965. Applicant: DAN DUGAN TRANSPORT COMPANY, a corporation, Post Office Box 946, 41st and Grange Avenue, Sioux Falls, S. Dak. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Anhydrous ammonia and liquid fertilizer solutions, in bulk, in tank vehicles, from Consumers Cooperative Association plant located at or near Fort Dodge, Iowa, to points in Minnesota, Nebraska, North Dakota, and South Dakota.

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

No. MC 25869 (Sub-No. 40), filed April 12, 1965. Applicant: NOLTE BROS. TRUCK LINE, INC., 2509 "O" Street, Post Office Box 184, South Omaha, Nebr. Authority sought to op-

erate 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, and those injurious or contaminating to other lading), serving Omaha, Iowa, as an off-route point, in connection with carrier's regular route operations between Churdan, Iowa, and Omaha, Nebr.

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

No. MC 25869 (Sub-No. 41), filed April 12, 1965. Applicant: NOLTE BROS. TRUCK LINE, INC., 2509 "O" Street, Post Office Box 184, South Omaha, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Iron and steel articles, from points in Kankakee County, Ill., to points in Nebraska, except Omaha.

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

No. MC 29566 (Sub-No. 100), filed April 8, 1965. Applicant: SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City, Kans. 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, appendix I, in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from points in Dakota County, Nebr., to points in Arkansas, Illinois, the Indiana portion of the Chicago, Ill., commercial zone, Iowa, Kansas, Missouri, Oklahoma, Texas, and Memphis, Tenn.

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

No. MC 31024 (Sub-No. 33), filed April 5, 1965. Applicant: NEPTUNE WORLD-WIDE MOVING, INC., 55 Weyman Avenue, New Rochelle, N.Y. Applicant's attorney: S. S. Eisen, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Tabulating machines, uncrated, between points in Boulder and Denver Counties, Colo., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

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

No. MC 31389 (Sub-No. 69), filed April 8, 1965. Applicant: McLEAN TRUCKING COMPANY, a corporation, Post Office Box 213, Winston-Salem, N.C. Applicant's attorney: Francis W. McInerney, 1000 16th Street NW., Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and

those injurious or contaminating to other lading), (1) between Charleston, W. Va., and Richmond, Va.; (a) from Charleston over U.S. Highway 60 to junction U.S. Highway 11 at or near Lexington, Va., thence over U.S. Highway 11 to junction U.S. Highway 340 at or near Greenville, Va., thence over U.S. Highway 340 to Waynesboro, Va., thence over U.S. Highway 250 to Richmond 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; (b) from Charleston over U.S. Highway 60 to junction West Virginia Turnpike, thence over the West Virginia Turnpike to junction U.S. Highway 460 near Princeton, W. Va., thence over U.S. Highway 460 to junction Virginia Highway 100 at Pearisburg, Va., thence over Virginia Highway 100 to junction U.S. Highway 11 at Dublin, Va., thence over U.S. Highway 11 to Christiansburg, Va., thence over U.S. Highway 11 and 460 to Salem, Va., thence over U.S. Highway 460 to junction Virginia Highway 307 at Rice, Va., thence over Virginia Highway 307 to junction U.S. Highway 360 at Jetersville, Va.

Thence over U.S. Highway 360 to Richmond 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; (2) between Richmond, Va., and Washington, D.C.; (a) from Richmond over U.S. Highway 1 to Washington 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; (b) from Richmond over U.S. Highway 1 to junction Virginia Highway 350, thence over Virginia Highway 350 to Washington 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; (3) between Richmond, Va., and Baltimore, Md., over U.S. Highway 1, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations; (4) between Richmond, Va., and Philadelphia, Pa., over U.S. Highway 1, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations; (5) between Washington, D.C., and Wilmington, Del.; from Washington over U.S. Highway 1 to Baltimore, Md., thence over U.S. Highway 40 to junction U.S. Highway 13, thence over U.S. Highway 13 to Wilmington 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; (6) between Washington, D.C., and Marcus Hook, Pa.; from Washington, D.C. to Wilmington, Del., as specified in (5) above.

Thence over U.S. Highway 13 to Marcus Hook 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; (7) between Washington, D.C., and Philadelphia, Pa.; from Washington to Wilmington, Del., as specified in (5) above, thence over U.S. Highway 13 to Philadelphia 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; (8) between Wilmington, Del., and Trenton, N.J.; (a) from Wilmington over the Delaware Memorial Bridge to the New Jersey Turnpike, thence over the New Jersey Turnpike to junction U.S. Highway 206, thence over U.S. Highway 206 to Trenton 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; (b) from Wilmington over the Delaware Memorial Bridge to U.S. Highway 130, thence over U.S. Highway 130 to junction U.S. Highway 206, thence over U.S. Highway 206 to Trenton 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; and (9) between Philadelphia, Pa., and Trenton, N.J., over U.S. Highway 1 (also over U.S. Highway 13), serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations.

NOTE: Applicant states that the above proposed authority is sought so as to permit applicant to route vehicles through its Richmond, Va., terminal on authorized operations now conducted by applicant between Washington, D.C., and points north and east thereof, on the one hand, and, on the other, points west of the West Virginia-Virginia State line. Applicant also states that it proposes to tack the above proposed operations with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 31389 (Sub-No. 70), filed April 8, 1965. Applicant: McLEAN TRUCKING COMPANY, a corporation, Post Office Box 213, Winston-Salem, N.C. Applicant's attorney: Francis W. McInerney, 1000 16th Street NW., Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), (1) between Ahoskie, N.C., and Rocky Mount, N.C.; from Ahoskie over North Carolina Highway 561 to Rich Square, N.C., thence over U.S. Highway 258 to Lawrence, N.C., thence over North Carolina Highway 97 to Rocky Mount and return over the same route, serving all intermediate points; and (2) between Ahoskie, N.C., and Williamston, N.C., over U.S. Highway 13, serving all intermediate points.

NOTE: Applicant states that it proposes to tack the above proposed authority with its existing authorized service at Rocky Mount

and Williamston, N.C., for the purpose of rendering through services in interstate commerce. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 31600 (Sub-No. 585), filed April 9, 1965. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham, Mass. Applicant's attorney: H. 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 Suffolk, Middlesex, Essex, Norfolk, Bristol, and Plymouth Counties, Mass., on the one hand, and, on the other, points in Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.

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

No. MC 32832 (Sub-No. 32), filed April 12, 1965. Applicant: MITCHELL BROS. TRUCK LINES, a corporation, 2300 Northwest 30th Avenue, Portland, Ore. Applicant's attorney: Norman E. Sutherland, 1200 Jackson Tower, Portland, Ore., 97205. Authority sought to operate as a common carrier, by motor vehicle over irregular routes, transporting: *Boats*, between points in Oregon, Washington, Idaho; that part of California on and north of a line beginning at Half Moon Bay, Calif., and extending to the California-Nevada State line, including the points named; that part of Nevada on and west of U.S. Highway 95; that part of Montana on and west of a line beginning at the Montana-Wyoming State line and extending along U.S. Highway 87 to Great Falls, thence along U.S. Highway 91 to the boundary line between the United States and Canada, and that part of Nevada on and west of U.S. Highway 95.

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

No. MC 40007 (Sub-No. 76), filed April 12, 1965. Applicant: RELIABLE TRANSPORTATION COMPANY, a corporation, 4817 Sheila Street, Los Angeles, Calif. Applicant's attorney: John C. Allen, 1210 West Fourth Street, Los Angeles, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Crude oil treating compound*, in bulk, from Brea, Calif., to Farmington, N. Mex.

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

No. MC 43670 (Sub-No. 5), filed April 12, 1965. Applicant: DELCHER BROTHERS' STORAGE COMPANY, Post Office Box 507, 262 Riverside Avenue, Jacksonville, Fla. Applicant's attorney: Richard B. Austin, 616 Atlantic National Bank Building, Jacksonville, Fla., 32202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, (as defined by the Commission) (1) between points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Massachusetts, Mississippi, Missouri, New Hampshire,

New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia on the one hand, and, on the other, points in Maine, Michigan, Wisconsin, Minnesota, Iowa, Arkansas, Texas, New Mexico, Arizona, California, Kansas, Colorado, Utah, Nevada, Idaho, Oregon, Washington, Wyoming, Nebraska, and Oklahoma, (2) between points in Texas, Louisiana, Arkansas, Oklahoma, Kansas, Nebraska, Colorado, and California on the one hand, and, on the other, points in Louisiana, Mississippi, Arkansas, Missouri, Oklahoma, Texas, Kansas, Iowa, Nebraska, Colorado, Wyoming, Utah, Idaho, Oregon, Washington, New Mexico, Arizona, Nevada, and California, (3) between points in California on the one hand, and on the other points in Arizona, New Mexico, Colorado, Utah, Nevada, Oregon, Washington, and Idaho, and (4) between points in the United States on the one hand, and, on the other points in Alaska and Hawaii.

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

No. MC 50069 (Sub-No. 319), filed April 7, 1965. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago, Ill. 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, Maryland, Maine, Massachusetts, Nevada, New Mexico, 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 does not specify place.

No. MC 50069 (Sub-No. 320), filed April 8, 1965. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, fertilizer, and fertilizer ingredients*, in bulk, from East Dubuque, Ill., and points within 10 miles thereof, to points in Illinois, Indiana, Iowa, South Dakota, Kansas, Minnesota, Missouri, Nebraska, and Wisconsin.

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

No. MC 50069 (Sub-No. 321), filed April 8, 1965. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer*, in bulk, from Carmel, Ind., and points within five (5) miles thereof, to points in Illinois, Iowa, Ohio, and Michigan.

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

No. MC 51146 (Sub-No. 14), filed April 7, 1965. Applicant: SCHNEIDER TRANSPORT & STORAGE, INC., 817 McDonald Street, Green Bay, Wis. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Cellulose materials and products, cellulose materials and products joined to or combined with paper, plastics, synthetics and cloth, supplies incidental to the use of the foregoing described commodities, and related premiums and advertising materials*, when shipped with cellulose materials and products and cellulose materials and products joined to or combined with paper, plastics, synthetics, and cloth, from the plant and warehouse sites of Diana Manufacturing Co. located in the Green Bay, Wis., commercial zone, to points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Louisiana, Maryland, Massachusetts, Mississippi, North Carolina, Oklahoma, Rhode Island, South Carolina, Tennessee, Texas, Virginia, and West Virginia; and (2) *materials, equipment and supplies used in the manufacture and distribution of the commodities described in (1) above*, from points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois (except Chicago, Coal City, Joliet, Meredosia, and Wilmington), Indiana, Iowa, Kansas, Kentucky (except Augusta), Louisiana, Maryland, Massachusetts, Michigan, Minnesota (except Minneapolis), Mississippi, Missouri, Nebraska, New Jersey (except Carneys Point, Milltown, and Clifton Falls), New York (except Clayville, Little Falls, and Niagara Falls), North Carolina, North Dakota, Ohio (except Cleveland), Oklahoma, Pennsylvania (except Philadelphia), Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Virginia, and West Virginia, to the plant and warehouse sites of Diana Manufacturing Co. located in the Green Bay, Wis., commercial zone.

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

No. MC 52465 (Sub-No. 28), filed April 12, 1965. Applicant: RICE TRUCK LINES, a corporation, 712 Central Avenue West, Great Falls, Mont. Applicant's attorney: Randall Swanberg, 314 Montana Building, Post Office Box 2567, Great Falls, Mont., 59401. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, having a prior movement by rail or water, between points in Montana, Wyoming, Colorado, Idaho, North Dakota, South Dakota, Nebraska, Minnesota, Wisconsin, and Iowa.

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

No. MC 52580 (Sub-No. 4), filed April 9, 1965. Applicant: COLUMBIAN STORAGE & TRANSFER COMPANY, a corporation, 134 Weston SW., Grand Rapids, Mich. Applicant's attorneys: Joseph M. Neath, Michigan Trust Building,

Grand Rapids, Mich., 49502 and Kenneth T. Johnson, Bank of Jamestown Building, Jamestown, N.Y., 14701. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities*, having a prior movement by rail car or motor vehicle, from Grand Rapids, Mich., to points in the Lower Peninsula of Michigan, on and west of U.S. Highway 23 and that portion of the Upper Peninsula, on and east of Michigan Highway 77.

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

No. MC 52657 (Sub-No. 639), filed April 9, 1965. Applicant: ARCO AUTO CARRIERS, INC., 2140 West 79th Street, Chicago, Ill. Applicant's attorney: G. W. Stephens, 121 West Doty Street, Madison, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Trailers, semitrailers, trailer chassis and semitrailer chassis* (except those designed to be drawn by passenger automobiles), in initial movements in truck-away service, from Oshkosh, Wis., to points in the United States, including Alaska, but (excluding points in Hawaii), (2) *trailers, semitrailers, trailer chassis and semitrailer chassis* (except those designed to be drawn by passenger automobiles), in initial movements in drive-away service, from Oshkosh, Wis., to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, and South Carolina, and (3) *tractors*, in secondary driveaway service, only when drawing trailers in initial movements, from Oshkosh, Wis., to points in Alabama, Alaska, Arizona, Arkansas, California, Colorado, Georgia, Idaho, Kansas, Louisiana, Maine, Mississippi, Montana, Nevada, New Hampshire, New Mexico, North Dakota, Oklahoma, Oregon, South Carolina, Tennessee, Texas, Utah, Vermont, Washington, Wyoming, and the District of Columbia.

NOTE: Applicant states it "presently holds authority in initial movements in driveaway service to all points in the United States in its Sub 6, except those points requested herein," as shown in (2) above.

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

No. MC 52751 (Sub-No. 46), filed April 8, 1965. Applicant: ACE LINES, INC., 4143 East 43d Street, Des Moines, Iowa, 50317. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from Rock Falls and Sterling, Ill., to points in Nebraska, and *materials and supplies used by steel mills*, on return.

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

No. MC 61396 (Sub-No. 132), filed April 5, 1965. Applicant: HERMAN BROS. INC., 2501 North 11th Street, Omaha, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities in bulk*, between points in Nebraska.

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

No. MC 61403 (Sub-No. 123), filed April 8, 1965. 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: *Commodities in bulk* (except paving tar), from points in Morgan County, Ala., to points in Alabama, Georgia, Illinois, Indiana, Mississippi, North Carolina, Ohio, Kentucky, South Carolina, Tennessee, Virginia, and West Virginia.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Birmingham or Montgomery, Ala.

No. MC 61403 (Sub-No. 125), filed April 8, 1965. Applicant: THE MASON AND DIXON TANK LINES, INC., Post Office Box 47, 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: *Inedible vegetable oils*, from Chicago, Ill., to points in Alabama, Georgia, North Carolina, South Carolina, and Tennessee.

NOTE: Applicant states that the above commodities will be in mixed shipments with a commodity or commodities which it is presently authorized to transport from Carpentersville, Ill. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 63417 (Sub-No. 23) filed March 12, 1965. Applicant: BLUE RIDGE TRANSFER COMPANY, INCORPORATED, Post Office Box 5176 Roanoke, Va. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *New furniture*, from points in Delaware, Maryland, New Jersey, New York, Pennsylvania, Virginia, and West Virginia to points in Alabama, the District of Columbia, Georgia, Illinois, Indiana, Kentucky, Michigan, North Carolina, Ohio, South Carolina, and Tennessee, through the gateway of Roanoke, Va.

NOTE: Applicant states it is presently authorized to perform the above transportation by tacking its present certificates through the gateway of Rocky Mount, Va. If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 64112 (Sub-No. 24), filed April 5, 1965. Applicant: NORTHEASTERN TRUCKING COMPANY, a corporation, 2508 Starita Road, Charlotte, N.C. Applicant's representative: W. Delbert Turner, Sr., 1414 East Boulevard, Post Office Box 3661, Charlotte, N.C., 28203. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, and except Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, and roofing, roofing

materials, siding and siding materials), from Charleston, S.C., to points in Florida (except Duval County).

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

No. MC 65392 (Sub-No. 78), filed April 5, 1965. Applicant: AUTOMOBILE SHIPPERS, INCORPORATED, 9760 Van Dyke, Detroit 13, Mich. Applicant's attorney: Eugene C. Ewald, Suite 1700, One Woodward Avenue, Detroit, Mich., 48226. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks, and chassis, and parts thereof*, when moving therewith, in secondary movements, in truckaway and driveway service, and of *automobile and truck bodies and cabs*, from Pittsburgh, Pa., to points in Garrett, Allegany, and Washington Counties, Md., and points in West Virginia and the District of Columbia, restricted to traffic originating at the plants of Chrysler Corp. at Windsor, Ontario, Canada, St. Louis County, Mo., and Belvidere, Ill., and having an immediately prior movement to Pittsburgh by rail carrier. No duplication of existing authority is sought.

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

No. MC 75628 (Sub-No. 14), filed April 5, 1965. Applicant: STASI MOTOR FREIGHT, INC., 1401 Independence Avenue, Kansas City, Mo. Applicant's attorney: John E. Jandera, 641 Harrison Street, Topeka, Kans. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Russellville, Ark., and points within five (5) miles thereof, to points in Missouri, Kansas, Nebraska, Iowa, Illinois, Tennessee, Louisiana, and Mississippi.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 76177 (Sub-No. 301), filed April 8, 1965. Applicant: BAGGETT TRANSPORTATION COMPANY, a corporation, 2 South 32d Street, Birmingham 5, Ala. Applicant's attorney: Harold G. Hernly, 711 14th Street NW., Washington 5, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, blasting supplies, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), between Selma, Ala., on the one hand, and, on the other the plant site of Hammernill Paper Co. located at or near Burnsville, Ala.

NOTE: Applicant does not specify place of hearing if one is deemed necessary.

No. MC 87720 (Sub-No. 29), filed April 6, 1965. Applicant: BASS TRANSPORTATION CO., INC., Star Route A-Olderoton Road, Flemington, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Hard surface floor coverings and incidental materials and*

supplies used in or in connection with the installation or laying thereof, when moving in the same vehicle therewith, from points in Hamilton Township (Mercer County), N.J., to points in West Virginia, Kentucky, Tennessee, Mississippi, and Louisiana and *rejected and damaged shipments*, on return.

NOTE: Applicant states that the above proposed operation will be under contract with American Biltrite Rubber Co., Inc., Hamilton Township (Mercer County), N.J. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 93980 (Sub-No. 41), filed April 9, 1965. Applicant: VANCE TRUCKING COMPANY, INCORPORATED, Box 119, Raleigh Road, Henderson, N.C. Applicant's attorney: John A. Vuono, 1515 Park Building, Pittsburgh, Pa., 15222. 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 the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, 276-279 (1952), on flat bed trailers, (1) from Aliquippa, Pa., to points in Georgia, North Carolina, and South Carolina, and (2) from Pittsburgh, Pa., to points in Georgia and South Carolina, and *damaged and rejected shipments* of the above commodities and dunnage, on return.

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

No. MC 95540 (Sub-No. 637), filed April 8, 1965. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Applicant's representative: Jack M. Holloway, Director of Operating Rights, Watkins Motor Lines, Inc., Albany Highway, Thomasville, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, from Lexington, Nebr., and points within 5 miles thereof, and Minden, Nebr., and points within 5 miles thereof to points in Arizona, Arkansas, California, Idaho, Louisiana, Nevada, Oregon, Texas, Utah, and Washington.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., Denver, Colo., or Omaha, Nebr.

No. MC 98404 (Sub-No. 8), filed April 7, 1965. Applicant: JAMES C. COPE d.b.a. COPE TRUCKING COMPANY, 35 Garfield Street, Asheville, N.C. Applicant's attorney: Walter Harwood, Nashville Bank & Trust Building, Nashville 3, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Boone, N.C., and Linville, N.C., over U.S. Highway 221; (2) between Linville, N.C. and junction U.S. Highway 221, over North Carolina Highway 105; (3) between Banner Elk, N.C. and junction North Carolina Highway 105, over North Carolina Highway 184; (4) between Marion, N.C.

and junction Interstate Highway 40, over U.S. Highway 221; (5) between Morganton, N.C. and junction Interstate Highway 40, over U.S. Highway 64; (6) from Morganton, N.C. over U.S. Highway 64 to junction Interstate Highway 40; and thence over Interstate Highway 40 to Knoxville, Tenn., and return over the same route; (7) between North Carolina-Tennessee State line and junction U.S. Highway 19W south of Erwin, Tenn., over U.S. Highway 23; (8) between Morganton and Asheville, N.C., over U.S. Highway 70; (9) between North Carolina-Tennessee State line, west of Hot Springs, N.C. and Knoxville, Tenn. over U.S. Highway 70; as alternate routes for operating convenience only in connection with applicant's regular route operations, serving no intermediate or off-route points.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Asheville, N.C., or Knoxville, Tenn.

No. MC 102616 (Sub-No. 762), filed April 12, 1965. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. Applicant's attorney: Harold G. Hernly, 711 14th Street NW., Washington 5, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid varnish*, in bulk, in tank vehicles, from Baltimore, Md., to Boca Raton, Fla.

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

No. MC 104960 (Sub-No. 32) (AMENDMENT), filed March 15, 1965, published FEDERAL REGISTER issue April 1, 1965, amended April 7, 1965, and republished as amended this issue. Applicant: MOTOR FUEL CARRIERS, INC., 404 Elm Avenue (Post Office Box 2288), Panama City, Fla. Applicant's attorney: James E. Wilson, Jr., Wilson Building, Paris, Ky.

NOTE: The purpose of this republication is to clarify the "Note" in previous publication in that the restriction against petroleum naphtha and lubricating oil applies only to shipments originating at Jacksonville, Fla. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 105813 (Sub-No. 124), filed April 12, 1965. Applicant: BELFORD TRUCKING CO., INC., 1299 Northwest 23d Street, Miami, Fla. Applicant's attorney: Carl Steiner, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts, dairy products, and articles distributed by meat packing-houses* as described in sections A, B, and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Garden City, Kans., to points in Alabama, Florida, Georgia, North Carolina, and South Carolina, restricted to traffic originating at the plant site and storage facilities of Producer's Packing Co., located at or near Garden City, Kans.

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

No. MC 105813 (Sub-No. 125), filed April 14, 1965. Applicant: BELFORD TRUCKING COMPANY, INC., 1299 Northwest 23d Street, Miami, Fla. 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: *Meats, meat products, meat byproducts, and articles distributed by meat packing-houses* (except hides and commodities in bulk, in tank vehicles), from points in Dakota County, Nebr., to points in Alabama, Florida, Georgia, North Carolina, and South Carolina.

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

No. MC 105813 (Sub-No. 126), filed April 14, 1965. Applicant: BELFORD TRUCKING COMPANY, INC., 1299 NW. 23d Street, Miami, Fla. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts*, from Garden City, Kans., and points within 10 miles thereof, to points in Alabama, Florida, Georgia, North Carolina, and South Carolina.

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

No. MC 107010 (Sub-No. 19), filed April 12, 1965. Applicant: D & R BULK CARRIERS, INC., Post Office Box 106, Auburn, Nebr. Applicant's attorney: R. E. Powell, 1005-06 Terminal Building, Lincoln, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia and liquid fertilizer*, in bulk, in tank vehicles, from the plant site of Consumers Cooperative Association plant located at or near Fort Dodge, Iowa, to points in Illinois, Kansas, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota.

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

No. MC 107403 (Sub-No. 618), filed April 5, 1965. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. 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 Petrolia, Pa., to points in Connecticut, Massachusetts, Maine, New Hampshire, Rhode Island, and Vermont.

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

No. MC 107403 (Sub-No. 619), filed April 8, 1965. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, dry, in bulk, in tank or hopper type vehicles, from points in Mason County, W. Va., to points in the United States (except Alaska and Hawaii).

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

No. MC 107460 (Sub-No. 18), filed April 14, 1965. Applicant: WILLIAM Z. GETZ, INC., 2454 Harrisburg Pike, Lancaster, Pa. Applicant's attorney: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Aluminum ingots and extrusions; aluminum doors and windows, glazed and unglazed, fabricated metal products; and hardware, accessories and parts thereof*, when moving in connection therewith; and *glass* in crates, from the plant site of Capitol Products Corporation located in Hampden Township, Cumberland County, Pa., and from its warehouses in Harrisburg, Pa., and the Borough of Lemoyne, Pa., to points in Maine, New Hampshire, Vermont, Rhode Island, Massachusetts, Connecticut, New York, New Jersey, Delaware, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Kentucky, Tennessee, Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, Missouri, Arkansas, Texas, Oklahoma, Nebraska, South Dakota, North Dakota, Montana, Wyoming, Colorado, Utah, New Mexico, Arizona, and the District of Columbia; (2) *aluminum scrap*, from the above mentioned States to the plant site of Capitol Products Corporation located in Hampden Township, Cumberland County, Pa.; (3) *vinyl plastics and fluxing materials*, from points in Ohio, to the plant site of Capitol Products Corporation located in Hampden Township, Cumberland County, Pa.; (4) *aluminum ingots*, from Philadelphia, Pa., New York, N.Y., and Baltimore, Md., to the plant site of Capitol Products Corporation located in Hampden Township, Cumberland County, Pa.; (5) *glass*, from points in Ohio, Illinois, Michigan, and West Virginia, to the plant site of Capitol Products Corporation located in Hampden Township, Cumberland County, Pa.; and (6) *hardware*, from points in Minnesota to the plant site of Capitol Products Corporation located in Hampden Township, Cumberland County, Pa.

NOTE: Applicant states the proposed operations will be under a continuing contract or contracts with Capitol Products Corporation, Hampden Township, Cumberland County, Pa. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107496 (Sub-No. 370), filed April 5, 1965. Applicant: RUAN TRANSPORT CORPORATION, 303 Keosauqua Way at Third, Des Moines, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia and liquid fertilizer solutions*, in bulk, from Consumers Cooperative Association plant located near Fort Dodge, Iowa, to points in Illinois, Kansas, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota.

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

No. MC 107496 (Sub-No. 371), filed April 5, 1965. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Des Moines, Iowa. Applicant's attorney: H. L. Fabritz (Same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sulphuric acid*, from Dubuque, Iowa, to Gary, Ind.

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

No. MC 107839 (Sub-No. 69), filed April 5, 1965. Applicant: DENVER-ALBUQUERQUE MOTOR TRANSPORT, INC., 5135 York, Denver, Colo. Applicant's attorney: Duane W. Acklie, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Prepared food-stuffs*, moving in vehicles equipped with mechanical refrigeration, from Denison, Tex., and points within 10 miles thereof, to points in Arkansas, Louisiana, Mississippi, Missouri, Mobile, Ala., and Pensacola, Fla.

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

No. MC 108228 (Sub-No. 18), filed April 12, 1965. Applicant: J. A. MILES, JR., 314 East Reynolds Street, Plant City, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food-stuffs*, from Plant City, Fla., to points in Alabama, Georgia, Tennessee, Kentucky, Indiana, Illinois, Wisconsin, Michigan, Missouri, Iowa, Minnesota, Ohio, North Carolina, South Carolina, Virginia, West Virginia, Maryland, Delaware, New Jersey, Pennsylvania, New York, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, Maine, and the District of Columbia.

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

No. MC 108518 (Sub-No. 6), filed April 5, 1965. Applicant: IRON & STEEL TRANSPORT, INC., 2001 Shepler Church Road SW., Canton, Ohio. Applicant's attorney: Bernard S. Goldfarb, 1625 The Illuminating Building, 55 Public Square, Cleveland, Ohio, 44113. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, between Aliquippa and Pittsburgh, Pa., on the one hand, and, on the other, points in Indiana, Illinois, and the Lower Peninsula of Michigan.

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

No. MC 109397 (Sub-No. 115), filed April 9, 1965. 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, B, and C explosives and blasting supplies*, between the plant site of Ensign-Bickford at Simsbury and Avon,

Conn., on the one hand, and, on the other, points within 5 miles of Seneca, Ill., and points within 5 miles of Louviers, Colo.

NOTE: Applicant states service at Seneca shall include the specific right to tack with applicant's other authorities, including its Sub 57 authorizing service between Seneca and points in California, Oregon, Washington, Arizona, Nevada, Utah, and Idaho, as well as Sub 15 from Seneca to points in Texas, Oklahoma, Kansas, New Mexico, Arkansas and Nebraska.

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

No. MC 109584 (Sub-No. 130), filed April 8, 1965. Applicant: ARIZONA-PACIFIC TANK LINES, a corporation, 3201 Ringsby Court, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sugar*, granulated and liquid in bulk, in tank or hopper vehicles, and *syrup*, in bulk, in tank vehicles, from points in Arizona, to points in California, New Mexico, Nevada, Colorado, Texas, and Utah.

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

No. MC 109638 (Sub-No. 16), filed April 9, 1965. Applicant: WOODROW EVERETTE, doing business as W. EVERETTE TRUCK LINE, Post Office Box 145, Washington, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Plywood and veneering*, from points in Beaufort, Carteret, Craven, Halifax, Martin, and Washington Counties, N.C., and points in Greenville County, Va., to points in Maine, Vermont, Delaware, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania, New Jersey, Ohio, Michigan, Indiana, Illinois, Missouri, Arkansas, Louisiana, Maryland, West Virginia, Kentucky, Virginia, Tennessee, South Carolina, Georgia, Alabama, Mississippi, Florida, and North Carolina (except from New Bern, N.C., to Bridgeport, Conn., on veneering), (2) *beer*, from Harrisburg and Philadelphia, Pa., Baltimore, Md., and Atlanta, Ga., to points on and east of U.S. Highway 1 in North Carolina (except New Bern, N.C., and points within 50 miles of New Bern), and *empty containers and pallets on return*.

NOTE: Applicant states it presently holds authority to transport beer from Harrisburg and Philadelphia, Pa., Baltimore, Md., and Atlanta, Ga., to New Bern, N.C., and points within 50 miles of New Bern, N.C.

(3) (a) *Petroleum products*, from points in New Jersey, Delaware, Pennsylvania, Ohio, South Carolina, and Maryland (except Baltimore) to points on and east of U.S. Highway 29 in North Carolina and (b) *containers for petroleum products* from points in North Carolina on and east of U.S. Highway 29 to above specified origin points (except Baltimore, Md.).

NOTE: Applicant states it presently holds authority to transport petroleum products from Baltimore, Md., to points in North Carolina on and east of U.S. Highway 29, and containers for petroleum products in the reverse direction to points of origin.

(4) *Lime, limestone, and limestone products*, from Frederick and Warren Counties, Va., to points on and east of U.S. Highway 29 in North Carolina and *returnable pallets for lime products*, on return. If a hearing is deemed necessary, applicant requests it be held at Washington, N.C.

No. MC 110525 (Sub-No. 719), filed April 8, 1965. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorneys: Leonard A. Jaskiewicz, 1155 15th Street NW., Madison Building, Washington, D.C., and Edwin H. van Deusen, 520 East Lancaster Avenue, Downingtown, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Adipic acid*, in bulk, from Luling, La., and Louisville, Ky., to Natrium, W. Va.

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

No. MC 110698 (Sub-No. 301), filed April 7, 1965. Applicant: RYDER TANK LINE, INC., Post Office Box 8418, Greensboro, N.C. Applicant's attorney: Francis W. McInerney, 1000 16th Street NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemicals*, in bulk, from points in Mason County, W. Va., to points in the United States (except Alaska and Hawaii).

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

No. MC 111196 (Sub-No. 31), filed April 8, 1965. Applicant: R. KUNTZMAN, INC., 1805 West State Street, Alliance, Ohio. Applicant's attorney: James R. Stivers, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving points in Stark County, Ohio, as off-route points in connection with applicant's authorized regular-route operations.

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

No. MC 111310 (Sub-No. 10), filed April 12, 1965. Applicant: BEER TRANSIT, INC., R.F.D. No. 1, Hartland, Wis. Applicant's representative: Donald B. Taylor, Box 5068, Minneapolis, Minn., 55406. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Insulation materials*, from Woodland, Wis., to points in Ohio.

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

No. MC 111383 (Sub-No. 17), filed April 7, 1965. Applicant: BRASWELL MOTOR FREIGHT LINES, INC., 301 Reynolds Boulevard, El Paso, Tex. Applicant's attorney: Bob W. Fleming, Post

Office Box 1966, Fort Worth, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, livestock, Classes A and B explosives, household goods, commodities in bulk, and those requiring special equipment), (1) between New Orleans, La., and Houston, Tex., from New Orleans, La., over Interstate Highway 10 to Baton Rouge (also from New Orleans over U.S. Highway 61 to Baton Rouge), thence over U.S. Highway 190 to Kinder, thence over U.S. Highway 165 to junction U.S. Highway 90 near Iowa, La., thence over U.S. Highway 90 by Lake Charles, La., to Houston, Tex. (also from the Louisiana-Texas State line over Interstate Highway 10 to Houston, Tex.), and return over the same route, serving all intermediate points, and (2) between Houston, Tex., and New Orleans, La., from Houston over U.S. Highway 90 by Beaumont to junction Interstate Highway 10, thence over Interstate Highway 10 by Lake Charles, La., to New Orleans (also from junction Interstate Highway 10 and U.S. Highway 90 near Beaumont over U.S. Highway 90 to New Orleans), and return over the same route, serving all intermediate points.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Houston, Tex., or New Orleans, La.

No. MC 111729 (Sub-No. 65), filed April 5, 1965. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: Russell S. Bernhard, 1625 K Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dentures, articulators, impressions, models, bites, and products relating to restorative dentistry*, (1) between Detroit, Mich., on the one hand, and, on the other, points in Ohio, and (2) between Cincinnati, Ohio, on the one hand, and, on the other, points in Indiana and Kentucky. **RESTRICTION:** The operations applied for herein are subject to the following restriction and condition: No service shall be performed under the authority granted herein for any bank or banking institution, namely, any national bank, State bank, Federal reserve bank, savings and loan association, or savings bank.

NOTE: Applicant is also authorized to conduct operations as contract carrier in MC 112750 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 112539 (Sub-No. 3), filed March 25, 1965. Applicant: STEPHEN F. PERCHAK, 124 South Church Street, Hazleton, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Packaged brick*, from the plant site of Hazleton Brick Co., located at McAdoo Road, Hazle Township, Hazleton, Luzerne County, N.J., to points in Kent, New Castle, and Sussex Counties, Del., points in Fairfield, Hartford, Litchfield, Middlesex, New Haven, New London, Tolland, and Windham Counties, Conn., points in Atlantic, Bergen, Burlington,

Camden, Cape May, Cumberland, Essex, Gloucester, Hudson, Hunterdon, Mercer, Middlesex, Monmouth, Morris, Ocean, Passaic, Salem, Somerset, Sussex, Union, and Warren Counties, N.J., and points in Albany, Broome, Bronx, Cattaraugus, Cayuga, Columbia, Cortland, Chautauqua, Chemung, Chenango, Delaware, Dutchess, Erie, Franklin, Fulton, Greene, Jefferson, Kings, Lewis, Madison, Monroe, Nassau, New York, Niagara, Onondaga, Orange, Oswego, Otsego, Putnam, Ontario, Oneida, Queens, Rensselaer, Richmond, Rockland, Saratoga, St. Lawrence, Seneca, Steuben, Suffolk, Sullivan, Tioga, Tompkins, Ulster, Washington, and Westchester Counties, N.Y., and *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified above, and *defective and rejected materials*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Hazleton, Wilkes-Barre, or Scranton, Pa.

No. MC 112617 (Sub-No. 195), filed April 8, 1965. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville 5, Ky. Applicant's attorney: Leonard A. Jaskiewicz, 600 Madison Building, 1155 15th Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flavoring syrup*, in bulk, in tank vehicles, from Louisville, Ky., to points in the United States (except Alaska and Hawaii).

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

No. MC 112617 (Sub-No. 196), filed April 12, 1965. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville 5, Ky. Applicant's attorney: Leonard A. Jaskiewicz, 600 Madison Building, 1155 15th Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk, from points in Morgan County, Ala., to points in Alabama, Georgia, Mississippi, Tennessee, North Carolina, South Carolina, Virginia, Kentucky, West Virginia, Illinois, Indiana, and Ohio.

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

No. MC 112750 (Sub-No. 212), filed April 14, 1965. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: Russell S. Bernhard, 1625 K Street NW., Washington, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle over irregular routes, transporting: *Commercial papers, documents, and written instruments*, including originals and copies of checks, drafts, notes, money orders, travelers' checks, and canceled bonds, and accounting papers relating thereto, including originals and copies of cash letters, letters of transmittal, summary sheets, adding machine tapes, deposit records withdrawal slips, and debit and credit records (except coin, currency, bullion,

and negotiable securities) between Detroit, Mich., on the one hand, and, on the other, Metropolitan Wayne County Airport and Willow Run Airport, Ypsilanti, Mich., restricted to shipments having immediately prior or subsequent movement by air.

NOTE: Applicant states the proposed operations will be under a continuing contract or contracts with banks and banking institutions only; namely, national banks, State banks, Federal Reserve banks, savings and loan associations, and savings banks. Applicant is also authorized to conduct operations as a *common carrier* in Certificate MC 111729 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 112893 (Sub-No. 27), filed April 12, 1965. Applicant: BULK TRANSPORT COMPANY, a corporation, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figg, Post Office Box 339, Burlington, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Milwaukee, Wis., to Palmer, Mich.

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

No. MC 113267 (Sub-No. 146), filed April 7, 1965. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's attorney: Dale Woodall, 150 East Court Avenue, Memphis, Tenn., 38101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen meats*, from Roanoke, Va., to Memphis, Nashville, and Chattanooga, Tenn., and Russellville, Ark.

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

No. MC 113267 (Sub-No. 147), filed April 7, 1965. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's attorney: Dale Woodall, 150 East Court Avenue, Memphis, Tenn., 38101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, articles distributed by meat packinghouses, dairy products, and frozen foods*, when moving in the same vehicle with the above commodities, from Fort Smith, Ark., to points in Oklahoma east of Nowata, Rogers, Tulsa, Okmulgee, Okfuskee, Hughes, Coal, Atoka, and Bryan Counties, Okla.

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

No. MC 113267 (Sub-No. 148), filed April 7, 1965. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's attorney: Dale Woodall, 150 East Court Avenue, Memphis, Tenn., 38101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Russellville, Ark., and points within five (5) miles thereof, to points in Illinois, Indiana, Iowa, Kansas, Louisi-

ana, Missouri, Nebraska, Oklahoma, and Texas.

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

No. MC 113267 (Sub-No. 149), filed April 7, 1965. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's attorney: Dale Woodall, 150 East Court Avenue, Memphis, Tenn., 38101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, articles distributed by meat packinghouses, dairy products, and frozen foods* when moving in the same vehicle with the above commodities, from Shreveport, La., to points in McCurtain, Pushmataha, Atoka, and Bryan Counties, Okla.

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

No. MC 113267 (Sub-No. 150), filed April 7, 1965. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's attorney: Dale Woodall, 150 East Court Avenue, Memphis, Tenn., 38101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, articles distributed by meat packinghouses, dairy products, and frozen foods* when moving in the same vehicle with the above commodities, from Paducah, Ky., to points in Illinois, Indiana, Kentucky, Tennessee, Arkansas, and Missouri.

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

No. MC 113271 (Sub-No. 22), filed April 12, 1965. Applicant: CHEMICAL TRANSPORT, a corporation, 712 Central Avenue West, Great Falls, Mont. Applicant's attorney: Randall Swanberg, 314 Montana Building, Great Falls, Mont., 59401. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities in bulk* (except petroleum and petroleum products), having a prior movement by rail or water, between points in Montana, Wyoming, and Colorado, Idaho, North Dakota, South Dakota, Nebraska, Minnesota, Wisconsin, and Iowa.

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

No. MC 113362 (Sub-No. 67), filed April 5, 1965. Applicant: ELLSWORTH FREIGHT LINES, INC., 220 East Broadway, Eagle Grove, Iowa. Applicant's attorney: Donald Stern, 630 City National Bank Building, Omaha, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meat, 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, from the plant site of Geo. A. Hormel & Co., located at Austin, Minn., to points in Pennsylvania west of U.S. Highway 15.

NOTE: Applicant states the service as proposed above to be restricted against the transportation of commodities in bulk in tank vehicles, and hides, and further restricted to traffic originating at the plant site of Geo. A. Hormel & Co. If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 113666 (Sub-No. 20), filed April 7, 1965. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Road, Freeport, Pa. Applicant's attorney: James W. Hagar, Commerce Building, Harrisburg, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Binder twine and baler twine*, from points on the international boundary line between the United States and Canada located at ports of entry at Buffalo and Niagara Falls, N.Y., and Detroit and Port Huron, Mich., to points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin.

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

No. MC 113828 (Sub-No. 82), filed April 7, 1965. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue, Washington 14, D.C. 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: *Dry chemicals*, in bulk, from points in Mason County, W. Va., to points in Delaware, Maryland, New Jersey, North Carolina, Pennsylvania, South Carolina, Virginia, and the District of Columbia.

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

No. MC 113828 (Sub-No. 83), filed April 8, 1965. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue, Washington 14, D.C. 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: *Dry fertilizer*, in bulk, in pneumatic tank vehicles, from Greensboro, N.C., to points in Virginia and West Virginia.

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

No. MC 113945 (Sub-No. 12), filed April 5, 1965. Applicant: THE HAULING AND RIGGING CORPORATION, Route 6, Box 163E, Greensboro, N.C. Applicant's attorney: Vaughan S. Winborne, Capital Club Building, Raleigh, N.C. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Metal tanks*, requiring special equipment, from Greensboro, N.C., to (a) points in Virginia north of U.S. Highway 460, (b) points in West Virginia north of U.S.

Highway 60, (c) points in Kentucky on and east of U.S. Highway 27, and (d) points in South Carolina.

NOTE: The applicant holds limited destination area authority in Virginia, West Virginia, and Tennessee. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 114019 (Sub-No. 132) filed April 12, 1965. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods and frozen products*, including frozen animal and poultry food, from New Bedford, Mass., and points within twenty (20) miles of New Bedford, to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin.

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

No. MC 114019 (Sub-No. 133) filed April 15, 1965. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 4625 West 55th Street, Chicago, Ill. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts, dairy products, and articles distributed by meat packinghouses* as described in sections A, B, and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Garden City, Kans., to points in Illinois, Indiana, Ohio, Michigan, Pennsylvania, West Virginia, Maryland, Delaware, New Jersey, New York, Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, and Connecticut. Restricted to traffic originating at the plant site and storage facilities of Producer's Packing Co. located at or near Garden City, Kans.

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

No. MC 114822 (Sub-No. 7), filed April 7, 1965. Applicant: RUDOLPH PAFRATH, WILLIAM PAFRATH, AND THOMAS PAFRATH, a partnership, doing business as PAFRATH BROS., 1415 Clinton Street, Linden, N.J. Applicant's attorney: Herman B. J. Weckstein, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Scrap metal*, between points in Connecticut, Delaware, Maryland, New Jersey, New York, and Pennsylvania.

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

No. MC 115331 (Sub-No. 124), filed April 9, 1965. 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: *Dry sand*, from St. Louis, Mo., to points in Illinois.

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

No. MC 115331 (Sub-No. 125), filed April 9, 1965. 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: *Chemicals* (except anhydrous ammonia), in bulk, from Mt. Vernon, Ind., and points within 5 miles thereof, to points in Illinois, Indiana, Kentucky, and Missouri.

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

No. MC 115331 (Sub-No. 126), filed April 9, 1965. 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: *Commodities*, in dump vehicles, (1) between points in the St. Louis, Mo. East St. Louis, Ill., commercial zone, and (2) between points in the St. Louis, Mo.-East St. Louis, Ill., commercial zone, on the one hand, and, on the other, points in Missouri on and east of U.S. Highway 65.

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

No. MC 115331 (Sub-No. 127), filed April 9, 1965. 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: (1) *Glassware, glass bottles and jars, and cartons*, and (2) *empty pallets and rejected and returned shipments*, of the above commodities, (1) from the site of plants and warehouses of Anchor Hocking Glass Corp., located at or near Gurnee, Ill., to points in Kenosha, Racine, Walworth, Rock, Green, Dane, Jefferson, Waukesha, Ozaukee, Washington, Dodge, and Columbia Counties, Wis., and points in Lake, LaPorte, Porter and St. Joe Counties, Ind., and points in St. Louis County, Mo., and (2) from the above points to the site of the plants and warehouses of Anchor Hocking Glass Corp., at or near Gurnee, Ill.

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

No. MC 115826 (Sub-No. 52), filed April 5, 1965. Applicant: W. J. DIGBY, INC., Post Office Box 5088, Terminal Annex, Denver, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat by-products, dairy products, articles distributed by meat-packinghouses*, as described in Sections A, B, C, and D of Appendix I to the Report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, and such commodities as are used by meat packers in the conduct of their business when destined to and for use by meat packers, from Greeley, Colo., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, and West

Virginia, and damaged and rejected shipments, on return.

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

No. MC 115841 (Sub-No. 230), filed March 24, 1965. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, and packinghouse products, frozen foods, and exempt commodities*, in straight or mixed truckload shipments, between points in Knox County, Tenn.

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

No. MC 116314 (Sub-No. 10), filed April 13, 1965. Applicant: MAX BINSWANGER TRUCKING, a corporation, 13846 Alondra Boulevard, Santa Fe Springs, Calif. Applicant's attorney: R. Y. Schureman, 1010 Wilshire Boulevard, Los Angeles, Calif., 90017. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Cement*, in bulk, from Colton, Creal, and Victorville, Calif., to points in Yuma and Mohave Counties, Ariz., on or north of Interstate Highway 10 and south of the Colorado River, and (2) *cement*, in sacks, from Colton, Creal, and Victorville, Calif., to Yuma, Ariz., and points in Yuma and Mohave Counties, Ariz., on or north of Interstate Highway 10.

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

No. MC 116325 (Sub-No. 24), filed April 12, 1965. Applicant: JENNINGS BOND, doing business as BOND ENTERPRISES, Post Office Box 185, Lutesville, Mo. Applicant's attorney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel articles, including pipe, conduit and tubing*, from points in Livingston County, Ill., to points in North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, New Mexico, Colorado, Wyoming, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Mississippi, Alabama, Georgia, Tennessee, Kentucky, Indiana, Ohio, Michigan, and West Virginia.

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

No. MC 117119 (Sub-No. 208), filed April 8, 1965. 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, to Springfield, Mo., Pittsburg, Kans., and Tulsa, Okla.

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

No. MC 117686 (Sub-No. 51), filed April 7, 1965. Applicant: HIRSCHBACH MOTOR LINES, INC., 3324 U.S. Highway 75 N, Post Office Box 417, Sioux City, Iowa. Applicant's attorney: J. Max Harding, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts, dairy products and articles distributed by meat packinghouses, and such commodities as are used by meat packers in the conduct of their business when destined to, and for use by meat packers, as described in sections A, B, C, and D of appendix I to the report in Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from Omaha, Nebr., St. Joseph and Kansas City, Mo., Sioux City and Des Moines, Iowa, and Watertown, S. Dak., to points in Tennessee, Alabama, and Georgia, and damaged or rejected shipments of the same commodities, on return.

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

No. MC 117815 (Sub-No. 37) (AMENDMENT), filed March 26, 1965, published FEDERAL REGISTER issue April 14, 1965, and republished as amended this issue. Applicant: PULLEY FREIGHT LINES, INC., 2341 Easton Boulevard, Des Moines, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* (except hides and commodities in bulk, in tank vehicles), from points in Dakota County, Nebr., to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Wisconsin, New Jersey, New York, Ohio, and Pennsylvania.

NOTE: The purpose of this republication is to add the destination States of New Jersey, New York, Ohio, and Pennsylvania. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Des Moines, Iowa.

No. MC 117883 (Sub-No. 41), filed April 12, 1965. Applicant: SUBLER TRANSFER, INC., East Main Street, Versailles, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (restricted against the transportation of hides and commodities in bulk in tank vehicles) from points in Dakota County, Nebr., to points in Connecticut, Delaware, the District of Columbia, Indiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

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

No. MC 118196 (Sub-No. 30), filed April 5, 1965. Applicant: RAYE & COMPANY TRANSPORTS, INC., Hi-

way 71 North, Carthage, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dairy products*, (2) *returned dairy products*, (3) *commodities exempt from economic regulations pursuant to provisions of section 206 (B) (6) when moving in the same vehicle at the same time with dairy products and or returned dairy products*, from points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming to points in Wisconsin and Minnesota.

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

No. MC 118292 (Sub-No. 9), filed April 6, 1965. Applicant: BALLENTINE PRODUCE, INC., Alma, Ark. Applicant's attorney: Lester M. Bridgeman, 1027 Woodward Building, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Baby foods, bakery goods, cereal preparations and baby supplies*, from the plant site of Gerber Products Co. at Fort Smith, Ark., to points in Texas, Oklahoma, Kansas, Missouri, Louisiana, New Mexico, and Colorado.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit MC 118434, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 119422 (Sub-No. 28), (AMENDMENT) filed January 21, 1965, published in the FEDERAL REGISTER issue of February 10, 1965, amended April 21, 1965 and republished as amended this issue. Applicant: EE-JAY MOTOR TRANSPORTS, INC., 15th and Lincoln, Post Office Box 1037, East St. Louis, Ill. Applicant's attorney: Ernest A. Brooks II, 1301-02 Ambassador Building, St. Louis, Mo., 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from the plant site of River Cement Co. at St. Louis, Mo., to points in Illinois, Arkansas, Indiana, Iowa, Kentucky, Missouri, and Tennessee.

NOTE: The purpose of this republication is to include additional destination States. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119767 (Sub-No. 69), filed April 7, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, Post Office Box 339, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Fidge, Post Office Box 339, Burlington, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned or preserved foodstuffs*, (1) from Delphos and Van Wert, Ohio, to points in Minnesota, North Dakota, and South Dakota, Estherville, Des Moines, Mason City, and Waterloo, Iowa; Scottsbluff, Nebr.; Eau Claire, Wis., and Casper, Wyo., (2) from Green Bay, Wis., to points in North Dakota and South Dakota, Estherville, Des Moines, Mason City, and Waterloo, Iowa; Scottsbluff, Nebr., and Casper, Wyo., and (3) from Hoopston,

Ill., to points in Minnesota, North Dakota, and South Dakota; Estherville, Des Moines, Mason City, and Waterloo, Iowa; Scottsbluff, Nebr., and Casper, Wyo.

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

No. MC 119778 (Sub-No. 86), filed April 9, 1965. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: Frank B. Hand, Jr., 921 Seventeenth Street NW, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Chemicals*, in bulk, between points in St. Charles Parish, La., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

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

No. MC 119934 (Sub-No. 91) (CORRECTION), filed March 25, 1965, published FEDERAL REGISTER issue, April 14, 1965, and republished as corrected this issue. Applicant: ECOFF TRUCKING, INC., Fortville, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. The purpose of this republication is to show the correct docket number assigned to this application as shown above, in lieu of No. MC 19934 (Sub-No. 91), which was in error.

No. MC 120392 (Sub-No. 2) filed March 15, 1965. Applicant: HENRY C. SMITH doing business as ARROW VAN LINES, 88 Randolph Street, Savannah, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between Savannah, Ga., on the one hand, and, on the other, points in Beaufort, Colleton, Hampton, and Jasper Counties, S.C.

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

No. MC 123075 (Sub-No. 13), filed April 12, 1965. Applicant: HARVEY D. SHUPE AND HOWARD YOST doing business as SHUPE & YOST, 2721 Eighth Avenue, Greeley, Colo. Applicant's attorney: Michael T. Corcoran, 1360 Locust Street, Denver, Colo., 80220. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed and feed ingredients and supplements* (except liquid feed in tank vehicles), from Longmont, Eaton, Fort Morgan, and Rocky Ford, Colo., and points within 5 miles thereof, to points in Kansas, Nebraska, Oklahoma, New Mexico, Texas, and Wyoming, restricted against transportation of alfalfa meal and alfalfa pellets from origins to points in New Mexico and Texas, and exempt commodities on return.

NOTE: Applicant states the proposed operation will be performed for the account of Wilgro, Inc., Denver, Colo. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 123201 (Sub-No. 6) (CORRECTION), filed March 30, 1965, pub-

lished in FEDERAL REGISTER issue of April 14, 1965, and republished this issue. Applicant: HORVATH BROS. TRUCKING, INC., 322 Schuyler Avenue, Kearny, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Structural steel, steel bars, sheets, plates, shapes, and coils*, on pole and extended trailers, capable of handling lengths of 70-0 feet, from the plant and warehouse sites of Azco Steel Co. at Saddle Brook and Harrison, N.J., to points in Fairfield, Litchfield, New Haven, Middlesex, Hartford, and New London Counties, Conn., Providence County, R.I., and Suffolk, Worcester, Berkshire, Hampton, Bristol, and Lowell Counties, Mass., and rejected and damaged shipments, on return.

NOTE: The purpose of this republication is to correct the Docket No. MC 123201 Sub-No. 5, to MC 123201 Sub-No. 6. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 123327 (Sub-No. 5), filed April 9, 1965. Applicant: RALPH M. BATHOLOMEW, doing business as IRELAND TRANSFER & STORAGE CO., 102 Front Street, Ketchikan, Alaska. Applicant's attorney: Alan F. Wohlstetter, One Farragut Square South, Washington, D.C. 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, commodities in bulk, and those requiring special equipment), between points in that part of Alaska south and east of the international boundary line between the United States and Canada located at or near Haines, Alaska, on the one hand, and, on the other, Tok Junction, Alaska, Blaine and Sumas, Wash.

NOTE: Applicant states the proposed service is restricted to shipments originating at or destined to Tok Junction, Alaska, Blaine, and Sumas, Wash., with no local service. If a hearing is deemed necessary, applicant requests it be held at Ketchikan, Alaska.

No. MC 123327 (Sub-No. 6), filed April 9, 1965. Applicant: RALPH M. BATHOLOMEW, doing business as IRELAND TRANSFER & STORAGE CO., 102 Front Street, Ketchikan, Alaska. Applicant's attorney: Alan F. Wohlstetter, One Farragut Square South, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Classes A and B explosives*, between points on Revillagigedo Island, Alaska.

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

No. MC 123639 (Sub-No. 29), filed April 7, 1965. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver 16, Colo. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Chicago, Ill., 60602. 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 (5) miles thereof, and Minden, Nebr., and points within five (5) miles thereof, to points in Wisconsin and Missouri.

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

No. MC 123766 (Sub-No. 4), filed April 8, 1965. Applicant: DONALD L. WERST AND ORVILLE CHARLEY, a partnership, doing business as, D & O TRANSPORT, 418 South Sixth Avenue, Yakima, Wash. Applicant's attorney: George H. Hart, 1100 IBM Building, Seattle, Wash., 98101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Box shooks, from the plant site of Chelan Box & Manufacturing Co., located near Manson, Wash., to points in Idaho, Montana, and Hood River, Oreg., and points within 20 miles thereof.

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

No. MC 124078 (Sub-No. 134), filed April 12, 1965. Applicant: SCHWERTMAN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's attorney: James R. Ziperski, 611 South 28th Street, Milwaukee, Wis., 53246. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fertilizer and fertilizer ingredients, from Perry, Iowa, and points within 5 miles thereof, to points in Illinois, Minnesota, Missouri, and Wisconsin.

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

No. MC 124078 (Sub-No. 135), filed April 11, 1965. Applicant: SCHWERTMAN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's attorney: James R. Ziperski (address same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Lime, limestone, and limestone products, in bulk, from Kansas City, Mo., to points in Kansas, Missouri, and Nebraska and (2) mineral filler, in bulk, from Kansas City, Mo., to points in Nebraska.

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

No. MC 124426 (Sub-No. 3), filed April 12, 1965. Applicant: VIRGIL PAUL MARTIN, Route No. 1, Columbus, Kans. Applicant's attorney: C. Zimmerman, 503 Schweitzer Building, Wichita, Kans., 67202. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Pick-up coaches (campers), in truckaway service, from Radford, Va., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Indiana, Illinois, Kentucky, Massachusetts, Maryland, Maine, Mississippi, Michigan, New York, New Hampshire, New Jersey, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, Vermont, West Virginia, and Wisconsin, and (2) returned pickup coaches in secondary movements from the above-specified

destination points to Radford, Va., restricted to service to be performed under a continuing contract or contracts, with Travel Industries, Inc., located at Radford, Va.

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

No. MC 124692 (Sub-No. 11), filed April 12, 1965. Applicant: MYRON SAMMONS, Post Office Box 933, Missoula, Mont. Applicant's attorney: Charles E. Nieman, 1160 Northwestern Bank Building, Minneapolis 2, Minn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lumber and lumber products, from points in Oregon, Washington (except points in Pend Oreille, Stevens, Spokane, Whitman, and Asotin Counties), and points in Idaho south of Idaho County, to points in North Dakota, South Dakota, Nebraska, and Minnesota.

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

No. MC 124774 (Sub-No. 15), filed April 12, 1965. Applicant: CARAVELLE EXPRESS, INC., Post Office Box 4843, State House Station, 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 packing-houses, from points in Iowa to the plant site of National Foods, Inc., located in Norfolk, Nebr.

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

No. MC 124803 (Sub-No. 3), filed April 9, 1965. Applicant: CHARLES E. TRAYLOR, doing business as, TRAYLOR GRAIN SALES, 909 North Line Street, Logansport, Ind. Applicant's attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Malt beverages, from South Bend, and Fort Wayne, Ind., and Detroit, Mich., to points in Indiana south of U.S. Highway 40.

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

No. MC 125771 (Sub-No. 3), filed April 7, 1965. Applicant: CAYUGA SERVICE, INC., South Lansing, N.Y. Applicant's attorney: E. Stephen Helsley, Transportation Building, Washington, D.C. 20006. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Expanded slate aggregate, from Castleton, Vt., to points in Connecticut, Massachusetts, New Hampshire, Rhode Island, New Jersey, New York, Vermont, and Maine, restricted to service performed for Vermont Light Aggregate Corp.

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

No. MC 125924 (Sub-No. 2), filed April 7, 1965. Applicant: MARIS TRANS-

PORT LIMITED, 1090 South Service Road, Oakville, Ontario, Canada. Applicant's attorney: Walter N. Bleneman, Suite 1700, One Woodward Avenue, Detroit, Mich., 48226. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Automobiles, trucks, and buses as defined in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, in initial and secondary movements, in driveway and truckaway service, and parts and accessories thereof moving at the same time and with the vehicles of which they are a part and on which they are to be installed, between the International Boundary of the United States and Canada at the Niagara River, on the one hand, and, on the other, Buffalo, N.Y., restricted to traffic either originating at or destined to points in Canada.

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

No. MC 126456 (Sub-No. 1), filed April 7, 1965. Applicant: EL PASO AGRICULTURAL COMPANY, a corporation, El Paso, Ill. Applicant's attorney: Richard J. Dalton, Gridley, Ill. Authority sought to operate as a contract carrier, by motor vehicle, over regular routes, transporting: Feed concentrate, between Riverdale, Ill., and DeForest, Wis., from Riverdale over Stewart Street to junction U.S. Highway 6, thence west over U.S. Highway 6 to junction Interstate Highway 294, to junction Interstate Highway 90, thence over Interstate Highway 90 to junction U.S. Highway 51, thence over U.S. Highway 51 to junction unnumbered highway, thence over unnumbered highway to DeForest and return over the same route, serving no intermediate points.

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

No. MC 126483 (Sub-No. 2) (CORRECTION), filed February 19, 1965, published FEDERAL REGISTER issue March 10, 1965, and republished as corrected this issue. Applicant: ED STORTZ AND EDWIN STORTZ, a partnership, doing business as HIGHWAY FUEL COMPANY, 2390 Fairgrounds Road, Salem, Oreg. Applicant's attorney: Mr. Earl V. White, 2130 Southwest Fifth Avenue, Portland, Oreg. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Wood residuals, from Pedee, Oreg. to Longview, Wash.

NOTE: The purpose of this republication is to indicate the new attorney for the applicant. If a hearing is deemed necessary, applicant requests it be held at Portland, Oreg.

No. MC 126760 (Sub-No. 1), filed April 5, 1965. Applicant: CARTER'S MOVING & STORAGE, INC., 410 North Vine Street, Urbana, Ill. 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 Illinois, on traffic having a prior or subsequent out-of-State movement.

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

No. MC 126824 (Sub-No. 1), filed April 9, 1965. Applicant: JOHN TINNEY, doing business as JOHN TINNEY DELIVERY SERVICE, Front and Vine Streets, Philadelphia, Pa. Applicant's attorney: V. Baker Smith, 2107 Fidelity-Philadelphia Trust Building, Philadelphia, Pa., 19109. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, other than frozen, from Philadelphia, Pa., to the warehouse or other facilities of Thriftway Foods, Inc., located at King of Prussia, Pa., restricted to shipments having a prior movement by rail.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit MC 119610, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 126967 (Sub-No. 2) filed April 7, 1965. Applicant: AUTO HAUL-AWAY LIMITED, Post Office Box 333, Oakville, Ontario, Canada. Applicant's attorney: Walter N. Blenman, Suite 1700, One Woodward Avenue, Detroit, Mich., 48226. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks, and buses* as described in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, in initial and secondary movements, in driveway and truckaway service, and parts and accessories thereof moving at the same time and with the vehicles of which they are a part and on which they are to be installed, between the international boundary line between the United States and Canada at the Niagara River, on the one hand, and, on the other, Buffalo, N.Y., restricted to traffic either originating at or destined to points in Canada.

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

No. MC 127015 (Sub-No. 2), filed April 8, 1965. Applicant: STEVE KIRCHNER, Rural Route No. 1, Newman, Ill. Applicant's attorney: Robert T. Lawley, 306-308 Reisch Building, Springfield, Ill. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Lime*, in bags, for the account of Moffat Coal Co., from Greencastle, Ind., to Murdock, Ill.

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

No. MC 127024, filed March 29, 1965. Applicant: ROBERT G. BANRY, 999 North Ninth Street, Coos Bay, Oreg. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Wood chips*, from Al Peirce Lumber Co. located 5 miles south of Coos Bay, Oreg., to Weyerhaeuser Co., located in North Bend, Oreg.

NOTE: Applicant is under contract to Al Peirce Lumber Co. to haul total chip output of their mill to market. If a hearing is deemed necessary, applicant requests it be held at Coos Bay, Oreg.

No. MC 127042 (Sub-No. 2), filed April 7, 1965. Applicant: HAGEN, INC., 4120 Floyd Street, Sioux City, Iowa. Appli-

cant's attorney: J. Max Harding, Box 2028, Lincoln, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products, dairy products and articles distributed by meat packinghouses, and such commodities* as are used by meat-packers in the conduct of their business when destined to and for use by meat-packers, as described in sections A, B, C, and D of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from Omaha, Nebr., and Sioux City, Iowa to points in Georgia, North Carolina, and South Carolina, and damaged or rejected shipments of the same commodities, on return.

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

No. MC 127058 filed March 11, 1965. Applicant: INTRA-CITY TRUCKING CORP., 301 Roselle Street, Mineola, N.Y. Applicant's attorney: Moe Zucker, 565 Fifth Avenue, New York, N.Y., 10017. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Printed materials*, in cartons, crates, and cases; *flat sheets of paper*, on skids, *advertising printed matter*, books, display posters, booklets, pamphlets, and labels, from New York, N.Y., to Newark, Plainfield, Paramus, Clifton, Trenton, Englewood, and Fairlawn N.J.; West Point Military Academy, Pelham Manor, Hempstead, and North Hempstead, N.Y., and returned and rejected shipments of the above commodities, on return.

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

No. MC 127075, filed February 25, 1965. Applicant: SEBERN SCOTT, doing business as BELLEVUE COAL & OIL COMPANY, Grant, Ky. Authority sought to operate as a contract carrier, by motor vehicle, over regular routes, transporting: *Fertilizer*, from Lockland, Ohio, to Bellevue, Ky.; from the site of the International Mineral & Chemical Co. factory located at Big 4 and Smalley Street, Lockland, to junction Interstate Highway 75, thence south over Interstate Highway 75 approximately seventeen (17) miles to junction Kentucky Highway 18, thence west over Kentucky Highway 18 approximately twelve (12) miles to Bellevue (Post Office Grant), and return over the same route, serving no intermediate points.

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

No. MC 127143 filed April 7, 1965. Applicant: DUANE FRUIN, Cottonwood, Minn. Applicant's representative: Samuel Rubenstein, 301 North Fifth Street, Minneapolis 3, Minn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed, and feed ingredients*, from Weeping Water, Nebr., to points in North Dakota, South Dakota, and Minnesota.

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

No. 127144 filed April 6, 1965. Applicant: FT. WASHINGTON DEVELOPMENT CORP., 510 Pennsylvania Avenue, Ft. Washington, Pa. Applicant's representative: G. Donald Bullock, Post Office Box 146, Wyncote, Pa. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Concrete conduit and parts thereof*, (1) from Oaks, Pa., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, New Hampshire, Maine, Rhode Island, Vermont, and District of Columbia; and (2) from Fredericksburg, Va., to points in Delaware, Maryland, North Carolina, New Jersey, Pennsylvania, and District of Columbia.

NOTE: Applicant states that the above proposed operation will be under a continuing contract or contracts with Nordix Corp. of Pennsylvania. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 127154 filed April 7, 1965. Applicant: BOCK TRANSPORT COMPANY, INC., Garner, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa, 50316. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, and liquid fertilizer solutions*, in bulk, in tank vehicles, from the plant site of Consumers Cooperative Association located at or near Fort Dodge, Iowa, to points in Illinois, Kansas, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota.

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

No. MC 127155 filed April 12, 1965. Applicant: ROBERT F. DANIELS, doing business as AIR STREAM SERVICE, 12633 Firestone Place, Santa Fe Springs, Calif. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger vehicles, from Santa Fe Springs, Calif., to points in Arizona, California, Colorado, Idaho, Kansas, Montana, Nebraska, New Mexico, Nevada, Oklahoma, Oregon, Texas, Washington, and Wyoming, and refused trailers, on return.

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

No. 127158 filed April 13, 1965. Applicant: LIQUID FOOD CARRIER, INC., Post Office Box 10172, New Orleans 21, La. Applicant's attorney: Harold R. Ainsworth, 2307 American Bank Building, New Orleans 12, La. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid sugar, corn syrup, blends of corn syrup, vegetable oil, vegetable shortenings*, in bulk, in tank vehicles, from points in St. Bernard, Orleans, Jefferson, and St. John the Baptist Parishes, La., to points in Mississippi, Alabama, Florida, Georgia, Tennessee, Arkansas, and Texas.

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

No. MC 127160, filed April 15, 1965. Applicant: VERN C. KARR & MINNIE R. KARR, doing business as PARISH TRUCK LINES, 946 Avenue C, Billings, Mont. Applicant's attorney: J. F. Meglen, 207 Behner Building, 2822 Third Avenue, North Billings, Mont., 59101. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Scrap iron, from Billings, Mont., to Orem, Utah; and (2) steel sheets and plates, from Orem, Utah, to Billings, Mont.

NOTE: Applicant states that the above proposed operation will be conducted for the account of Empire Steel Mfg. Co. of Billings, Mont. If a hearing is deemed necessary, applicant requests it be held at Billings, Mont.

No. MC 12761 filed April 9, 1965. Applicant: KENNETH W. HULME AND DONALD A. HULME, a Partnership, dba HULME PRODUCE, Hagerman, Idaho. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Bananas and exempt commodities under section 203(b)-(6) of the Interstate Commerce Act, from points in Wilmington, Los Angeles, San Francisco and Alameda Counties, Calif., to Boise and Twin Falls, Idaho, and exempt commodities, on return.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Certificate MC 119796, which applicant requests be revoked if the above operation is granted. If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 127162 filed April 13, 1965. Applicant: M. E. BRADY, doing business as BRADY & BRADY TRUCKING CO., Route 1, Box 545, Dixon, Calif. Applicant's attorney: E. H. Griffiths, 451 Turk Street, Room 23, San Francisco 2, Calif. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Alfalfa pellets, in bags, and in bulk, from Clarksburg and Dixon, Calif., to ports of Sacramento, Stockton, San Francisco, Oakland, and Alameda, Calif.

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

MOTOR CARRIERS OF PASSENGERS

No. MC 3600 (Sub-No. 5), filed April 6, 1965. Applicant: FRANK MARTZ COACH COMPANY, a corporation, 239 Old River Road, Wilkes-Barre, Pa. Applicant's attorney: John J. Dempsey, Jr., Suite 1200 Miners National Bank Building, Wilkes-Barre, Pa. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage, and express and newspapers, in the same vehicle with passengers, during the season extending May 15 to October 15, both inclusive, of each year, between the junction of the Northeast Extension of the Pennsylvania Turnpike and the Pennsylvania Turnpike and Atlantic City, N.J., in connection with applicant's authorized regular route authority between Scranton, and Wilkes-Barre, Pa.,

and (2) between Atlantic City, N.J., and New York, N.Y., serving no intermediate points and with service at the junction of the Northeast Extension of the Pennsylvania Turnpike and the Pennsylvania Turnpike for purpose of joinder only, and (3) from junction of the Northeast Extension of the Pennsylvania Turnpike and the Pennsylvania Turnpike over the Pennsylvania Turnpike to Valley Forge Interchange (No. 24), thence over Interstate Highways 76 and 876 to junction New Jersey Highway 42, thence over New Jersey Highway 42 to junction Atlantic City Expressway and thence over Atlantic City Expressway to Atlantic City, N.J., and return over the same route, as an alternate route for operating convenience only.

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

No. MC 15364 (Sub-No. 9), filed April 7, 1965. Applicant: WISCONSIN-MICHIGAN COACHES, INC., 725 Smith Street, Green Bay, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Passengers and their baggage, in special and charter operations, beginning and ending at Evanston, Des Plaines, and Lombard, Ill., and extending to points in Wisconsin.

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

No. MC 127079, filed March 17, 1965. Applicant: EDWARD CARL BREIMAYER, doing business as SILVER STAR BUS LINE, 123 1/2 South Pleasant, Belding, Mich. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage, and express, in the same vehicle with passengers, (1) between Belding, Mich., and Greenville, Mich.: from Belding over Michigan Highway 91 to Greenville, and return over the same route, serving all intermediate points, and (2) between Belding, Mich., and Grand Rapids, Mich.: from Belding over Michigan Highway 44 to junction U.S. Highway 131, thence over U.S. Highway 131 to Grand Rapids, and return over the same route, serving all intermediate points.

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

No. MC 127138, filed April 6, 1965. Applicant: VINCENT DALESSIO, 926 Fifth Street, New Martinsville, W. Va. Applicant's attorney: Joseph V. DeMarco, Jr., New Martinsville, W. Va. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage, in the same vehicle with passengers, between Sistersville, W. Va., and Hannibal, Ohio, from Sistersville over West Virginia Highway 2 to New Martinsville, W. Va., thence across Ohio River to Ohio Highway 7, and thence over Ohio Highway 7 to the Ormet Corp. Plant located at Hannibal, and return over the same route, serving all intermediate points.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Wheeling or Charleston, W. Va.

APPLICATIONS FOR BROKERAGE LICENSES

MOTOR CARRIERS OF PASSENGERS

No. MC 12948, filed April 7, 1965. Applicant: AMITY TRAVEL SERVICE, INC., Rural Delivery No. 2, Stoystown, Pa. Applicant's attorney: Philip M. Browning, Jr., 1515 Park Building, Pittsburgh, Pa., 15222. For a license (BMC 5), to engage in operations as a broker at Stoystown and Amity, Pa., in arranging for the transportation in interstate or foreign commerce of passengers and their baggage, in charter and special operations and round trip all-expense tours, beginning and ending at points in Somerset, Bedford, Washington, and Green Counties, Pa., and extending to points in the United States, including Alaska and Hawaii.

No. MC 12950, filed April 6, 1965. Applicant: TENNESSEE-TOMBIGBEE TRANSPORTATION, INC., 2704 South Memorial Parkway, Suite 11, Huntsville, Ala. For a license (BMC 5), to engage in operations as a broker at Huntsville, Ala., in arranging for the transportation in interstate or foreign commerce, by motor vehicle, of passengers and their baggage, in charter and special operations, between points in the United States.

WATER CARRIER APPLICATIONS

WATER CARRIERS OF PROPERTY

No. W-306 (Sub-No. 5) (CALMAR STEAMSHIP CORPORATION—EXTENSION—New Haven—COMMON CARRIER APPLICATION), filed April 13, 1965. Applicant: CALMAR STEAMSHIP CORPORATION, 25 Broadway, New York, N.Y., 10004. Applicant's attorney: Paul V. Miller (address same as applicant). Authority sought under part III of the Interstate Commerce Act, for a revised certificate to operate as a common carrier by water in the transportation of lumber, from the west coast ports, as shown in second amended certificate issued February 5, 1965, to the port of New Haven, Conn.

No. W-1123 (Sub-No. 4) (INLAND RIVERWAYS, INC.—EXTENSION—INTERMEDIATE POINTS—COMMON CARRIER APPLICATION), filed April 12, 1965. Applicant: INLAND RIVERWAYS, INC., 1048 Whitney Road, Anchorage, Alaska. Applicant's attorney: John G. McLaughlin, Pacific Building, Portland, Oreg., 97204. Authority sought under part III of the Interstate Commerce Act, for a revised certificate to operate as a common carrier by water in the transportation of general commodities, between the mouth of the Yukon River and Fort Yukon and between the confluence of the Yukon and Koyukuk Rivers and Bettles; serving, on the Yukon, all points east of Marshall; and on the Koyukuk all points between Koyukuk and Bettles. The service will be seasonal, between May and October, both inclusive.

NOTE: Applicant states it will also provide irregular route service between points on the Porcupine and Innoko Rivers.

WATER CARRIERS OF PASSENGERS

No. W-1124 (Sub-No. 5) (AMENDMENT), WILSON LINE OF WASHING-

TON, INC., filed March 3, 1965, published FEDERAL REGISTER issue of March 17, 1965, amended April 14, 1965, and republished as amended this issue. Applicant: WILSON LINE OF WASHINGTON, INC., Pier 4, Maine Avenue and N Street SW., Washington 24, D.C. Applicant's attorney: Edward M. Reidy, 1120 Connecticut Avenue NW., Washington, D.C., 20036. Application filed March 3, 1965, amended April 14, 1965, for a revised certificate authorizing transportation as a common carrier by water, of passengers, between points on the Potomac River out of Washington, D.C., and Alexandria, Va., and between points on the Chesapeake Bay out of Baltimore, Md., by cruise ship, hydrofoil operations or other type of self-propelled vessel, and Newport News, Norfolk, and Old Point Comfort, Va., and points and ports on the Potomac, James, and York Rivers, the Chesapeake Bay and Hampton Roads, Va., and surrounding origin and destination points.

NOTE: Applicant states if demand warrants, cruises will include sleeping accommodations, meals, supplemental sightseeing trips by bus, and entertainment. The purpose of this republication is to add and between points on the Chesapeake Bay out of Baltimore, Md.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 531 (Sub-No. 184), filed April 6, 1965. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, Houston, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid synthetic plastics*, in bulk, in tank vehicles, from Meredosia, Ill., to Albuquerque, N. Mex.

NOTE: Common control may be involved.

No. MC 2253 (Sub-No. 23), filed February 16, 1965. Applicant: CAROLINA FREIGHT CARRIERS CORPORATION, Post Office 697, Cherryville, N.C. Applicant's attorney: James E. Wilson, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: (A) *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Cherryville, N.C., and Atlanta, Ga.; from Cherryville over North Carolina Highway 150 to junction North Carolina Highway 180, thence over North Carolina Highway 18 to junction North Carolina Highway 18 to North Carolina-South Carolina State line, thence over South Carolina Highway 18 to junction Interstate Highway 85, thence over Interstate Highway 85 to Atlanta, and return over the same route, serving all intermediate points; (2) between Cherryville, N.C., and Atlanta, Ga.; from Cherryville over North Carolina Highway 150 to junction North Carolina Highway 180, thence over North

Carolina Highway 180 to junction North Carolina Highway 18, thence over North Carolina Highway 18 to North Carolina-South Carolina State line, thence over South Carolina Highway 18 to junction U.S. Highway 29, thence over U.S. Highway 29 to Atlanta, and return over the same route, serving all intermediate points; (3) between Greenville, S.C., and Atlanta, Ga.; from Greenville over U.S. Highway 123 to South Carolina-Georgia State line, thence over U.S. Highways 123 and 23 to Atlanta, and return over the same route, serving all intermediate points; (4) between junction Interstate Highway 85 and Georgia Highway 51 and Rome, Ga.; from junction Interstate Highway 85 and Georgia Highway 51 over Georgia Highway 51 to Lula, thence over U.S. Highway 23 to Gainesville.

Thence over Georgia Highway 141 to junction U.S. Highway 19, thence over U.S. Highway 19 to junction Georgia Highway 20, thence over Georgia Highway 20 to Rome and return over the same route, serving all intermediate points, (5) between Atlanta, Ga., and Rome, Ga.; from Atlanta over U.S. Highway 41 to Cartersville, thence over U.S. Highway 41 to Rome, and return over the same route, serving all intermediate points, (6) between Atlanta, Ga., and La Grange, Ga., over U.S. Highway 29, serving all intermediate points, (7) between La Grange, Ga., and Columbus, Ga., over U.S. Highway 27, serving all intermediate points, (8) between Atlanta, Ga., and Columbus, Ga., over Georgia Highway 85, serving all intermediate points, (9) between junction Interstate Highway 85 and U.S. Highway 441 and Macon, Ga.; from junction Interstate Highway 85 and U.S. Highway 441 over U.S. Highway 441 to Athens, thence over U.S. Highway 129 to Macon and return over the same route, serving all intermediate points, (10) between Athens, Ga., and Columbus, Ga.; from Athens over U.S. Highway 129 to Madison, thence over Georgia Highway 83 to Monticello, thence over Georgia Highway 16 to Jackson, thence over Georgia Highway 36 to Waverly, thence over Georgia Highway 27 to Columbus and return over the same route, serving all intermediate points, (11) between Columbus, Ga., and Macon, Ga., over U.S. Highway 80, serving all intermediate points, (12) between Albany, Ga., and Thomasville, Ga., over U.S. Highway 19, serving all intermediate points, (13) between Waycross, Ga., and Valdosta, Ga.; from Waycross over Georgia Highway 38 and U.S. Highway 84 to Valdosta, and return over the same route, serving all intermediate points.

(14) Between Atlanta, Ga. and Macon, Ga., over U.S. Highway 41, serving all intermediate points, (15) between Augusta, Ga., and Waycross, Ga., over U.S. Highway 1, serving all intermediate points, (16) between Augusta, Ga. and Hazlehurst, Ga.; from Augusta over U.S. Highway 1 to Baxley, Ga., thence over U.S. Highway 341 to Hazlehurst and return over the same route, serving all intermediate points, (17) between Macon, Ga., and Albany, Ga.; from Macon over U.S. Highway 41 to Cordele, thence over Georgia Highway 257 to Albany and return over the same route, serving all

intermediate points, (18) between Commerce, Ga. and Athens, Ga., over U.S. Highway 441, serving all intermediate points, (19) between Augusta, Ga. and Macon, Ga.; from Augusta over U.S. Highway 278 to Warrenton, thence over Georgia Highway 16 to Sparta, thence over Georgia Highway 22 to Milledgeville, thence over Georgia Highway 49 to Macon and return over the same route, serving all intermediate points, (20) between Columbus, Ga. and Albany, Ga.; from Columbus over U.S. Highway 280 to junction Georgia Highway 55, thence over Georgia Highway 55 to junction U.S. Highway 82, thence over U.S. Highway 82 to Albany and return over the same route, serving all intermediate points, (21) between Cherryville, N.C., and Augusta, Ga.; from Cherryville over North Carolina Highway 150 to junction North Carolina Highway 18, thence over North Carolina Highway 18 to North Carolina-South Carolina State line, thence over South Carolina Highway 18 to Jonesville, thence over U.S. Highway 176 to junction South Carolina Highway 121 (formerly South Carolina Highway 19), thence over South Carolina Highway 121 to Trenton, thence over U.S. Highway 25 to Augusta, and return over the same route, serving all intermediate points, (22) between Charleston, S.C. and Savannah, Ga., over U.S. Highway 17, serving all intermediate points, (23) between Macon, Ga., and Jacksonville, Fla.; from Macon over U.S. Highway 41 to Perry, thence over U.S. Highway 341 to McRae.

Thence over U.S. Highway 441 to junction U.S. Highway 82, thence over U.S. Highway 82 to Waycross, thence over U.S. Highway 1 to Jacksonville and return over the same route, serving all intermediate points, (24) between Savannah, Ga. and Jacksonville, Fla., over U.S. Highway 17, serving all intermediate points, (25) between Cordele, Ga. and Miami, Fla.; from Cordele over Interstate Highway 75 to junction Sunshine State Parkway, thence over Sunshine State Parkway to Miami and return over the same route, serving all intermediate points, (26) between La Grange, Ga. and Pensacola, Fla., over U.S. Highway 29, serving all intermediate points in Florida and Georgia, (27) between Columbus, Ga. and Chattahoochee, Fla.; from Columbus over U.S. Highway 280 to junction U.S. Highway 27, thence over U.S. Highway 27 to junction Georgia Highway 97, thence over Georgia Highway 97 to Chattahoochee, and return over the same route, serving all intermediate points, (28) between Tifton, Ga. and Tallahassee, Fla., over U.S. Highway 319, serving all intermediate points, (29) between Cherryville, N.C. and Columbia, S.C.; from Cherryville over North Carolina Highway 274 to junction North Carolina Highway 216, thence over North Carolina Highway 216 to Kings Mountain, thence over North Carolina Highway 161 to North Carolina-South Carolina State line, thence over South Carolina Highway 161 to Filbert, thence over U.S. Highway 321 to Columbia and return over the same route, serving all intermediate points, (30) between Columbia, S.C. and Sa-

vannah, Ga.; from Columbia over U.S. Highway 321 to junction U.S. Highway 17, thence over U.S. Highway 17 to Savannah, and return over the same route, serving all intermediate points, (31) between Columbia, S.C. and Jacksonville, Fla.; from Columbia over U.S. Highway 321 to junction U.S. Highway 301, thence over U.S. Highway 301 to Folkston, Ga.

Thence over U.S. Highway 1 to Jacksonville, and return over the same route, serving all intermediate points, (32) between Charlotte, N.C., and Columbia, S.C., over U.S. Highway 21, serving all intermediate points, (33) between Bunnell, Fla., and Miami, Fla., over U.S. Highway 1, serving all intermediate points, (34) between Miami, Fla., and Tampa, Fla., over U.S. Highway 41, serving all intermediate points, (35) between Bunnell, Fla., and Orlando, Fla.; from Bunnell over Florida Highway 11 to DeLand, thence over U.S. Highway 17 to Orlando and return over the same route, serving all intermediate points, (36) between Folkston, Ga., and Tampa, Fla.; from Folkston over U.S. Highway 301 to Georgia-Florida State line, thence over U.S. Highway 301 to junction U.S. Highway 92, thence over U.S. Highway 92 to Tampa and return over the same route, serving all intermediate points, (37) between Jacksonville, Fla., and Hawthorne, Fla.; from Jacksonville over Florida Highway 21 to junction Florida Highway 207, thence over Florida Highway 207 to Hawthorne and return over the same route, serving all intermediate points, (38) between Orlando, Fla., and Tampa, Fla., over Interstate Highway 4, serving all intermediate points, (39) between South Bay, Fla., and Belleview, Fla., over U.S. Highway 27, serving all intermediate points, (40) between Jacksonville, Fla., and Miami, Fla.; from Jacksonville over U.S. Highway 1 to Bunnell, thence over Florida Highway 11 to junction U.S. Highway 92, thence over U.S. Highway 92 to Orlando, thence over U.S. Highway 441 to Belle Glade, thence over U.S. Highway 27 to Miami, and return over the same route, serving all intermediate points, (41) between Jacksonville, Fla., and Pensacola, Fla., over U.S. Highway 90, serving all intermediate points, (42) between Tallahassee, Fla., and Tampa, Fla.; from Tallahassee over U.S. Highway 27 to junction U.S. Highway 19, thence over U.S. Highway 19 to junction Florida Highway 60, thence over Florida Highway 60 to Tampa and return over the same route, serving all intermediate points, (43) between Columbia, S.C., and Charleston, S.C., over Interstate Highway 26, serving all intermediate points, (44) between Charlotte, N.C. and Chester, S.C.; from Charlotte over U.S. Highway 21 to North Carolina-South Carolina State line, thence over South Carolina Highway 121 to Chester and return over the same route, serving all intermediate points, (45) between Charlotte, N.C., and Myrtle Beach, S.C.; from Charlotte over U.S. Highway 74 to junction U.S. Highway 601, thence over U.S. Highway 601 to junction South Carolina Highway 151, thence over South Carolina Highway 151 to Darlington, thence over U.S. Highway 52 to Florence, thence over U.S. Highway 76 to Marion, thence over

U.S. Highway 501 to Myrtle Beach and return over the same route, serving all intermediate points, (46) between Columbia, S.C., and Georgetown, S.C.; from Columbia over U.S. Highway 76 to junction U.S. Highway 521, thence over U.S. Highway 521 to Georgetown and return over the same route, serving all intermediate points, (48) between Greenville, S.C., and Akin, S.C.; from Greenville over U.S. Highway 25 to junction South Carolina Highway 19, thence over South Carolina Highway 19 to Akin and return over the same route, serving all intermediate points, (48) between Greenwood, S.C., and Athens, Ga.; from Greenwood over South Carolina Highway 72 to South Carolina-Georgia State line, thence over Georgia Highway 72 to Athens and return over the same route, serving all intermediate points, (49) between Charlotte, N.C., and Greenville, S.C., over Interstate Highway 85, serving all intermediate points, (50) between junction Interstate Highway 85 and Interstate Highway 26 and Columbia, S.C., over Interstate Highway 26, serving all intermediate points, (51) between Charlotte, N.C., and Cherryville, N.C., from Charlotte over Interstate Highway 85 to junction U.S. Highway 321, thence over U.S. Highway 321 to junction North Carolina Highway 275, thence over North Carolina Highway 275 to junction North Carolina Highway 277.

Thence over North Carolina Highway 277 to Cherryville and return over the same route, serving all intermediate points. Note: In connection with Routes 1 through 51 above, serving off-route points in South Carolina, Georgia, and Florida. Restriction: No service is proposed between any two points in South Carolina, Georgia, and Florida (except those points within 35 miles of Clover, S.C. (B) General commodities (except those of unusual value, Classes A and B explosives, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Asheville, N.C. and Charlotte, N.C.; from Asheville over U.S. Highway 74 to junction Interstate Highway 85, thence over Interstate Highway 85 to Charlotte, and return over the same route, serving all intermediate and off-route points in Buncombe and Mecklenburg Counties, N.C., (2) between Asheville, N.C. and North Wilkesboro, N.C.; from Asheville over U.S. Highway 70 to junction Interstate Highway 40, thence over Interstate Highway 40 to junction U.S. Highway 64, thence over U.S. Highway 64 to junction North Carolina Highway 16, thence over North Carolina Highway 16 to North Wilkesboro and return over the same route, serving all intermediate and off-route points in Buncombe, McDowell, Burke, Catawba, Alexander, Wilkes, Yancey, Mitchell, Avery, and Randolph Counties, N.C. (C) General commodities (except those of unusual value, Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), between New York, N.Y. and Boston, Mass. over U.S. Highway 1, serving all intermediate points,

(2) between New York, N.Y. and North Adams, Mass. from New York over Interstate Highway 95 to Norwalk, Conn., thence over U.S. Highway 7 to Pittsfield, Mass.

Thence over Massachusetts Highway 8 to North Adams, and return over the same route, serving all intermediate points, (3) between New Haven, Conn., and Greenfield, Mass.; from New Haven over U.S. Highway 5 to Hartford, thence over Interstate Highway 91 to Springfield, Mass., thence over U.S. Highway 5 to Greenfield, and return over the same route, serving all intermediate points, (4) between Hartford, Conn., and Boston, Mass.; from Hartford over Interstate Highway 84 to junction Interstate Highway 90, thence over Interstate Highway 90 to junction Massachusetts Highway 9, thence over Massachusetts Highway 9 to Boston, and return over the same route, serving all intermediate points, (5) between New York, N.Y., and New London, Conn., over Interstate Highway 95, serving all intermediate points, (6) between New London, Conn., and junction Interstate Highway 90; from New London over Connecticut Highway 32 to junction Connecticut Turnpike, thence over Connecticut Turnpike to junction Connecticut Highway 12, thence over Connecticut Highway 12 to junction Massachusetts Highway 12, thence over Massachusetts Highway 12 to junction Interstate Highway 90 and return over the same route, serving all intermediate points, (7) between junction Connecticut Highway 12 and Connecticut Turnpike, and Providence, R.I.; from junction Connecticut Highway 12 and Connecticut Turnpike over Connecticut Turnpike to junction U.S. Highway 6, thence over U.S. Highway 6 to Providence, and return over the same route, serving all intermediate points, (8) between New London, Conn., and Boston, Mass.; from New London over Connecticut Highway 95 to junction Interstate Highway 95, thence over Interstate Highway 95 to Providence, thence over U.S. Highway 1 to Boston and return over the same route, serving all intermediate points, (9) between Providence, R.I., and Worcester, Mass.; from Providence over Rhode Island Highway 146 to Rhode Island-Massachusetts State line, thence over Massachusetts Highway 146 to Worcester and return over the same route, serving all intermediate points, (10) between Boston, Mass., and Worcester, Mass.; from Boston over Interstate Highway 90 to junction Massachusetts Highway 9.

Thence over Massachusetts Highway 9 to Worcester and return over the same route, serving all intermediate points, (11) between North Adams, Mass., and Boston, Mass., over Massachusetts Highway 2, serving all intermediate points.

NOTE: In connection with Routes 1 through 11 above, serving all off-route points in Connecticut, Massachusetts, and Rhode Island. RESTRICTION: No service is proposed between any two points in Connecticut, Massachusetts, and Rhode Island.

(D) General commodities (except those of unusual value, Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, and

liquid commodities in bulk), between Newark, N.J. and New York, N.Y.; from Newark over New Jersey Highway 21 to junction New Jersey Highway 3, thence over New Jersey Highway 3 to junction New Jersey Highway 507, thence over New Jersey Highway 507 to junction U.S. Highway 46, thence over U.S. Highway 46 to junction U.S. Highway 1, thence over U.S. Highway 1 to New York, and return over the same route, serving all intermediate points and all off-route points within 15 miles of North Bergen, N.J. (E) *General commodities* (except those of unusual value, Classes A and B explosives (other than small arms ammunition) livestock, automobiles, 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), (1) from Newark, N.J., to Easton, Pa. from Newark over U.S. Highway 22 to Easton, for operating convenience only, no service is authorized from Newark, N.J. to Easton, Pa. (2) from Easton, Pa. to Cherryville, N.C.; from Easton, Pa. over U.S. Highway 22 to Allentown, thence over U.S. Highway 222 to Reading, thence over U.S. Highway 422 to junction U.S. Highway 322, thence over U.S. Highway 322 to junction Interstate Highway 83.

Thence over Interstate Highway 83 to Baltimore, Md., thence over U.S. Highway 1 to Richmond, Va., thence over U.S. Highway 360 to junction Virginia Highway 304, thence over Virginia Highway 304 to South Boston, thence over U.S. Highway 58 to Danville, thence over U.S. Highway 29 to Greensboro, N.C., thence over Interstate Highway 85 to junction U.S. Highway 321, thence over U.S. Highway 321 to junction North Carolina Highway 275, thence over North Carolina Highway 275 to junction North Carolina Highway 277, thence over North Carolina Highway 277 to Cherryville, serving all intermediate points and off-route points in Pennsylvania east and south of U.S. Highway 11 extending from the Maryland-Pennsylvania State line to Lemoine, and on and south of U.S. Highway 22, from Lemoine to Easton, Pa. on the one hand, and, on the other, all intermediate and off-route points in Gaston, Mecklenburg, Cabarrus, Rowan, Iredell, Alexander, Catawba, Lincoln, Caldwell, Burke, McDowell, Rutherford, and Cleveland Counties, N.C. RESTRICTION: No service is authorized between any two points in Pennsylvania. (3) from Easton, Pa. to Cherryville, N.C., from Easton over U.S. Highway 611 to Philadelphia, thence over U.S. Highway 1 to Baltimore, Md., thence over U.S. Highway 1 to Richmond, Va., thence over U.S. Highway 360 to junction Virginia Highway 304, thence over Virginia Highway 304 to South Boston, thence over U.S. Highway 58 to Danville, thence over U.S. Highway 29 to Greensboro, N.C., thence over Interstate Highway 85 to junction U.S. Highway 321, thence over U.S. Highway 321 to junction North Carolina Highway 275, thence over North Carolina Highway 275 to junction North Carolina Highway 277.

Thence over North Carolina Highway 277 to Cherryville, serving all intermedi-

ate points in Pennsylvania, on the one hand, and, on the other, all intermediate and off-route points in Gaston, Mecklenburg, Cabarrus, Rowan, Iredell, Alexander, Catawba, Lincoln, Caldwell, Burke, McDowell, Rutherford, and Cleveland Counties, N.C. RESTRICTION: No service is proposed between any two points in Pennsylvania. (4) From New Brunswick, N.J. to Charlotte, N.C., from New Brunswick over U.S. Highway 1 to Philadelphia, Pa., thence over authorized regular routes from Philadelphia to Charlotte, N.C., serving all intermediate points in New Jersey on the one hand, and, on the other, all intermediate and off-route points in Gaston, Mecklenburg, Cabarrus, Rowan, Iredell, Alexander, Catawba, Lincoln, Caldwell, Burke, McDowell, Rutherford, and Cleveland Counties, N.C. RESTRICTION: No service is proposed between any two points in New Jersey.

NOTE: This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 2770 (Sub-No. 8), filed February 17, 1965. Applicant: SANBORN'S MOTOR EXPRESS INC., Post Office Box 312, Norway, Maine. Applicant's attorney: Mary E. Kelley, 10 Tremont Street, Boston, Mass. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Augusta, Maine, and Pittsfield, Maine: from Augusta over U.S. Highway 201 to Fairfield, Maine, thence over Maine Highway 100 to Pittsfield, and return over the same route, serving all intermediate points, and (2) between Augusta, Maine, and Pittsfield, Maine: from Augusta over Interstate Highway 95 to Pittsfield, and return over the same route, serving all intermediate points.

NOTE: This application is filed pursuant to MC-C 4366, effective May 1, 1964, which provides the special rules for conversion of irregular to regular motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 3833 (Sub-No. 12), filed February 17, 1965. Applicant: THE NEW DIXIE LINES, INCORPORATED, Brook Road and Norwood Avenue, Richmond 22, Va. Applicant's attorney: James E. Wilson, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: (A) *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Richmond, Va., and Weldon, N.C.; (a) from Richmond over U.S. Highway 301 to Weldon, and return over the same

routes, serving all intermediate and off-route points in North Carolina and the intermediate point of Bellbluff, Va.; (b) from Richmond over Interstate Highway 95 to junction U.S. Highway 158, thence over U.S. Highway 158 to Weldon, and return over the same route, serving all intermediate and off-route points in North Carolina and the intermediate point of Bellbluff, Va.; (2) between Richmond, Va., and Henderson, N.C.; (a) from Richmond over U.S. Highway 1 to Henderson, and return over the same route, serving all intermediate and off-route points in North Carolina and the intermediate point of Bellbluff, Va.; (b) from Richmond over Interstate Highway 95 to junction Interstate Highway 85, thence over Interstate Highway 85 to Henderson, and return over the same route, serving all intermediate and off-route points in North Carolina and the intermediate point of Bellbluff, Va.; (3) between Richmond, Va., and Reidsville, N.C.; (a) from Richmond over U.S. Highway 1 to junction U.S. Highway 58, thence over U.S. Highway 58 to Danville, Va., thence over U.S. Highway 29 to Reidsville, and return over the same route, serving all intermediate and off-route points in North Carolina and the intermediate point of Bellbluff, Va.; (b) from Richmond over U.S. Highway 360 to Danville, Va.

Thence over U.S. Highway 29 to Reidsville, and return over the same route, serving all intermediate and off-route points in North Carolina and the intermediate point of Bellbluff, Va.; (c) from Richmond over U.S. Highway 360 to junction Virginia Highway 304, thence over Virginia Highway 304 to South Boston, Va., thence over U.S. Highway 58 to Danville, Va., thence over U.S. Highway 29 to Reidsville, and return over the same route, serving all intermediate and off-route points in North Carolina and the intermediate point of Bellbluff, Va.; (d) from Richmond over Interstate Highway 95 to junction Interstate Highway 85, thence over Interstate Highway 85 to junction U.S. Highway 58, thence over U.S. Highway 58 to Danville, Va., thence over U.S. Highway 29 to Reidsville, and return over the same route, serving all intermediate and off-route points in North Carolina and the intermediate point of Bellbluff, Va.; (4) between Richmond, Va., and Norfolk, Va.; (a) from Richmond over U.S. Highway 60 to Norfolk, and return over the same route, serving the intermediate point of Bellbluff, Va.; (b) from Richmond over U.S. Highways 1 and 301 to Petersburg, Va., thence over U.S. Highway 460 to Norfolk, and return over the same route, serving the intermediate point of Bellbluff, Va.; (c) from Richmond over U.S. Highway 60 to junction Virginia Highway 168, thence over Virginia Highway 168 to Norfolk, and return over the same route, serving the intermediate point of Bellbluff, Va.; (d) from Richmond over Interstate Highway 64 to Norfolk, and return over the same route, serving the intermediate point of Bellbluff, Va.; (B) *general commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and

those injurious or contaminating to other lading).

(1) Between Charlotte, N.C. and Alexandria, Va.; (a) from Charlotte, over U.S. Highway 29 to Falls Church, Va., thence over Virginia Highway 7 to Alexandria, and return over the same route, serving all intermediate and off-route points in Virginia, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (b) from Charlotte over U.S. Highway 29 to Greensboro, N.C., thence over U.S. Highway 70 to Durham, N.C., thence U.S. Highway 15 to Oxford, N.C., thence U.S. Highway 158 to Henderson, N.C., thence U.S. Highway 1 to Alexandria, and return over the same route, serving all intermediate and off-route points in Virginia, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (c) from Charlotte over North Carolina Highway 49 to Ramseur, N.C., thence over U.S. Highway 64 to Raleigh, N.C., thence over U.S. Highway 1 to Alexandria, and return over the same route, serving all intermediate and off-route points in Virginia, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (d) from Charlotte, over U.S. Highway 29 to Danville, Va., thence over U.S. Highway 360 to Richmond, Va., thence over U.S. Highway 1 to Alexandria, and return over the same route, serving all intermediate and off-route points in Virginia, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.

(e) From Charlotte, over U.S. Highway 29 to Danville, Va., thence over U.S. Highway 58 to junction U.S. Highway 1, thence over U.S. Highway 1 to Alexandria, and return over the same route, serving all intermediate and off-route points in Virginia, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (f) from Charlotte, over U.S. Highway 29 to Danville, Va., thence over U.S. Highway 58 to South Boston, Va., thence over Virginia Highway 304 to junction U.S. Highway 360, thence over U.S. Highway 360 to Richmond, Va., thence over U.S. Highway 1 to Alexandria, and return over the same route, serving all intermediate and off-route points in Virginia, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (g) from Charlotte over Interstate Highway 85 to junction Interstate Highway 95, thence over Interstate Highway 95 to Alexandria, and return over the same route, serving all intermediate and off-route points in Virginia, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (2) between Charlotte, N.C., and Winchester, Va.; (a) from Charlotte over U.S. Highway 29 to Greensboro, N.C., thence over U.S. Highway 220 to Roanoke, Va., thence over U.S. Highway 11 to Winchester, and return over the same route, serving all intermediate and off-route points in Virginia, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (b) from Charlotte, over U.S. Highway 29 to High Point, N.C.

Thence over North Carolina Highway 68 to junction U.S. Highway 220, thence over U.S. Highway 220 to Roanoke, Va., thence over U.S. Highway 11 to Winchester, and return over the same route, serving all intermediate and off-route points in Virginia, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (c) from Charlotte over U.S. Highway 29 to Greensboro, N.C., thence over U.S. Highway 220 to Roanoke, Va., thence over Virginia Highway 116 to junction Interstate Highway 81, thence over Interstate Highway 81 to Winchester, and return over the same route, serving all intermediate and off-route points in Virginia, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (3) between Roanoke, Va., and Lynchburg, Va.; from Roanoke over U.S. Highway 460 to Lynchburg, and return over the same route, serving all intermediate and off-route points restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., (4) between Charlottesville, Va., and Fredericksburg, Va., from Charlottesville over Virginia Highway 20 to junction Virginia Highway 3, thence over Virginia Highway 3 to Fredericksburg, and return over the same route, serving all intermediate and off-route points, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., (5) between Charlottesville, Va., and Richmond, Va., from Charlottesville over U.S. Highway 250 to Richmond, and return over the same route, serving all intermediate and off-route points in Virginia, restricted to traffic moving from, to or through points in North Carolina

and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (6) between Charlotte, N.C., and Norfolk, Va.; (a) from Charlotte over North Carolina Highway 49 to Ramseur, N.C., thence over U.S. Highway 64 to Rocky Mount, N.C.

Thence over North Carolina Highway 97 to junction U.S. Highway 258, thence over U.S. Highway 258 to Franklin, Va., thence over U.S. Highway 58 to Norfolk, and return over the same route, serving all intermediate and off-route points in Virginia except those located in Nansemond, Northampton, and Accomac Counties, restricted to traffic moving from, to, or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (b) from Charlotte over U.S. Highway 29 to Greensboro, N.C., thence over U.S. Highway 70 to Durham, N.C., thence over U.S. Highway 15 to Oxford, N.C., thence over U.S. Highway 158 to junction U.S. Highway 258, thence over U.S. Highway 258 to junction Virginia Highway 189, thence over Virginia Highway 189 to junction U.S. Highway 58, thence over U.S. Highway 58 to Norfolk, and return over the same route, serving all intermediate and off-route points in Virginia except those located in Nansemond, Northampton, and Accomac Counties, restricted to traffic moving from, to, or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (c) from Charlotte over Interstate Highway 85 to junction U.S. Highway 158, thence over U.S. Highway 158 to junction U.S. Highway 258, thence over U.S. Highway 258 to junction Virginia Highway 189, thence over Virginia Highway 189 to junction U.S. Highway 58.

Thence over U.S. Highway 58 to Norfolk, and return over the same route, serving all intermediate and off-route points in Virginia except those located in Nansemond, Northampton, and Accomac Counties, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (7) between Charlotte, N.C., and Independence, Va.; (a) from Charlotte, over U.S. Highway 21 to Independence, and return over the same route, serving all intermediate and off-route points in Virginia except those located in Nansemond, Northampton, and Accomac Counties, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (b) from Charlotte over U.S. Highway 29 to Greensboro, N.C., thence over U.S. Highway 421 to junction U.S. Highway 21, thence over U.S. Highway 21 to Independence, and return over the same route, (c) from Charlotte over Interstate Highway 77 to junction

U.S. Highway 21 to Independence, and return over the same route, (c) from Charlotte over Interstate Highway 77 to junction

U.S. Highway 58, thence over U.S. Highway 58 to Independence, and return over the same route, serving all intermediate and off-route points in Virginia except those located in Nansemond, Northampton, and Accomac Counties, restricted to traffic moving from, to or through points in North Carolina and South Carolina located within 35 miles of Clover, S.C., and those off-route points in North Carolina and South Carolina located within 35 miles of Clover, S.C.; (c) *general commodities* (except those of unusual value, Classes A and B explosives, gasoline, livestock, household goods as defined by the Commission, and commodities requiring special equipment). (1) between Waynesville, N.C., and Wilmington, N.C., (a) from Waynesville over U.S. Highway 23 to Asheville, N.C., thence over U.S. Highway 74 to Wilmington, and return over the same route, serving all intermediate and off-route points; (b) from Waynesville over the above-described route to Lumberton, N.C., thence over North Carolina Highway 211 to Bolton, N.C.

Thence over U.S. Highway 74 to Wilmington, and return over the same route, serving all intermediate and off-route points; (2) between Asheville, N.C., and Beaufort, N.C., (a) from Asheville over U.S. Highway 70 or U.S. Highway 70A to Beaufort, and return over the same route, serving all intermediate and off-route points; (b) from Asheville over the above-described route to Statesville, N.C., thence over U.S. Highway 64 to Mocksville, N.C., thence over North Carolina Highway 158 to Winston-Salem, N.C., thence over U.S. Highway 421 to Greensboro, N.C., thence over U.S. Highway 70 or U.S. Highway 70A to Beaufort, and return over the same route, serving all intermediate and off-route points; (3) between Charlotte, N.C., and Washington, N.C., from Charlotte over North Carolina Highway 49 to Ramseur, N.C., thence over U.S. Highway 64 to junction U.S. Highway 13, thence over U.S. Highway 13 to junction North Carolina Highway 33, thence over North Carolina Highway 33 to Washington, and return over the same route, serving all intermediate and off-route points; (4) between Charlotte, N.C., and New Bern, N.C.; from Charlotte over North Carolina Highway 27 to Benson, N.C., thence over North Carolina Highway 50 to Newton Grove, N.C., thence over North Carolina Highway 55 to junction U.S. Highway 70 (approximately 7 miles from New Bern, N.C.) thence U.S. Highway 70 to New Bern, and return over the same route, serving all intermediate and off-route points; (5) between Reidsville, N.C., and Wilmington, N.C.; from Reidsville over North Carolina Highway 87 to junction U.S. Highway 74, thence over U.S. Highway 74 to Wilmington, and return over the same route, serving all intermediate and off-route points; (6) between Winston-Salem, N.C., and Wilmington, N.C.; from Winston-Salem over U.S. Highway 421 to Wilmington, and return over the same route, serving all intermediate and off-route points; (7) between Fayetteville, N.C., and Greenville, N.C.; from Fayetteville, N.C., over North Carolina Highway 24 to Kenansville, N.C., thence

over North Carolina Highway 11 to Greenville, and return over the same route, serving all intermediate and off-route points; (8) between Raleigh, N.C., and Washington, N.C.; (a) from Raleigh over U.S. Highway 64 to junction U.S. Highway 264.

Thence over U.S. Highway 264 or Alternate U.S. Highway 264 to Washington, and return over the same route, serving all intermediate and off-route points; (b) from Raleigh, N.C., over U.S. Highway 64 to junction North Carolina Highway 97, thence over North Carolina Highway 97 to Rocky Mount, N.C., thence over North Carolina Highway 43 to Greenville, N.C., thence over U.S. Highway 264 to Washington, and return over the same route, serving all intermediate and off-route points; (9) between Rocky Mount, N.C., and Williamston, N.C.; (a) from Rocky Mount over North Carolina Highway 97 to junction North Carolina Highway 125, thence over North Carolina Highway 125 to Williamston, and return over the same route, serving all intermediate and off-route points; (b) from Rocky Mount, over U.S. Highway 64 to Williamston, and return over the same route, serving all intermediate and off-route points; (10) between Hickory, N.C., and Statesville, N.C.; from Hickory over North Carolina Highway 127 to junction North Carolina Highway 90, thence over North Carolina Highway 90 to Statesville, and return over the same route, serving all intermediate and off-route points; (11) between Sanford, N.C., and Fuquay-Varina, N.C.; from Sanford over North Carolina Highway 42 to Fuquay-Varina, and return over the same route, serving all intermediate and off-route points; (12) between Raleigh, N.C., and Carrboro, N.C.; (a) from Raleigh over North Carolina Highway 54 to Carrboro, and return over the same route, serving all intermediate and off-route points; (b) from Raleigh over U.S. Highway 70 to junction unnumbered highway (approximately 11 miles northwest of Raleigh, N.C.-Airport Road), thence over unnumbered highway to Nelson, N.C., thence over North Carolina Highway 54 to Carrboro, and return over the same route, serving all intermediate and off-route points; (13) between Hickory, N.C., and Granite Falls, N.C., from Hickory over U.S. Highway 321 to junction Alternate U.S. Highway 321.

Thence over Alternate U.S. Highway 321 to Granite Falls, and return over the same route, serving all intermediate and off-route points; (14) between Henderson, N.C., and Newton Grove, N.C.; from Henderson over U.S. Highway 158 to Oxford, N.C. (also from Henderson over Alternate U.S. Highway 158 to junction U.S. Highway 158), thence over U.S. Highway 15 to Durham, N.C., thence over North Carolina Highway 55 to Newton Grove and return over the same route, serving all intermediate and off-route points; from Weldon over U.S. Highway 301 to junction U.S. Highway 117, thence over U.S. Highway 117 to Wilmington, and return over the same route, serving all intermediate and off-route points; (16) between Wilson, N.C., and Morehead City, N.C.; from Wilson over North Carolina Highway 58 to Kinston, N.C.,

thence over U.S. Highway 258 to Jacksonville, N.C., thence over North Carolina Highway 24 to Morehead City, and return over the same route, serving all intermediate and off-route points; (17) between Asheville, N.C., and Burnsville, N.C., from Asheville over U.S. Highway 19 to Burnsville, and return over the same route, serving all intermediate and off-route points; (18) between Raleigh, N.C., and Elizabethtown, N.C., from Raleigh over North Carolina Highway 50 to Benson, N.C., thence over North Carolina Highway 242 to Elizabethtown, and return over the same route, serving all intermediate and off-route points; (19) between Greensboro, N.C., and Stoneville, N.C., from Greensboro over U.S. Highway 220 to Stoneville, and return over the same route, serving all intermediate and off-route points; (20) between Reidsville, N.C., and Stoneville, N.C., (a) from Reidsville over North Carolina Highway 14 to Leaksville-Spray, N.C.

Thence over North Carolina Highway 770 to Stoneville, and return over the same route, serving all intermediate and off-route points; (b) from Reidsville over North Carolina Highway 65 to junction North Carolina Highway 87, thence over North Carolina Highway 87 to Leaksville-Spray, N.C., thence over North Carolina Highway 770 to Stoneville, and return over the same route, serving all intermediate and off-route points; (21) between Winston-Salem, N.C., and Asheboro, N.C.; from Winston-Salem, over U.S. Highway 311 to junction U.S. Highway 220, thence over U.S. Highway 220 to Asheboro, and return over the same route, serving all intermediate and off-route points; (22) between Winston-Salem, N.C., and Lexington, N.C.; from Winston-Salem, over U.S. Highway 52 to Lexington, and return over the same route, serving all intermediate and off-route points; (23) between Westminster, S.C., and Wilmington, N.C.; from Westminster over U.S. Highway 76 to Wilmington, and return over the same route, serving all intermediate and off-route points; (24) between Asheville, N.C., and North Augusta, S.C., from Asheville over U.S. Highway 25, to Hendersonville, N.C. (also from Asheville over U.S. Highway 25A to junction U.S. Highway 25), thence over U.S. Highway 176 to Charleston, and return over the same route, serving all intermediate and off-route points; (b) from Asheville over Interstate Highway 26 to Charleston, and return over the same route, serving all intermediate and off-route points; (c) from Asheville over North Highway 191 to junction North Carolina Highway 280, thence over North Carolina Highway 280 to junction U.S. Highway 276, thence over U.S. Highway 276 to junction Interstate Highway 26, thence Interstate Highway 26 to Charleston, and return over the same route, serving all intermediate and off-route points; (26) between Reidsville, N.C., and Anderson, S.C.; from Reidsville over U.S. Highway 29 or U.S. Highway 29A to Anderson, and return over the same route, serving all intermediate and off-route points; (27) between Winston-Salem, N.C., and North Augusta, S.C.; from Winston-Salem

over U.S. Highway 158 to junction North Carolina Highway 801, thence over North Carolina Highway 801 to Mooresville, N.C., thence over North Carolina Highway 115 to junction U.S. Highway 21.

Thence over U.S. Highway 21 to Rock Hill, S.C., thence over South Carolina Highway 121 to North Augusta, and return over the same route, serving all intermediate and off-route points; (28) between Statesville, N.C., and Hardeeville, S.C.; (a) from Statesville over U.S. Highway 21 to Columbia, S.C., thence over U.S. Highway 321 to Hardeeville and return over the same route, serving all intermediate and off-route points; (b) from Statesville over the above-described route to Columbia, S.C., thence over U.S. Highway 21 to junction U.S. Highway 17, thence over U.S. Highway 17 to Hardeeville, and return over the same route, serving all intermediate and off-route points; (29) between Hickory, N.C., and Charleston, S.C.; (a) from Hickory over U.S. Highway 70 to junction North Carolina Highway 16, thence over North Carolina Highway 16 to Charlotte, N.C., thence over U.S. Highway 74 to Monroe, N.C., thence over U.S. Highway 601 to Pageland, S.C., thence over South Carolina Highway 151 to junction South Carolina Highway 34, thence over South Carolina Highway 34 to Darlington, S.C., thence over U.S. Highway 52 to Charleston, and return over the same route, serving all intermediate and off-route points; (b) from Hickory over U.S. Highway 70 to junction U.S. Highway 321, thence over U.S. Highway 321 to junction North Carolina Highway 27, thence over North Carolina Highway 27 to Charlotte, N.C., thence over U.S. Highway 21 to Pineville, N.C., thence over U.S. Highway 521 to Sumter, S.C., thence over U.S. Highway 15 to junction U.S. Highway 176, thence over U.S. Highway 176 to junction U.S. Highway 52, thence over U.S. Highway 52 to Charleston, and return over the same route, serving all intermediate and off-route points; (30) between Greensboro, N.C., and Hardeeville, S.C.; from Greensboro over U.S. Highway 220 to junction U.S. Highway 74, thence over U.S. Highway 74 to Rockingham, N.C.

Thence over U.S. Highway 1 to junction U.S. Highway 52, thence over U.S. Highway 52 to Florence, S.C., thence over U.S. Highway 301 to Summerton, S.C., thence over U.S. Highway 15 to Walterboro, S.C., thence over U.S. Highway 17A to junction U.S. Highway 17, thence over U.S. Highway 17 to Hardeeville, and return over the same route, serving all intermediate and off-route points; (31) between Weldon, N.C., and North Augusta, S.C., from Weldon over U.S. Highway 158 and Alternate U.S. Highway 1 to junction South Carolina Highway 125, thence over South Carolina Highway 125 to North Augusta, and return over the same routes, serving all intermediate and off-route points; (32) between Raleigh, N.C., and Sumter, S.C.; (a) from Raleigh over U.S. Highway 401 to Sumter, and return over the same

route serving all intermediate and off-route points; (b) from Raleigh over U.S. Highway 401 to junction North Carolina Highway 210, thence over North Carolina Highway 210 to Fayetteville, N.C., thence over U.S. Highway 401 to Sumter, and return over the same route, serving all intermediate and off-route points; (33) between Weldon, N.C., and Allendale, S.C.; (a) from Weldon over U.S. Highway 301 to Allendale, and return over the same route, serving all intermediate and off-route points; (b) from Weldon over U.S. Highway 158 to junction of North Carolina Highway 48, thence over North Carolina Highway 48 to Rocky Mount, N.C., thence over U.S. Highway 301 to Allendale, and return over the same route, serving all intermediate and off-route points; (34) between Norlina, N.C., and Georgetown, S.C.; (a) from Norlina over U.S. Highway 401 to junction North Carolina Highway 39, thence over North Carolina Highway 39 to junction U.S. Highway 301, thence over U.S. Highway 301 to junction U.S. Highway 701.

Thence over U.S. Highway 701 to Georgetown, and return over the same route, serving all intermediate and off-route points; (b) from Norlina over U.S. Highway 158 to junction North Carolina Highway 39, thence over the above-described routes to Georgetown, and return over the same route, serving all intermediate and off-route points; (35) between Edenton, N.C., and Hardeeville, S.C.; (a) from Edenton over U.S. Highway 17 to Hardeeville, and return over the same route, serving all intermediate and off-route points; (b) from Edenton over U.S. Highway 17 to Georgetown, S.C., thence over U.S. Highway 17A to Pocomtogo, S.C., thence over U.S. Highway 17 to Hardeeville, and return over the same route, serving all intermediate and off-route points; (36) between Durham, N.C., and Myrtle Beach, S.C.; from Durham over U.S. Highway 501 to Myrtle Beach, and return over the same route, serving all intermediate and off-route points; (37) between Columbia, S.C., and Lincolnton, N.C.; from Columbia over U.S. Highway 321 to junction South Carolina Highway 161, thence over South Carolina Highway 161 to North Carolina-South Carolina State line, thence over North Carolina Highway 161 to Kings Mountain, N.C., thence over North Carolina Highway 216 to junction North Carolina Highway 274, thence over North Carolina Highway 274 to Cherryville, N.C., thence over North Carolina Highway 150 to Lincolnton, and return over the same route, serving all intermediate and off-route points; (38) between North Augusta, S.C., and Charleston, S.C.; from North Augusta over South Carolina Highway 125 to junction U.S. Highway 78, thence over U.S. Highway 78 to Charleston, and return over the same route, serving all intermediate and off-route points; (39) between McCormick, S.C., and Conway, S.C.; from McCormick over U.S. Highway 378 to Conway, and return over the same route, serving all intermediate and off-route points; (40) between Abbeville, S.C., and Nichols, S.C.; from Abbeville over South Carolina Highway 72 to Chester, S.C., thence over South Carolina Highway 9

to Nichols, and return over the same route, serving all intermediate and off-route points; (41) between North Augusta, S.C., and Yemassee, S.C., from North Augusta over South Carolina Highway 125 to junction South Carolina Highway 28.

Thence over South Carolina Highway 28 to Yemassee, and return over the same route, serving all intermediate and off-route points; (42) between Greenville, S.C., and Clemson, S.C.; (a) from Greenville, over U.S. Highway 123 to Clemson, and return over the same route, serving all intermediate and off-route points; (b) from Greenville over U.S. Highway 123 to Easley, S.C., thence over South Carolina Highway 8 to Pickens, S.C., thence over U.S. Highway 178 to Liberty, S.C., thence over South Carolina Highway 93 to Clemson, and return over the same route, serving all intermediate and off-route points; (43) between Darlington, S.C., and Camden, S.C.; from Darlington over South Carolina Highway 34 to Camden, and return over the same route, serving all intermediate and off-route points; (44) between Spartanburg, S.C., and Camden, S.C.; from Spartanburg over South Carolina Highway 9 to Chester, S.C., thence over South Carolina Highway 97 to Camden, and return over the same route, serving all intermediate and off-route points; (45) between Mocksville, N.C., and Cheraw, S.C.; from Mocksville over U.S. Highway 601 to Salisbury, N.C., thence over U.S. Highway 52 to Cheraw, and return over the same route, serving all intermediate and off-route points; (46) between Greer, S.C., and Laurens, S.C.; (a) from Greer over South Carolina Highway 101 to Woodruff, S.C., thence over U.S. Highway 221 to Laurens, and return over the same route, serving all intermediate and off-route points; (b) from Greer over South Carolina Highway 14 to Laurens, and return over the same route, serving all intermediate and off-route points; (47) between Darlington, S.C., and Society Hill, S.C.; from Darlington over South Carolina Highway 151 to junction unnumbered highway (approximately 12 miles from Darlington, S.C.) thence over said unnumbered highway to Hartsville, S.C.

Thence over U.S. Highway 15 to Society Hill, and return over the same route, serving all intermediate and off-route points; (48) between Hardeeville, S.C., and Garden Corners, S.C.; from Hardeeville, S.C., over U.S. Highway 17 in a southern direction to junction South Carolina Highway 170, thence over South Carolina Highway 170 to junction South Carolina Highway 46, thence over South Carolina Highway 46 to junction South Carolina Highway 462, thence over South Carolina Highway 462 to junction South Carolina Highway 170, thence over South Carolina Highway 170 to junction South Carolina Highways 280 and 281, thence over South Carolina Highway 281 to Beaufort, S.C., thence along U.S. Highway 21 to Frogmore, S.C., thence along unnumbered highway to Ft. Fremont, S.C., thence return over the same route to Beaufort, S.C., thence over U.S. Highway 21 to Garden Corners, and return over the same routes, serving all inter-

mediate and off-route points; (49) between Fair Play, S.C., and Henderson, N.C.; from Fair Play over Interstate Highway 85 to exit near Henderson, and return over the same route, serving all intermediate and off-route points; (50) between North Augusta, S.C., and Florence, S.C.; from entrance near North Augusta, S.C., over Interstate Highway 20 to junction Interstate Highway 95 near Florence, and return over the same route, serving all intermediate and off-route points; (51) between Hardeeville, S.C., and Weldon, N.C.; from Hardeeville over Interstate Highway 95 to Weldon, and return over the same route, serving all intermediate and off-route points; (52) between Lake Junaluska, N.C., and Greensboro, N.C.; from Lake Junaluska over Interstate Highway 40 to junction Interstate Highway 85 near Greensboro, and return over the same route, serving all intermediate and off-route points; (D) *general commodities* (except those of unusual value, Classes A and B explosives, gasoline, livestock, household goods as defined by the Commission, and commodities requiring special equipment), (1) between Atlanta, Ga., and Westminster, S.C.; from Atlanta over U.S. Highway 23 to Cornelia, Ga.

Thence over U.S. Highway 123 to Westminster, and return over the same route, serving the intermediate and off-route points of Augusta and Savannah, Ga., and those within 15 miles of Atlanta, Ga., including Atlanta, Ga., except that no service is authorized between Augusta and Savannah, and serving all intermediate points in South Carolina; (2) between Atlanta, Ga., and Anderson, S.C.; from Atlanta over U.S. Highway 29 to Anderson, and return over the same route, serving the intermediate and off-route points of Augusta and Savannah, Ga., and those within 15 miles of Atlanta, Ga., including Atlanta, Ga., except that no service is authorized between Augusta and Savannah, and serving all intermediate points in South Carolina; (3) between Atlanta, Ga., and Fair Play, S.C.; from Atlanta over Interstate Highway 85 to Fair Play, and return over the same route, serving the intermediate and off-route points of Augusta and Savannah, Ga., and those within 15 miles of Atlanta, Ga., including Atlanta, Ga., except that no service is authorized between Augusta and Savannah, and serving all intermediate points in South Carolina; (4) between Atlanta, Ga., and Abbeville, S.C.; from Atlanta over U.S. Highway 29 to junction Georgia Highway 72, thence over Georgia Highway 72 to the Georgia-South Carolina State line, thence over South Carolina Highway 72 to Abbeville, and return over the same route, serving the intermediate and off-route points of Augusta and Savannah, Ga., and those within 15 miles of Atlanta, Ga., including Atlanta, Ga., except that no service is authorized between Augusta and Savannah, and serving all intermediate points in South Carolina; (5) between Atlanta, Ga., and McCormick, S.C.; (a) from Atlanta, over U.S. Highway 278 to Union Point, Ga., thence over Georgia Highway 44 to Washington, Ga., thence over U.S. Highway 78 to junction U.S. Highway 378, thence over U.S.

Highway 378 to McCormick, and return over the same route, serving the intermediate and off-route points of Augusta and Savannah, Ga., and those within 15 miles of Atlanta, Ga., including Atlanta, Ga., except that no service is authorized between Augusta and Savannah, and serving all intermediate points in South Carolina; (b) from Atlanta over U.S. Highway 78 to junction U.S. Highway 378.

Thence over U.S. Highway 378 to McCormick, and return over the same route, serving the intermediate and off-route points of Augusta and Savannah, Ga., and those within 15 miles of Atlanta, Ga., including Atlanta, Ga., except that no service is authorized between Augusta and Savannah, and serving all intermediate points in South Carolina; (6) between Atlanta, Ga. and North Augusta, S.C.; (a) from Atlanta over U.S. Highway 278 to junction U.S. Highway 25, thence over U.S. Highway 25 to North Augusta, and return over the same route, serving the intermediate and off-route points of Augusta and Savannah, Ga., and those within 15 miles of Atlanta, Ga., including Atlanta, Ga., except that no service is authorized between Augusta and Savannah, and serving all intermediate points in South Carolina; (b) from Atlanta over Interstate Highway 20 to North Augusta, and return over the same route, serving the intermediate and off-route points of Augusta and Savannah, Ga., and those within 15 miles of Atlanta, Ga., including Atlanta, Ga., except that no service is authorized between Augusta and Savannah, and serving all intermediate points in South Carolina; (7) between Atlanta, Ga., and Hardeeville, S.C.; (a) from Atlanta over U.S. Highway 23 to junction Georgia Highway 87, thence over Georgia Highway 87 to Macon, Ga., thence over U.S. Highway 80 to Savannah, Ga., thence over U.S. Highway 17 (or U.S. Highway 17A to junction U.S. Highway 17), thence over U.S. Highway 17 to Hardeeville, and return over the same route, serving the intermediate and off-route points of Augusta and Savannah, Ga., and those within 15 miles of Atlanta, Ga., including Atlanta, Ga., except that no service is authorized between Augusta and Savannah, and serving all intermediate points in South Carolina; (b) from Atlanta over U.S. Highway 278 to Warren, Ga., thence over Georgia Highway 16 to Wrens, Ga., thence over Georgia Highway 80 to Waynesboro, Ga., thence over Georgia Highway 24 to Newington, Ga., thence over Georgia Highway 21 to Savannah, Ga.

Thence over U.S. Highway 17 (or U.S. Highway 17A to junction U.S. Highway 17), to Hardeeville, and return over the same route, serving the intermediate and off-route points of Augusta and Savannah, Ga., and those within 15 miles of Atlanta, Ga., including Atlanta, Ga., except that no service is authorized between Augusta and Savannah, and serving all intermediate points in South Carolina; (e) from Atlanta over Interstate Highway 75 to junction Interstate Highway 16, thence over Interstate Highway 16 to junction U.S. Highway 17, thence over U.S. Highway 17 (or U.S.

Highway 17A to junction U.S. Highway 17), to Hardeeville, and return over the same route, serving the intermediate and off-route points of Augusta and Savannah, Ga., and those within 15 miles of Atlanta, Ga., including Atlanta, Ga., except that no service is authorized between Augusta and Savannah, and serving all intermediate points in South Carolina; (d) from Atlanta over Interstate Highway 75 to junction Interstate Highway 16, thence over Interstate Highway 16 to junction Interstate Highway 95, thence over Interstate Highway 95 to exit near Hardeeville, thence over U.S. Highway 17 to Hardeeville, and return over the same route, serving the intermediate and off-route points of Augusta and Savannah, Ga., and those within 15 miles of Atlanta, Ga., including Atlanta, Ga., except that no service is authorized between Augusta and Savannah, and serving all intermediate points in South Carolina.

NOTE: Applicant states that no duplicating authority is sought. This application is filed pursuant to MC-C-4366, which provides the special rules for conversion of irregular-route to regular-route motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 39973 (Sub-No. 1), filed February 25, 1965. Applicant: STANDARD TRUCKING COMPANY, a corporation, 225 East 16th Street, Charlotte, N.C. Applicant's attorney: William T. Coft, 1815 H Street NW., Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), (A) *Inter-terminal routes*: (1) between Raleigh, N.C., and Greenville, S.C.; from Raleigh over U.S. Highway 70 to Durham, N.C., thence over Interstate Highway 85 to Greenville, and return over the same route, serving all intermediate points; (2) between Durham, N.C., and Greenville, S.C.; from Durham over U.S. Highway 70 to Greensboro, N.C., thence over U.S. Highway 29 to Greenville, and return over the same route, serving all intermediate points; (3) between Greensboro, N.C., and Charleston, S.C.; from Greensboro over U.S. Highway 220 to Rockingham, N.C., thence over U.S. Highway 1 to junction U.S. Highway 52, thence over U.S. Highway 52 to Charleston and return over the same route, serving all intermediate points; (4) between Asheville, N.C., and Gastonia, N.C., over U.S. Highway 74, serving all intermediate points; (5) between Asheville, N.C., and Charleston, S.C.; from Asheville over U.S. Highway 25 to Greenville, S.C., thence over U.S. Highway 276 to junction Interstate Highway 26, thence over Interstate Highway 26 to Charleston, and return over the same route, serving all intermediate points; (6) between Asheville, N.C., and junction U.S. Highway 276 and Interstate Highway 26 near Clinton, S.C., over Interstate Highway 26, serving all intermediate points; (7) between Columbia, S.C., and junction U.S. Highways

176 and 52 north of Charleston, S.C., over U.S. Highway 176, serving all intermediate points; (8) between Raleigh, N.C., and Charlotte, N.C.; from Raleigh over U.S. Highway 64 to junction North Carolina Highway 49.

Thence over North Carolina Highway 49 to Charlotte, and return over the same route, serving all intermediate points; (9) between Charlotte, N.C., and Columbia, S.C., over U.S. Highway 21, serving all intermediate points; (10) between Rock Hill, S.C., and Columbia, S.C.; from Rock Hill over South Carolina Highway 72 to Chester, S.C., thence over U.S. Highway 321 to Columbia, and return over the same route, serving all intermediate points; (11) between Pineville, N.C., and junction U.S. Highways 521 and 52, over U.S. Highway 521 serving all intermediate points; (12) between Raleigh, N.C., and Columbia, S.C., over U.S. Highway 1, serving all intermediate points; (13) between Charlotte, N.C., and Aberdeen, N.C.; from Charlotte over North Carolina Highway 24 to Biscoe, N.C., thence over U.S. Highway 220 to Candor, N.C., thence over North Carolina Highway 211 to junction North Carolina Highway 5, thence over North Carolina Highway 5 to Aberdeen, and return over the same route, serving all intermediate points; (14) between Spartanburg, S.C., and Darlington, S.C.; from Spartanburg over U.S. Highway 176 to Jonesville, S.C., thence over South Carolina Highway 9 to Lancaster, S.C., thence over South Carolina Highway 903 to junction South Carolina Highway 151, thence over South Carolina Highway 151 to Darlington, and return over the same route, serving all intermediate points; (15) between Charlotte, N.C., and junction of South Carolina Highways 903 and 151; from Charlotte over U.S. Highway 74 to Monroe, N.C., thence over U.S. Highway 601 to Pageland, S.C.

Thence over South Carolina Highway 151 to junction South Carolina Highway 903, and return over the same route, serving all intermediate points; (16) between Monroe, N.C., and Rockingham, N.C., over U.S. Highway 74, serving all intermediate points; (17) between Aberdeen, N.C., and Society Hill, S.C., over U.S. Highway 15, serving all intermediate points; (18) between Columbia, S.C., and Florence, S.C., over U.S. Highway 76, serving all intermediate points; (19) between Sumter, S.C., and Darlington, S.C., over U.S. Highway 401, serving all intermediate points; and in connection with (1) through (19) above, serving the off-route points of Lynchburg, Martinsville, and Danville, Va., and those in North Carolina and South Carolina (all of which are now authorized); (B) Peddle routes operated out of each terminal without duplication of segments of interterminal routes which may be used in peddle operations: (1) Between Greensboro, N.C., and Siler City, N.C., over U.S. Highway 421, serving all intermediate points; (2) between Greensboro, N.C., and Winston-Salem, N.C., over Interstate Highway 40 (also over U.S. Highway 421), serving all intermediate points; (3) between Greensboro, N.C., and Stoneville, N.C.; from Greensboro over U.S. Highway 220 to

Stoneville (also from Greensboro over U.S. Highway 220 to junction North Carolina Highway 704, thence over North Carolina Highway 704 to Madison, N.C., thence over North Carolina Highway 770 to Stoneville), and return over the same route, serving all intermediate points; (4) between Greensboro, N.C., and Draper, N.C., from Greensboro over U.S. Highway 29 to Reidsville, N.C., thence over North Carolina Highway 65 to the junction with North Carolina Highway 87, thence over North Carolina Highway 87 to Leaksville, N.C.

Thence over North Carolina Highway 770 to Draper (also from Reidsville, N.C., over North Carolina Highway 14 to Leaksville, N.C.), and return over the same route, serving all intermediate points; (5) between Whitsett, N.C., and Altamahaw, N.C.; from Whitsett over North Carolina Highway 61 to Gibsonville, N.C., thence over an unnumbered highway to Glen Raven, N.C., thence over North Carolina Highway 87 to Altamahaw, and return over the same route, serving all intermediate points; (6) between Graham, N.C., and Saxapahaw, N.C.; from Graham over U.S. Highway 87 to junction unnumbered highway west of Saxapahaw, thence over unnumbered highway to Saxapahaw and return over the same route, serving all intermediate points; (7) in a circuitous manner, from Raleigh, N.C., over U.S. Highway 401 to Warrenton, N.C., thence over North Carolina Highway 43 to Norlina, N.C., thence over U.S. Highway 1 to Raleigh, N.C., serving all intermediate points; (8) between Henderson, N.C., and Oxford, N.C., over U.S. Highway 158, serving all intermediate points; (9) between Raleigh, N.C., and Oxford, N.C.; from Raleigh over North Carolina Highway 50 to Creedmoor, N.C., thence over U.S. Highway 15 to Oxford, and return over the same route, serving all intermediate points; (10) between Durham, N.C., and Creedmoor, N.C., over U.S. Highway 15, serving all intermediate points; (11) between Raleigh, N.C., and Selma, N.C., from Raleigh over U.S. Highway 70 to Smithfield, N.C., thence over U.S. Highway 301 to Selma, and return over the same route, serving all intermediate points; (12) between Butner, N.C., and junction U.S. Highway 15 and unnumbered highway south of Creedmoor, N.C., over unnumbered highway, serving all intermediate points; (13) between Florence, S.C., and Myrtle Beach, S.C.; from Florence over U.S. Highway 76 to Marion, S.C., thence over U.S. Highway 501 to Myrtle Beach, and return over the same route, serving all intermediate points; (14) between Marion, S.C., and Myrtle Beach, S.C.; from Marion over U.S. Highway 76 to Mullins, S.C., thence over South Carolina Highway 9 to junction U.S. Highway 17.

Thence over U.S. Highway 17 to Myrtle Beach, and return over the same route, serving all intermediate points; (15) between Pee Dee, S.C., and Dillon, S.C., over U.S. Highway 301, serving all intermediate points; (16) between McColl, S.C., and Nichols, S.C.; from McColl over South Carolina Highway 381 to Clio, S.C., thence over South Carolina Highway 9 to Nichols, and return over the same route, serving all intermediate points;

(17) between Darlington, S.C., and Dillon, S.C., over South Carolina Highway 34, serving all intermediate points; (18) between Florence, S.C., and Georgetown, S.C., over South Carolina Highway 51, serving all intermediate points; (19) between Rheems, S.C., and Georgetown, S.C.; from Rheems over South Carolina Highway 41 to Andrews, S.C., thence over U.S. Highway 521 to junction U.S. Highway 17A, thence over U.S. Highway 17A to Georgetown, and return over the same route, serving all intermediate points; (20) between Effingham, S.C., and Turbeville, S.C., over U.S. Highway 301, serving all intermediate points; (21) between Lamar, S.C., and Timmonsville, S.C., over South Carolina Highway 403, serving all intermediate points; (22) between Darlington, S.C., and Bethune, S.C., from Darlington over South Carolina Highway 34 to junction U.S. Highway 15, thence over U.S. Highway 15 to Bishopville, S.C., thence over South Carolina Highway 341 to Bethune, and return over the same route, serving all intermediate points; (23) between Conway, S.C., and Kingsburg, S.C.; over U.S. Highway 378, serving all intermediate points; (24) between Aberdeen, N.C., and Biscoe, N.C.; from Aberdeen over U.S. Highway 15 to junction North Carolina Highway 22, thence over North Carolina Highway 22 to junction North Carolina Highway 24.

Thence over North Carolina Highway 24 to Biscoe, and return over the same route, serving all intermediate points; (25) between Robbins, N.C., and junction North Carolina Highways 24 and 705, over North Carolina Highway 705, serving all intermediate points; (26) between Aberdeen, N.C., and Lumberton, N.C., over North Carolina Highway 211, serving all intermediate points; (27) between Raeford, N.C., and Lumberton, N.C.; from Raeford over North Carolina Highway 20 to St. Pauls, N.C., thence over U.S. Highway 301 to Lumberton, and return over the same route, serving all intermediate points; (28) between Raeford, N.C., and Fayetteville, N.C., over U.S. Highway 401 (also over unnumbered highway via Rockfish, N.C., and Cumberland, N.C.), serving all intermediate points; (29) between Rockfish, N.C., and Fayetteville, N.C.; from Rockfish over unnumbered highway through Hope Mills, N.C., to junction U.S. Highway 301, thence over U.S. Highway 301 to Fayetteville, and return over the same route, serving all intermediate points; (30) between Vass, N.C., and Fayetteville, N.C.; from Vass over unnumbered highway to junction North Carolina Highway 87 near Manchester, N.C., thence over North Carolina Highway 87 to Fayetteville (also from Manchester, N.C., over North Carolina Highway 87 to junction North Carolina Highway 210), thence over North Carolina Highway 210 to Fayetteville, and return over the same route serving all intermediate points; (31) between Tramway, N.C., and Sanford, N.C., over North Carolina Highway 78, serving all intermediate points; (32) between Raeford, N.C., and Laurinburg, N.C., over U.S. Highway 401, serving all intermediate points; (33) between Maxton, N.C., and Red Springs, N.C.,

over North Carolina Highway 71, serving all intermediate points; (34) between Rockingham, N.C., and Laurinburg, N.C., over U.S. Highway 74, serving all intermediate points; (35) between Laurinburg, N.C., and Pembroke, N.C.; from Laurinburg over U.S. Highway 74 to junction North Carolina Highway 710.

Thence over North Carolina Highway 710 to junction North Carolina Highway 711, thence over North Carolina Highway 711 to Pembroke, and return over the same route, serving all intermediate points; (36) between Lumberton, N.C., and Fairmont, N.C., over North Carolina Highway 41, serving all intermediate points; (37) between Laurinburg, N.C., and Gibson, N.C., over North Carolina Highway 79, serving all intermediate points; (38) between Laurel Hill, N.C., and junction North Carolina Highway 79 and unnumbered highway near Gibson, N.C., over unnumbered highway, serving all intermediate points; (39) between Charlotte, N.C., and York, S.C.; from Charlotte over North Carolina Highway 49 to the North Carolina-South Carolina State line, thence over South Carolina Highway 49 to York, and return over the same route, serving all intermediate points; (40) between Gastonia, N.C., and Clover, S.C., over U.S. Highway 321, serving all intermediate points; (41) between Kings Mountain, N.C., and Chester, S.C.; from Kings Mountain over North Carolina Highway 161 to the North Carolina-South Carolina State line, thence over South Carolina Highway 161 to Bethany, S.C., thence over South Carolina Highway 55 to Clover, S.C., thence over U.S. Highway 321 to Chester, and return over the same route, serving all intermediate points; (42) between Blacksburg, S.C., and Shelby, N.C., from Blacksburg over South Carolina Highway 198 to the South Carolina-North Carolina State line, thence over North Carolina Highway 198 to Shelby, and return over the same route, serving all intermediate points; (43) between Kings Mountain, N.C., and Gastonia, N.C.; from Kings Mountain over North Carolina Highway 161 to junction North Carolina Highway 275, thence over North Carolina Highway 275 to Dallas, N.C.

Thence over U.S. Highway 321 to Gastonia, and return over the same route, serving all intermediate points; (44) between Belmont, N.C., and Mt. Holly, N.C., over North Carolina Highway 273, serving all intermediate points; (45) between Charlotte, N.C., and Lincolnton, N.C., over North Carolina Highway 27, serving all intermediate points; (45) between Charlotte, N.C., and Morganton, N.C., from Charlotte over North Carolina Highway 16 to junction Interstate Highway 40, thence over Interstate Highway 40 to junction North Carolina Highway 18, thence over North Carolina Highway 18 to Morganton, and return over the same route, serving all intermediate points; (47) between Charlotte, N.C., and Statesville, N.C., over U.S. Highway 21, serving all intermediate points; (48) between Salisbury, N.C., and Cooleemee, N.C.; from Salisbury over U.S. Highway 601 to junction North Carolina Highway

801, thence over North Carolina Highway 801 to Cooleemee, and return over the same route, serving all intermediate points; (49) between Richfield, N.C., and Norwood, N.C., over U.S. Highway 52, serving all intermediate points; (50) between Oakboro, N.C., and junction North Carolina Highways 24 and 742, over North Carolina Highway 742, serving all intermediate points; (51) between Albemarle, N.C., and Mount Gilead, N.C., over North Carolina Highway 73, serving all intermediate points; (52) between Mount Gilead, N.C., and Troy, N.C., over North Carolina Highway 109, serving all intermediate points; (53) between Wadesboro, N.C., and Morven, N.C., over U.S. Highway 52, serving all intermediate points; (54) between Pageland, S.C., and Cheraw, S.C., over South Carolina Highway 9, serving all intermediate points; (55) between Jefferson, S.C., and junction South Carolina Highways 9 and 265 near Chesterfield, S.C., over South Carolina Highway 265, serving all intermediate points; (56) between Pageland, S.C., and Kershaw, S.C., from Pageland over South Carolina Highway 9 to junction U.S. Highway 601.

Thence over U.S. Highway 601 to Kershaw, and return over the same route, serving all intermediate points; (57) between Spartanburg, S.C., and Carlisle, S.C., from Spartanburg over South Carolina Highway 56 to junction South Carolina Highway 215, thence over South Carolina Highway 215 to Carlisle, and return over the same route, serving all intermediate points; (58) between Jonesville, S.C., and Union, S.C., over U.S. Highway 176, serving all intermediate points; (59) between Lockhart, S.C., and Union, S.C., over South Carolina Highway 49, serving all intermediate points; (60) between Pauline, S.C., and Clinton, S.C., over South Carolina Highway 56, serving all intermediate points; (61) between Joanna, S.C., and Laurens, S.C., over U.S. Highway 76, serving all intermediate points; (62) between Laurens, S.C., and Spartanburg, S.C., over U.S. Highway 221, serving all intermediate points; (63) between Lyman, S.C., and Startex, S.C.; from Lyman over South Carolina Highway 292 to Duncan, S.C., thence over South Carolina Highway 290 to Startex and return over the same route, serving all intermediate points; (64) between Spartanburg, S.C., and Columbus, N.C.; from Spartanburg over U.S. Highway 176 to Tryon, N.C., thence over North Carolina Highway 108 to Columbus and return over the same route, serving all intermediate points; (65) between Fingerville, S.C., and Gowensville, S.C., over South Carolina Highway 11, serving all intermediate points; (66) between Spartanburg, S.C., and New Prospect, S.C., over South Carolina Highway 9, serving all intermediate points; (67) between Spartanburg, S.C., and Rutherfordton, N.C., over U.S. Highway 221, serving all intermediate points; (68) between Pacolet, S.C., and Cowpens, S.C.; from Pacolet over South Carolina Highway 150 to junction South Carolina Highway 110, thence over South Carolina Highway 110 to Cowpens and return over the same route, serving all intermediate points; (69) between Cowpens, S.C., and

Ellenboro, N.C.; from Cowpens over South Carolina Highway 110 to junction U.S. Highway 221A.

Thence over U.S. Highway 221A to Caroleen, N.C., thence over unnumbered highway to Ellenboro, and return over the same route, serving all intermediate points; (70) between Cliffside, N.C., and Mooresboro, N.C.; over unnumbered highway via Boiling Springs, N.C., serving all intermediate points; (71) between Gowensville, S.C., and Landrum, S.C., over South Carolina Highway 14, serving all intermediate points; (72) between Greenville, S.C., and South Greenwood, S.C., over U.S. Highway 25, serving all intermediate points; (73) between Greenwood, S.C., and Abbeville, S.C., over South Carolina Highway 72, serving all intermediate points; (74) between Greenville, S.C., and junction U.S. Highway 25 and South Carolina Highway 185 near Hodges, S.C.; from Greenville over South Carolina Highway 20 to junction South Carolina Highway 185, thence over South Carolina Highway 185 to junction U.S. Highway 25 near Hodges and return over the same route, serving all intermediate points; (75) between Belton, S.C., and Due West, S.C.; from Belton over South Carolina Highway 178 to Donalds, S.C., thence over South Carolina Highway 184 to Due West and return over the same route, serving all intermediate points; (76) between Belton, S.C., and Iva, S.C.; from Belton over U.S. Highway 76 to Anderson, S.C., thence over South Carolina Highway 81 to Iva, and return over the same route, serving all intermediate points; (77) between Greenville, S.C., and Clemson, S.C.; from Greenville over Interstate Highway 85 to junction U.S. Highway 76, thence over U.S. Highway 76 to Clemson, and return over the same route, serving all intermediate points; (78) between Anderson, S.C., and junction Interstate Highway 85 and South Carolina Highway 28 near Anderson, S.C., over South Carolina Highway 28, serving all intermediate points; (79) between Greenville, S.C., and Westminster, S.C., over U.S. Highway 123, serving all intermediate points; (80) between Westminster, S.C., and Seneca, S.C.; from Westminster over South Carolina Highway 183 to Walhalla, S.C.

Thence over South Carolina Highway 28 to Seneca, and return over the same route, serving all intermediate points; (81) between Seneca, S.C., and Newry, S.C., over South Carolina Highway 130, serving all intermediate points; (82) between Clemson, S.C., and Liberty, S.C.; from Clemson over South Carolina Highway 133 to Six Mile, S.C., thence over South Carolina Highway 137 to Liberty, and return over the same route, serving all intermediate points; (83) between Norris, S.C., and junction U.S. Highway 123 and unnumbered highway near Clemson, S.C., over unnumbered highway through Central, S.C., serving all intermediate points; (84) between Liberty, S.C., and Pickens, S.C., over U.S. Highway 178, serving all intermediate points; (85) between Greenville, S.C., and Marietta, S.C.; from Greenville, over South Carolina Highway 250 to Travelers Rest, S.C., thence over U.S. Highway

276 to Marietta, S.C., and return over the same route, serving all intermediate points; (86) between Slater, S.C., and junction U.S. Highway 276 and South Carolina Highway 414 near Marietta, S.C., over South Carolina Highway 414, serving all intermediate points; (87) between Charleston, S.C., and Mt. Pleasant, S.C., over U.S. Highway 17, serving all intermediate points; (88) between Charleston, S.C., and Summerville, S.C.; from Charleston over South Carolina Highway 642 to junction South Carolina Highway 165, thence over South Carolina Highway 165 to Summerville, and return over the same route, serving all intermediate points; (89) between Summerville, S.C., and Moncks Corner, S.C., over U.S. Highway 17A, serving all intermediate points; (90) between Summerville, S.C., and junction U.S. Highway 176 and South Carolina Highway 27 near Sand Ridge, S.C., from Summerville over South Carolina Highway 165 to junction U.S. Highway 178.

Thence over U.S. Highway 178 to junction South Carolina Highway 27, thence over South Carolina Highway 27 to San Ridge, and return over the same route, serving all intermediate points; (91) between San Ridge, S.C., and Moncks Corner, S.C., from San Ridge over South Carolina Highway 311 to junction South Carolina Highway 6, thence over South Carolina Highway 6 to Moncks Corner, and return over the same route, serving all intermediate points; (92) between Newberry, S.C., and Whitmire, S.C.; from Newberry over South Carolina Highway 121 to junction U.S. Highway 176, thence over U.S. Highway 176 to Whitmire, and return over the same route, serving all intermediate points; (93) between Columbia, S.C., and Newberry, S.C., over U.S. Highway 76, serving all intermediate points; (94) between Columbia, S.C., and Lexington, S.C., over U.S. Highway 1, serving all intermediate points; (95) between Lexington, S.C., and Irmo, S.C.; from Lexington over South Carolina Highway 6 to junction South Carolina Highway 60, thence over South Carolina Highway 60 to Irmo, and return over the same route, serving all intermediate points; (96) between St. Matthews, S.C., and Orangeburg, S.C., over U.S. Highway 601, serving all intermediate points; (97) between Cameron, S.C., and Orangeburg, S.C., over South Carolina Highway 33, serving all intermediate points; (98) between junction Interstate Highway 26 and South Carolina Highway 6 and St. Matthews, S.C., over South Carolina Highway 6, serving all intermediate points; (99) between Columbia, S.C., and Graniteville, S.C.; from Columbia over South Carolina Highway 215 to junction U.S. Highway 1, thence over U.S. Highway 1 to Graniteville and return over the same route, serving all intermediate points; and in connection with (1) through (99) above, serving the off-route points of Lynchburg, Martinsville, and Danville, Va., and those in North Carolina and South Carolina (all of which are now authorized).

Note: This application is filed pursuant to MC-C-4366, which provides the special rules for conversion of irregular-route to regular-route motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 46280 (Sub-No. 54), filed March 1, 1965. Applicant: DARLING FREIGHT, INC., 4000 South Division Avenue, Grand Rapids, Mich. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Ludington, Mich., and the Michigan-Indiana State line; from Ludington over U.S. Highway 31 to junction Interstate Highway 94, thence over Interstate Highway 94 to junction U.S. Highway 12, and thence over U.S. Highway 12 to the Michigan-Indiana State line, and return over the same route, (2) between Reed City, Mich., and the Michigan-Indiana State line, over U.S. Highway 131, (3) between junction U.S. Highway 10 and Michigan Highway 37 north of Baldwin, Mich., and Grand Rapids, Mich., over Michigan Highway 37, (4) between Clare and Jackson, Mich.; from Clare over U.S. Highway 27 to Lansing, Mich., and thence southerly over U.S. Highway 127 to Jackson, and return over the same route, (5) between junction U.S. Highway 10 and Michigan Highway 47, east of Midland, Mich., and junction Michigan Highway 47 and Interstate Highway 96, over Michigan Highway 47, (6) between Bay City and Detroit, Mich., over Interstate Highway 75, (7) between Flint and Detroit, Mich., over U.S. Highway 10, (8) between Flint, Mich., and junction U.S. Highway 23 and Interstate Highway 94, over U.S. Highway 23, (9) between Ludington and Bay City, Mich., over U.S. Highway 10, (10) between junction U.S. Highway 131 and Michigan Highway 46, north of Howard City, Mich., and Saginaw, Mich., over Michigan Highway 46.

(11) Between junction U.S. Highway 131 and Michigan Highway 57, north of Rockford, Mich., and junction Michigan Highway 57 and Interstate Highway 75, over Michigan Highway 57, (12) between Muskegon and Detroit, Mich.; from Muskegon over Interstate Highway 196 to junction Interstate Highway 96, and thence over Interstate Highway 96 to Detroit and return over the same route, (13) between junction U.S. Highway 31 and Interstate Highway 94 and Detroit, Mich., over Interstate Highway 94, (14) between the Michigan-Indiana State line and Detroit, Mich., over U.S. Highway 12, (15) between Niles and Jackson, Mich., over Michigan Highway 60, (16) between Benton Harbor, Mich., and the Michigan-Indiana State line, over U.S. Highway 31-33, (17) between Lansing, Mich., and the Michigan-Indiana State line, over U.S. Highway 27, (18) between Flint and Holland, Mich., over Michigan Highway 21, (19) between Flint and Sturgis, Mich., over Michigan Highway 78, (20) between the

Michigan-Indiana State line and Indianapolis, Ind.; (a) over U.S. Highway 31, and (b) from the Michigan-Indiana State line over U.S. Highway 27 to Fort Wayne, Ind., and thence over Indiana Highway 37 to Indianapolis, and return over the same route, (21) between Huntington, Ind., and junction U.S. Highways 66 and 24, over U.S. Highway 24, (22) between the Michigan-Indiana State line and junction Indiana Highways 13 and 37; from the Michigan-Indiana State line over U.S. Highway 131 to junction Indiana Highway 120.

Thence over Indiana Highway 120 to Bristol, Ind., thence over Indiana Highway 15 to junction Indiana Highway 13, and thence over Indiana Highway 13 to junction Indiana Highway 37 and return over the same route, (23) between junction U.S. Highway 27 and Interstate Highway 94-90-80 near Fremont, Ind., and Chicago, Ill., over Interstate Highway 94-90-80, (24) between the Michigan-Indiana State line and Chicago, Ill.; from the Michigan-Indiana State line over U.S. Highway 12-20 to junction Interstate Highway 94, and thence over Interstate Highway 94 to Chicago, and return over the same route, (25) between Richmond and Fort Wayne, Ind., over Indiana Highway 27, (26) between Richmond and Terre Haute, Ind., over U.S. Highway 40, (27) between Terre Haute, Ind., and junction Indiana Highway 63 and U.S. Highway 36, north of Hillsdale, Ind.; from Terre Haute over U.S. Highway 41 to junction Indiana Highway 63, thence over Indiana Highway 63 to junction U.S. Highway 36, north of Hillsdale, Ind., and return over the same route, (28) between the Illinois-Indiana State line and the junction U.S. Highway 41 and Interstate Highway 94-90-80; from the Illinois-Indiana State line over U.S. Highway 30 to junction U.S. Highway 41, thence northerly over U.S. Highway 41 to junction Interstate Highway 94-90-80, and return over the same route, (29) between Burns Harbor, Ind. (near Portage, Ind.), and the Illinois-Wisconsin State line, over Tri-State Highway 294, (30) between the Indiana-Illinois State line and St. Louis, Mo.; from the Indiana-Illinois State line over U.S. Highway 30 to Joliet, Ill., thence over U.S. Highway 6 to junction U.S. Highway 66, and thence over U.S. Highway 66 to St. Louis, and return over the same route, (31) between junction U.S. Highways 30 and 54 near Chicago Heights, Ill., and Springfield, Ill., over U.S. Highway 54, (32) between junction U.S. Highways at Onarga, Ill., and junction Illinois Highway 10 and U.S. Highway 66; from junction U.S. Highways 54 and 45 at Onarga.

Thence southerly over U.S. Highway 45 to Champaign, Ill., thence over Illinois Highway 10 to junction U.S. Highway 66, and return over the same route, (33) between junction Indiana Highway 63 and U.S. Highway 36, near Hillsdale, Ind., and Springfield, Ill., over U.S. Highway 36, (34) between Champaign and Tuscola, Ill., over U.S. Highway 45, (35) between Joliet, Ill., and Des Moines, Iowa, over Interstate 80-6, (36) between Chicago, Ill., and Green Bay, Wis.; from Chicago over U.S. Highway 41-94 to Milwaukee, Wis., and thence over U.S.

Highway 141 to Green Bay, and return over the same route, (37) between Milwaukee and Madison, Wis., over Wisconsin Highway 30, (38) between Chicago, Ill., and Green Bay, Wis., over U.S. Highway 41-94, (39) between Chicago, Ill., and Minneapolis-St. Paul, Minn., from Chicago over Interstate Highway 90 to Madison, Wis., thence over Interstate Highway 94-U.S. Highway 12 to Minneapolis-St. Paul, Minn., and return over the same route, (40) between Madison, Wis., and Minneapolis, Minn.; from Madison over U.S. Highway 14 to junction U.S. Highway 61 at La Crosse, Wis., thence over U.S. Highway 61 to Minneapolis, and return over the same route, (41) between Des Moines, Iowa, and Omaha, Nebr., over U.S. Highway 6-80, and (42) between Indianapolis, Ind., and Louisville, Ky., over U.S. Highway 31-65, serving all intermediate points on the above-specified routes, except those intermediate points on Interstate Highway 75 between Bay City, Mich., and Detroit, Mich.; those intermediate points on U.S. Highway 10 between Flint, and Detroit, Mich., those intermediate points on U.S. Highway 12 between the junction of U.S. Highways 12 and 127 and Detroit, Mich., those intermediate points on Interstate Highway 96 between Lansing, Mich., and Detroit, Mich., those intermediate points on Interstate Highway 94 between Jackson and Detroit, Mich., those intermediate points on Michigan Highway 23 between Flint, Mich., and junction Michigan Highway 23 and Interstate Highway 94, those intermediate points in Michigan on Michigan Highway 47 between Michigan Highway 78 and Interstate Highway 96, those intermediate points on U.S. Highway 31-65 between Indianapolis, Ind., and Louisville, Ky., those intermediate points on U.S. Highway 66 between Springfield, Ill., and St. Louis, Mo., and those intermediate points on U.S. Highway 6-80 between Des Moines, Iowa, and Omaha, Nebr., and points within the following described areas in the States of Michigan, Indiana, Illinois, Wisconsin, Minnesota, and Iowa as off-route points:

(1) Those in Michigan, Traverse City, Mich., and on and south of a line beginning at Ludington, Mich., and extending along U.S. Highway 10 to Bay City, Mich., and on and west of a line beginning at Bay City, Mich., and extending along U.S. Highway 10-23 to Flint, Mich., thence along Michigan Highway 78 to Lansing, Mich., and thence along U.S. Highway 127 to the Michigan-Ohio State line, and those points north of a line extending from Frankfort, Mich., over Michigan Highway 115 to U.S. Highway 31 and thence over U.S. Highway 31 to Traverse City, not including Traverse City, and points north of U.S. Highway 31 on the peninsula extending into Grand Traverse Bay on which Old Mission, Mich., is located, and the site of the Ford Motor Car Co. plant near Utica, Mich., the site of the Chrysler Corp. plant, located approximately 8 miles north of Detroit, Mich., the site of Bailey and Perkins Co., plant near Utica, Mich., the site of the Ford Motor Co. plant located at the northeast junction of

Mound Road and 17 Mile Road in Sterling Township, Macomb County, Mich., the site of the Ford Motor Co. plant, located near the unincorporated village of Rawsonville, Mich., at the southwest junction Textile and McKean Road in Washtenaw County, Mich., the site of the Ford Motor Co. plant, located at junction Michigan Highway 218 (Wixom Road) and unnumbered highway (West Lake Drive) north of Interstate Highway 96, in Novi Township, Oakland County, Mich., the site of the Kelsey-Hayes Co., located at the junction North Line Road and Huron River Drive, Romulus Township, Wayne County, Mich., the plant site of the DeVilbiss Co. located in Van Buren Township, Wayne County, Mich., (2) those in Indiana on and north of U.S. Highway 40, and the off-route points of Evansville and Vincennes, Ind., (3) those in Illinois on and north of a line beginning at the Indiana-Illinois State line, and extending along U.S. Highway 36 to Springfield, Ill., thence along Illinois Highway 125 to junction U.S. Highway 67.

Thence along U.S. Highway 67 to junction Illinois Highway 103, thence along Illinois Highway 103 to junction U.S. Highway 24, and thence along U.S. Highway 24 to Illinois-Missouri State line; (4) those in Iowa on and east of U.S. Highway 65, (5) those in Minnesota, on, east and south of a line beginning at the Iowa-Minnesota State line and extending along U.S. Highway 65-35 to Minneapolis, Minn., and from Minneapolis along U.S. Highway 12 to the Minnesota-Wisconsin State line, and (6) those in Wisconsin on and south of a line beginning at the Minnesota-Wisconsin State line, and extending along U.S. Highway 12 to junction Wisconsin Highway 29, thence along Wisconsin Highway 29 to Green Bay, Wis., and thence along U.S. Highway 141 to Lake Michigan at Manitowoc, Wis., (43) between Reed City, and Evart, Mich., over Michigan Highway 10, (44) between Big Rapids, Mich., and the plant site of the pumping station of Michigan-Wisconsin Pipe Line Co. located approximately 6 miles southeast of Big Rapids, Mich.; from Big Rapids over Michigan Highway 20 to junction unnumbered highway approximately 4 miles east of Big Rapids, thence southerly over unnumbered highway to the plant site of the pumping station of Michigan-Wisconsin Pipe Line Co., located approximately six (6) miles southeast of Big Rapids and return over the same route, (45) between Detroit, Mich., and the plant site of the pumping station of the Michigan-Wisconsin Pipe Line Co. located approximately six (6) miles southeast of Big Rapids, Mich.; from Detroit over Interstate Highway 96 to Grand Rapids, thence northerly over U.S. Highway 131 to Big Rapids, Mich.

Thence over Michigan Highway 20 to junction unnumbered highway approximately 4 miles east of Big Rapids, thence southerly over unnumbered highway to the plant site of the pumping station of Michigan-Wisconsin Pipe Line Co., located approximately six (6) miles southeast of Big Rapids and return over the same route, (46) between Detroit and Bath, Mich.; from Detroit over Interstate Highway 96 to junction Michigan

Highway 27, thence over Michigan Highway 27 to junction unnumbered highway (Clark Road) approximately five (5) miles north of Lansing, Mich., thence over unnumbered highway (Clark Road) to Bath, Mich., and return over the same route, (47) between Grand Rapids and Detroit, Mich., and the site of the Grand Valley State College; from Detroit over Interstate Highway 96 to Grand Rapids, thence westerly over Michigan Highway 45 to the site of the Grand Valley State College, located approximately seven (7) miles west of Grand Rapids, and points within two (2) miles thereof, other than points, within 1 mile of the Allendale, Mich., post office, including Allendale and return over the same route, serving no intermediate points in routes 43 through 47 above.

NOTE: This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular motor carriers operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 57311 (Sub-No. 6), filed February 26, 1965. Applicant: PUTNAM TRANSFER & STORAGE CO., a corporation, 1502 Woodlawn Avenue, Zanesville, Ohio. Applicant's attorney: A. Charles Tell, 44 East Broad Street, Columbus, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except Classes A and B explosives, livestock, sand, gravel, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Zanesville and Cincinnati, Ohio, from Zanesville over U.S. Highway 22 to Washington Court House, thence over U.S. Highway 35 to junction Interstate Highway 71, thence over Interstate Highway 71 to Cincinnati, and return over the same route, (2) between Zanesville and Cincinnati, Ohio, from Zanesville over U.S. Highway 22 to Wilmington, Ohio, thence over U.S. Highway 68 to junction Interstate Highway 71, thence over Interstate Highway 71 to Cincinnati, and return over the same route, (3) between Zanesville and Cleveland, Ohio, from Zanesville over Ohio Highway 60 to junction Ohio Highway 16, thence over Ohio Highway 16 to junction Ohio Highway 76, thence over Ohio Highway 76 to Wooster, Ohio, thence over Ohio Highway 3 to junction U.S. Highway 42.

Thence over U.S. Highway 42 to Cleveland, and return over the same route, (4) between Zanesville and Akron, Ohio, from Zanesville to Wooster, over the route specified in (3) above, thence over Ohio Highway 5 to Akron, and return over the same route, (5) between Zanesville and Cambridge, Ohio, from Zanesville, over Interstate Highway 70 to junction U.S. Highway 40, thence over U.S. Highway 40 to Cambridge, and return over the same route, serving off-route points within five (5) miles of Cambridge, (6) between Zanesville and Marietta, Ohio, from Zanesville over Ohio Highway 60 to Marietta, and return over the same route, serving off-

route points within three (3) miles of McConnellsville, Ohio, in conjunction with the route specified above, (7) between Zanesville and Dover, Ohio, (a) from Zanesville over Ohio Highway 60 to junction Ohio Highway 16, thence over Ohio Highway 16 to junction U.S. Highway 36, thence over U.S. Highway 36 to junction U.S. Highway 250, thence over U.S. Highway 250 to Dover, and return over the same route, and (b) from Zanesville to Dover, Ohio, as specified in (a) above, and return from Dover over U.S. Highway 21 to junction U.S. Highway 36, thence over U.S. Highway 36 to junction Ohio Highway 16, thence over Ohio Highway 16 to junction Ohio Highway 60, thence over Ohio Highway 60 to Zanesville, and (8) between Zanesville and Columbus, Ohio, from Zanesville over Interstate Highway 70 to junction U.S. Highway 40, thence over U.S. Highway 40 to Columbus, and return over the same route, serving the off-route point of Newark.

NOTE: Applicant states it proposes to serve all intermediate points on the above specified routes (1) through (8) and that service is sought on shipments moving from, to, or through Cincinnati or Zanesville, Ohio. Applicant further states the proposed service is restricted in that "the above described regular routes shall not be tacked with applicant's irregular route authority in Docket No. MC 57311 authorizing the transportation of general property from and to Cincinnati, Ohio, and from and to Zanesville, Ohio, and points in Ohio." Applicant seeks no duplicating authority. Upon the granting of the above described regular routes, applicant agrees to have its irregular route authority in Docket No. MC-57311 from and to Cincinnati, Ohio, and points in Ohio, and from and to Zanesville, Ohio, and points in Ohio correspondingly restricted so as to prevent service over said irregular routes between points authorized to be served on the above described regular routes. This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular route motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 70083 (Sub-No. 7), filed March 1, 1965. Applicant: DRAKE MOTOR LINES, INC., York Street and Aramingo Avenue, Philadelphia, Pa. Applicant's attorney: Herbert Burstein, 160 Broadway, New York, N.Y., 10038. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Such commodities, as are dealt in by retail department stores, (1) between Philadelphia, Pa. and the New York, N.Y. commercial zone. (a) from Philadelphia, and points in the Philadelphia commercial zone over U.S. Highway 1 to Secaucus, N.J., thence over U.S. Highway 9 to the Lincoln Tunnel, and thence through the Lincoln Tunnel to the New York, N.Y. commercial zone; (b) from Philadelphia and points in the Philadelphia commercial zone over city streets to Camden, N.J., thence over Admiral Wilson Boulevard to junction U.S. Highway 130, thence over U.S. Highway 130 to junction U.S. Highway 1, thence over U.S. Highway 1 to Secaucus, N.J., thence over U.S. Highways 1 and 9 to the Lincoln Tunnel, and thence through the Lincoln Tunnel to the New York,

N.Y. commercial zone; and (c) from Philadelphia, and points in the Philadelphia commercial zone, over the Pennsylvania Turnpike to junction New Jersey Turnpike, thence over New Jersey Turnpike to bridges and tunnels, thence over bridges and tunnels to the New York, N.Y. commercial zone, and return over the same routes, serving all intermediate points and off-route points within 25 miles of the above specified routes. (2) between Philadelphia, Pa. and Trenton, N.J., from Philadelphia and points in the Philadelphia commercial zone, over Philadelphia Streets to junction U.S. Highway 1, thence over U.S. Highway 1 to Trenton, and on return over U.S. Highway 206 to junction U.S. Highway 130, at Trenton, thence over U.S. Highway 130 to Bordentown, N.J., and over U.S. Highway 130 to Burlington, N.J.

Thence over the Burlington-Bristol Bridge to Bristol, Pa., and thence over U.S. Highway 13 to Philadelphia, Pa., serving all intermediate points and off-route points within 15 miles of the above specified route. (3) between Philadelphia, Pa. and Vineland, N.J., from Philadelphia and points in the Philadelphia commercial zone, over Walt Whitman Bridge to New Jersey Highway 42, thence over New Jersey Highway 42 to junction New Jersey Highway 47, thence over New Jersey Highway 47 to junction unnumbered highway to Vineland, N.J., and return over the same route, serving all intermediate points and off-route points within 25 miles of the above specified route; (4) between Philadelphia, Pa. and Ocean City, N.J., from Philadelphia, and points in the Philadelphia commercial zone, over Philadelphia Streets to Walt Whitman Bridge, thence over Walt Whitman Bridge to junction Interstate Highway 295, thence over Interstate Highway 295 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction New Jersey Highway 9, thence over New Jersey Highway 9 to junction New Jersey Highway 52, thence over New Jersey Highway 52 to Ocean City, N.J., and return over the same route, serving all intermediate points and off-route points within 15 miles of the above specified route; (5) between Philadelphia, Pa. and Wilmington, Del., from Philadelphia, and points in the Philadelphia commercial zone, over Philadelphia City Streets to junction U.S. Highway 1.

Thence south over U.S. Highway 1 to junction U.S. Highway 202 thence over U.S. Highway 202 to Wilmington, (b) from Philadelphia and points within the Philadelphia commercial zone over city streets to Walt Whitman Bridge, thence over Walt Whitman Bridge to junction New Jersey Highway 42, thence south over New Jersey Highway 42 to junction U.S. Highway 130, thence west over U.S. Highway 130 across Delaware Memorial Bridge to junction U.S. Highway 13, thence north over U.S. Highway 13 to Wilmington, and return over the same route, serving all intermediate points and off-route points within 15 miles of the above specified route.

NOTE: Common control may be involved. Applicant states no duplication of authority is sought. This application is filed pursuant

to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular route motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 72923 (Sub-No. 21), filed February 26, 1965. Applicant: INTERSTATE TRUCK SERVICE, INC., 605-611 South First Street, Martins Ferry, Ohio. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, and except dangerous explosives, livestock, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, and liquid commodities in bulk); (1) between Toledo, Ohio, and New York, N.Y., (a) from Toledo over Interstate Highway 280 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction U.S. Highway 250, thence over U.S. Highway 250 to junction U.S. Highway 224, thence over U.S. Highway 224 to New Castle, Pa., thence over U.S. Highway 422 to Ebensburg, Pa., thence over U.S. Highway 22 and Interstate Highway 78 to junction U.S. Highways 1 and 9W, thence over U.S. Highways 1 and 9W to New York, and return over the same route, serving the intermediate and off-route points of Akron and Canfield, Ohio, and points within 30 miles of New York, N.Y.; (b) from Toledo over Interstate Highway 80 (Ohio Turnpike) to junction Pennsylvania Turnpike, thence over Pennsylvania Turnpike to junction New Jersey Turnpike, thence over the New Jersey Turnpike to New York, and return over the same route, serving the intermediate and off-route points of Akron and Canfield, Ohio, and points within 30 miles of New York, N.Y.; (2) between Toledo, Ohio, and Philadelphia, Pa.; (a) from Toledo to Harrisburg, Pa., as specified in (1) above, thence over U.S. Highway 230 to junction U.S. Highway 30.

Thence over U.S. Highway 30 to junction U.S. Highway 202, thence over U.S. Highway 202 to junction Interstate Highway 76, thence over Interstate Highway 76 to Philadelphia, and return over the same route, serving the intermediate and off-route points of Akron and Canfield, Ohio, and points within 30 miles of Philadelphia, Pa.; and (b) from Toledo to Harrisburg, Pa., as specified in (1) above, thence over Interstate Highway 76 to Philadelphia, and return over the same route, serving the intermediate points of Akron and Canfield, Ohio, and points within 30 miles of Philadelphia, Pa.; (3) between Toledo, Ohio, and Baltimore, Md.; (a) from Toledo to Harrisburg as specified in (1) above, thence over Interstate Highway 83 to Baltimore, and return over the same route, serving the intermediate and off-route points of Akron and Canfield, Ohio, and (b) from Toledo to junction U.S. Highway 224 and Ohio Highway 7 (at or near Boardman, Ohio) as specified in (1) above, thence over Ohio Highway 7 to junction Interstate Highway 80S, thence over Interstate Highway 80S to junction Interstate Highway 76, thence over Interstate

Highway 76 to junction U.S. Highway 522, thence over U.S. Highway 522 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Interstate Highway 81, thence over Interstate Highway 81 to junction Interstate Highway 70, thence over Interstate Highway 70 to junction Interstate Highway 70N, thence over Interstate Highway 70N to Baltimore, and return over the same route, serving the intermediate and off-route points of Akron and Canfield, Ohio; (4) between Martins Ferry, Ohio, and New York, N.Y.; (a) from Martins Ferry, Ohio, over Interstate Highway 70 to junction U.S. Highway 119, thence over U.S. Highway 119 to junction U.S. Highway 22, thence over U.S. Highway 22 to Harrisburg, thence from Harrisburg, Pa., over U.S. Highway 22 and Interstate Highway 78 to junction U.S. Highways 1 and 9W.

Thence over U.S. Highways 1 and 9W to New York, and return over the same route, serving the intermediate and off-route points within 30 miles of New York, N.Y.; and (b) from Martins Ferry, Ohio, over U.S. Highway 40 to junction Interstate Highway 70 (at or near Washington, Pa.), thence over Interstate Highway 70 to junction Interstate Highway 76, thence over Interstate Highway 76 to junction the New Jersey Turnpike, thence over the New Jersey Turnpike to New York, and return over the same route, serving the intermediate and off-route points within 30 miles of New York, N.Y.; (5) between Martins Ferry, Ohio, and Philadelphia, Pa., from Martins Ferry, Ohio, to Harrisburg, Pa., as specified in (4) above, thence over U.S. Highway 230 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 202, thence over U.S. Highway 202 to junction Interstate Highway 76, thence over Interstate Highway 76 to Philadelphia, and return over the same route, serving the intermediate and off-route points within 30 miles of Philadelphia, Pa.; (6) between Philadelphia, Pa., and New York, N.Y., (a) from Philadelphia over U.S. Highway 30 to junction U.S. Highway 130 (at or near Camden, N.J.), thence over U.S. Highway 130 to junction U.S. Highway 1, thence over U.S. Highway 1 to junction U.S. Highways 1 and 9 (at or near Woodbridge, N.J.), thence over U.S. Highways 1 and 9 to New York, and return over the same route, serving no intermediate points; and (b) from Philadelphia over the New Jersey Turnpike to New York and return over the same route, serving no intermediate points; (7) between Martins Ferry, Ohio, and Baltimore, Md.; from Martins Ferry over Interstate Highway 70 to junction Interstate Highway 76, thence over Interstate Highway 76 to junction U.S. Highway 522, thence over U.S. Highway 522 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Interstate Highway 81.

Thence over Interstate Highway 81 to junction Interstate Highway 70, thence over Interstate Highway 70 to junction Interstate Highway 70N, thence over Interstate Highway 70N to Baltimore, and return over the same route, serving no intermediate points, (8) between Cincinnati, Ohio, and Martins Ferry, Ohio,

from Cincinnati over Interstate Highway 75 to junction Interstate Highway 70 and U.S. Highway 40, thence over Interstate Highway 70 and U.S. Highway 40 to Martins Ferry, and return over the same route, serving the intermediate and off-route points of Dayton, Columbus, and Newark, Ohio; (9) between Martins Ferry, Ohio, and Marietta, Ohio; from Martins Ferry, over Ohio Highway 7 to Marietta and return over the same route, serving no intermediate points; (10) between Martins Ferry, Ohio, and Canfield, Ohio, from Martins Ferry over Ohio Highway 7 to junction U.S. Highway 224 (at or near Boardman, Ohio), thence over U.S. Highway 224 to Canfield, and return over the same route, serving the intermediate points of Steubenville, Ohio, (11) between Martins Ferry, Ohio, and Pittsburgh, Pa., from Martins Ferry over U.S. Highway 40 and Interstate Highway 70 to Washington, Pa., thence over U.S. Highway 19 to Pittsburgh, and return over the same route, serving no intermediate points; (12) between Cleveland, Ohio, and Akron, Ohio; from Cleveland over Ohio Highway 8 to Akron, and return over the same route, serving Hudson, Ohio, as an intermediate and off-route point, (13) between Martins Ferry, Ohio, and Charleston, W. Va., from Martins Ferry over U.S. Highway 21 and Interstate Highway 77 to Charleston and return over the same route, serving Parkersburg, W. Va., as an intermediate point, (14) between Martins Ferry, Ohio, and Rochester, N.Y., (a) from Martins Ferry over Ohio Highway 7 to junction U.S. Highway 20 at or near Conneaut, Ohio, thence over U.S. Highway 20 to junction U.S. Highway 15 (at or near East Avon, N.Y.), thence over U.S. Highway 15 to Rochester, and return over the same route, serving the intermediate and off-route point of Buffalo, N.Y., and (b) from Martins Ferry over Ohio Highway 7 to junction Interstate Highway 90 (at or near Conneaut, Ohio), thence over Interstate Highway 90 to junction U.S. Highway 15 (at or near West Henrietta, N.Y.), thence over U.S. Highway 15 to Rochester, and return over the same route, serving the intermediate and off-route points of Buffalo, N.Y.

NOTE: This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular to regular motor carrier operation.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 85561 (Sub-No. 9), filed February 26, 1965. Applicant: M & M TRUCKING CO., a corporation, Emmitt Road, Akron, Ohio. Applicant's attorney: Paul F. Beery, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those injurious or contaminating to other lading), (1) between Akron and Cincinnati, Ohio; (a) from Akron over U.S. Highway 224 to junction Interstate Highway 71, thence

over Interstate Highway 71 to junction Interstate Highway 275, thence over Interstate Highway 275 to junction Interstate Highway 75, thence over Interstate Highway 75 to Cincinnati, and return over the same routes, serving no intermediate points, (b) from Akron over U.S. Highway 224 to junction Ohio Highway 241, thence over Ohio Highway 241 to junction U.S. Highway 21, thence over U.S. Highway 21 to junction Ohio Highway 16, thence over Ohio Highway 16 to junction Ohio Highway 60, thence over Ohio Highway 60 to junction Ohio Highway 666, thence over Ohio Highway 666 to junction U.S. Highway 40, thence over U.S. Highway 40 to junction Interstate Highway 71, thence over Interstate Highway 71 to junction Interstate Highway 275, thence over Interstate Highway 275 to junction Interstate Highway 75, thence over Interstate Highway 75 to Cincinnati, and return over the same routes, serving all intermediate points, (2) between Akron and Marietta, Ohio; from Akron over Ohio Highway 241 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 21, thence over U.S. Highway 21 to Marietta, and return over the same routes, serving all intermediate points, (3) between Akron and Scio, Ohio; (a) from Akron over Ohio Highway 241 to junction U.S. Highway 30,

Thence over U.S. Highway 30 to junction U.S. Highway 21, thence over U.S. Highway 21 to junction Ohio Highway 250, thence over Ohio Highway 250 to junction Ohio Highway 151, thence over Ohio Highway 151 to Scio, and return over the same routes, serving all intermediate points, (b) from Akron over U.S. Highway 224 to junction Ohio Highway 183, thence over Ohio Highway 183 to junction Ohio Highway 43, thence over Ohio Highway 43 to junction Ohio Highway 332, thence over Ohio Highway 332 to junction Ohio Highway 151, thence over Ohio Highway 151 to Scio, and return over the same routes, serving all intermediate points, (4) between Akron and Summitville, Ohio; from Akron over U.S. Highway 224 to junction Ohio Highway 183, thence over Ohio Highway 183 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Ohio Highway 644, thence over Ohio Highway 644 to Summitville, and return over the same routes, serving all intermediate points, (5) between Akron and Ashtabula, Ohio; from Akron, over Interstate Highway 80S to junction U.S. Highway 422, thence over U.S. Highway 422 to junction Ohio Highway 45, thence over Ohio Highway 45 to Ashtabula, and return over the same routes, serving all intermediate points, (6) between Akron and Conneaut, Ohio; from Akron, over U.S. Highway 224 to junction U.S. Highway 21, thence over U.S. Highway 21 to junction Interstate Highway 90, thence over Interstate Highway 90 to junction Ohio Highway 7, thence over Ohio Highway 7 to Conneaut, and return over the same routes, serving no intermediate points, (7) between Akron and Mingo Junction, Ohio; from Akron over U.S. Highway 224 to junction Ohio Highway 183, thence over Ohio Highway 183 to junction U.S. Highway 62, thence over U.S. Highway 62 to junction Ohio Highway 45, thence over

Ohio Highway 45 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Ohio Highway 7.

Thence over Ohio Highway 7 to Mingo Junction, and return over the same route, serving all intermediate points, (8) between Akron and Toledo, Ohio; from Akron over U.S. Highway 224 to junction U.S. Highway 21, thence over U.S. Highway 21 to junction Interstate Highways 80 and 90, thence over Interstate Highways 80 and 90 to junction Ohio Highway 120, thence over Ohio Highway 120 to Toledo and return over the same route, serving no intermediate points, (9) in a circuitous manner, from Akron, Ohio, over U.S. Highway 224 to Tiffin, thence over Ohio Highway 18 to Fostoria, thence return over Ohio Highway 18 to Tiffin, thence over Ohio Highway 53 to Upper Sandusky, thence return over Ohio Highway 53 to junction U.S. Highway 224, thence over U.S. Highway 224 to Van Wert, thence return over U.S. Highway 224 to Akron, serving all intermediate points, (10) between Cincinnati and Toledo, Ohio over Interstate Highway 75 and U.S. Highway 25, serving all intermediate points, (11) between Belpre and Bridgeport, Ohio over Ohio Highway 7, serving all intermediate points.

NOTE: Applicant states all service to and from intermediate, off-route and terminal points is to be limited to traffic received, delivered, or interchanged at Cincinnati, Akron, Selo, Summitville, Marietta, Belpre, and Bridgeport, Ohio. No service is proposed to and from any Kentucky or Indiana point within the Cincinnati, Ohio commercial zone. No duplicating authority is sought. This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular-route motor carrier operations.

No. MC 10875 (Sub-No. 21) (AMENDMENT), filed March 1, 1965, published Federal Register issue of April 14, 1965, amended April 16, 1965, and republished as amended this issue. Applicant: BRANCH MOTOR EXPRESS COMPANY, a corporation, 3000 Maspeth Avenue, Brooklyn 11, N.Y. Applicant's attorney: J. G. Dall, Jr., 2001 Massachusetts Avenue N.W., Washington, D.C., 20036. The purpose of this republication is to add the following regular route to the previous publication: (10) between Junction Pennsylvania Highways 61 and 895 (at or near Molino, Pa.) and junction Pennsylvania Highway 443 and U.S. Highway 309 (at or near South Tamaqua, Pa.), from junction Pennsylvania Highways 61 and 895 over Pennsylvania Highway 895 to junction Pennsylvania Highway 443, thence over Pennsylvania Highway 443 to junction U.S. Highway 309, and return over the same route, serving all intermediate points and the off-route points within 25 miles of Ashland, Pa.

NOTE: This application is filed pursuant to MC-C-4366 effective May 1, 1964, which provides the special rules for conversion of irregular route to regular motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 114019 (Sub-No. 129), filed March 1, 1965. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: (A) Foodstuffs, raw and manufactured, (1) between Chicago, Ill., and New York, N.Y.; (a) from Chicago over U.S. Highway 30 to junction U.S. Highway 224, thence over U.S. Highway 224 to New Castle, Pa., thence over U.S. Highway 422 to Ebensburg, Pa., thence over U.S. Highway 22 to Harrisburg, Pa., thence over U.S. Highway 22 and Interstate Highway 78 to junction U.S. Highways 1 and 9 at or near Newark, N.J., and thence over U.S. Highways 1 and 9 to New York, and return over the same route, (b) from Chicago over U.S. Highway 30 to junction U.S. Highway 224, thence over U.S. Highway 224 to junction Ohio Highway 7, thence over Ohio Highway 7 to junction Interstate Highway 80S, thence over Interstate Highway 80S and Interstate Highway 76 to junction U.S. Highway 11, thence over U.S. Highway 11 to Harrisburg, Pa., thence over U.S. Highway 22 and Interstate Highway 78 to junction U.S. Highways 1 and 9 at or near Newark, N.J., and thence over U.S. Highways 1 and 9 to New York, and return over the same route, (c) from Chicago over Interstate Highway 80 to junction Interstate Highway 80S, thence over Interstate Highway 80S to junction Interstate Highway 76, thence over Interstate Highway 76 to junction Interstate Highway 276, thence over Interstate Highway 276 to junction the New Jersey Turnpike, thence over the New Jersey Turnpike to junction U.S. Highways 1 and 9 at or near Newark, N.J.

Thence over U.S. Highways 1 and 9 to New York, and return over the same route, serving Harrisburg, Pa. as an intermediate point in (a) and (b) above and as an off-route point in (c) above; (2) between Chicago, Ill., and Philadelphia, Pa.; (a) from Chicago over U.S. Highway 30 to junction U.S. Highway 224, thence over U.S. Highway 224 to junction Interstate Highway 80S, thence over Interstate Highway 80S to junction Ohio Highway 14, thence over Ohio Highway 14 to the Ohio-Pennsylvania State line, thence over Pennsylvania Highway 51 to junction Pennsylvania Highway 65, thence over Pennsylvania Highway 65 to Pittsburgh, Pa., thence over U.S. Highway 22 to Harrisburg, Pa., thence over U.S. Highway 230 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 202, thence over U.S. Highway 202 to Interstate Highway 76 (Schuylkill Express), thence over Interstate Highway 76 to Philadelphia, and return over the same route; and (b) from Chicago over the routes specified above to Pittsburgh, Pa., thence over Interstate Highway 76 to Philadelphia, and return over the same routes, serving Pittsburgh, Pa. and Streetsboro, Ohio, as intermediate points. (3) Between Chicago, Ill., and Canajoharie, N.Y.; (a) from Chicago over U.S. Highway 6 to junction U.S.

Highway 24, thence over U.S. Highway 24 to Toledo, Ohio, thence over U.S. Highway 20 to junction Ohio Highway 10, thence over Ohio Highway 10 to Cleveland, Ohio, thence over Interstate Highway 90 to junction Ohio Highway 7, thence over Ohio Highway 7 to Conneaut, Ohio, thence over U.S. Highway 20 to junction New York Highway 78, thence over New York Highway 78 to junction New York Highway 5, thence over New York Highway 5 to junction New York Highway 33, thence over New York Highway 33 to Rochester, N.Y.

Thence over U.S. Highway 15 to junction Interstate Highway 90, thence over Interstate Highway 90 to Canajoharie, and return over the same route, serving the intermediate points of Toledo, Cleveland, and Conneaut, Ohio, Erie, Pa., and Buffalo, Rochester, and Syracuse, N.Y.; (b) from Chicago over Interstate Highway 80 to junction Ohio Highway 10 (exit 9 Ohio Turnpike), thence over Ohio Highway 10 to Cleveland, Ohio, thence over Interstate Highway 90 to Canajoharie, N.Y., and return over the same route, serving the intermediate point of Cleveland, Ohio; (4) between Philadelphia, Pa. and New York, N.Y.; (a) from Philadelphia over U.S. Highway 30 to junction U.S. Highway 130, thence over U.S. Highway 130 to junction U.S. Highway 1, thence over U.S. Highway 1 to junction U.S. Highway 9, and thence over U.S. Highways 1 and 9 to New York, and return over the same route, (b) from Philadelphia over the New Jersey Turnpike to New York, and return over the same route, and (B) Such merchandise as is dealt in by chain grocery stores, and supplies, machinery, fixtures and equipment incidental to the production, warehousing and sale thereof, (1) between Chicago, Ill., and St. Louis, Mo.; (a) from Chicago over U.S. Highway 66 and Interstate Highway 55 to junction U.S. Highway 24, thence over U.S. Highway 24 to Peoria, thence over U.S. Highway 24 to junction Illinois Highway 9, thence over Illinois Highway 9 to junction Illinois Highway 121, thence over Illinois Highway 121 to junction U.S. Highway 66 and Interstate Highway 55.

Thence over U.S. Highway 66 and Interstate Highway 55 to St. Louis, and return over the same route, serving the intermediate point of Peoria, Ill.; (b) from Chicago over U.S. Highway 66 and Interstate Highway 55 to St. Louis, and return over the same route, serving the off-route point of Peoria, Ill.; (2) between Chicago, Ill., and Louisville, Ky.; from Chicago over U.S. Highway 41 to junction U.S. Highway 52 (near Gravel Hill, Ind.), thence over U.S. Highway 52 and Interstate Highway 65 to Indianapolis, Ind., thence over U.S. Highway 31 and Interstate Highway 65 to Louisville, and return over the same route, serving the intermediate points of Lafayette and Indianapolis, Ind.; (3) between Chicago, Ill., and Detroit, Mich.; from Chicago over Interstate Highway 90 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Indiana Highway 212, thence over Indiana Highway 212 to junction U.S. Highway 12, thence over U.S. Highway 12 to junction Interstate

Highway 94, and thence over Interstate Highway 94 to Detroit, and return over the same route, (4) between Cincinnati, Ohio, and Detroit, Mich.; from Cincinnati over Interstate Highway 75 to junction U.S. Highway 25 (near Cymet, Ohio), thence over U.S. Highway 25 to junction Interstate Highway 75, thence over Interstate Highway 75 to junction U.S. Highway 25, thence over U.S. Highway 25 to Detroit, and return over the same route, serving the intermediate points of Dayton and Toledo, Ohio, (5) between Indianapolis, Ind., and Pittsburgh, Pa.; from Indianapolis over U.S. Highway 40 and Interstate Highway 70 to Pittsburgh, and return over the same route, serving the intermediate point of Columbus, Ohio, (6) between Louisville, Ky., and Cincinnati, Ohio; (a) from Louisville over Indiana Highway 62 to junction Indiana Highway 107.

Thence over Indiana Highway 107 to junction U.S. Highway 421, thence over U.S. Highway 421 to junction U.S. Highway 50, thence over U.S. Highway 50 to Cincinnati, and return over the same route, and (b) over Interstate Highway 71, (7) between St. Louis, Mo., and Indianapolis, Ind.; from St. Louis over U.S. Highway 40 and Interstate Highway 70 to Indianapolis, and return over the same route, (8) between St. Louis, Mo., and Cincinnati, Ohio; from St. Louis over U.S. Highway 50 and Interstate Highway 64 to Cincinnati, and return over the same route, (9) between Cincinnati and Cleveland, Ohio; from Cincinnati over Interstate Highway 75 to junction Interstate Highway 70, thence over Interstate Highway 70 and U.S. Highway 40 to Columbus, thence over Interstate Highway 71 to junction U.S. Highway 224, thence over U.S. Highway 224 to junction Interstate Highway 80S, thence over Interstate Highway 80S to junction Ohio Highway 14, and thence over Ohio Highway 14 to Cleveland, and return over the same route, serving the intermediate points of Dayton, Streetsboro, and Columbus, Ohio, (10) between Indianapolis, Ind., and Cincinnati, Ohio over Interstate Highway 74, serving the intermediate and off-route points of LaFayette, Ind., and Streetsboro, Ohio, in routes (1) through (10) in (B) above, restricted to service at LaFayette and Streetsboro to the transportation of foodstuffs, raw and manufactured.

NOTE: This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular to regular route motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 114194 (Sub-No. 100), filed April 12, 1965. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Syrups, sweeteners, and blends*, in bulk, from Edinburg, Ind., to points in California, Wyoming, Texas, Nevada, New Mexico, Utah, Colorado, and Arizona, and rejected shipments on return.

MOTOR CARRIERS OF PASSENGERS

No. MC 48561 (Sub-No. 8), filed April 9, 1965. Applicant: WILSON BUS LINES, INC., Main Street, East Templeton, Mass. Applicant's representative: Arthur A. Wentzell, 539 Hartford Turnpike, Shrewsbury, Mass. 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 Gardner and Worcester, Mass., from Gardner over Massachusetts Highway 140 to junction Massachusetts Highway 12, thence over Massachusetts Highway 12 to Worcester, and return over the same route, serving all intermediate points.

By the Commission.

[SEAL]

BERTHA F. ARMES,

Acting Secretary.

[P.R. Doc. 65-4429; Filed, Apr. 27, 1965; 8:47 a.m.]

[Sec. 5a, Application 88]

MOTOR CARRIERS COUNCIL OF ST. LOUIS, INC.

Application for Approval of Agreement

APRIL 23, 1965.

The Commission is in receipt of the above-entitled and numbered application for approval of an agreement under the provisions of section 5a of the Interstate Commerce Act.

Filed April 7, 1965, by G. M. Rebman, La Tourette & Rebman, Suite 1230, Boatmen's Bank Building, St. Louis, Mo., 63102.

Agreement involved: Agreement between and among common carriers by motor vehicle, members of Motor Carriers Council of St. Louis, Inc., relating to joint consideration, initiation, or establishment of rates, fares, classifications, divisions, allowances, or charges governing the transportation of property under drayage or cartage contracts for the performance of pickup and delivery services in the St. Louis, Mo.-East St. Louis, Ill., commercial zone in connection with their line-haul operations.

The complete application may be inspected at the office of the Commission in Washington, D.C.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 20 days from the date of this notice. As provided by the general rules of practice of the Commission, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, Division 2.

[SEAL]

BERTHA F. ARMES,

Acting Secretary.

[P.R. Doc. 65-4431; Filed, Apr. 27, 1965; 8:47 a.m.]

[Notice 1162]

MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 23, 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 Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-67554. By order of April 20, 1965, the Transfer Board approved the transfer to Roxy Garment Del., Inc., Jersey City, N.J., of certificate in No. MC-74134, issued June 5, 1964, to Harry Starr and Arnold Shapiro, a partnership, doing business as Roxy Garment Delivery, Jersey City, N.J., authorizing the transportation of: *Ladies' and children's wearing apparel and piece goods*, between New York, N.Y., and Clinton, N.J., serving all intermediate points (except Bernardsville, N.J.), and certain named off-route points, and, between New York, N.Y., and Long Branch, N.J., serving all intermediate points and certain named off-route points. George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., representative for applicants.

No. MC-FC-67572. By order of April 20, 1965, the Transfer Board approved the transfer to Harry Starr and Harvey Brody, a partnership, doing business as Aqua Garment Express, Jersey City, N.J., of certificate in No. MC-125891, issued July 27, 1964, to Harvey Brody, Harry Starr, and Arnold Shapiro, a partnership, doing business as Aqua Garment Express, Jersey City, N.J., authorizing the transportation of: *Clothing bags, furniture, chair pads, hangers, certain plastic articles, and advertising materials and supplies*, from the plant site of the Protex Products Co., Inc., at Kearny, N.J., to New York, N.Y., and advertising materials and supplies, on the return. George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., representative for applicants.

No. MC-FC-67682. By order of April 20, 1965, the Transfer Board approved the transfer to Ruthig Transp. Corp., Vineland, N.J., of a portion of certificate in No. MC-16872, issued October 18, 1963, to William Mirrer, doing business as Mirrer's Trucking Co., Glen Rock, N.J., authorizing the transportation of: *General commodities, with the usual exceptions including household goods and commodities in bulk*, between points within the New York, N.Y., commercial zone, as defined by the Commission. George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., representative for applicants.

No. MC-FC-67716. By order of April 20, 1965, the Transfer Board approved the transfer to Rossi Bros. Motor Service, Inc., Chicago, Ill., of the Certificate of

Registration No. MC-99942 (Sub-No. 1), issued November 4, 1963, evidencing the right of the holder thereof to engage in interstate or foreign commerce, corresponding in scope to the service authorized by the Certificate of Public Convenience and Necessity No. 8149MC, dated January 4, 1955, issued by the Illinois Commerce Commission to Frank Rossi, John Rossi, Carmen Rossi, Angelo Rossi, and Anthony Rossi, doing business as Rossi Bros. Motor Service, Chicago, Ill. Harold E. Marks, 208 South La Salle Street, Chicago, Ill., attorney for applicants.

No. MC-FC-67726. By order of April 20, 1965, the Transfer Board approved the transfer to Overpeck Trucking Co., a corporation, Overpeck, Ohio, of the authority granted to Eugene A. Stempfle, doing business as the Overpeck Trucking Co., Overpeck, Ohio, by the compliance order entered November 18, 1964, in No. MC-120875 (Sub-No. 1), conditionally authorizing a certificate of registration corresponding in scope to the certificate of public convenience and necessity No. 8398-I dated February 28, 1951, issued by the Public Utilities Commission of Ohio. James M. Burch, 44 East Broad Street, Columbus 15, Ohio, attorney for applicants.

No. MC-FC-67739. By order of April 20, 1965, the Transfer Board approved the transfer to Shute's Motor Transportation, a corporation, Westville, N.J., of the operating rights in Certificate Nos. MC-20415, MC-20415 (Sub-No. 2), MC-20415 (Sub-No. 4), MC-20415 (Sub-No. 8), issued January 4, 1943, July 7, 1949, April 5, 1951, and February 28, 1957, respectively, to George A. Shute, doing business as Shute's Motor Transportation, Westville, N.J., authorizing the transportation, over irregular routes, of: Paper, paper products, chemicals, insecticides, rayon, rags and felt, and byproducts of silicate of soda waste, between specified points and areas in New Jersey, New York, Delaware, Pennsylvania, and Maryland. Walter S. Anderson, 130 North Broadway, Camden, N.J., 08102, attorney for applicants.

No. MC-FC-67740. By order of April 16, 1965, the Transfer Board approved the transfer of a portion of the operating rights in Certificate No. MC-43925, issued May 10, 1954, to Great Northern Cartage Co., a corporation, Lincoln, Nebr., from the holder thereof, Brandt Inc., Omaha, Nebr., authorizing the transportation, over irregular routes, of: General commodities, with the usual exceptions, between Jackson, Nebr., and points within 15 miles thereof, and Sioux City, Iowa, in a radial movement. Donald E. Leonard, Box 2028, 605 South 14th, Lincoln, Nebr., attorney for applicants.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-4432; Filed, Apr. 27, 1965;
8:47 a.m.]

[Notice 1162-A]

MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 23, 1965.

Synopses of orders entered pursuant to section 212(b) of the Interstate Com-

merce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-64990. By consolidated recommended report and order on further hearing, served April 19, 1965, FRED C. BURNS, doing business as BURNS MOTOR FREIGHT, Transferee, U.S. 219 North, Marlinton, W. Va., and HARRY LEE MULLENEX, transferor, Box 1131, Elkins, W. Va., embracing No. MC-FC-66935, BURNS MOTOR FREIGHT, INC., transferee, 1005 Third Avenue, Marlinton, W. Va., and FRED C. BURNS, doing business as BURNS MOTOR FREIGHT, transferor, the hearing examiner recommended (1) in No. MC-FC-66935, that the transfer under section 212(b) of the Interstate Commerce Act, of the operating rights of FRED C. BURNS, doing business as BURNS MOTOR FREIGHT, authorizing the transportation of lumber, lumber products, fertilizer, livestock, sole leather, and tanning supplies, from and to points and areas in 15 eastern States, principally West Virginia and Pennsylvania, to BURNS MOTOR FREIGHT, INC., a newly organized West Virginia corporation, be approved and authorized, and (2) in No. MC-FC-64990, that BURNS MOTOR FREIGHT, INC., be substituted as applicant therein for FRED C. BURNS, doing business as BURNS MOTOR FREIGHT, and that it be authorized under section 5(2)(a) of the act, in lieu of section 212(b) as proposed, to acquire the operating rights of HARRY LEE MULLENEX, and that FRED C. BURNS be authorized to acquire control of the operating rights through such transaction, provided (a) that notice of the transaction be published in the FEDERAL REGISTER, as required by § 1.240(b)(1) of the Commission's general rules of practice, pertaining to applications under section 5(2), with consummation of the transaction to await further order or notice of the Commission, and (b) that if the authority granted was exercised and concurrently therewith, the authority in the certificate in No. MC-101960 should be canceled. Applicants' attorney: Donald E. Cross, 919 Munsey Building, Washington, D.C. Operating rights sought to be transferred: Coal, livestock, lumber, agricultural commodities, farm implements, automobile accessories, feed, and groceries, as a common carrier, over a regular route, between Elkins, W. Va., and Churchville, Va., serving all intermediate points, and off-route points within 1 mile of the above-specified route, with exceptions (this authority to be canceled if finally approved and exercised); lumber, over irregular routes, from Elkins, W. Va., and points within

25 miles thereof, to points in Ohio, Maryland, Pennsylvania, and Virginia; and lumber (except plywood and veneer), from points in that part of West Virginia on, east, and north of a line beginning at the West Virginia-Pennsylvania State line and extending along U.S. Highway 19 to Summersville, W. Va., thence along West Virginia Highway 39 to junction U.S. Highway 219, thence along U.S. Highway 219 to Marlinton, W. Va., and thence along West Virginia Highway 39 to the West Virginia-Virginia State line, to points in North Carolina.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-4433; Filed, Apr. 27, 1965;
8:47 a.m.]

[Docket No. 34540]

MOTOR CARRIER PROBABILITY SAMPLING STUDIES

APRIL 23, 1965.

Notice to all Class I and Class II common carriers of general freight having gross revenues over \$500,000 with 75 percent or more of such revenues being derived from general commodities.

Present regional motor carrier cost studies require the collection of special study data by use of Forms 2, 4, 7, and 10. These are briefly described as follows:

Form 2, Traffic distribution, provides an analysis of the number and weight of shipments for 4 days distributed throughout the study year.

Form 4, Pickup and delivery manifest, provides for a detailed report on all pickup and delivery trips for 1 complete day.

Form 7, Intercity trip report, provides for a detailed report on all intercity trips started within a 48-hour period.

Form 10, Platform handling, is a study for 2 consecutive days to determine the number of platform handlings accorded various weight shipments.

Each of the above studies covers all operations within a particular period of time. The Commission at this time is considering a method of continuous probability sampling for each of the above forms. The purpose is to obtain data which will adequately represent the annual operations of the cost study carriers.

A description of probability sampling and the method contemplated for Form 2 are attached hereto.¹ At a later date procedures for sampling Forms 4, 7, and 10 will be sent to you.

We welcome any comments you and other interested parties may have regarding the sampling procedure set forth for Form 2 or the general principle of using probability sampling for collection of data on Forms 2, 4, 7, and 10. Replies, in triplicate, should reach this office not later than 20 days from the date of this Notice.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-4430; Filed, Apr. 27, 1965;
8:50 a.m.]

¹ Filed as part of original document.

CUMULATIVE LIST OF CFR PARTS AFFECTED—APRIL

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Mar. 3, 1854 (revoked in part by PLO 3630)	5481	723	4313	74	4750
May 4, 1907 (revoked in part by PLO 3594)	4502	724	4313	75	5790
July 2, 1910 (revoked in part by PLO 3616)	5378	728	5467	97	4609
Dec. 19, 1910 (modified by PLO 3596)	4542	730	5503, 5619	114	4751
Jan. 24, 1914 (revoked in part by PLO 3569)	4253	775	5334	317	5702
May 4, 1914 (revoked in part by PLO 3599)	4678	777	5358	318	5702
May 17, 1917 (modified by PLO 3596)	4542	811	4314		
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June 17, 1935 (revoked by PLO 3623)	5480	908	4349, 4665, 4750, 5504, 5620, 5787, 5788	316	5703
2347 (revoked by PLO 3572)	4254	909	5788	317	5708
3406 (revoked in part by PLO 3590)	4541	910	4350, 4665, 5504, 5573, 5789, 5826	318	5708
4719 (revoked by PLO 3602)	4679	911	5620		
5182 (revoked in part by PLO 3601)	4679	915	4666		
5289 (revoked by PLO 3571)	4253	917	4711		
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