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Agencies in this issue—

Agricultural Stabilization and
Conservation Service
Atomic Energy Commission
Civil Service Commission
Coast Guard
Consumer and Marketing Service
Federal Aviation Agency
Federal Communications Commission
Federal Home Loan Bank Board
Federal Maritime Commission
Federal Power Commission
Fish and Wildlife Service
Immigration and Naturalization
Service
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Securities and Exchange Commission
Small Business Administration

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This pamphlet contains typical legal reference situations which require further citing. Official published volumes in which the citations may be found are shown alongside each reference—with suggestions as to the logical sequence to follow in using

them to make the search. Additional finding aids, some especially useful in citing current material, also have been included. Examples are furnished at pertinent points and a list of reference titles, with descriptions, is carried at the end.

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SUBCHAPTER C—SPECIAL PROGRAMS

[Amdt. 62]

PART 750—SOIL BANK

Subpart—Conservation Reserve Program for 1956 Through 1959

DESIGNATION AND USE OF CONSERVATION RESERVE

Section 750.157(1)(2) of the regulations governing the Conservation Reserve Program for 1956 through 1959, 21 F.R. 6289, as amended, is hereby amended by adding at the end thereof the following: "Notwithstanding any other provision of this paragraph, the Deputy Administrator may authorize grazing of the conservation reserve to eradicate Kudzu where such action is recommended by the county and State committees based on their findings that the infestation cannot be practically controlled by other means: *Provided*, That where such grazing is authorized, the contract signers will be responsible for reestablishing the approved cover where such cover is destroyed by the grazing and failure to reestablish the approved conservation cover will constitute a contract violation. Grazing authorized under the foregoing sentence shall be limited to the area of infestation and for the time needed for the eradication of Kudzu."

(Sec. 124, 70 Stat. 198; U.S.C. 1812)

Effective date. Date of signature.

Signed at Washington, D.C., on May 28, 1965.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 65-5785; Filed, June 2, 1965; 8:49 a.m.]

[Amdt. 27]

PART 750—SOIL BANK

Subpart—Conservation Reserve Program for 1960

DESIGNATION AND USE OF CONSERVATION RESERVE

Section 750.513(1)(2) of the regulations governing the Conservation Reserve Program for 1960, 24 F.R. 7987, as amended, is hereby amended by adding at the end thereof the following: "Notwithstanding any other provision of this paragraph, the Deputy Administrator may authorize grazing of the conservation reserve to eradicate Kudzu where such action is recommended by the county and State committees based on their

findings that the infestation cannot be practically controlled by other means: *Provided*, That where such grazing is authorized, the contract signers will be responsible for reestablishing the approved cover where such cover is destroyed by the grazing and failure to reestablish the approved conservation cover will constitute a contract violation. Grazing authorized under the foregoing sentence shall be limited to the area of infestation and for the time needed for the eradication of Kudzu."

(Sec. 124, 70 Stat. 198; U.S.C. 1812)

Effective date. Date of signature.

Signed at Washington, D.C., on May 28, 1965.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 65-5787; Filed, June 2, 1965; 8:49 a.m.]

Chapter IX—Consumer and Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Tree Nuts), Department of Agriculture

[Valencia Orange Reg. 121, Amdt. 1]

PART 908—VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

Findings. 1. Pursuant to the marketing agreement, as amended, and this part (Order No. 908, as amended), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendation and information submitted by the Valencia Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

2. It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restriction on the handling of Valencia oranges grown in

Arizona and designated part of California.

Order, as amended. The provisions in paragraph (b)(1)(i) of § 908.421 (Valencia Orange Regulation 121, 30 F.R. 6939) are hereby amended to read as follows:

§ 908.421 Valencia Orange Regulation 121.

- (b) *Order.* (1) * * *
(i) District 1: 600,000 cartons.

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

Dated: May 28, 1965.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[F.R. Doc. 65-5771; Filed, June 2, 1965; 8:47 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Housing and Home Finance Agency

Section 213.3344 is amended to show the exception under Schedule C of the position of Special Counsel and Assistant to the Deputy Administrator. Effective on publication in the FEDERAL REGISTER, subparagraph (46) is added to paragraph (a) of § 213.3344 as set out below.

§ 213.3344 Housing and Home Finance Agency.

- (a) *Office of the Administrator.* * * *
(46) One Special Counsel and Assistant to the Deputy Administrator.

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

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 65-5785; Filed, June 2, 1965; 8:49 a.m.]

PART 213—EXCEPTED SERVICE

Federal Aviation Agency

Section 213.3357 is amended to show the exception under Schedule C of the position of Assistant Administrator for Congressional Liaison. Effective on publication in the FEDERAL REGISTER, paragraph (j) is added to § 213.3357 as set out below.

§ 213.3357 Federal Aviation Agency.

(j) Assistant Administrator for Congressional Liaison.

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

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 65-5784; Filed, June 2, 1965;
8:48 a.m.]

Title 8—ALIENS AND NATIONALITY

Chapter I—Immigration and Naturalization Service, Department of Justice

PART 264—REGISTRATION AND FINGERPRINTING OF ALIENS IN THE UNITED STATES

Replacement of Registration; Interrogation Under Oath

The following amendment to Chapter I of Title 8 of the Code of Federal Regulations is hereby prescribed:

The seventh sentence of paragraph (c) *Replacement of registration of § 264.1 Registration and fingerprinting* is amended to read as follows: "An alien who files application Form I-90 may be required, as a matter of discretion, to appear in person before an immigration officer prior to adjudication of the application and be interrogated under oath concerning his eligibility for issuance of Form I-151 as evidence of his registration."

(Sec. 103, 66 Stat. 173; 8 U.S.C. 1103)

This order shall be effective on the date of its publication in the *FEDERAL REGISTER*. Compliance with the provisions of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003) as to notice of proposed rule making and delayed effective date is unnecessary in this instance because the rule prescribed by the order confers a benefit upon persons affected thereby.

Dated: May 27, 1965.

RAYMOND F. FARRELL,
Commissioner of
Immigration and Naturalization.

[F.R. Doc. 65-5769; Filed, June 2, 1965;
8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Airspace Docket No. 65-CE-24]

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

Alteration of Federal Airway

On March 19, 1965, a Notice of Proposed Rule Making was published in the

FEDERAL REGISTER (30 F.R. 3665) stating that the Federal Aviation Agency was considering an amendment to Part 71 of the Federal Aviation Regulations that would realign the segment of VOR Federal airway No. 161 from Rochester, Minn., to Minneapolis, Minn., via the intersection of the Rochester 356° and the Minneapolis 116° True radials.

Interested persons were afforded an opportunity to participate in the proposed rule making through the 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., August 19, 1965, as hereinafter set forth.

In § 71.123 (29 F.R. 17509, 30 F.R. 789), V-161 is amended by deleting "INT of Farmington, Minn., 077° and Minneapolis, Minn., 131° radials;" and substituting "INT of Rochester 356° and Minneapolis, Minn., 116° radials;" therefor.

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

Issued in Washington, D.C., on May 26, 1965.

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

[F.R. Doc. 65-5741; Filed, June 2, 1965;
8:45 a.m.]

[Airspace Docket No. 64-EA-63]

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

Realignment and Alteration of VOR Federal Airways

On January 16, 1965, a Notice of Proposed Rule Making was published in the *FEDERAL REGISTER* (30 F.R. 588) stating that the Federal Aviation Agency was considering amendments to Part 71 of the Federal Aviation Regulations that would realign VOR Federal airways Nos. 44, 123, 268, and 433 and that would redesignate the reduced-width segments of VOR Federal airways Nos. 16 and 837 as normal, full-width segments.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. Due consideration was given to all relevant matter presented.

The U.S. Air Force expressed concern that the realignment of the pertinent airways will derogate the overall northeast departure operations when the Nottingham VOR approach procedures are being conducted. However, aircraft departing Washington National Airport to the northeast are currently routed via the pertinent airway alignments, designated herein, and adequate procedures have been developed and are currently utilized to provide for simultaneous traffic flow into, and out of, both Washington National Airport and Andrews Air Force Base.

Subsequent to the publication of the Notice, it has been determined that use of the Kenton, Md., 262° True radial for the alignment of the segments of V-44, V-123, V-268 and V-433 would provide

additional lateral separation between the airway segments and the radar vectoring area used for aircraft when conducting approaches for a south landing at Andrews AFB. In addition, it has been determined that use of the Baltimore, Md., 094° True radial, in lieu of 095° True radial, in the alignment of V-44 and V-268 segments would provide a better intersection with V-123 and V-433 east of Baltimore. Accordingly, action is taken herein to reflect these changes.

Since these changes to the proposed amendments are very minor in nature and do not affect anyone adversely, notice and public procedure thereon are unnecessary.

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.

In § 71.123 (29 F.R. 17509, 30 F.R. 1189), the following airspace actions are taken:

a. In V-44 "INT of Baltimore 097° radial and Nottingham, Md., direct radial to Kenton, Del.," is deleted and "INT of Baltimore 094° and Kenton, Del., 262° radials;" is substituted therefor, and "The portion which lies within R-4001 is excluded." is added to the end of the text.

b. In V-123, everything before and including "Woodstown, N.J.;" is deleted and "From Washington, D.C., via INT of Baltimore, Md., 223° and Kenton, Del., 262° radials; INT of Kenton 262° and Woodstown, N.J., 230° radials; Woodstown;" is substituted therefor.

c. In V-268 "INT of Baltimore 097° and Kenton, Del., 242° radials;" is deleted and "INT of Baltimore 094° and Kenton, Del., 262° radials;" is substituted therefor, and "The portion which lies within R-4001 is excluded." is added to the end of the text.

d. In V-433 everything before "Yardley, Pa.;" is deleted and "From Washington, D.C., via INT of Baltimore, Md., 223° and Kenton, Del., 262° radials; INT of Kenton 262° and New Castle, Del., 222° radials; New Castle;" is substituted therefor, and "The portion which lies within R-4001 is excluded." is added to the end of the text.

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

Issued in Washington, D.C., on May 26, 1965.

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

[F. R. Doc. 65-5742; Filed, June 2, 1965;
8:45 a.m.]

[Airspace Docket No. 64-EA-71]

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

Alteration of Federal Airways

On February 4, 1965, a Notice of Proposed Rule Making was published in the *FEDERAL REGISTER* (30 F.R. 1200) stating that the Federal Aviation Agency was considering amendments to Part 71 of the Federal Aviation Regulations that would alter VOR Federal airways Nos.

140, 157, 265, and 476 in the vicinity of Washington, D.C.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. Due consideration was given to all relevant matters.

The Department of the Air Force expressed concern that the airway changes will result in an increase in civil air traffic in the areas north and west of Andrews AFB, and that with south operations at Andrews AFB separation could be maintained only with the use of radar. The action taken herein merely aligns the pertinent airways via the routes employed with existing procedures and should not increase civil traffic. Use of V-157 and V-476 northeast of Washington for Washington National Airport departures is dependent upon radar separation when south operations are being employed by Andrews AFB. However, the airspace actions, executed herein, do not alter this situation. Further, adequate procedures have been developed to provide for simultaneous traffic flow into, and out of, Washington National Airport and Andrews AFB.

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.

Section 71.123 (29 F.R. 17509, 30 F.R. 4121, 4533) is amended as follows:

1. In V-140 all after "Casanova, Va.;" is deleted and "Herndon, Va.; INT Herndon 061" and West Chester, Pa., 234" radials; to West Chester." is substituted therefor.

2. In V-157 "(6 miles wide Washington to Baltimore); INT of Baltimore 035" and "The airspace within R-6602" are deleted and "INT Baltimore 038" and "The airspace within R-4401, R-6602" are substituted, respectively, therefor.

3. In V-265 "From INT Baltimore, Md., 224" is deleted and "From INT Nottingham, Md., 271" is substituted therefor.

4. In V-476 "(6 miles wide from Washington to Baltimore)" is deleted.

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

Issued in Washington, D.C., on May 26, 1965.

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

[F.R. Doc. 65-5743; Filed, June 2, 1965;
8:45 a.m.]

Title 18—CONSERVATION OF POWER AND WATER RESOURCES

Chapter I—Federal Power Commission

[Docket No. R-255; Order No. 299]

PART 8—PUBLICIZING LICENSE CON- DITIONS RELATING TO RECREA- TIONAL OPPORTUNITIES

MAY 27, 1965.

On January 30, 1964, the Commission gave notice by publication in the FEDERAL

REGISTER (20 F.R. 1589) that it proposed to require licensees under the Federal Power Act to publicize license conditions of general public interest relating to the recreational aspects of project operations. Comments were invited from interested persons, particularly State recreation agencies and existing licensees, to be submitted by March 31, 1964. In response to this notice and invitation, the Commission has received a number of comments¹ with regard to the proposed requirement, and has taken them into consideration in preparing the text of the rule which is herein promulgated.

The comments disclosed a general accord with the objectives of the proposed rule, but some doubts were expressed as to its effectiveness. The rule has been amended to express more clearly the strong conviction of the Commission that where a licensed project contains recreational resources, it becomes the duty of the licensee to furnish adequate publicity of such resources.

The several types of notice required by the rule are intended to serve two important, but not all-encompassing purposes: to put prospective purchasers of land in the vicinity of the project on notice of the fact of public access, as implemented by a recreation plan, and the impact on recreational suitability of the necessary operations of the project; and to inform members of the public in search of recreational facilities in the neighborhood of the project of the location and terms of use of such facilities within the project. The proposed rule has been modified to accomplish these purposes more effectively. In the provisions enumerating the contents of the signs to be posted, the emphasis has been changed to make the signs more directly an invitation to use the facilities. We have also revised the proposal so as to avoid the posting of signs at unnecessary places.

The few adverse comments either resulted from the belief that existing publicity through cooperation with State and local agencies is adequate, or that the rule should be amended simply to require notice to such agencies. Interested State agencies already receive notice of license applications with opportunities for comment, and future applicants will be cooperating with these agencies to develop recreational plans. The requirements contemplated by this rule, which is overwhelmingly supported by the State recreational agencies, are not in conflict with, but rather complement, the activities of licensees and State and local agencies.

The Commission further finds:

(1) In view of the foregoing, and upon consideration of all relevant matters presented, this amendment is necessary and appropriate for the purposes of the Federal Power Act.

The Commission, acting pursuant to the Federal Power Act, as amended, particularly sections 4, 10, and 309 thereof (41 Stat. 1065, 1068; 16 U.S.C. 797, 803, 825h), orders:

¹ Comments were received from one public power association, one public utility (also a licensee), 11 other licensees and 13 State recreation agencies.

(A) Subchapter B, Regulations Under the Federal Power Act, Chapter I, Title 18, of the Code of Federal Regulations, is amended by inserting new Part 8, to read as follows:

Sec.

8.1 Publicizing license conditions relating to recreational opportunities.

8.2 Posting of project lands as to recreational use and availability of information.

AUTHORITY: The provisions of this Part 8 issued under secs. 4, 10, 309, 41 Stat. 1065, 1068; 49 Stat. 839, 842, 858; 16 U.S.C. 797, 803, 825h.

§ 8.1 Publication of license conditions relating to recreation.

Following the issuance or amendment of a license, the licensee shall make reasonable efforts to keep the public informed of the availability of project lands and waters for recreational purposes, and of the license conditions of interest to persons who may be interested in the recreational aspects of the project or who may wish to acquire lands in its vicinity. Such efforts shall include but not be limited to: the publication of notice in a local newspaper once each week for 4 weeks of the project's license conditions which relate to public access to and the use of the project waters and lands for recreational purposes, recreational plans, installation of recreation and fish and wildlife facilities, reservoir water surface elevations, minimum water releases or rates of change of water releases and such other conditions of general public interest as the Commission may designate in the order issuing or amending the license.

§ 8.2 Posting of project lands as to recreational use and availability of information.

(a) Following the issuance or amendment of a license, the licensee shall post and shall maintain at all points of public access which are required by the license (or at such access points as are specifically designated for this purpose by the licensee) and at such other points as are subsequently prescribed by the Commission on its own motion or upon the recommendation of a public recreation agency operating in the area in which the project is located, a conspicuous sign giving the name of the project and the owner of the project, a statement that it is licensed by the Commission and the project number, directions to the areas of the project which are available for public recreational use, permissible times and activities, and other regulations regarding such use, and advising that further information may be obtained at local offices of the licensee in the vicinity of the project.

(b) The licensee shall make available for inspection at its local offices in the vicinity of the project the recreation plan approved by the Commission and the entire license instrument, properly indexed for easy reference to the license conditions designated for publications in § 8.1.

(B) This amendment herein adopted shall become effective July 1, 1965.

(C) The caption of this proceeding is amended to read as set forth above.

(D) The Secretary shall cause prompt publication of this order to be made in the FEDERAL REGISTER.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-5748; Filed, June 2, 1965;
8:46 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER K—SECURITY OF VESSELS [CGFR 65-25]

PART 124—CONTROL OVER MOVEMENT OF VESSELS

Advance Notice of Time of Arrival of Vessels

By Executive Order 10173, as amended by Executive Orders 10277 and 10352, the President found that the security of the United States is endangered by reason of subversive activities and prescribed certain regulations relating to the safeguarding against destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of similar nature to vessels, ports, and waterfront facilities in the United States and all territory and waters, continental or insular, subject to the jurisdiction of the United States exclusive of the Canal Zone.

Pursuant to the authority of 33 CFR 6.04-8 in Executive Order 10173 (15 F.R. 7007; 3 CFR, 1950 Supp.), as amended by Executive Orders 10277 and 10352, the Captain of the Port may supervise and control the movement of any vessel and shall take full or partial possession or control of any vessel or any part thereof when within the territorial waters of the United States under his jurisdiction whenever it appears to him that such action is necessary in order to secure such vessel from damage or injury to any waterfront facility or waters of the United States or to secure the observance of rights and obligations of the United States.

The provisions of 33 CFR 124.10 set forth the requirements regarding the advance notice of vessel's estimated time of arrival to be furnished to the Captain of the Port. The purpose for amending this section is to clarify requirements concerning which vessels are required to submit an advance notice of arrival report, especially at ports in the Florida area.

Because of the national emergency declared by the President, it is found that compliance with the Administrative Procedure Act (requiring notice of proposed rule making, public rule making procedures thereon, and effective date requirements thereof) is impracticable and contrary to the public interest.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Executive Order 10173 as amended by Executive Orders 10277 and 10352, I hereby prescribe the following amendment to § 124.10 revising paragraph (a) (7), which shall become effective upon the date of publication of this document in the FEDERAL REGISTER:

§ 124.10 Advance notice of vessel's time of arrival to Captain of the Port.

(a) * * *

(7) For that vessel which is engaged in operations in and out of the same port to sea and return without entering any other port, or on coastwise voyages between ports in the same Coast Guard District, or on voyages between ports in the First, Ninth, Thirteenth, or Seventeenth Coast Guard Districts and adjacent Canadian ports, or between ports of the Commonwealth of Puerto Rico and ports in the Lesser Antilles, or between ports in the Lesser Antilles, or between ports on the east coast of Florida and the Bahama Islands, the Coast Guard District Commander having jurisdiction may, when no reason exists which renders such action prejudicial to the rights and interests of the United States, prescribe conditions under which such vessels may be considered by the Captains of the Port as being in constructive compliance with the requirements of this section.

(Sec. 1, 40 Stat. 220, as amended; 50 U.S.C. 191; E.O. 10173, 15 F.R. 7005, 3 CFR, 1950 Supp.; E.O. 10277, 16 F.R. 7537, 3 CFR, 1951 Supp.; E.O. 10352, 17 F.R. 4907, 3 CFR, 1952 Supp.)

Dated: May 27, 1965.

[SEAL] W. D. SHIELDS,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

[F.R. Doc. 65-5786; Filed, June 2, 1965;
8:49 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 15938; FCC 65-473]

PART 73—RADIO BROADCAST SERVICES

Table of Assignments, FM Broadcast Stations

In the matter of amendment of § 73.302, Table of Assignments, FM Broadcast Stations (Corinth, Miss.), Docket No. 15938, RM-733.

Report and order. 1. The Commission has before it for consideration its notice of proposed rule making (FCC 65-281) issued on April 2, 1965, in response to a petition for rule making filed on February 23, 1965, by Roy Davis, trading as Brownsville Broadcasting Co., licensee of Station WBHT, Brownsville, Tenn., and applicant (BPH-4703) for a construction permit for a new FM broadcast station on

Channel 237A in that community. Petitioner requested the substitution of Channel 232A at Corinth, Miss., for Channel 237A. No oppositions have been filed to the proposal.

2. Channel 237A is presently assigned to both Ripley, Tenn., and Corinth, Miss., the former having been assigned in the Third Report and Order in Docket No. 14815 (FCC 63-735) and the latter in a Memorandum Opinion and Order in Docket 15256 (FCC 64-1116). On November 16, 1964, Davis' application for the use of Channel 237A (the Ripley assignment) at Brownsville, Tenn., was filed under the "25 mile rule" (§ 73.203 (b) of the rules); and on February 15, 1965, an amendment to an application (BPH-4714) was filed for the use of this channel at Corinth, Miss. As indicated in our notice of proposed rule making in this proceeding, since the sites specified by the parties do not conform to the required 65 mile cochannel separation, the applications are in conflict and cannot be granted.

3. In his petition, Davis urged that if 237A is deleted from Corinth and 232A assigned, any pending application for 237A at Corinth could be brought to conformity merely by filing amendment to change channels, and that both the Corinth application and Davis' application could then be granted, thus assuring the Commission of the early utilization of these FM frequencies in Corinth and Brownsville.

4. Since this substitution can be made without adversely affecting any other assignment, is in full conformance with the rules and would expedite the processing of the pending applications, we are of the view that the proposed amendment would serve the public interest and should be adopted.

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

6. In view of the foregoing, it is ordered, that effective July 6, 1965, the FM Table of Assignments, § 73.202 of the rules and regulations, is amended, insofar as the community named is concerned, to read as follows:

City	Channel No.
Corinth, Miss.	232A

7. It is further ordered, That this proceeding is terminated.

(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: May 26, 1965.

Released: May 27, 1965.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-5780; Filed, June 2, 1965;
8:48 a.m.]

¹ Commissioners Hyde and Loevinger absent.

Title 50—WILDLIFE AND FISHERIES

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

SUBCHAPTER A—GENERAL PROVISIONS

PART 3—NONDISCRIMINATION—CONTRACTS, PERMITS, AND USE OF FACILITIES

Pursuant to the authority vested in the Secretary of the Interior by R.S. 161, 5 U.S.C. 22, Chapter I of Title 50, Code of Federal Regulations, is amended as set forth below. The purpose of this amendment is to make clear that discrimination on account of race, color, creed, or national origin shall not occur in connection with any program or activity, or in the use of any facility or accommodation of the Bureau of Sport Fisheries and Wildlife.

In order to assure timely execution of the Bureau's functions under the Civil Rights Act of 1964 and other Federal laws relating to civil rights, and the achievement of equal opportunity for all persons, notice and public procedure on this amendment have been deemed impracticable. The amendment shall be effective upon publication in the *FEDERAL REGISTER*.

Chapter I of 50 CFR is amended by adding a new Part 3, reading as follows:

- Sec.
3.1 Discrimination prohibited.
3.2 Federal financial assistance.
3.3 Discrimination by contractors and permittees prohibited.

AUTHORITY: The provisions of this Part 3 issued under R.S. 161, 5 U.S.C. 22. Interpret or apply sec. 602, 78 Stat. 241, E.O. 10925, E.O. 11114; 26 F.R. 1977, 28 F.R. 6485, 41 CFR Part 60, 43 CFR Part 17.

§ 3.1 Discrimination prohibited.

No person shall, on the ground of race, color, creed, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to any form of discrimination or segregation under any program or activity, or in the use of any facility or accommodation of the Bureau.

§ 3.2 Federal financial assistance.

The provisions of 43 CFR Part 17, which implements Title VI of the Civil Rights Act of 1964, are applicable to any program or activity for which Federal financial assistance is provided under any law administered by the Bureau, including the programs and activities that are federally assisted under the laws listed in Appendix A of 43 CFR Part 17.

§ 3.3 Discrimination by contractors and permittees prohibited.

The provisions of Part III of Executive Order 10925 and the provisions of Executive Order 11114, as they may be amended, and the regulations of the President's Council on Equal Opportunity, the President's Committee on Equal Employment Opportunity, contained in 41 CFR Part 60, and the Equal Employment Opportunity Commission are applicable to all agreements, or modifications thereof, between the Bureau and any person for supplies, services or

facilities, or for the use of any Government property, services or facilities.

(a) Any person who provides public accommodations, facilities, services, or privileges upon any land under the control or administration of the Bureau through a permit, contract, concession contract, or other form of agreement with the Bureau is prohibited from discriminating by segregation or otherwise against any person because of race, color, creed, or national origin in the furnishing or refusing to furnish such person any accommodation, facility, service, or privilege which is offered to or enjoyed by the general public, and will agree to abide by the prohibitions against discrimination contained in the permit, contract, or agreement.

(b) Any person who uses, occupies, or possesses any land under the administration or control of the Bureau through a permit, contract, concession contract, or other form of agreement with the Bureau is prohibited, in conjunction with the acts or activities authorized or permitted by such permit, contract, or agreement, from discriminating against any employee or applicant for employment or maintaining any employment practice which discriminates in any manner because of race, color, creed, or national origin, and will agree to abide by the prohibitions against discrimination contained in the permit, contract, or agreement.

STEWART L. UDALL,
Secretary of the Interior.

MAY 26, 1965.

[F.R. Doc. 65-5768; Filed, June 2, 1965; 8:47 a.m.]

Proposed Rule Making

FEDERAL AVIATION AGENCY

[14 CFR Part 71]

[Airspace Docket No. 65-SO-27]

FEDERAL AIRWAYS

Proposed Revocation and Designation

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations that would revoke the VOR Federal airway No. 7 east alternate segment between Birmingham, Ala., and Graham, Tenn., designate east and west alternate segments to V-7 between Birmingham and Muscle Shoals, Ala., and that would redesignate a segment of VOR Federal airway No. 57 from Birmingham via Decatur, Ala., to Graham.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Southern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Post Office Box 20636, Atlanta, Ga., 30320. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposals contained in this notice may be changed in the light of comments received.

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

If the amendments set forth above are adopted, the following airspace actions would be taken:

1. VOR Federal airway No. 7 east alternate, presently designated from Birmingham, Ala., to Graham, Tenn., via the intersection of the Huntsville, Ala., 264° and the Graham 158° True radials, would be revoked.

2. V-7 east alternate segment from Birmingham to Muscle Shoals, Ala., via the intersection of the Birmingham 358° and the Muscle Shoals 133° True radials would be designated.

3. V-7 west alternate segment from Birmingham to Muscle Shoals via the intersection of the Birmingham 313° and the Muscle Shoals 178° True radials would be designated.

4. The segment of VOR Federal airway No. 57 would be redesignated from Birmingham, Ala., via Decatur, Ala., to Graham, Tenn.

A terminal traffic problem presently exists at Muscle Shoals, Ala. Lack of radar coverage below 7,000 feet and the location of the airport in relation to

airway alignment and the final approach area often result in delays to arriving and departing aircraft which are operating between Muscle Shoals and Birmingham, Ala. Designation of V-7E and V-7W, as proposed, would provide a means of expediting arriving and departing traffic at Muscle Shoals. Redesignation of V-57, as proposed, would provide a route between Birmingham and Graham, bypassing the Muscle Shoals terminal area.

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

Issued in Washington, D.C., on May 26, 1965.

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

[F.R. Doc. 65-5744; Filed, June 2, 1965;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 64-WA-67]

TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations that would designate a transition area between the Municipal Airports near Alliance, Nebr., and Chadron, Nebr., respectively.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal contained in the notice may be changed in the light of comments received. All comments submitted will be available in the Rules Docket for examination by interested persons, both before and after the closing date for comments.

The airspace between these airports is generally uncontrolled. Frontier Airlines conducts regularly scheduled operations between these airports, however, the navigational facilities serving these airports are not an integral part of the National Airspace System. Therefore, it is proposed to designate a transition area to provide controlled airspace for the movement of scheduled air carrier aircraft between these airports.

The proposed transition area would include that airspace extending upward from 1,200 feet above the surface within four nautical miles each side of a line extending from the Alliance Municipal Airport (latitude 42°02'50" N., longitude

102°48'30" W.) to the Chadron Municipal Airport (latitude 42°50'10" N., longitude 103°05'50" W.).

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

Issued in Washington, D.C., on May 26, 1965.

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

[F.R. Doc. 65-5745; Filed June 2, 1965;
8:46 a.m.]

FEDERAL HOME LOAN BANK BOARD

[12 CFR Part 545]

[No. 19,156]

FEDERAL SAVINGS AND LOAN SYSTEM

Savings Accounts

MAY 27, 1965.

Resolved that, pursuant to Part 508 of the general regulations of the Federal Home Loan Bank Board (12 CFR Part 508) and § 542.1 of the rules and regulations for the Federal Savings and Loan System (12 CFR 542.1), it is hereby proposed that § 545.1 of the rules and regulations for the Federal Savings and Loan System (12 CFR 545.1) be revised to read as follows:

§ 545.1 Savings accounts.

(a) *General.* The capital of a Federal association may be raised through payments on its savings accounts in the form of cash, or of property in which such Federal association is authorized to invest, and, in the absence of actual fraud in the transaction, the value of such property, as determined by the board of directors of such Federal association, shall be conclusive. The savings accounts of a Federal association that has a Charter E or a Charter K and which amends such charter to read in the form of Charter N or Charter K (rev.) shall continue to have the same rights and privileges and to be subject to the same duties and liabilities as were provided in the charter in effect at the time such savings accounts were created, until exchanged for a savings account issued under the provisions of Charter N or Charter K (rev.).

(b) *Sales commission.* No Federal association shall pay any sales commission contrary to the terms of § 563.25 of the rules and regulations for Insurance of Accounts (§ 563.25 of this chapter) or do any act prohibited by the terms of said section.

(c) *Membership fee.* Except to the extent expressly authorized by Charter E, or paragraph (d) of this section, no Federal association shall directly or indirectly charge any membership, admis-

sion, repurchase, withdrawal or any other fee or sum of money for the privilege of becoming, remaining, or ceasing to be a holder of a savings account of such Federal association.

(d) *Service charge.* A Federal association which has a charter in the form of Charter N or Charter K (rev.) may make a service charge of not more than one dollar (\$1.00) in any calendar year against any savings account if at the time any such charge is made:

(1) The association is not required to distribute earnings on such account;

(2) No payment has been made and no earnings have been distributed on such account for a period of at least 36 months next preceding the date on which such charge is made; and

(3) Thirty days prior to making the first service charge, the association has mailed to the holder of such account, at his last known address, a notice that service charges will be made in accordance with this paragraph (d).

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

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

By the Federal Home Loan Bank Board.

[SEAL]

HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 65-5773; Filed, June 2, 1965;
8:47 a.m.]

Notices

ATOMIC ENERGY COMMISSION

STATE OF TENNESSEE

Proposed Agreement for Assumption of Certain AEC Regulatory Authority

Notice is hereby given that the U.S. Atomic Energy Commission is publishing for public comment, prior to action thereon, a proposed agreement received from the Governor of the State of Tennessee for the assumption of certain of the Commission's regulatory authority pursuant to section 274 of the Atomic Energy Act of 1954, as amended.

A resume, prepared by the State of Tennessee and summarizing the State's proposed program, was also submitted to the Commission and is set forth below as an appendix to this notice. Attachments referenced in the appendix are included in the complete text of the program. A copy of the program, including proposed Tennessee regulations, is available for public inspection in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C., or may be obtained by writing to the Director, Division of State and Licensee Relations, United States Atomic Energy Commission, Washington, D.C., 20545. All interested persons desiring to submit comments and suggestions for the consideration of the Commission in connection with the proposed agreement should send them, in triplicate, to the Secretary, U.S. Atomic Energy Commission, Washington, D.C., 20545, within 30 days after initial publication in the *FEDERAL REGISTER*.

Exemptions from the Commission's regulatory authority which would implement this proposed agreement, as well as other agreements which may be entered into under section 274 of the Atomic Energy Act, as amended, were published as Part 150 of the Commission's regulations in *FEDERAL REGISTER* issuance of February 14, 1962; 27 F.R. 1351. In reviewing this proposed agreement, interested persons should also consider the aforementioned exemptions.

Dated at Washington, D.C., this 28th day of May 1965.

For the Atomic Energy Commission.

W. B. McCool,
Secretary.

PROPOSED AGREEMENT BETWEEN THE UNITED STATES ATOMIC ENERGY COMMISSION AND THE STATE OF TENNESSEE FOR DISCONTINUANCE OF CERTAIN COMMISSION REGULATORY AUTHORITY AND RESPONSIBILITY WITHIN THE STATE PURSUANT TO SECTION 274 OF THE ATOMIC ENERGY ACT OF 1954, AS AMENDED

Whereas, the United States Atomic Energy Commission (hereinafter referred to as the Commission) is authorized under section 274 of the Atomic Energy Act of 1954, as amended (hereinafter referred to as the Act) to enter into agreements with the Governor of any state providing for discontinuance of

the regulatory authority of the Commission within the State under chapters 6, 7, and 8, and section 161 of the Act with respect to byproduct materials, source materials, and special nuclear materials in quantities not sufficient to form a critical mass; and

Whereas, the Governor of the State of Tennessee is authorized under section 53-3103 of the Tennessee Code Annotated to enter into this Agreement with the Commission; and

Whereas, the Governor of the State of Tennessee certified on May 1, 1965, that the State of Tennessee (hereinafter referred to as the State) has a program for the control of radiation hazards adequate to protect the public health and safety with respect to the materials within the State covered by this Agreement, and that the State desires to assume regulatory responsibility for such materials; and

Whereas, the Commission found on ----- 1965, that the program of the State for the regulation of the materials covered by this Agreement is compatible with the Commission's program for the regulation of such materials and is adequate to protect the public health and safety; and

Whereas, the State and the Commission recognize the desirability and importance of cooperation between the Commission and the State in the formulation of standards for protection against hazards of radiation and in assuring that State and Commission programs for protection against hazards of radiation will be coordinated and compatible; and

Whereas, the Commission and the State recognize the desirability of reciprocal recognition of licenses and exemption from licensing of those materials subject to this Agreement; and

Whereas, this Agreement is entered into pursuant to the provisions of the Atomic Energy Act of 1954, as amended;

Now, therefore, it is hereby agreed between the Commission and the Governor of the State, acting in behalf of the State, as follows:

ARTICLE I

Subject to the exceptions provided in articles II, III, and IV, the Commission shall discontinue, as of the effective date of this Agreement, the regulatory authority of the Commission in the State under chapters 6, 7, and 8, and section 161 of the Act with respect to the following materials:

- A. Byproduct materials;
- B. Source materials; and
- C. Special nuclear materials in quantities not sufficient to form a critical mass.

ARTICLE II

This Agreement does not provide for discontinuance of any authority and the Commission shall retain authority and responsibility with respect to the regulation of:

- A. The construction and operation of any production or utilization facility;
- B. The export from or import into the United States of byproduct, source, or special nuclear material, or of any production or utilization facility;
- C. The disposal into the ocean or sea of byproduct, source, or special nuclear waste materials as defined in regulations or orders of the Commission;
- D. The disposal of such other byproduct, source, or special nuclear materials as the Commission from time to time determines by regulation or order should, because of the hazards or potential hazards thereof, not be so disposed of without a license from the Commission.

ARTICLE III

Notwithstanding this Agreement, the Commission may from time to time by rule, regulation, or order, require that the manufacturer, processor, or producer of any equipment, device, commodity, or other product containing source, byproduct, or special nuclear materials shall not transfer possession or control of such product except pursuant to a license or an exemption from licensing issued by the Commission.

ARTICLE IV

This Agreement shall not affect the authority of the Commission under subsection 161 b or 1 of the Act to issue rules, regulations, or orders to protect the common defense and security, to protect restricted data or to guard against the loss or diversion of special nuclear material.

ARTICLE V

The Commission will use its best efforts to cooperate with the State and other agreement States in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that State and Commission programs for protection against hazards of radiation will be coordinated and compatible. The State will use its best efforts to cooperate with the Commission and other agreement States in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that the State's program will continue to be compatible with the program of the Commission for the regulation of like materials. The State and the Commission will use their best efforts to keep each other informed of proposed changes in their respective rules and regulations and licensing, inspection and enforcement policies and criteria, and to obtain the comments and assistance of the other party thereon.

ARTICLE VI

The Commission and the State agree that it is desirable to provide for reciprocal recognition of licenses for the materials listed in article I licensed by the other party or by any agreement State. Accordingly, the Commission and the State agree to use their best efforts to develop appropriate rules, regulations, and procedures by which such reciprocity will be accorded.

ARTICLE VII

The Commission, upon its own initiative after reasonable notice and opportunity for hearing to the State, or upon request of the Governor of the State, may terminate or suspend this Agreement and reassert the licensing and regulatory authority vested in it under the Act if the Commission finds that such termination or suspension is required to protect the public health and safety.

ARTICLE VIII

This Agreement shall become effective on September 1, 1965, and shall remain in effect unless, and until such time as it is terminated pursuant to article VII.

POLICIES AND PROCEDURES FOR THE LICENSING AND REGULATION OF RADIOACTIVE MATERIALS

FOREWORD

These documents present a brief description of the practices, capabilities, and proposed activities of the Radiological Health Service, Tennessee Department of Public

Health, insofar as they would relate to assumption of certain regulatory functions of the U.S. Atomic Energy Commission.

Under section 274 of the Atomic Energy Act of 1954 as amended, the Atomic Energy Commission is authorized to enter into agreement with the Governor of a State, whereby it may transfer certain licensing and regulatory control of byproduct, source, and special nuclear materials, in quantities not sufficient to form a critical mass, to a State. Relinquishment of such authority by the Atomic Energy Commission and subsequent assumption by the State is made when the Atomic Energy Commission has evaluated and accepted the competency of the State to administer such licensing and regulatory authority; and certain authorities are reserved to the Atomic Energy Commission.

The Tennessee Act of 1957 entitled Atomic Energy and Nuclear Materials, as amended in 1961, authorizes the Governor of Tennessee to enter an agreement with the Atomic Energy Commission relating to the regulation of byproduct, source, and special nuclear material and to appoint a radiation advisory group. The Radiological Health Service Act of 1959 and as amended in 1961 and in 1963 designates the Tennessee Department of Public Health as the department responsible for the control of ionizing radiation; makes mandatory the registration of all sources of radiation except those which are licensed or exempted under the rules and regulations of the Tennessee Department of Public Health. Further the Radiological Health Service Act authorizes the department to formulate rules and regulations necessary for the control of ionizing radiation.

To this narrative are attached the Radiological Health Service Act, the Atomic Energy and Nuclear Materials Act, and the various resumes, regulations, and outlines of proposed practices and activities to be undertaken by the Radiological Health Service, Tennessee Department of Public Health, pursuant to an agreement between the Atomic Energy Commission and the Governor of Tennessee.

History. The first attention given to problems created by ionizing radiation in Tennessee came in 1945 with the passage of the State Industrial Hygiene Service Act. Consideration was then given to industrial radiation exposures along with other problems of occupational health. This included problems of radiation exposures in the work areas from radiographic testing and exposures from X-ray machines as used in industrial clinics.

The next year, the U.S. Atomic Energy Act of 1946 was passed and with it came the civilian use of radioactive byproduct material. From the time the U.S. Atomic Energy Commission began to inspect the users of these materials, the State was interested, and when the Commission began to invite State officials along on inspection tours, State health personnel took advantage of the opportunity to see these installations and the uses to which radiolotopes were being applied.

To keep abreast of this newly developing field, members of the Industrial Hygiene Service attended various radiation courses offered by the U.S. Public Health Service. These courses varied from basic training in radiological health to more advanced courses in management of nuclear emergencies.

In 1951, a regulation was adopted to control the use of shoe fitting fluoroscopes. As a result, many users voluntarily chose to discontinue their use when advised of the potential hazard of excessive radiation exposure presented by these devices. By close surveillance, those remaining in service were brought into compliance with the regulation. This means of controlling the use of shoe fluoroscopes was considered appropriate at the time.

Recently, however, the Health Department was successful in having a law enacted mak-

ing the display or use of these machines illegal.

As time progressed, various attempts were made by the State Health Department to draft legislative bills which would provide specifically for control of all radiation sources.

A bill was passed by the General Assembly in 1957, but it did not provide for regulatory activities essential to a comprehensive State radiation control program.

This Act of 1957 was important in other ways, as it was primarily a declaration of State policy in support of peaceful uses of atomic energy. It provided for an advisory committee on atomic energy which would keep the Governor of the State informed on and encourage activity in, the various associated fields such as workmen's compensation, insurance, nuclear industry, nuclear education and health and safety. This Act was amended in 1961 to authorize the Governor to enter, at his discretion, an agreement with the U.S. Atomic Energy Commission.

At the next meeting of the General Assembly, 2 years later, the Health Department presented a bill which would provide for a comprehensive radiation control program. It would create within the Tennessee Department of Public Health, the Radiological Health Service. This bill was passed and contained, among others, the following provisions:

1. Created an agency whose sole function was radiation control activities.
2. Gave the Commissioner of Public Health authority to adopt rules and regulations which would have the effect of law and provided for inspection.
3. Required the registration of all owners and possessors of radiation sources.
4. As later amended, authorized the adoption of rules and regulations which would provide for licensing of radioactive materials and exempted them from registration.

Since enactment of this legislation, the Radiological Health Service has registered all known sources of radiation in the State, has inspected most of the radiation producing machines registered and made recommendations for correction where necessary. Follow-up programs were also conducted to determine compliance.

The scope of these activities can be illustrated by a consideration of the accelerated dental and medical X-ray survey programs which were followed during the summer months of 1961 through 1963. During that period, 1,100 dental X-ray units and approximately 1,500 medical X-ray units were inspected.

The Radiological Health Service has a well equipped radiological laboratory and is presently establishing calibration for the various instruments and will as soon as possible institute the various monitoring programs which are necessary to keep abreast of radiation in the environment.

PROGRAM DESCRIPTION

The Radiation Control Program will be conducted by the Radiological Health Service, Tennessee Department of Public Health.

Licensing and registration. The State Program will control all sources of ionizing radiation. Provisions have been made for the issuance of both specific and general licenses. The specific license will be issued to authorize possession of radioactive materials not exempted or generally licensed by the Department. Requirements for the possession of byproduct, source, and special nuclear materials will be comparable to those of the U.S. Atomic Energy Commission. In addition, regulations provide that the Department will require radioactive materials licenses for naturally occurring radioactive materials such as radium and accelerator-produced isotopes of nonexempt quantities. All other

sources of radiation such as medical and dental X-ray machines will be registered.

The licensing program will be essentially identical to that presently employed by the U.S. Atomic Energy Commission, and will cover post-licensing inspections. Prelicensing evaluations will be made when necessary. With respect to human use of radioactive materials, a committee of not less than three qualified physicians will be available for consultation and recommendations concerning license applications.

Inspection. The Tennessee Department of Public Health, Radiological Health Service, proposes to conduct future inspectional activities to determine compliance with State regulations and to determine adequacy of the licensee's radiation protection program. Inspections will be comparable to the type now undertaken by the Division of Compliance of the U.S. Atomic Energy Commission. Inspections will be performed by personnel qualified in radiological health. Competency in this field of work has been developed through joint participation of State health personnel with Atomic Energy Commission inspectors. It is estimated that the Tennessee Department of Public Health has been represented in 75 percent of all Atomic Energy Commission inspections made in Tennessee during the last 5 years.

The following frequency for the inspection of Tennessee licenses is planned but may be either increased or decreased depending upon individual circumstances:

- Industrial Radiographers—once each 6 months.
- Operations involving waste disposal—once each 6 months.
- Industrial, Special Licenses—once each 6 months.
- Industrial, Broad Licenses—once each 12 months.
- Academic—once each 24 months.
- Medical and Hospital—once each 24 months.
- Others—Based on hazards associated with the program.

Before the termination of each inspection, the inspector will confer with the licensee to discuss the results of his inspection, presenting tentative oral recommendations or suggestions. During this meeting he will answer questions on the regulatory program.

The inspector will submit in writing comprehensive reports to the Director of the Radiological Health Service relating facts and circumstances observed during the inspection. The report will enumerate violations, if any, and include recommendations. Recommendations made by field personnel will be subject to the critical review of senior members of the Radiological Health Service.

Licensees will be informed of the results of all inspections, orally at the time of inspection or by letter or notice from the department.

It is expected that most licensed activities will be inspected at least once in each 2 years. Most of the inspections will be scheduled visits, but a significant number may be on an unannounced basis.

Compliance. If only minor items of non-compliance, such as improper signs, failure to label, etc., are involved which the licensee agrees in writing to correct at the time of the inspection, no further action will be taken by the department, except that corrective action will be reviewed during the next inspection.

If the inspection reveals noncompliance of a more serious nature, the licensee will be required to correct such items within a time period to be specified by the department based upon the degree of hazard involved. The licensee will be required to inform the department in writing within 30 days, or less if specified, as to corrective action taken and the date completed. The department will then conduct a follow-up inspection or the matter will be reviewed during the next reg-

ular inspection to assure that corrective action has in fact been accomplished. The legal recourses which may be taken by the Radiological Health Service are cited within the Tennessee Code Annotated.

Enforcement. When in the judgment of the Radiological Health Service a person is engaged or about to engage in acts or practices constituting a violation of the Act, rules, regulations or orders, the State's Attorney General may, at the request of the department, make application for a court order to enjoin such acts or practices or direct compliance.

Should the Radiological Health Service determine that an emergency exists, it shall have the authority to impound or to order the impounding of any source whether licensed or not in the possession of any person who is not equipped to observe or fails to observe the provisions of the Tennessee Act on Radiological Health or any rules and regulations issued thereunder. In the case of violation, section 53-3312 of the Tennessee Code Annotated provides for appropriate penalties by fine or imprisonment or both.

The full legal procedures normally will be employed only in those instances where there is continued noncompliance after notice, willful negligence on the part of the licensee, or where a serious potential hazard exists.

Of special importance is the provision under section 53-3307, Tennessee Code Annotated, which empowers the Commissioner of Public Health or his duly authorized representatives to enter upon any premises in the line of duty.

Staffing. The Radiological Health Service Act of 1959 gives the Commissioner of Public Health the responsibility for administering the Act.

Curtis P. McCammon, M.D., has been appointed by the Commissioner as Director of Radiological Health and Industrial Hygiene Services. Functionally the Service Director has been named by the Commissioner of Public Health to serve as the State's Radiation Control Officer. Administratively, the Director is responsible to Cecil B. Tucker, M.D., Director of the Division of Preventable Diseases.

Mr. J. A. Bill Graham, Assistant Director of Radiological Health and a Radiological Physicist, has technical and administrative supervision of the broad Radiation Control Program. Mr. Graham also is in charge of the licensing program and supervises the review and evaluation of applications for licenses.

Mr. Charles P. West, Radiological Physicist, with the assistance of Mr. Graham will conduct inspections and generally administer on site aspects of the licensing and regulatory program.

Assisting with the inspection of industrial licensees and registrants will be Industrial Hygiene Engineers of the Industrial Hygiene Service, their chief function being the inspection of specifically licensed industrial gauges.

As new radiological physicists are employed, they will assume duties in licensee inspection after receiving training in the broad aspects of the Radiation Control Program. Present plans provide for the hiring of two additional radiological physicists and one radiological chemist. The chemist will be engaged not only in sample preparation and counting, but also in the collection of environmental samples.

When replacement of present personnel is necessary or new personnel are employed, these will be required to have equivalent capabilities in radiological health now demonstrated by incumbent personnel.

Reciprocity. Regulations of the department provide for the recognition of licenses issued by the U.S. Atomic Energy Commission or other agreement states.

Hearings. Section 53-3306 of the Radiological Health Service Act provides for public

participation, where appropriate, in the issuance of rules or regulations. Section 53-3307 of the Act provides that a recipient of a notice of violation of the Act or rules and regulations under the Act may request and receive a hearing by the Commissioner of Health.

Section 53-3307 further authorizes the issuance of an order which shall be effective immediately in those instances where the Radiological Health Service finds that immediate action is necessary to protect persons or property from radiation hazards. Emergency orders shall be complied with immediately upon receipt thereof; but the person affected may within 30 days after service of such an emergency order request and receive a hearing.

Any person aggrieved by an order issued under this section, after hearing, is entitled to judicial review thereof by a writ of certiorari as provided for by Tennessee law.

In any action by the department in granting, suspending or revoking a license, the Commissioner of Health will provide an opportunity for a hearing to any person whose interest may be affected.

[F.R. Doc. 65-5790; Filed, June 2, 1965; 8:49 a.m.]

[Docket No. 50-234]

GENERAL DYNAMICS CORP.

Notice of Issuance of Facility License

Please take notice that no request for a formal hearing having been filed following publication of the notice of proposed action in the FEDERAL REGISTER, the Atomic Energy Commission has issued Facility License No. CX-23 to General Dynamics Corp. authorizing operation of its Tungsten Nuclear Rocket Critical Facility at a maximum steady state power level of 200 watts (thermal) at the corporation's site at Torrey Pines Mesa in San Diego, Calif.

The license, as issued, is substantially as set forth in the Notice of Proposed Issuance of Facility License published in the FEDERAL REGISTER on May 7, 1965, 30 F.R. 6406, except that subparagraph 2.C. has been modified to include authority for the licensee to receive, possess and use a polonium-beryllium neutron source and a deuterium-tritium pulsed neutron generator in connection with operation of the facility.

Dated at Bethesda, Md., this 25th day of May 1965.

For the Atomic Energy Commission.

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

[F.R. Doc. 65-5737; Filed, June 2, 1965; 8:45 a.m.]

[Docket No. 50-187]

NORTHROP CORP.

Notice of Issuance of Facility License Amendment

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, effective as of the date of issuance, Amendment No. 5 to Facility License No.

R-90, as amended, authorizing operation of the corporation's TRIGA Mark F nuclear reactor located at Hawthorne, Calif., for short periods of time at power levels up to and including one megawatt thermal, such operation being subject to the operating limitations described in the licensee's application, as amended.

The amendment, as issued, was set forth in the Notice of Proposed Issuance of Facility License Amendment published in the FEDERAL REGISTER May 8, 1965, 30 F.R. 6446.

Dated at Bethesda, Md., this 25th day of May 1965.

For the Atomic Energy Commission.

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

[F.R. Doc. 65-5738; Filed, June 2, 1965; 8:45 a.m.]

[Docket No. 50-133]

PACIFIC GAS AND ELECTRIC CO.

Notice of Issuance of Amendment to Provisional Operating License

Please take notice that no request for a formal hearing having been filed following publication of the notice of proposed action in the FEDERAL REGISTER, the Atomic Energy Commission has issued, effective as of the date of issuance, Amendment No. 8 to Provisional Operating License No. DPR-7. The license authorizes the Pacific Gas and Electric Co. ("the licensee") to operate its Humboldt Bay Power Plant Unit No. 3 ("the reactor") located in Humboldt County, Calif., at steady state power levels up to 165 megawatts (thermal). The amendment authorizes the licensee to increase the steady state operating power level to 240 megawatts (thermal), in accordance with the application for license amendment dated December 17, 1964.

The amendment as issued is as set forth in the Notice of Proposed Issuance of Amendment to Provisional Operating License published in the FEDERAL REGISTER, 30 F.R. 5802, April 24, 1965.

Dated at Bethesda, Md., this 25th day of May 1965.

For the Atomic Energy Commission.

R. L. DOAN,
Director,
Division of Reactor Licensing.

[F.R. Doc. 65-5739; Filed, June 2, 1965; 8:45 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

CALIFORNIA

Notice of Proposed Withdrawal and Reservation of Lands

MAY 21, 1965.

The Forest Service, U.S. Department of Agriculture, has filed an application, Serial No. Sacramento 079492, for the withdrawal of lands described below,

from prospecting, location, entry, and purchase under the mining laws, subject to valid existing claims.

The applicant desires the land for campgrounds, picnic and recreational sites, administrative sites, a tree seed production area, and a roadside zone located in the Klamath, Lassen, Plumas, Shasta-Trinity, Six Rivers, and Tahoe National Forests.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Room 4201, U.S. Courthouse and Federal Building, 650 Capitol Mall, Sacramento, Calif., 95814.

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

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

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

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

The lands involved in the application are:

CALIFORNIA

LASSEN NATIONAL FOREST

Butte Meadows Campground

T. 26 N., R. 4 E., MD Mer.,
Sec. 30, S $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$.

TAHOE NATIONAL FOREST

Alaska Peak Administrative Site

T. 18 N., R. 9 E., MD Mer.,
Sec. 6, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$.

American Hill Administrative Site

T. 19 N., R. 11 E., MD Mer.,
Sec. 20, SW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$.

Woodcamp Administrative Site

T. 19 N., R. 13 E., MD Mer.,
Sec. 30, lots 3 and 4, and E $\frac{1}{2}$ SW $\frac{1}{4}$.

Castle Valley Recreation Area

T. 17 N., R. 14 E., MD Mer.,
Sec. 12, SE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, and SE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$.

PLUMAS NATIONAL FOREST

Lee Summit Seed Production Area

T. 23 N., R. 11 E., MD Mer.,
Sec. 8, NE $\frac{1}{4}$ NE $\frac{1}{4}$, and S $\frac{1}{2}$ NE $\frac{1}{4}$ (excepting por. in wdl. PLO 2971 for roadside zone);
Sec. 9, W $\frac{1}{2}$ NW $\frac{1}{4}$ (excepting por. in wdl. PLO 2971 for roadside zone).

SHASTA-TRINITY NATIONAL FOREST

Eagle Flat Campground & Picnic Area

T. 38 N., R. 7 W., MD Mer.,
Sec. 8, N $\frac{1}{2}$ SE $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$.

Eagle Creek Campground

T. 38 N., R. 7 W., MD Mer.,
Sec. 16, E $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$, and S $\frac{1}{2}$ SE $\frac{1}{4}$.

Roadside—Streamside Zone

A strip of land 200 feet northeasterly from Eagle Creek Road No. 38N27, and the area between Eagle Creek Road No. 38N27 and Eagle Creek, and a strip of land 200 feet southwesterly from Eagle Creek through:

T. 38 N., R. 7 W., MD Mer.,
Sec. 16, NW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, and NE $\frac{1}{4}$ NW $\frac{1}{4}$.

Trinity River Campground

T. 38 N., R. 7 W., MD Mer.,
Sec. 32, W $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$.

Hyampom Administrative Site

T. 3 N., R. 6 E., HUM Mer.,
Sec. 22, SE $\frac{1}{4}$ NE $\frac{1}{4}$.

Forest Glen Recreation Area

T. 1 S., R. 7 E., HUM Mer.,
Sec. 13, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$, and S $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$.
T. 1 S., R. 8 E., HUM Mer.,
Sec. 18, SW $\frac{1}{4}$ of lot 4 and S $\frac{1}{2}$ NW $\frac{1}{4}$ of lot 4 less H.E. Survey 264;
Sec. 19, NW $\frac{1}{4}$ of lot 1, E $\frac{1}{2}$ of lot 1, NE $\frac{1}{4}$ NW $\frac{1}{4}$ less H.E. Survey 264 and NW $\frac{1}{4}$ NE $\frac{1}{4}$.

KLAMATH NATIONAL FOREST

Scott Mountain Recreation Area

T. 39 N., R. 7 W., MD Mer.,
Sec. 5, lots 3 and 4.

Kangaroo-Lilypad Lakes Recreation Area

T. 40 N., R. 7 W., MD Mer.,
Sec. 14, N $\frac{1}{2}$ N $\frac{1}{2}$.

Boulder Creek Recreation Area

T. 40 N., R. 9 W., MD Mer.,
Sec. 25, lot 1.

Beaver Mouth Campground

T. 46 N., R. 8 W., MD Mer.,
Sec. 6, lot 1.

Trail Creek Recreation Area

T. 39 N., R. 10 W., MD Mer.,
Sec. 23, N $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$, and S $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$;
Sec. 24, SW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$.

Setad Administrative Site

T. 46 N., R. 12 W., MD Mer.,
Sec. 12, por. of tract 55; beginning at point 5 of tract 55, thence N. 89°55' W., 546.10 feet; thence S. 02°00'30" E., 620.31 feet; thence S. 89°55' E., 546.10 feet; thence N. 02°00'30" W., 620.31 feet to point of beginning, containing 7.27 acres, more or less.

Oak Bottom Guard Station and Campground

T. 11 N., R. 6 E., HUM Mer.,
Sec. 2, NE $\frac{1}{4}$ SE $\frac{1}{4}$ (less that part of I.A. Survey No. 280).

Ukonom Ranger Station Administrative Site

T. 12 N., R. 6 E., HUM Mer.,
Sec. 33, S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$.
Sec. 34, NW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SW $\frac{1}{4}$.

Ti Bar Administrative Site

T. 13 N., R. 6 E., HUM Mer.,
Sec. 8, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$.

Johnson's Bar Campground (Proposed)

T. 13 N., R. 6 E., HUM Mer.,
Sec. 32, SE $\frac{1}{4}$ SE $\frac{1}{4}$, W $\frac{1}{2}$ E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$.

SIX RIVERS NATIONAL FOREST

Big Flat Administrative Site

T. 15 N., R. 2 E., HUM Mer.,
Sec. 23, E $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, and W $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$.

Dry Lake Campground

T. 16 N., R. 3 E., HUM Mer.,
Sec. 31, S $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, and N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$.

East Fork Campground

T. 6 N., R. 4 E., HUM Mer.,
Sec. 15, W $\frac{1}{2}$ NE $\frac{1}{4}$.

Fish Lake Campground

T. 10 N., R. 4 E., HUM Mer.,
Sec. 14, NE $\frac{1}{4}$ NE $\frac{1}{4}$.

Boise Creek Campground

T. 7 N., R. 5 E., HUM Mer.,
Sec. 30, E $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, and W $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$.

Big Bar Campground

T. 10 N., R. 5 E., HUM Mer.,
Sec. 17, por. of lots 1, 2, and 39 within S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 20, por. of lots 1, 2, and 39 within N $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$.

Gephart Campground

T. 10 N., R. 5 E., HUM Mer.,
Sec. 19, S $\frac{1}{2}$ lot 4 and lot 5.

Aikens Campground

T. 10 N., R. 5 E., HUM Mer.,
Sec. 30, lot 7, NE $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, and E $\frac{1}{2}$ W $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$.

Bluff Creek Campground

T. 10 N., R. 5 E., HUM Mer.,
Sec. 30, W $\frac{1}{2}$ lot 1, W $\frac{1}{2}$ lot 5, lot 6, and E $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$.

Bonda Mine Campground

T. 11 N., R. 6 E., HUM Mer.,
Sec. 29, W $\frac{1}{2}$ E $\frac{1}{2}$ W $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ W $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, and NW $\frac{1}{4}$ NW $\frac{1}{4}$.

Pearch Creek Campground

T. 11 N., R. 6 E., HUM Mer.,
Sec. 32, SE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, and NW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$.

South Fork Campground

T. 15 N., R. 2 E., HUM Mer.,
Sec. 15, NW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, and W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$.

Twelvemile Campground

T. 17 N., R. 3 E., HUM Mer.,
Sec. 8, E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, and NE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 9, NW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$.

Madrona Campground

T. 17 N., R. 2 E., HUM Mer.,
Sec. 24, E $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$.
T. 17 N., R. 3 E., HUM Mer.,
Sec. 19, S $\frac{1}{2}$ lot 5 and N $\frac{1}{2}$ lot 8.

Patrick's Creek Campground

T. 17 N., R. 3 E., HUM. Mer.,
Sec. 16, SW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$,
N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, and NW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$.

Mad River Campground

T. 1 S., R. 6 E., HUM. Mer.,
Sec. 2, E $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$,
and W $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$.

Bailey Canyon & Fir Cove Campgrounds

T. 1 S., R. 7 E., HUM. Mer.,
Sec. 29, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 33, N $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, and SW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$.

The areas described aggregate approximately 2,945 acres.

The applicant agency has cancelled its application insofar as it involved the lands described below. Therefore, pursuant to the regulations contained in 43 CFR Subpart 2311, such lands will be at 10 a.m., on June 28, 1965, relieved of the segregative effect of the above mentioned application.

The lands terminated are:

HUMBOLDT MERIDIAN**Six Rivers National Forest**

T. 11 N., R. 6 E.,
Sec. 29, E $\frac{1}{2}$ E $\frac{1}{2}$ W $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$.

The area described to be eliminated aggregates approximately 5 acres.

JOHN E. CLUTE,
Acting Manager,
Sacramento Land Office.

[F.R. Doc. 65-5758; Filed, June 2, 1965;
8:47 a.m.]

DEPARTMENT OF AGRICULTURE**Consumer and Marketing Service
FOOD STAMP PROGRAM****Pilot Program; Notice of Effective Date
of Superseding**

Notice is hereby given that effective June 1, 1965, the Food Stamp Program (7 CFR Ch. XVI) shall supersede the Pilot Food Stamp Program (6 CFR Part 540) in the following geographical area: City of Detroit.

ROY W. LENNARTSON,
Associate Administrator.

Approved: May 25, 1965.

GEORGE L. MEHREN,
Assistant Secretary.

[F.R. Doc. 65-5789; Filed, June 2, 1965;
8:49 a.m.]

**FEDERAL COMMUNICATIONS
COMMISSION**

[Docket Nos. 15944-15946; FCC 65M-683]

OCEAN COUNTY RADIO BROADCASTING CO. ET AL.**Order Continuing Hearing**

In re applications of Ocean County Radio Broadcasting Co., Toms River, N.J., Docket No. 15944, File No. BPH-4078; Seashore Broadcasting Corp., Toms River, N.J., Docket No. 15945, File No.

BPH-4632; Beach Broadcasting Corp., Toms River, N.J., Docket No. 15946, File No. BPH-4638; for construction permits.

A prehearing conference in the above-entitled matter having been held on May 25, 1965, and it appearing from the record made therein that certain agreements were reached which should be formalized by order:

It is ordered, This 26th day of May 1965 that:

(1) The direct cases of the parties shall be in writing with the right reserved to clarify, correct or supplement such cases by oral testimony, the written testimony and exhibits, however, to be placed in evidence through the sponsoring witnesses;

(2) All testimony and exhibits to be offered in evidence in the presentation of the direct affirmative cases shall be exchanged among the parties and copies thereof supplied the Hearing Examiner on July 26, 1965;

It is further ordered, That the hearing herein presently scheduled to commence on June 28, 1965, is continued to September 13, 1965, commencing at 10 a.m. in the offices of the Commission at Washington, D.C.

Released: May 27, 1965.

**FEDERAL COMMUNICATIONS
COMMISSION,**

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-5782; Filed, June 2, 1965;
8:48 a.m.]

[Docket Nos. 15849, 15850; FCC 65M-682]

**RADIO STATION WKEU AND
TELERAID, INC.****Order Continuing Hearing**

In re applications of Radio Station WKEU, Griffin, Ga., Docket No. 15849, File No. BPH-4663; Teleraid, Inc., Griffin, Ga., Docket No. 15850, File No. BPH-4664; for construction permits.

The Hearing Examiner having under consideration the informal request filed herein on May 25, 1965 by Radio Station WKEU for continuance of procedural dates:

It appearing, that all parties have consented to immediate consideration and grant of said request and good cause is present for a grant thereof in that there is presently pending a petition for approval of agreement looking toward termination of the proceeding without hearing;

It is ordered, This 26th day of May 1965 that the said request is granted and the exchange of exhibits, notification of witnesses to be called for cross-examination, and hearing herein as scheduled by order released April 26, 1965, are continued without date.

Released: May 27, 1965.

**FEDERAL COMMUNICATIONS
COMMISSION,**

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-5783; Filed, June 2, 1965;
8:48 a.m.]

[Docket No. 15752 etc.; FCC 65R-185]

CHARLES W. JOBBINS**Memorandum Opinion and Order
Amending Issues**

In re applications of Charles W. Jobbins, Costa Mesa-Newport Beach, Calif., Docket No. 15752, File No. BP-16157; et al., Docket Nos. 15753, 15754, 15755, 15756, 15757, 15758, 15759, 15760, 15761, 15762, 15763, 15764, 15765, 15766; for construction permits.

1. The Review Board has before it for consideration two petitions to enlarge issues, both filed on January 22, 1965, one by California Regional Broadcasting Corp. (Regional)¹ and the other by Storer Broadcasting Co. (Storer).² Regional requests addition of ten issues which fall into four categories: (1) A 10-percent Rule issue as to the proposals of Orange Radio, Inc. (Orange) and Pacific Fine Music, Inc. (Pacific); (2) 2 and 25 mv/m overlap issues as to Pacific and Western Broadcasting Corp. (Western);³ (3) issues as to whether Topanga is a "community" pursuant to Rule 73.30(a) and whether Topanga-Malibu Broadcasting Co.'s (Topanga's) proposal would constitute an efficient use of the channel; and (4) issues concerning Storer's legal qualifications, its compliance with the multiple ownership rules and a Section 307(b) issue as to the "broadcast needs of Los Angeles vis-a-vis Pasadena".⁴ The Review Board will consider the requested issues in order. The above-captioned applications were designated for comparative hearing by Commission Order, FCC 64-1195, released December 31, 1964.

2. Separate Community and 10 Percent Rule Issues: Regional requests the addition of the following issues as to Orange and Pacific:

To determine whether the application of Orange Radio, Inc. [and/or Pacific Fine Music, Inc.] should be considered as a Fullerton (or Whittier) proposal or as a Los Angeles or Pasadena proposal for the purpose of applying § 73.28(d) (3) of the Commission's rules;

¹ Pleadings before the Board include: Petition to enlarge issues, filed January 22, 1965, by Regional; opposition, filed February 12, 1965, by Pacific; partial opposition, filed February 12, 1965, by the Broadcast Bureau; partial opposition, filed February 15, 1965, by Orange; opposition, filed February 15, 1965, by Topanga; opposition, filed February 15, 1965, by Storer; opposition, filed February 15, 1965, by Western; reply, filed March 1, 1965, by Regional; request for leave to file comments and comments, filed March 1, 1965, by Orange; and opposition to Orange's request to file comments and to comments, filed March 12, 1965, by Regional.

² Pleadings filed in connection with the petition to enlarge issues filed by Storer are: Opposition, filed February 12, 1965, by Pacific; comments in support, filed February 12, 1965, by Broadcast Bureau; and opposition, filed February 15, 1965, by Western.

³ These issues are also requested by Storer. See paragraph 13, *infra*.

⁴ References to specific sections of the Commission's Rules are to the Rules as in force prior to the adoption of the amended Rules in the Commission's Report and Order, adopted July 1, 1964 (FCC 64-609). See FCC 64-473, released August 6, 1964.

To determine, in the event it is determined pursuant to the foregoing issues that the proposal of Orange Radio, Inc. (and/or Pacific Fine Music, Inc.) should be treated as a Los Angeles or Pasadena proposal, whether the interference which would be received by such proposal would affect more than ten percent of the population within its normally-protected primary service area in contravention of § 73.28(d)(3) of the Commission's rules, and, if so, whether circumstances exist which would warrant a waiver of said section.

Regional contends that while the applications of Orange and Pacific specify Fullerton and Whittier, Calif., as the respective principal communities to be served, both proposals would provide primary service to virtually the entire Los Angeles urbanized area (including the cities of Los Angeles and Pasadena). In light of this fact, petitioner requests an issue to determine whether these proposals should be treated as proposals for the specified communities or as proposals for Los Angeles and its urbanized area for purpose of applying § 73.28(d)(3) of the Commission's rules (10 percent Rule). In support of its request petitioner states that in Northern Indiana Broadcasters, Inc., FCC 64R-407, 3 R.R. 2d 266, the Board added such an issue in a similar factual situation. If this separate community issue is added, petitioner requests a second issue to determine whether the interference received by the Orange and Pacific proposals would affect more than 10 percent of the population within their normally-protected primary service areas in contravention of § 73.28(d)(3). In support of its second request, Regional states that the Orange and Pacific proposals will receive nighttime interference affecting 16 percent and 22.5 percent, respectively, of the populations within their normally-protected (2.5 mv/m) contours. The Broadcast Bureau supports the petitioner's request for both issues.

3. Orange and Pacific oppose Regional's request. Pacific contends that Northern Indiana Broadcasters, Inc., supra, is not dispositive because in that case there was "testimony in the record by a principal of the applicant that he was primarily interested in coverage of the nearby larger city,"² whereas Pacific is primarily interested in serving Whittier, as reflected in the nonentertainment portion of its program proposal. Pacific argues that the Commission's statement in the Order of designation (FCC 64-1195, released December 31, 1964), that the non-Pasadena applications "represent applications for a first local AM station in each of such communities * * *," is controlling,³ and

that Pacific's proposal accordingly meets the first local nighttime transmission facility exception to the 10 percent Rule. Orange's opposition is predicated on the following: Fullerton, Orange's specified principal community, is located in the Anaheim-Santa Ana-Garden Grove standard metropolitan statistical area (SMSA), which was newly formed in 1963; since Fullerton is not in the Los Angeles SMSA, it cannot be part of the Los Angeles urbanized area; Orange's application for Fullerton cannot therefore be treated as a proposal for Los Angeles; and Northern Indiana Broadcasters, Inc., supra, is inapposite. Orange also asks that the following facts be considered: the population of Orange County, within which Fullerton is situated, increased 225.6 percent during the 1950-1960 census period to 704,000 and is presently over 1 million; and only two standard broadcast stations are presently located within Orange County.

4. Regional makes the following arguments in reply: The urbanized area, not the SMSA, is the criterion used to determine the existence of a separate community for purposes of applying § 73.28(d)(3) and Fullerton is part of the Los Angeles urbanized area regardless of whether or not it is within the Los Angeles SMSA; and even if the SMSA is determinative, an issue should be added in view of the primary service which Orange's proposal will give both Anaheim and Santa Ana, each of which has a standard broadcast station of its own.

5. Orange Radio (the Fullerton applicant) must, as Regional contends, be considered as specifying a city within the Los Angeles urbanized area as its principal community. "Urbanized areas" are designated by the Census Bureau every 10 years on the basis of the latest Census; the current designations were based on the 1960 Census. The urbanized area designations are not adjusted during the interim period between censuses. Therefore, Orange County and the city of Fullerton must be considered at this time as part of the Los Angeles urbanized area. SMSA's are delineated by the Bureau of the Budget as they become necessary, and are drawn along county lines automatically including all communities located within the county. Fullerton is within Orange County which is the central county of the Anaheim-Santa Ana-Garden Grove SMSA. Although central cities of an SMSA have been determined by the Bureau of the Budget to have "integrated economic and social system(s)," no such judgment has been made as to the noncentral communities located within the central county of an SMSA.⁴

the more pertinent statement that "this waiver * * * does not constitute a prejudgment on their merits of any of the issues specified as to any of the applications." The Commission indicated that the sec. 307(b) inquiry will probably not be conclusive and for comparative purposes the applicants will be treated as proposals for the central city, Los Angeles.

² U.S. Department of Commerce, Technical Studies, Series P-23, No. 10 (Dec. 5, 1963). Jefferson Standard Broadcasting Company, FCC 62-1011, 24 R.R. 319.

Thus, Fullerton cannot claim the benefit of a determination made for a central city. Moreover, neither the SMSA nor the urbanized area concept is in itself determinative of the realistic relationship of the communities for purposes of applying this Commission's rules or policies. At best, these concepts merely indicate the need for further evidence of the realistic relationship.

6. The Orange and Pacific proposals specifying Fullerton and Whittier will concededly receive nighttime interference affecting in excess of 10 percent of the populations within their nighttime normally protected contours. In waiving the AM "freeze" (Memorandum Opinion and Order, FCC 64-763, released August 6, 1964) the Commission specifically stated that § 73.28(d)(3), as it was applied to applications accepted for filing prior to July 13, 1964, would govern this proceeding. Thus, proposals for first local transmission services may claim the advantage of an exception to the 10 percent Rule only if it is first determined that their specified principal communities are "separate communities" for purposes of § 73.28(d)(3).

7. Proposals which are realistically designed to provide multiple services to a large community while ostensibly providing a first local transmission service to a nearby suburb or smaller community have been of long standing concern to the Commission and the Board.⁵ Applicants for such proposals have sought to gain a competitive advantage under section 307(b)⁶ and to claim the benefit of the "first local transmission" exception to the 10 percent Rule.⁷ The Commission's consistent aim has been "to encourage new stations which will provide a genuine local service to growing suburban communities", and "to discourage new suburban facilities which are merely substandard big city stations." Notice of Proposed Rulemaking, note 7, supra. The Commission has endeavored to implement the policy articulated in the notice of proposed rulemaking on a case to case basis. See Report and Order, FCC 64-609, 2 R.R. 2d 1658.

8. In Huntington Broadcasting Co., supra, the Commission indicated that every proposal must be considered in the context of the type of operation proposed; the frequency requested; the position of the smaller city in relation to the larger city; and the nature of the programming proposed. Later, in Radio Crawfordsville, supra, the Commission made it clear that:

The so-called "separate community" question is not whether the suburban community is politically, geographically, economically, or culturally independent from another city. Rather, it is whether in view of the proposal before us—with particular concern for its

² Notice of Proposed Rulemaking, FCC 63-468, 25 R.R. 1615. See Radio Crawfordsville, FCC 63-480, 25 R.R. 533; Huntington Broadcasting Co. v. FCC, 192 F. 2d 33, 7 R.R. 2030; Huntington Broadcasting Co., 5 R.R. 721 (1950); Northern Indiana Broadcasters, Inc., FCC 64R-407, 3 R.R. 2d 266.

³ See e.g., Monroeville Broadcasting Co., 35 FCC 657, 1 R.R. 2d 607 (1963).

⁴ See e.g., Denver Area Broadcasters, 38 FCC 583 (1965).

class, frequency, power, and coverage—the needs of the suburban community are to be considered apart from those of its nearby principal city or the urbanized area as a whole.

In Speidel Broadcasting Corp. of Ohio, 35 FCC 74, 25 R.R. 723; aff'd per curiam July 3, 1963, Case No. 18318 (D.C. Cir.), an applicant whose proposal would have provided 100 percent coverage of the central city and only 60 percent coverage of the specified principal community was not given section 307(b) advantage over a mutually exclusive applicant for a different specified community. In Monroeville Broadcasting Co., 35 FCC 657, 1 R.R. 2d 607 (1963), the Commission used the same criteria to decide a "separate community" issue; the Commission asks "Is the particular proposal realistically one to serve the smaller suburb or one to serve the metropolitan complex?" See also Massillon Broadcasting Co., 36 FCC 809, 2 R.R. 2d 409 (1964). The Review Board, in Pinellas Radio Co., 36 FCC 1099, 2 R.R. 2d 155 (1964), held that a realistic evaluation of the particular proposal presented required that the needs of the suburban community be considered apart from those of the urbanized area which would also receive the applicant's signal. Recently, in Jupiter Associates, Inc., 38 FCC 321 (1965), the Board held that where the population of the specified city was substantially in excess of 50,000 and where there were no allegations that the applicant's proposal was engineered to secure maximum coverage of the larger city or that the proposed programming was geared to the needs and interests of the larger city, the Board would not question the "separateness" of the specified principal community. In each of the above cited cases, the decision was based upon a realistic interpretation of the particular facts in the record. The extent of the evidentiary showing varied from case to case depending upon the complexity of the circumstances involved.

9. Considerations leading to determination of "separate community" issues for section 307(b) and § 73.28(d)(3) purposes are generally the same. In the instant case Regional's major thesis is that because the proposals of Orange and Pacific contemplate coverage of a major portion of the Los Angeles urbanized area, "separate community" and 10 percent Rule issues should be added. The bare allegation of substantial coverage of a larger city or urbanized area is not determinative of whether a proposal is realistically one to serve the larger community. This question must be decided on the basis of all the evidence presented by the parties in hearing; although a properly documented, uncontroverted allegation of coverage can be sufficient to raise an issue. Considerations of class, frequency, power and coverage are, of course, relevant, but they do not constitute the only factors to be weighed. The inquiry to determine realistically which community an applicant intends to serve is a complex one. Relevant to this determination are factors which are realistically considered by an applicant in applying for a station license. A relevant factor in the de-

termination of the "separate community" question is the likely source of the proposed station's revenue. Other relevant considerations are the size and nature of the communities, the relationship of the economic, geographic, cultural, and governmental functions of the specified principal community to those of the larger community. This determines whether the specified principal community represents needs and interests separate from the needs and interests of the nearby larger city or urban area to which the applicant's proposal will also provide a primary signal. Once the unique needs and interests of the specified principal community are shown to exist, the second aspect of the inquiry is to determine whether the applicant's proposal is realistically geared to serve these unique needs and interests. To this end all aspects of an applicant's proposal as they relate to the area itself and the needs and interests of the area are relevant subjects of evidentiary presentation. It can be readily seen from the above that "separate community" is a term of art which, at the very least, does not refer to the geographic separateness or mere existence of a station location to which § 73.30(a) is directed; rather, it is a broad term directed toward the determination of an applicant's intent to realistically serve a given city or area, and the applicant's proposed programming as it relates to the needs and interests of the community sought to be served.

10. In view of the broad scope of inquiry permitted under a "separate community" issue, such an issue should be added only upon a convincing threshold showing of decisional significance. In the instant case both applicants propose Class II operations at 50 kilowatts day and 10 kilowatts night power and virtually the same coverage of nearly the entire Los Angeles Urbanized Area. Under these facts the Board can not now conclude that the proposals of Orange and Pacific qualify for the "first local transmission" exception to the 10 percent Rule. "Separate community" and 10 percent Rule issues will accordingly be added against Orange and Pacific to permit full development of the evidence pertaining to these questions in hearing.

11. 2 and 25 mv/m Overlap: Regional and Storer request the addition of an issue to determine whether the 2 mv/m contour of Station KSDO, San Diego, Calif., and the proposed 25 mv/m contours of Western and Pacific will overlap in violation of § 73.37. Regional states that an overlap issue has been designated against all other applicants in this proceeding. As to three of these applicants, whose applications did not show overlap, the Commission said that the measurement data available as to the location of KSDO's 2 mv/m contour are insufficient to insure that no overlap would occur and directed the applicants to take additional field intensity measurements on KSDO's contour and from the applicants' proposed sites. Regional asserts that although the applications of Western and Pacific purport to show no such overlap, it is possible that the additional measurements taken by Regional and the

other applicants will show that Western and Pacific have incorrectly placed the KSDO 2 mv/m contour. In addition to its request for an overlap issue, Regional asks that Western and Pacific be directed to take field intensity measurements from their proposed sites to determine the location of their 25 mv/m contours. In the opinion of the Broadcast Bureau, Regional has not made a proper showing, either through engineering data or affidavit, to support its requests.

12. Western and Pacific oppose the instant request as not warranted at this time. In support of its opposition, Western has submitted rechecked data supported by an affidavit of its engineers affirming a minimum separation of 4½ miles between the contours in question and a 3½-mile minimum separation using Western's MEOV's. Pacific contends that the information relied upon by Regional in seeking to add an overlap issue was before the Commission at the time the issue was designated against the other applicants in this proceeding. The addition of overlap issues against Western and Pacific on the basis of Regional's allegations is not warranted. Regional has presented only a bare request with no supporting affidavits or engineering statements as required by Rule 1.229.

13. Storer's petition is accompanied by an engineering statement, which quotes the following portion of paragraph 15-I-C(5) of the designation Order herein, concerning the application of California Regional Broadcasting Corp.:

According to the applicant's showing, the proposed 25 mv/m contour is separated from the 2 mv/m contour of KSDO by approximately 2 miles. It appears that some measurement data is available on KSDO in connection with KSDO's proof of performance. However, these measurements are not sufficient to definitely establish the extent of KSDO's 2 mv/m contour. Accordingly, additional field intensity measurements made on KSDO and from the proposed site [are] required to insure that no overlap of these contours would occur in contravention of § 73.37 of the Rules,

and states that a comparable KSDO overlap situation exists for Pacific and for Western. Storer notes that Figure 12-C of the Pacific application depicts the separation between Pacific's proposed 25 mv/m (MEOV) contour and the KSDO 2 mv/m contour at the closest point as being 1 mile, and compares this to the 2 mile separation noted for the California Regional application in the above quoted paragraph.¹¹ Pacific opposes addition of the issue; the Broadcast Bureau supports Storer's petition. The Pacific application has been examined in conjunction with a reading of paragraph 15-I-C(5), which clearly states that the measurement data relied upon by California Regional were not sufficient to establish the location of the KSDO 2 mv/m contour. Although there are other differences between the applications which may have entered into the judgments upon which the designation

¹¹ Pacific's Figure 12-A depicts the separation of the same contours as approximately 2 miles at the closest point.

Order is based,¹² the closeness of the Pacific 25 mv/m and KSDO 2 mv/m contours as depicted on Figure 12-C of the engineering exhibit to Pacific's application, File No. BP-16161, raises questions as to the separation of those contours which should be considered in the hearing in this proceeding. Therefore, an issue will be added to determine whether Pacific's 25 mv/m contour overlaps the 2 mv/m contour of Station KSDO. Storer also would add a similar issue as to Western, alleging that the location of the KSDO 2 mv/m contour is not correctly depicted on Western's Exhibit No. E-17, File No. BP-16173, and that the depiction of Western's 25 mv/m contour does not take into account the maximum expected operating values (MEOV's) of radiation shown on the Western daytime horizontal pattern. Storer notes that Western shows approximately a 5-mile separation between the Western 25 mv/m contour and the 2 mv/m contour of KSDO. Western opposes addition of the issue. The Broadcast Bureau, in a pleading filed prior to receipt of Western's opposition, supports Storer's petition. Western's opposition includes an engineering showing which, as noted above, establishes that, using MEOV values, the minimum separation between its 25 mv/m contour and the 2 mv/m contour of KSDO is approximately 3½ miles. Western's engineering affidavit also states that calculations of the location of Western's 25 mv/m contour using MEOV's of radiation and a conductivity of 15 mmhos/m for the entire path still does not show overlap with the KSDO 2 mv/m contour (Figure M-3 shows about half the path as having a conductivity of 8 mmhos/m, the balance being shown as 15 mmhos/m). Since the available data does not support Storer's contention, the requested issue will not be added as to Western at this time. Western's engineering data, using its MEOV's, reflects a minimum separation of the contours in question of 3½ miles; this figure is substantially greater than the minimum separation claimed by petitioners for their proposals. To the extent that petitioners have requested the addition of an issue on the basis of data which may become available at some future time (KSDO measurement data), the request must be denied. For the foregoing reasons, the Board can find no merit in petitioners' request at this juncture.

14. Requested Issues Against Topanga: In its application Topanga-Malibu Broadcasting Co. has specified Topanga as its principal community. Regional requests enlargement of the issues to determine: (1) Whether Topanga is a "particular city, town, political subdivision or community" within the meaning of § 73.30(a) of the rules and for purposes of section 307(b) of the Act and § 73.28(d)(3) of the rules; (2) if it is not deemed a "community", whether the Topanga proposal would violate the 10

percent rule and if so whether circumstances exist which warrant a waiver of § 73.28(d)(3) of the rules; and (3) if Topanga is found to be a "community", whether it "would suffer interference to such an extent that its service would be reduced to an unsatisfactory degree" in violation of § 73.24(b) of the rules and if so whether circumstances exist which warrant a waiver thereof. To support its request Regional makes the following allegations: the 1960 Census does not list "Topanga", "Malibu", or "Topanga-Malibu" as a community; the Topanga applicant has inadequately defined the "Topanga Community" as the area served by the Topanga Post Office; and the only indication of Topanga's population is a statement by the Postmaster at the Topanga Post Office that the population is approximately 4,000 persons. Regional further asserts that by virtue of interference received the Topanga proposal would not serve 86.6 percent of the population within its normally-protected contour; it would not serve any white or gray area; and the proposal is violative of § 73.24(b) of the rules, which is a basic, not a comparative, consideration. The Broadcast Bureau states that Regional has presented no facts which were not before the Commission at the time of designation pertaining to § 73.30(a) or § 73.28(d)(3). The Bureau does, however, support the addition of a § 73.24(b) issue.

15. Topanga opposes each of the three requested issues.¹³ With respect to the existence of the "Topanga Community" the applicant asserts that Regional's request is deficient in that it does not allege that the location or population claimed as that of "Topanga" is an integral part of or more logically associated with some other location; it has had a second-class post office of its own since 1908; and it possesses many of the attributes normally associated with communities, e.g., a Chamber of Commerce, 5 churches, 7 real estate concerns, 2 weekly newspapers, and 12 civic associations. As to the requested 10 percent Rule issue Topanga states that 97 percent of the Topanga community is wholly outside the Los Angeles-Long Beach Urbanized Area; its 500 watt proposal will not provide primary service to either Los Angeles or Pasadena; Topanga's proposal would serve less than 16 percent of the Los Angeles urbanized area daytime and less than 2 percent nighttime; service would be directed toward the "underserved area northwest of Los Angeles"; and the coverage factors relied upon by the Board in Northern Indiana Broadcasters, Inc., supra, are not present in Topanga's proposal. Opposition to a § 73.24(b) is-

¹² Orange has filed an additional pleading in response to Topanga's opposition alleging that by virtue of facts alleged therein Orange will be "seriously aggrieved." Under § 1.45 Orange's pleading is unauthorized in the absence of a request by the Board or a request granted by the Board. Those portions of Topanga's opposition pleading which refer to Orange are not germane and will be disregarded. Accordingly, the Board will strike Orange's comments as unauthorized and Regional's opposition thereto will be dismissed as moot.

sue is predicated on the following: the Commission considered a petition filed by Western raising the same question concerning Topanga's compliance with § 73.24(b) and did not designate such an issue; and problems underlying alleged inefficiency in the use of a frequency are part of the over-all section 307(b) determination and the Commission has said that they would be so considered (citing Kent-Ravenna Broadcasting Co., FCC 61-1350, 22 RR 605).

16. Regional contends that Topanga's opposition claims have not been submitted under oath, as required by § 1.229 of the rules. Petitioner also presents an affidavit by Stanley L. Hahn, a California attorney, stating that Topanga relies upon Los Angeles County for police protection and "other public services" and is a part of the Los Angeles Unified School District. With respect to the requested 10 percent Rule issue, the petitioner argues that if Topanga is not a community for purposes of § 73.30(a), then the Topanga applicant cannot claim the first local transmission service exception to the 10 percent Rule. Finally, Regional asserts that in Burlington Broadcasting Co., 34 FCC 1135, 25 R.R. 633, reconsideration denied 35 FCC 456, 1 R.R. 2d 297 (1963), a comparative 307(b) case, the Commission recognized that § 73.24(b) is a matter of basic rather than comparative qualification.

Before turning to the 307(b) and standard comparative issues, one further question of basic qualification remains. . . . (whether), by virtue of the extreme nighttime interference to be suffered by these proposals [the applicants], would satisfy the requirements of section 3.24(b) [now 73.24(b)] of the rules.

17. The fact that a station location is an unincorporated place and is not listed by the Census Bureau does not require specification of an issue as to compliance with § 73.30(a) of the Rules. Topanga has met even the rigid test the Commission applied in Five Cities Broadcasting Co., Inc., 35 FCC 501, 1 R.R. 2d 279 (1963), as to whether the population grouping or land area claimed for the specified community is more logically associated with another location, which the Commission abandoned in Seven Locks Broadcasting Co., 37 FCC 82, 3 R.R. 2d 177 (1964). In the absence of allegations sustaining at least the Five Cities test the Board will not add a § 73.30(a) issue.

18. Regional's request for "separate community" and 10 percent Rule issues is premised on the assertion that if Topanga is not a community for § 73.30(a) purposes, the Topanga applicant could not claim the benefit of the first local transmission exception of the 10 percent Rule. In view of our denial of the requested § 73.30(a) issue and in the absence of any pertinent allegations the request for "separate community" and 10 percent Rule issues will also be denied.

19. Under existing Commission policy a proposal which comes within an exception to the 10 percent Rule (providing a first nighttime transmission service) may, under certain circumstances,

¹³ Among other things, California Regional locates the KSDO contour closer to the seacoast (and to KSDO) than does Pacific, and California Regional's 25 mv/m contour is located closer to the seacoast than is Pacific's 25 mv/m contour.

still be evaluated in light of § 73.24(b).¹⁴ By virtue of received interference the Topanga applicant would not serve 86.6 percent of the population within its normally protected contour. An applicant who must rely upon an exception to the 10 percent Rule "may be granted only if the populations affected by the received interference are not so large that his service would be 'reduced to an unsatisfactory degree.'" *Stratford Broadcasting Corp. (WWNH)*, 34 FCC 142, 24 RR 835 (1963). On the basis of the facts presented by the parties an issue to determine whether Topanga's proposal would comply with § 73.24(b) of the rules will be added.¹⁵ See *Trans America Broadcasting Corp.*, 37 FCC 183, 2 RR 2d 1053 (1964); *1360 Broadcasting Co., Inc.*, 36 FCC 1478, 2 RR 2d 824 (1964); *North Atlanta Broadcasting Co.*, 36 FCC 1513, 2 RR 2d 769 (1964).

20. Legal Qualifications Issue: Regional's request for this issue is based on the contention that on the basis of the information on file it is not possible to ascertain whether holders of 1 percent or more of Storer's stock meet the Commission's legal requirements with respect to: citizenship; anti-trust proceedings; outstanding judgments; and the extent of other broadcast interests. In the absence of such information, Regional asserts, it cannot be concluded that Storer is legally qualified to be a licensee of the Commission. Petitioner reports that information on file indicates that approximately 50 percent of Storer's stock is held by persons owning less than 1 percent of the outstanding stock and no evidence as to their citizenship has been offered; that the beneficial owners of 2.88 percent (63,126 shares) of Storer's stock have not been revealed and the legal title to these shares resides in three "street names" (brokerage houses); that 8.14 percent of Storer's stock is legally held by four other "street names" for the benefit of four mutual funds; and that there has been no information filed relating to ownership of other broadcast stock by these mutual funds.

21. Storer's opposition is predicated upon the following: Storer has consistently submitted fully detailed ownership reports as called for by the Commission's Rules; FCC Form 323 does not require disclosure of information concerning stockholders owning less than 1 percent, even where they collectively own approximately 50 percent; and its transfer agent, National Bank of Detroit, has submitted an affidavit showing that by actual count all holders of Storer Class B common stock are United States citizens and that only 0.6 percent (7,630 shares)

of Storer's common stock is held by non-citizens.

22. Regional in its reply pleading asserts that Storer has not satisfactorily answered questions pertaining to the percent of alien ownership because, in addition to the 7,630 shares owned by aliens, the beneficial ownership of 63,126 shares (2.88 percent) held in "street names" is still undisclosed.

23. Petitioner has not presented allegations sufficient to add a legal qualifications issue. Regional's conclusion that Storer's failure to disclose all beneficial owners of its stock makes it impossible to determine Storer's compliance with section 310(a)(4) of the Communications Act is erroneous. Even assuming that all of the undisclosed beneficial owners are aliens, the percentage of aliens holding Storer stock would represent only 3 percent of Storer's outstanding stock; "this figure is far below the 20 percent permitted by section 310(a)(4). Regional questions the lack of information regarding only shareholders of less than 3 percent; under the rules, Storer is under no obligation to supply information concerning anti-trust proceedings or outstanding judgments as to shareholders of less than 3 percent. The only showing Storer must make concerning persons holding individually less than 1 percent of its stock is that of citizenship; this showing has been satisfactorily made. However, as to persons legally or beneficially holding in excess of 1 percent and less than 3 percent of its stock, Storer must supply names and addresses and proof of citizenship, and disclose all other broadcast interests of such persons in excess of 1 percent. The last of these requirements will be discussed in paragraph 25, *infra*. Storer has failed to submit the names and addresses of the beneficial owners of stock held by three "nominees". Accordingly, the Board will add an issue to ascertain the identity of the beneficial owners of Storer stock held by three "nominees", Invesco and Co., Incfund and Co., and Goldman and Sachs and Co.

24. Multiple Ownership Issue: Regional's request for this issue is based on a two-fold argument: first, under the facts alleged in paragraph 20, *supra*, we cannot determine whether the mutual funds, each holding in excess of 1 percent of Storer's outstanding stock, hold stock in any other broadcast facilities, thus, whether Storer complies with § 73.35(b) of the Commission's rules; second, petitioner argues that Storer is presently the licensee of seven standard broadcast stations and that four of these stations, including the Los Angeles station, are 50 kilowatt stations. Regional contends that a grant of Storer's application in the instant proceeding in which Storer seeks to change its Los Angeles station to 1110

kc in Pasadena, would "tend to solidify its concentration of control of the limited number of major market 50 kw full-time facilities" in violation of § 73.35(b). Moreover, the petitioner suggests that the Review Board explore the advisability of extending the Commission's "top fifty" VHF television policy to 50 kw standard broadcast proceedings, in view of their economic equivalence. The Bureau supports petitioner's request. Storer did not direct its opposition to the above arguments, but discussed one particular "street name" which has divested itself of Storer stock in excess of 1 percent.

25. The failure of Storer to submit information relating to other broadcast interests in excess of 1 percent held by or for various mutual funds, bank "nominees" and "street names" holding in excess of 1 percent of Storer stock requires the addition of an issue to determine whether Storer complies with § 73.35(b). See *TVue Associates, Inc.*, FCC 64R-89, 2 R.R. 2d 1. However, the fact that Storer is presently the licensee of seven standard broadcast stations does not result in a violation of § 73.35(b) since a grant in this proceeding would not increase Storer's total number of stations. In Public Notice No. 60894, FCC 64-1171, released December 18, 1964, the Commission stated that the "top fifty" concept is an interim policy for VHF "pending the formulation of more comprehensive proposals" concerning the entire problem of concentration of control. Therefore, petitioner's suggestion that the Board extend this interim VHF policy to 50 kw standard broadcast stations is inappropriate. However, Storer's other broadcast interests can be considered under the standard comparative issue, as they relate to the factor of diversification of media of mass communication.

26. Needs of Los Angeles v. Pasadena: The third issue Regional requests against Storer is:

To determine the comparative needs for broadcast service of the areas now served by Station KGBS, including the City of Los Angeles, Calif., and the areas to be served by Station KGBS operating as proposed, including Pasadena, Calif., and, in view thereof, whether a grant of the KGBS application would be in accordance with Section 307(b) of the Communications Act of 1934, as amended.

In support thereof Regional asserts that such an issue was included by the Commission with respect to KFOX, Inc. (KFOX), sought to move from Long Beach to Pasadena and Storer's proposal to move KGBS from Los Angeles to Pasadena should be similarly explored. The exploration, petitioner argues, is particularly relevant because if an application other than Storer's is granted Los Angeles "need not be denied any local service". Storer does not oppose the addition of this issue, but the Bureau argues that it is unnecessary as these considerations are already encompassed within the section 307(b) issue.

27. Storer's situation is quite different from that of KFOX, which proposed to

¹⁴ Rule 73.24(b) authorizes assignment of a new standard broadcast station only if "the proposed station will not suffer interference to such an extent that its service would be reduced to an unsatisfactory degree."

¹⁵ Topanga's contention that the Commission refused substantially the same request in the designation order, *supra*, in response to a petition for reconsideration filed on Sept. 8, 1964, by Western Broadcasting Corp. is erroneous. The Commission in dismissing Western's petition did not reach this question.

¹⁶ Assuming all of the undisclosed holders of Storer's stock are aliens, a total of 70,756 shares would be alien-owned (63,126 shares held by undisclosed holders plus 7,630 shares held by known aliens). Of the 2,512,400 shares of Storer stock issued, 2,035,200 are outstanding. If all 70,756 shares are held by aliens the percentage of Storer stock held by aliens would equal approximately 3 percent.

¹⁷ KFOX's application has been dismissed by the Hearing Examiner's order, FCC 65M-596, released May 12, 1965.

leave Long Beach if its application for 1110 kc were approved. While the Commission designated an issue similar to the one requested here against the KFOX application, grant of that application would have deprived Long Beach of one of its two services; grant of the Storer application, on the other hand, would deprive the city of Los Angeles of one of 12 standard broadcast transmission services. Accordingly, the Commission's action in designating such an issue against KFOX was entirely consistent with its determination not to include such an issue as to Storer's proposal and will not now be disturbed by the addition of the requested issue.

Accordingly, it is ordered, This 21st day of May 1965, That the petition to enlarge issues, filed on January 22, 1965, by California Regional Broadcasting Corp. is granted to the extent indicated below and is denied in all other respects; and that the issues in this proceeding are enlarged by addition of the following:

To determine, in light of the nature of the communities specified, whether Fullerton and/or Whittier, Calif., are "separate communities" for purposes of applying § 73.28 (d) (3) of the Commission's rules;

To determine, in light of the evidence adduced pursuant to the foregoing issue and the coverage characteristics of each proposal, economic base of operation, programming and other relevant factors, whether the proposals of Orange Radio, Inc., and/or Pacific Fine Music, Inc., are realistically proposals to serve Fullerton and Whittier, Calif., respectively.

To determine, in the event it is determined pursuant to the foregoing issue that the proposal of Orange Radio, Inc., or the proposal of Pacific Fine Music, Inc., should be treated as an application for a community already having a first local transmission service, whether the interference which would be received by such proposal would affect more than ten percent of the population within its normally protected primary service area in contravention of § 73.28 (d) (3) of the Commission's rules, and if so, whether circumstances exist which would warrant a waiver thereof;

To determine whether, because of interference received, the proposal of Topanga-Malibu Broadcasting Co. would be consistent with the requirements of § 73.24 (b) of the Commission's rules;

To determine the names and addresses of the legal and/or beneficial holders in excess of 1 percent and less than 3 percent of the stock of Storer Broadcasting Co., as required by Form 323;

To determine whether a grant of the application of Storer Broadcasting Co. would be consistent with the provisions of § 73.35 (b) of the Commission's rules;

And it is further ordered, That the petition to enlarge issues, filed on January 22, 1965, by Storer Broadcasting Co., is granted to the extent indicated below, and is denied in all other respects; and that Issue No. 13 herein is modified to be made applicable to the application of Pacific Fine Music, Inc., by the addition of the following notations to that issue:

File No.	Applicant
BP-16161	Pacific Fine Music, Inc.

And it is further ordered, That the request for leave to file comments and comments in response to Topanga-Malibu Broadcasting Co.'s opposition to petition to enlarge issues, filed on March 1, 1965, by Orange Radio, Inc., is stricken and the

pleadings related thereto are dismissed as moot.

Released: May 24, 1965.

FEDERAL COMMUNICATIONS COMMISSION,¹⁸

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-5781; Filed, June 2, 1965; 8:48 a.m.]

FEDERAL MARITIME COMMISSION

FARRELL LINES, INC., AND BLACK STAR LINE, LTD.

Notice of Agreements Filed for Approval

Notice is hereby given that the following agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of Agreement Filed for Approval by:

Mr. J. Gerald Shea, Farrell Lines, Inc., One Whitehall Street, New York, N.Y., 10004.

Agreement 9458, between Farrell Lines, Inc., and Black Star Line, Ltd., cancels approved Agreement 9318 and reinstitutes a through billing arrangement in the trade between Harbel, Buchanan, Sinoe and Cape Palmas, Liberia and U.S. Great Lakes ports, with transshipment at Monrovia, Liberia, under terms and conditions set forth in the agreement.

Dated: May 27, 1965.

By order of the Federal Maritime Commission.

THOMAS LIST,
Secretary.

[F.R. Doc. 65-5759; Filed, June 2, 1965; 8:47 a.m.]

FARRELL LINES, INC., AND ZIM ISRAEL NAVIGATION CO., LTD.

Notice of Agreements Filed for Approval

Notice is hereby given that the following agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

¹⁸ Board Member Nelson absent.

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of Agreement Filed for Approval by:

Mr. J. Gerald Shea, Farrell Lines, Inc., One Whitehall Street, New York, N.Y., 10004.

Agreement 9459, between Farrell Lines, Inc., and Zim Israel Navigation Co., Ltd., Haifa, cancels approved Agreement 9317 and reinstitutes a through billing arrangement in the trade between Harbel, Buchanan, Sinoe and Cape Palmas, Liberia and U.S. Great Lakes ports, with transshipment at Monrovia, Liberia, under terms and conditions set forth in the agreement.

Dated: May 27, 1965.

By order of the Federal Maritime Commission.

THOMAS LIST,
Secretary.

[F.R. Doc. 65-5760; Filed, June 2, 1965; 8:47 a.m.]

FARRELL LINES, INC., AND BLACK STAR LINE, LTD.

Notice of Agreements Filed for Approval

Notice is hereby given that the following agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of Agreement Filed for Approval by:

Mr. J. Gerald Shea, Farrell Lines, Inc., One Whitehall Street, New York, N.Y., 10004.

Agreement 9460, between Farrell Lines, Inc., and Black Star Line, Ltd., cancels

approved Agreement 8867 and reinstitutes a through billing arrangement in the trade between Harbel, Buchanan, Sinoe and Cape Palmas, Liberia and U.S. Atlantic and Gulf ports, with transshipment at Monrovia, Liberia, under terms and conditions set forth in the agreement.

Dated: May 27, 1965.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[P.R. Doc. 65-5761; Filed, June 2, 1965;
8:47 a.m.]

NIPPON YUSEN KAISHA AND UNION OF BURMA FIVE STAR LINE CORP.

Notice of Agreements Filed for Approval

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

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of Agreement Filed for Approval by:

Mr. Charles F. Warren, Graham James & Rolph, 1725 DeSales Street NW., Washington, D.C., 20036.

Agreement 9455, between Nippon Yusen Kaisha (NYK) and Union of Burma Five Star Line Corp., establishes a through billing arrangement in the trade from U.S. ports of call of NYK to Burma with transshipment at Yokohama, Kobe, or Osaka, Japan, in accordance with terms and conditions set forth in the agreement.

Dated: May 27, 1965.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[P.R. Doc. 65-5762; Filed, June 2, 1965;
8:47 a.m.]

REDERIAKTIEBOLAGET DISA ET AL.

Notice of Agreements Filed for Approval

Notice is hereby given that the following agreements have been filed with the

Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of Agreement Filed for Approval by:

Mr. Edwin Longcope, Hill, Betts, Yamaoka Freehill & Longcope, 26 Broadway, New York, N.Y., 10004.

Agreement 7592-4, between Rederiaktiebolaget Disa; Rederiaktiebolaget Poseidon; and Jade Co., Inc., amends the basic agreement, as modified to add the Jade Co., Inc., as a participant in the "Brodin Line" joint service, under terms and conditions set forth in the agreement.

Dated: May 27, 1965.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[P.R. Doc. 65-5763; Filed, June 2, 1965;
8:47 a.m.]

FARRELL LINES, INC., AND COMPAGNIE MARITIME DES CHARGEURS REUNIS

Notice of Agreements Filed for Approval

Notice is hereby given that the following agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of Agreement Filed for Approval by:

Mr. J. Gerald Shea, Farrell Lines, Inc., One Whitehall Street, New York, N.Y., 10004.

Agreement 9457, between Farrell Lines, Inc., and Compagnie Maritime Des Chargeurs Reunis, cancels approved Agreement 8462 and reinstitutes a through billing arrangement in the trade between Harbel, Buchanan, Sinoe and Cape Palmas, Liberia and U.S. Atlantic ports with transshipment at Monrovia, Liberia, under terms and conditions set forth in the agreement.

Dated: May 28, 1965.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[P.R. Doc. 65-5791; Filed June 2, 1965;
8:49 a.m.]

FARRELL LINES, INC., AND ZIM ISRAEL NAVIGATION CO., LTD.

Notice of Agreements Filed for Approval

Notice is hereby given that the following agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of Agreement Filed for Approval by:

Mr. J. Gerald Shea, Farrell Lines, Inc., One Whitehall Street, New York, N.Y., 10004.

Agreement 9456, between Farrell Lines, Inc., and Zim Israel Navigation Co., Ltd., Haifa, cancels approved Agreement 8448 and reinstitutes a through billing arrangement in the trade between Harbel, Buchanan, Sinoe and Cape Palmas, Liberia and U.S. Atlantic and Gulf ports, with transshipment at Monrovia, Liberia, under terms and conditions set forth in the agreement.

Dated: May 28, 1965.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[P.R. Doc. 65-5792; Filed, June 2, 1965;
8:49 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-7954, etc.]

KEWANEE OIL CO. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates¹

MAY 25, 1965.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service heretofore authorized as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before June 17, 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 all applications in which no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given: *Provided, however*, That pursuant to § 2.56, Part 2, Statement of General Policy and Interpretations, Chapter I of Title 18 of the Code of Federal Regulations, as amended, all permanent certificates of public convenience and necessity granting applications, filed after April 15, 1965, without further notice, will contain a condition precluding any filing of an increased rate at a price in excess of that designated for the particular area of production for the period prescribed therein unless at the time of filing such certificate application, or within the time fixed herein for the filing of protests or petitions to intervene the Applicant indicates in writing that it is unwilling to accept such a condition. In the event Applicant is unwilling to accept such condition the application will be set for formal hearing.

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

JOSEPH H. GUTRIDE,
Secretary.

¹ This notice does not provide for consolidation for hearing of the several matters covered herein, nor should it be so construed.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
G-7954 E 5-10-65	Kewanee Oil Co. (successor to McCall Drilling Co., Inc.), Post Office Box 2239, Tulsa, Okla., 74101.	Carnegie Natural Gas Co., Clay District, Ritchie County, W. Va.	20.0	15.325
G-7955 E 5-10-65	Kewanee Oil Co. (successor to McCall Drilling Co., Inc.).	Carnegie Natural Gas Co., Glenville District, Gilmer County, W. Va.	20.0	15.325
G-7956 E 5-10-65	do.	Carnegie Natural Gas Co., DeKalb District, Gilmer County, W. Va.	20.0	15.325
G-7958 E 5-10-65	do.	Cumberland and Allegheny Gas Co., Hackers Creek District, Lewis County, W. Va.	20.0	15.325
G-7959 E 5-10-65	do.	do.	20.0	15.325
G-7960 E 5-10-65	do.	Equitable Gas Co., Freemans Creek and Troy Districts, Lewis and Gilmer Counties, W. Va.	20.0	15.325
G-7961 E 5-10-65	do.	Equitable Gas Co., Freemans Creek and Glenville Districts, Lewis and Gilmer Counties, W. Va.	20.0	15.325
G-7962 E 5-10-65	do.	Equitable Gas Co., Union District, Ritchie County, W. Va.	20.0	15.325
G-7963 E 5-10-65	do.	Equitable Gas Co., Troy and Freemans Creek Districts, Gilmer and Lewis Counties, W. Va.	20.0	15.325
G-7964 E 5-10-65	do.	Equitable Gas Co., Freemans Creek District, Lewis County, W. Va.	20.0	15.325
G-7965 E 5-10-65	do.	Equitable Gas Co., Freemans Creek and Troy Districts, Lewis and Gilmer Counties, W. Va.	20.0	15.325
G-7968 E 5-10-65	do.	Equitable Gas Co., DeKalb District, Gilmer County, W. Va.	20.0	15.325
G-7969 E 5-10-65	do.	Equitable Gas Co., Skin Creek District, Lewis County, W. Va.	20.0	15.325
G-7971 E 5-10-65	do.	Consolidated Gas Supply Corp., Center District, Gilmer County, W. Va.	20.0	15.325
G-7972 E 5-10-65	do.	do.	20.0	15.325
G-7973 E 5-10-65	do.	do.	20.0	15.325
G-7975 E 5-10-65	do.	Consolidated Gas Supply Corp., DeKalb District, Gilmer County, W. Va.	20.0	15.325
G-7977 E 5-10-65	do.	Consolidated Gas Supply Corp., Glenville District, Gilmer County, W. Va.	20.0	15.325
G-7979 E 5-10-65	do.	do.	20.0	15.325
G-7980 E 5-10-65	do.	Consolidated Gas Supply Corp., Sherman District, Calhoun County, W. Va.	20.0	15.325
G-7981 E 5-10-65	do.	do.	20.0	15.325
G-7982 E 5-10-65	do.	Consolidated Gas Supply Corp., Union District, Ritchie County, W. Va.	20.0	15.325
G-7983 E 5-10-65	do.	do.	20.0	15.325
G-7984 E 5-10-65	do.	Consolidated Gas Supply Corp., Center District, Gilmer County, W. Va.	20.0	15.325
G-7985 E 5-10-65	do.	Consolidated Gas Supply Corp., Elk District, Barbour County, W. Va.	20.0	15.325
G-7986 E 5-10-65	do.	do.	20.0	15.325
G-7987 E 5-10-65	do.	Consolidated Gas Supply Corp., Union District, Barbour County, W. Va.	20.0	15.325
G-7991 E 5-10-65	do.	Consolidated Gas Supply Corp., Sherman District, Calhoun County, W. Va.	20.0	15.325
G-7992 E 5-10-65	do.	do.	20.0	15.325
G-7993 E 5-10-65	do.	The Manufacturers Light and Heat Co. Aleppo Township, Greene County, Pa.	21.5	15.325
G-7994 E 5-10-65	do.	Pennzoil Co., Troy District, Gilmer County, W. Va.	12.0	15.325
G-7995 E 5-10-65	do.	Pennzoil Co., DeKalb District, Gilmer County, W. Va.	12.0	15.325
G-8009 E 5-10-65	do.	Consolidated Gas Supply Corp., Murphy District, Ritchie County, W. Va.	20.0	15.325
G-8396 D 5-19-65 ¹	Skelly Oil Co., Post Office Box 1650, Tulsa, Okla., 74112 (partial abandonment).	El Paso Natural Gas Co., Jicarilla "C" Lease, Rio Arriba County, N. Mex.	Declined in pressure.	-----
G-10805 E 5-17-65	South States Oil & Gas Co. (successor to F. O. Penn, et al.), 946 Milam Bldg., San Antonio, Tex., 78205.	Tennessee Gas Transmission Co., North Ross (2400') Field, Starr County, Tex.	\$15.26347	14.65
G-11256 E 5-10-65	Kewanee Oil Co. (successor to McCall Drilling Co., Inc.).	Consolidated Gas Supply Corp., Murphy District, Ritchie County, W. Va.	20.0	15.325
G-14004 C 5-19-65 ¹	Humble Oil & Refining Co. (agent for Robert Mosbacher, et al.), Post Office Box 2180, Houston, Tex., 77001.	Transcontinental Gas Pipe Line Corp., Rousseau Field, La-Fourche Parish, La.	20.625	15.025

Filing Code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.

See footnotes at end of table.

NOTICES

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base	Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
C 5-10-45	Kewanee Oil Co. (successor to McCall Drilling Co., Inc.), 1450 Tulsa, Okla., 74112.	Equitable Gas Co., Freeman Creek District, Lewis County, W. Va.	25.0	13.325	C 5-11-45	Tres Oil Co., et al., Continental National Bank Bldg., Fort Worth, Tex., 76102.	El Paso Natural Gas Co., Eumont Field, Lea County, N. Mex.	(9)	14.65
C 5-10-45	Shelly Oil Co., Post Office Box 1450, Tulsa, Okla., 74112.	El Paso Natural Gas Co., Fiorilla "C" Lease, Rio Arriba County, N. Mex.	12.0465	15.025	C 5-11-45	John L. West, et al., Frank Kinnel, Esq., Post Office Box 6027, San Antonio, Tex., 78209.	Almos Gas Gathering Co., Linka Field, Bee County, Tex.	12.0	14.65
C 5-10-45	Kewanee Oil Co. (successor to McCall Drilling Co., Inc.), do.	Equitable Gas Co., Freeman Creek District, Lewis County, W. Va.	25.0	15.325	C 5-11-45	Continental Oil Co., Post Office Box 2167, Houston, Tex., 77001.	Montana-Dakota Utilities Co., Alkal Creek Field, Fremont County, Wyo.	13.384	15.025
C 5-10-45	Ben H. Schnapp (Operator), et al., 412 San Jacinto Bldg., Houston, Tex., 77002.	Tennessee Gas Transmission Co., Pettus Field, Chambers County, Tex.	(9)	15.325	C 5-11-45	Asst. E. Stewart, Post Office Box 1157, Sagrepp, La.	United Fuel Gas Co., Lamar Field, Franklin Parish, La.	(9)	
C 5-10-45	Magnet Cove Barium Corp. (successor to Yarrow Oil Co., Inc.), et al., B. H. Koyes, agent, Box 827, Artes, N. Mex.	El Paso Natural Gas Co., acreage in San Juan County, N. Mex.	12.0	15.025	C 5-11-45	Blanco Oil Co. (Operator), et al., Post Office Box 261, San Antonio, Tex., 78201.	Tennessee Gas Transmission Co., Seven Stars Field, Darral County, Tex.	(9)	
C 5-10-45	Shelly Oil Co. (Operator), et al., 50 West 50th St., New York, N. Y., 10019.	Midland Wisconsin Pipe Line Co., Woodward Area, Woodward County, Okla.	17.0	14.65	C 5-11-45	Grady, Inc., Post Office Box 98, Grady, Tex.	United Fuel Gas Co., Cohala Creek Field, Goliad County, Tex.	Depleted	
C 5-10-45	Kewanee Oil Co. (successor to McCall Drilling Co., Inc.), do.	Transcontinental Gas Pipe Line Corp., Block 129, Vermilion Area, Offshore La.	Assigned	15.325	C 5-11-45	Continental States et al., Sherman S. Co., et al., Attorney, Room 402, Meach, & Foster, 28 1/2th St. NW, Washington, D. C., 20002.	Texas Eastern Transmission Corp., Dallas-Huiey Field, Goliad County, Tex.	13.3733	14.65
C 5-10-45	Don & Miner Co., et al., Robert L. Deussen, Attorney, 1360 National Bank of Commerce Bldg., San Antonio, Tex., 78205.	Transcontinental Gas Pipe Line Corp., Block 130, Vermilion Area, Offshore La.	15.5	15.025	C 5-11-45	Cities Service Oil Co., Cities Service Bldg., Bartlesville, Okla.	Panhandle Eastern Pipe Line Co., Northwest Oklahoma Area, Woods County, Okla.	17.0	14.65
C 5-10-45	Forest Oil Corp., et al., Robert L. Deussen, Attorney, 1360 National Bank of Commerce Bldg., San Antonio, Tex., 78205.	Transcontinental Gas Pipe Line Corp., Block 130, Vermilion Area, Offshore La.	21.4	15.025	C 5-11-45	Anschutz Oil Co., Inc., et al., Thomas M. Burris, Attorney, 901 Denver Club Bldg., Denver, Colo., 80202.	Cities Service Gas Co., Northeast Forest City Field, Barber County, Kans.	14.0	14.65
C 5-10-45	Amadarko Production Co. (successor to Panhandle Development Co., Inc., et al.), Post Office Box 351, Liberal, Kan.	Transcontinental Gas Pipe Line Corp., Block 130, Vermilion Area, Offshore La.	21.4	15.025	C 5-11-45	Miles Kimball Co., 1003 First City National Bank Bldg., Houston, Tex., 77002.	United Gas Pipe Line Co., Monroe Gas Field, Onachita Parish, La.	11.0	15.025
C 5-10-45	Frank A. Schuler, et al., 730 Federal Union Tower, Akard and Pacific Sts., Dallas, Tex., 75201.	Panhandle Eastern Pipe Line Co., Greenough Pool, Beaver County, Okla.	17.0	14.65	C 5-11-45	Macdonald Oil Corp., 3333 Republic National Bank Bldg., Dallas, Tex., 75201.	Northern Natural Gas Co., acreage in Crockett County, Tex.	15.0	14.65
C 5-10-45	George B. Brown (Operator), et al., et al., J. L. Blanche, Attorney, 1301 San Jacinto Bldg., Houston, Tex., 77002.	El Paso Natural Gas Co., Basin Dakota Pool, San Juan County, N. Mex.	13.0	15.025	C 5-11-45	Anschutz Oil Co., Inc., et al., Thomas M. Burris, Attorney, 901 Denver Club Bldg., Denver, Colo., 80202.	Kansas-Nebraska Natural Gas Co., Inc., Dixie Field Extension, Morgan County, Colo.	Depleted	
C 5-10-45	Shelly Oil Co., Post Office Box 1450, Tulsa, Okla., 74112.	Transcontinental Gas Pipe Line Corp., Live Oak Field, Vermilion Parish, La.	Assigned	15.025	C 5-11-45	Arkos Oil & Gas Co., Inc., et al., Keys, Russell, Watson, and Seaman, Driscoll Bldg., Corpus Christi, Tex.	Banquette Gas Co., a Division of Crescent Oil & Gas Co., Spartan and Odem Field Area, San Patricio County, Tex.	2.0	14.65
C 5-10-45	Shelly Oil Co., 50 West 50th St., New York, N. Y., 10019.	Arianas Louisiana Gas Co., Chelone Field, Onachita Parish, La.	18.33	15.025	C 5-11-45	Geochemical Surveys, et al., Post Office Box 6308, Dallas, Tex., 75203.	Arkansas Louisiana Gas Co., Bismarck Field, Bienville and Webster Parishes, La.	13.4333	15.025
C 5-10-45	Kewanee Oil Co. (successor to McCall Drilling Co., Inc.), do.	Consolidated Gas Supply Corp., De Kalb District, Gilmer County, W. Va.	25.0	15.325	C 5-11-45	Pan American Petroleum Corp., Post Office Box 891, Tulsa, Okla., 74102.	Panhandle Eastern Pipe Line Co., NW, Mendota and Parsell Areas, Hemphill and Roberts Counties, Tex.	18.7	14.65
C 5-10-45	Shelly Oil Co., Post Office Box 1450, Tulsa, Okla., 74112.	Kansas-Nebraska Natural Gas Co., Inc., Lyman Hook Lease, Hamilton County, Kans.	12.5	14.65	C 5-11-45	Amerasia Petroleum Corp., Post Office Box 2040, Tulsa, Okla., 74102.	Boca Gas Gathering System, Inc., Greenwood and Mulvey Fields, Baca County, Colo.	12.0	14.65
C 5-10-45	Shelly Oil Co., 50 West 50th St., New York, N. Y., 10019.	Northern Natural Gas Co., Needbail Unit, Beaver County, Okla.	17.0	14.65	C 5-11-45	An-Son Corp., 3814 North Santa Fe, Oklahoma City, Okla., 73118.	Cities Service Gas Co., Lovelock Field, Harper County, Okla.	17.0	14.65
C 5-10-45	Kewanee Oil Co. (successor to McCall Drilling Co., Inc.), do.	Consolidated Gas Supply Corp., Skin Creek District, Lewis County, W. Va.	25.0	15.325	C 5-11-45	Grubbs-Michaels Drilling Co., Graham Bldg., 211 North Broadway, Wichita, Kans., 67202.	Northern Natural Gas Co., Southeast Hooker Field, Texas County, Okla.	17.0	14.65
C 5-10-45	Shelly Oil Co., Post Office Box 1450, Tulsa, Okla., 74112.	Equitable Gas Co., Glenville District, Glaucon County, W. Va.	25.0	15.325	C 5-11-45	Humble Oil & Refining Co., Post Office Box 2150, Houston, Tex., 77001.	Northern Natural Gas Co., Onuma Field, Crockett County, Tex.	15.0	14.65
C 5-10-45	Shelly Oil Co., 50 West 50th St., New York, N. Y., 10019.	Consolidated Gas Supply Corp., Lee District, Calhoun County, W. Va.	25.0	15.325	C 5-11-45	Kroy Industries, Inc., Post Office Box 1743, Houston, Tex., 77001.	Mountain Fuel Supply Co., West Side Canal, Carbon County, Wyo.	15.0	15.025
C 5-10-45	Shelly Oil Co., 50 West 50th St., New York, N. Y., 10019.	Consolidated Gas Supply Corp., Skin Creek, Lewis County, W. Va.	25.0	15.325	C 5-11-45	J. S. Co., et al., (Operator), et al., 1008 Bank of the South Bldg., Houston, Tex., 77002.	Tennessee Gas Transmission Co., El Campo West (Prio 4706) Frio, Wharton County, Tex.	Depleted	
C 5-10-45	Shelly Oil Co., 50 West 50th St., New York, N. Y., 10019.	Consolidated Gas Supply Corp., Skin Creek District, Calhoun County, W. Va.	25.0	15.325	C 5-11-45	Jac F. Smith, Operator, et al., Sherman S. Poland, Attorney, Room 402, Meach, & Foster, 28 1/2th St. NW, Washington, D. C., 20002.	Panhandle Eastern Pipe Line Co., acreage in Beaver County, Okla.	17.0	14.65
C 5-10-45	Shelly Oil Co., 50 West 50th St., New York, N. Y., 10019.	Consolidated Gas Supply Corp., Skin Creek District, Calhoun County, W. Va.	25.0	15.325	C 5-11-45	Frank Kinnel, Esq., Post Office Box 6027, San Antonio, Tex., 78209.	Almos Gas Gathering Co., Linka Field, Bee County, Tex.	10.5	14.65

See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
CI65-1221- A 5-20-65	Franks Petroleum (Operator), et al., 1007 Petroleum Tower, Shreveport, La.	Texas Gas Transmission, Corp., Sugar Creek Field, Claiborne Parish, La.	18.25	15.025

- ¹ Formerly Hope Natural Gas Co.
² Deleted from contract Well No. 26 on subject lease (to be added to contract under Docket No. G-10912, which provides for low-pressure gas), from which well delivery pressure has declined to the extent that well can no longer deliver gas at desired quantity.
³ Rate in effect subject to refund in Docket No. RI62-26.
⁴ Subject to 2.0 cents deduction for compression and dehydration.
⁵ Adds acreage of nonoperating joint owners, Robert Mosbacher, et al.
⁶ Adds to contract Well No. 26 on subject lease, which was previously covered under certificate in Docket No. G-9396.
⁷ Original application in Docket No. CI60-642, filed May 23, 1960, sought certificate of public convenience and necessity. Applicant now proposes to abandon the subject service previously commenced pursuant to temporary authorization. (Presently consolidated in Docket Nos. G-18077, et al.)
⁸ Gas no longer being sold in interstate commerce.
⁹ Applicant states its willingness to accept same conditions as the original certificate issued by Opinion No. 353.
¹⁰ Conditioned rate as provided in order granting permanent certificate (Opinion No. 436).
¹¹ Adds acreage acquired from Dorn & Miller Co., Docket No. CI62-897.
¹² Applicant applied for authorization to sell gas from the additional acreage at a total initial rate of 18.5 cents per Mcf. In its motion filed Feb. 23, 1965, in Docket No. RI65-217 to make the suspended increased rate of 21.4 cents per Mcf effective subject to refund, Applicant states that it intends the increased rate to apply to the subject acreage. The increased rate was made effective subject to refund as of Mar. 1, 1965. Applicant's predecessor in interest had filed an identical increased rate which was suspended.
¹³ Includes 1.33 cents per Mcf tax reimbursement.
¹⁴ Well has ceased producing gas and has been reclassified as an oil well.
¹⁵ Well is no longer capable of producing gas.
¹⁶ Exhaustion of gas reserves.
¹⁷ Includes 1.7 cents price adjustment for estimated heating content of 1,100 B.T.U.

[F.R. Doc. 65-5686; Filed, June 2, 1965; 8:45 a.m.]

[Docket No. RP65-58]

ALABAMA-TENNESSEE NATURAL GAS CO.

Notice of Proposed Changes in Rates and Charges

MAY 27, 1965.

Take notice that on May 21, 1965, Alabama-Tennessee Natural Gas Co., pursuant to § 1.18(e) of the Commission's rules of practice and procedure, tendered a proposal to reduce its rates and charges set out in its presently effective tariff. The proposal would reduce Alabama-Tennessee's jurisdictional rates by 0.95 cent per Mcf, or approximately \$107,000 annually based upon estimated volumes for the test year 1964. Such reduction would be made effective as of the first of the month in which the proposal is accepted and approved by the Commission. The reduction would be made applicable to Alabama-Tennessee's commodity charge.

Copies of the proposal have been served by Alabama-Tennessee on its customers. Comments may be filed with the Commission on or before June 15, 1965.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-5749; Filed, June 2, 1965; 8:46 a.m.]

[Docket No. RP64-9 etc.]

CITIES SERVICE GAS CO. ET AL.

Notice of Further Extension of Time

MAY 25, 1965.

In the matter of Cities Service Gas Co., Docket No. RP64-9, Columbian Fuel Corp., RI61-319, RI61-518, RI62-49, Cities Service Oil Co., RI63-485, RI65-269.

Upon consideration of the motion filed by Staff Counsel on May 19, 1965, for an extension of time within which to file its

No. 106—4

direct testimony and exhibits in the above-designated matter;

Notice is hereby given that the time is further extended to and including June 18, 1965, within which Staff Counsel shall serve its testimony and exhibits on all parties; and to and including July 2, 1965 within which intervenors proposing to present evidence on the affiliated purchased gas cost issue shall serve their testimony and exhibits upon all parties.

Further, notice is hereby given that the prehearing conference presently scheduled to commence on June 15, 1965, is postponed to July 13, 1965, at 10 a.m. in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C.

By direction of the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-5750; Filed, June 2, 1965; 8:46 a.m.]

[Project No. 2521]

CITY OF PETERSBURG, ALASKA

Notice of Application for Preliminary Permit for Proposed Project

MAY 25, 1965.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by the City of Petersburg, Alaska (correspondence to: City of Petersburg, Alaska, Attention: Mr. K. L. Dotts, City Manager; also Stearns-Roger Corp., 660 Bannock Street, Denver, Colo.), for a preliminary permit for proposed Project No. 2521 to be known as Thomas Bay Project, to be located in Swan Lake-Falls Lake drainage basin, in the First Judicial Division, about 16 miles northeast of Petersburg, Alaska, and affecting lands of the United States within the Tongass National Forest.

As described in the application, the proposed Thomas Bay Project would be constructed in four stages as follows: Stage I—(1) water flow control structures at the outlets of Swan Lake and Falls Lake; (2) power water conduit from Falls Lake to slope above Thomas Bay; (3) penstock to powerhouse at tide-water on Thomas Bay; (4) powerhouse structure housing initial stage equipment comprised of: (5) Two 5,000 kw generating units; (6) transmission line, sized for ultimate project capacity, from the plant to Petersburg; and (7) appurtenances. Stage II—(1) a dam at the outlet works of Swan Lake, increasing that reservoir to its ultimate capacity; (2) another penstock from the conduit to the powerhouse on Thomas Bay; (3) additional powerhouse structure for States II and III units; (4) one 10,000 kw unit; and (5) appurtenances. Stage III—(1) another penstock from the conduit to the powerhouse; (2) one 10,000 kw unit; and (3) appurtenances. Stage IV—Power development of about 280 feet of head between Swan Lake and Falls Lake (justification to be resolved in remote future) by means of: (1) The completion of regulatory facilities at Swan Lake; (2) an intake and power tunnel to (3) a powerhouse on Falls Lake housing (4) a ultimate installation of about 8,000 kw; and (5) appurtenances.

Power generated by the proposed project would be used in the City of Petersburg's present municipal distribution system and to meet the needs of an anticipated growth of new timber industries.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is July 14, 1965. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-5751; Filed, June 2, 1965; 8:46 a.m.]

[Docket No. CP65-372]

CUMBERLAND AND ALLEGHENY GAS CO.

Notice of Application

MAY 27, 1965.

Take notice that on May 24, 1965, Cumberland and Allegheny Gas Co. (Applicant), 800 Union Trust Building, Pittsburgh, Pa., 15219, filed in Docket No. CP65-372 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of approximately 0.98 mile of 8-inch gas transmission pipeline and necessary regulating and measuring facilities for the sale and delivery of natural gas for industrial service to West Virginia Pulp and Paper Co. (West Virginia Pulp), as more fully set forth in the application on file with the Commission and open to public inspection.

The proposed service to West Virginia Pulp is to be rendered in the Community of Beryl, Piedmont District, Mineral County, W. Va. The application states that the requirements of West Virginia Pulp are estimated to be 1,353,000 Mcf during 1969 and 3,500 Mcf on the maximum day of the 1968-69 winter. West Virginia Pulp has requested the proposed natural gas service for its new lime re-burning kiln to be constructed at Beryl.

The estimated cost of the facilities to be constructed is \$69,000, which will be financed from funds on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before June 25, 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 is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

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

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-5752; Filed, June 2, 1965;
8:46 a.m.]

[Docket No. CP65-371]

NATURAL GAS PIPELINE COMPANY OF AMERICA

Notice of Application

MAY 27, 1965.

Take notice that on May 24, 1965, Natural Gas Pipeline Company of America (Applicant), 122 South Michigan Avenue, Chicago, Ill., 60603, filed in Docket No. CP65-371 an application pursuant to sections 7(b) and 7(c) of the Natural Gas Act for permission and approval to abandon an existing meter station used to receive gas purchased from Humble Oil & Refining Co. (Humble) and for a certificate of public convenience and necessity authorizing the acquisition, construction and operation of facilities for the receipt of natural gas purchased from Humble at a new point of delivery in Duval County, Tex., all as more fully set forth in the application on file with the Commission and open to public inspection.

Applicant states that it proposes to abandon and relocate its existing gas purchase meter station, to acquire from Humble approximately 6 miles of 6-inch

O.D. lateral supply pipeline and to construct and operate a 6-inch side tap, all in Duval County, Tex.

The application states that the gas purchase contract between Applicant and Humble has been amended to provide for the new point of delivery.

The total estimated net cost of the construction for which authority is sought is \$10,100, which will be financed from funds on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before June 24, 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. 65-5753; Filed, June 2, 1965;
8:46 a.m.]

[Docket No. CP65-370]

PANHANDLE EASTERN PIPE LINE CO.

Notice of Application

MAY 27, 1965.

Take notice that on May 20, 1965, Panhandle Eastern Pipe Line Co. (Applicant), Post Office Box 1348, Kansas City 41, Mo., filed in Docket No. CP65-370 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of a measuring station and appurtenances to be located in Sherman County, Tex., all as more fully set forth in the application on file with the Commission and open to public inspection.

Applicant requests authorization to construct the facilities at the point where its existing facilities intersect with the line of Transwestern Pipe Line Co. (Transwestern). Transwestern has filed an application in Docket No. CP65-362 requesting authorization to construct and operate certain facilities and to sell up to 25,000 Mcf per day of natural gas to Applicant until December 31, 1965, or until Transwestern commences deliveries to Natural Gas Pipeline Company of

America pursuant to the exchange program for which authorization is being requested in Docket No. CP65-320, whichever is earlier.

Applicant estimates the cost of the facilities proposed by the instant filing to be \$8,000, which will be financed from funds on hand.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before June 21, 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 is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

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

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-5754; Filed, June 2, 1965;
8:46 a.m.]

[Docket No. CP65-369]

TRANSCONTINENTAL GAS PIPE LINE CORP.

Notice of Application

MAY 27, 1965.

Take notice that on May 20, 1965, Transcontinental Gas Pipe Line Corp. (Applicant), Post Office Box 1396, Houston, Tex., 77001, filed in Docket No. CP65-369 an application pursuant to section 7(b) of the Natural Gas Act for permission and approval to abandon certain natural gas service all as more fully set forth in the application on file with the Commission and open to public inspection.

Applicant requests permission and approval to abandon the transportation of natural gas pursuant to the terms of the agreement between Applicant and Trunkline Gas Co. (Trunkline) dated May 9, 1961, filed as Applicant's Rate Schedule X-33, and authorized by the Commission in Docket No. CP61-300 by a temporary certificate issued on July 17, 1961, and a permanent certificate issued on September 8, 1961 (26 FPC 475).

The transportation arrangement provided for the receipt of gas by Applicant from North Central Oil Co. (Operator), et al., (North Central) into Applicant's existing Block 10 lateral in the Sabine Pass Area, Jefferson County, Tex., and the delivery of such gas by Applicant

through its supply lateral and main line facilities to an interconnection with Trunkline's facilities in Beauregard Parish, La., where delivery to Trunkline was made. The application states that the sales contract under which Trunkline purchased the gas from North Central has been terminated conditioned upon Commission approval. No abandonment of facilities is involved.

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 June 21, 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 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. 65-5755; Filed, June 2, 1965;
8:47 a.m.]

[Project No. 2013]

WASHINGTON FISH & OYSTER CO. AND CHATHAM STRAIT FISH CO.

Notice of Application for Surrender of License for Constructed Project

MAY 26, 1965.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Washington Fish & Oyster Co., Pier 54, Seattle, Wash., on behalf of Chatham Strait Fish Co., licensee of record for Project No. 2013, for surrender of the license for the project, located on an unnamed tributary of Crab Bay on Evans Island, Alaska, and affecting lands of the United States within the Chugach National Forest.

The constructed project consists of: A timber-crib dam 4 feet high and 25 feet long forming a pond 100 feet long; a wood-stave pipe line about one-half mile long; an 8 horsepower water wheel and a 5-kilowatt generator; and appurtenant facilities.

According to the application for surrender, Washington Fish & Oyster Co. has purchased the Chatham Strait Fish Co. cannery and the project works comprising Project No. 2013, and, effective as of January 1, 1963, Washington Fish & Oyster Co. intends to obtain a special

use permit from the U.S. Forest Service for the continued occupancy by the project of the lands of the United States affected.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is July 12, 1965. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-5756; Filed, June 2, 1965;
8:47 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[812-1791]

MUNICIPAL INVESTMENT TRUST FUND, SERIES E

Notice of Application for Order of Exemption

MAY 27, 1965.

Notice is hereby given that Municipal Investment Trust Fund, Series E ("applicant") 45 Wall Street, New York, N.Y., a unit investment trust registered under the Investment Company Act of 1940 ("Act"), has filed an application pursuant to section 6(c) of the Act for an order of the Commission exempting applicant from compliance with the provisions of section 14(a) of the Act. In substance, section 14(a) of the Act provides that no registered investment company shall make a public offering of securities of which it is the issuer unless it has a net worth of at least \$100,000. All interested persons are referred to the application on file with the Commission for a full statement of the representations which are summarized below.

Applicant has filed a registration statement under the Securities Act of 1933 under which there will be offered for sale to the public 12,500 units of undivided interest in a portfolio of municipal bonds. This registration statement has not yet become effective. Applicant is one of a series of seven similar funds named "Municipal Investment Trust Fund" and will be governed by a Trust Agreement under which Goodbody & Co. and Bache & Co. Inc. will act as Sponsors and United States Trust Company of New York will act as Trustee. Applicant states that the Sponsors, acting as managers for the underwriters, will deposit with the Trustee \$12,500,000 principal amount of bonds and will receive from the Trustee simultaneously with such deposit registered certificates for 12,500 units. No additional bonds are to be deposited during the life of the trust and no additional units will be issued. The Trust Agreement provides that bonds may from time to time be sold under certain circumstances, or may be redeemed or may mature in accordance with their terms, and the proceeds from

such dispositions will be distributed to unitholders.

Units will remain outstanding until redeemed or until the termination of the Trust, which may be terminated by 100 percent agreement of the unitholders of the applicant, or, in the event that the value of the bonds shall fall below \$4 million, upon direction of the Sponsors to the Trustee. In connection with the requested exemption the Sponsors have agreed to refund the sales load to purchasers of units, if within 90 days after the registration statement becomes effective, the net worth of the Trust shall be reduced to less than \$100,000 or if the Trust is terminated. The Sponsors will instruct the Trustee on the date the bonds are deposited that if the Trust shall at any time have a net worth of less than \$4 million as a result of redemption by any of the underwriters of units constituting a part of the unsold allotments of such underwriters, the Trustee shall terminate the Trust in the manner provided in the Trust Agreement and distribute any bonds or other assets deposited with the Trustee pursuant to the Trust Agreement as provided therein. The Sponsors have agreed on behalf of the underwriters and such dealers to refund any sales load to any purchaser of units on demand and without any deduction in the event of such termination. Applicant further represents that at the present time the Sponsors maintain a market for the units of other Municipal Investment Trust Funds with which they are similarly connected, and continually offer to purchase such units at prices which exceed the redemption price for such units by amounts which depend upon general market conditions and that as of the date of this application, partly as a result of these activities, no unit of any of the previous Municipal Investment Trust Funds have ever been redeemed. It is the Sponsors' intention to maintain a market for the units of the applicant and to continuously offer to purchase such units at prices in excess of the redemption price as set forth in the Trust Agreement, although the Sponsors are not obligated to do so.

Notice is further given that any interested person may, not later than June 18, 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 shall 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 at the address stated above. Proof of such service (by affidavit or in the case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after such 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 information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's authority).

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 65-5746; Filed, June 2, 1965;
8:46 a.m.]

[811-938]

UBS FUND OF CANADA, LTD.

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

MAY 27, 1965.

Notice is hereby given that UBS Fund of Canada, Ltd. ("applicant"), 1245 Sherbrooke Street, West Montreal 25, Quebec, Canada, a Canadian 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 exhibits thereto on file with the Commission for a complete statement of the representations contained therein.

Applicant represents that it has been liquidated in accordance with 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 \$166,757.96 in cash, to Canada General Fund Inc. ("General"), a registered investment company, in return for shares of that company.

The shares of General have been distributed to applicant's shareholders, and the \$166,757.96 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 June 24, 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 made 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.

[F.R. Doc. 65-5747; Filed, June 2, 1965;
8:46 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority 30; St. Louis, Mo., Region]

ST. LOUIS, MO., REGIONAL AREA

Delegation of Authority To Conduct Program Activities

I. Pursuant to the authority delegated to the Regional Director by Delegation of Authority No. 30, Midwestern Area (Chicago), 30 F.R. 3252, the following authority is hereby redelegated to the specific positions as indicated herein:

A. *Size determinations* (delegated to the positions as indicated below). To make initial size determinations in all cases within the meaning of the Small Business Size Standards Regulations, as amended, and further, to make product classification decisions for financial assistance purposes only. Product classification decisions for procurement purposes are made by contracting officers.

B. *Eligibility determinations* (delegated to the positions as indicated below). To determine eligibility of applicants for assistance under any program of the Agency in accordance with Small Business Administration standards and policies.

C. *Chief, Financial Assistance Division* (and Assistant Chief, if assigned). 1. Item I.A. (Size Determinations for Financial Assistance only).

2. Item I.B. (Eligibility Determinations for Financial Assistance only).

3. To approve the following:

a. Direct loans not exceeding \$100,000.
b. Participation loans not exceeding \$250,000 (SBA share).

c. Simplified bank participation loans not exceeding \$350,000 (SBA share).

d. Simplified early maturities participation loans not exceeding \$350,000 (SBA share).

e. Direct disaster loans not exceeding \$350,000.

f. Participation disaster loans not exceeding \$350,000 (SBA share).

4. To decline as follows:

a. Business loans not exceeding \$250,000 (SBA share).

b. Disaster loans not exceeding \$350,000 (SBA share).

5. To disburse unsecured disaster loans.

6. To enter into business and disaster loan participation agreements with banks.

7. To execute loan authorizations for Washington approved loans and for loans approved under delegated authority, said execution to read as follows:

(Name), Administrator,
By _____
(Name)
Chief, Financial Assistance Division.

8. To cancel, reinstate, modify and amend authorizations for business or disaster loans.

9. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

10. To approve, when requested, in advance of disbursement, conformed copies of notes and other closing documents; and to certify to the participating bank that such documents are in compliance with the participation authorization.

11. To approve service charges by participating bank not to exceed 2 percent per annum on the outstanding balance on construction loans and loans involving account receivable and inventory financing.

12. To take all necessary actions in connection with the administration, servicing, and collection of all loans and other obligations or assets, and to do and perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing:

a. The assignment, endorsement, transfer, and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents, and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator;

b. The execution and delivery of contracts of sale or of lease or sublease, quit-claim, bargain and sale or special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or in part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. The approval of bank applications for use of liquidity privilege under the loan guaranty plan.

D. Reserved.

E. Reserved.

F. Reserved.

G. Reserved.

H. Reserved.

I. *Regional Counsel*. To disburse approved loans.

J. *Administrative Assistant*. 1. To (a) make emergency purchases chargeable to the Administrative Expense Fund, not in excess of \$25 in any one object class in any one instance but not more than \$50 in any 1 month for total

purchased in all object classes; (b) make purchases not in excess of \$10 in any one instance for "one-time use items" not carried in stock subject to the total limitations set forth in (a) of this paragraph; (c) to contract for the repair and maintenance of equipment and furnishings in an amount not to exceed \$25 in any one instance; and (d) purchase printing from the General Services Administration where centralized reproduction facilities have been established by General Services Administration.

2. In connection with the establishment of Disaster Loan Offices, to (a) obligate Small Business Administration to reimburse General Services Administration for rental of office space; (b) rent office equipment; (c) procure (without dollar limitation) emergency supplies and materials.

3. To rent motor vehicles from the General Services Administration and to rent garage space for the storage of such vehicles when not furnished by this administration.

II. The authority delegated herein cannot be redelegated.

III. The authority delegated herein to a specific position may be exercised by any SBA employee designated as Acting in that position.

IV. All previously delegated authority is hereby rescinded without prejudice to actions taken under such Delegations of Authority prior to the date hereof.

Effective date. February 1, 1965.

JOHN P. PFEFFER,
Regional Director, St. Louis, Mo.

[F.R. Doc. 65-5740; Filed, June 2, 1965;
8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 775]

MOTOR CARRIER, BROKER, WATER CARRIER, AND FREIGHT FOR- WARDER APPLICATIONS

MAY 28, 1965.

The following applications are governed by Special Rule 1.247¹ of the Commission's general rules of practice (49 CFR 1.247), published in the FEDERAL REGISTER, issue of December 3, 1963, effective January 1, 1964. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 1.40 of the general rules of practice which requires that it set forth specifically the grounds upon which it is made and specify with particularity the facts, matters, and

things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and six (6) copies of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such request shall meet the requirements of § 1.247(d)(4) of the special rule. Subsequent assignment of these proceedings for oral hearing, if any, will be by Commission order which will be served on each party of record.

No. MC 730 (Sub-No. 253), filed May 14, 1965. Applicant: PACIFIC INTER-MOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, Oakland, Calif. Applicant's representative: Alfred G. Krebs (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except livestock, household goods as defined by the Commission, Classes A and B explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Spokane, Wash., and Scottsbluff, Nebr.; from Spokane over U.S. Highway 10 to Billings, Mont., thence over U.S. Highway 87 to Casper, Wyo., thence over U.S. Highway 26 to Scottsbluff 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 serving the terminal for purposes of joinder only.

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

No. MC 1124 (Sub-No. 204), filed May 10, 1965. Applicant: HERRIN TRANSPORTATION COMPANY, a corporation, 2301 McKinney Avenue, Houston, Tex. Applicant's attorney: Ralph W. Pulley, Jr., First National Bank Building, Dallas 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the dam and lock sites being or to be constructed along the Arkansas River between Little Rock, Ark., and the junction of the Arkansas and Mississippi Rivers, as off-route points in connection with carrier's authorized regular-route operations to and from Little Rock, Ark., as described in MC 1124 and subs thereunder.

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

No. MC 1124 (Sub-No. 205), filed May 10, 1965. Applicant: HERRIN TRANSPORTATION COMPANY, a corporation, 2301 McKinney Avenue, Houston, Tex. Applicant's attorney: Ralph W. Pulley, Jr., First National Bank Building, Dallas 2, Tex. Authority sought to operate as a common carrier, by motor vehicle,

over regular routes, transporting: General commodities (except Classes A and B explosives, those of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Thomasville, Ga., and Homersville, Ga.; from Thomasville over Georgia Highway 122 to junction Georgia Highway 37, thence over Georgia Highway 37 to Homersville and return over the same route, serving no intermediate points; and (2) between Tallahassee, Fla., and Valdosta, Ga.; from Tallahassee over U.S. Highway 90 to Madison, Fla., thence over Florida Highway 145 to the Florida-Georgia State line, thence over Georgia Highway 31 to Valdosta and return over the same route, serving no intermediate points, as alternate routes for operating convenience only in connection with applicant's authorized regular-route operations.

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

No. MC 2229 (Sub-No. 132), filed May 17, 1965. Applicant: RED BALL MOTOR FREIGHT, INC., 3177 Irving Boulevard, Post Office Box 10837, Dallas, Tex., 75207. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, including Classes A and B explosives (except commodities in bulk, household goods as defined by the Commission, and commodities requiring special equipment), (1) between Atlanta, Ga., and Texarkana, Ark.; from Atlanta over U.S. Highway 78 to Birmingham, Ala., thence over U.S. Highway 11 to junction U.S. Highway 82, thence over U.S. Highway 82 to Texarkana and return over the same route, serving the intermediate points of Birmingham, Ala., Greenville, Miss., and those on U.S. Highway 82 within the State of Arkansas; (2) between Jackson, Miss., and Atlanta, Ga.; from Jackson over U.S. Highway 80 to junction U.S. Highway 29, thence over U.S. Highway 29 to Atlanta and return over the same route, serving no intermediate points; and (3) between Meridian, Miss., and Tuscaloosa, Ala., over U.S. Highway 11, serving no intermediate points and serving Meridian, Miss., and Tuscaloosa, Ala., for purposes of joinder only.

NOTE: Applicant states that it intends to tack the above-proposed authority to its existing authority, and that no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 3560 (Sub-No. 21), filed May 17, 1965. Applicant: GENERAL EXPRESSWAYS, INC., 1205 South Platte River Drive, Denver, Colo., 80223. Applicant's attorney: Ken Wolford, 1205 South Platte River Drive, Denver, Colo., 80223. 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 East Troy, Wis., as an off-route point

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

in connection with applicant's regular-route operations.

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

No. MC 4964 (Sub-No. 33), filed May 10, 1965. Applicant: ROY L. JONES, INC., 915 McCarty Avenue, Post Office Box 24128, Houston, Tex. Applicant's attorney: Austin L. Hatchell, Suite 1102, Perry-Brooks Building, Austin 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Contractors equipment, materials, machinery, and supplies* (excluding oilfield commodities as described in Mercer-Extension-Oilfield Commodities, 46 M.C.C. 845), and (2) *Commodities*, the transportation of which, because of size, weight, or other physical characteristics, require the use of special equipment, rigging, or handling, together with *parts and attachments* thereto when moving in connection therewith, between points in Texas, Louisiana, and Mississippi.

NOTE: Applicant states no duplicating authority is sought. It proposes to tack the authority sought with its present authority in MC 4964 and subs. If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 8948 (Sub-No. 59), filed May 14, 1965. Applicant: WESTERN GILLETTE, INC., 2550 East 28th Street, Los Angeles, Calif. Applicant's representative: Lloyd R. Guerra (address same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except Classes A and B explosives (other than explosives, incendiary, gas, smoke, or tear-producing ammunition), and except livestock, articles of unusual value, household goods as defined by the Commission, bulk commodities, and commodities requiring special equipment), between junction U.S. Highways 80 and 290 (10 miles east of Kent, Tex.) and Houston, Tex., from junction U.S. Highway 80 and 290 over U.S. Highway 290 to junction Texas Highway 27, thence over Texas Highway 27 to Comfort, thence over U.S. Highway 87 to San Antonio, thence over U.S. Highway 90 and Interstate Highway 10 to Houston, 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.

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

No. MC 8958 (Sub-No. 14), filed May 11, 1965. Applicant: THE YOUNGSTOWN CARTAGE CO., a corporation, 825 West Federal Street, Youngstown, Ohio, 44501. Applicant's representative: William D. Traub, 10 East 40th Street, New York 16, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, between Braddock, Clairton, Donora, Duquesne, Ellwood City, Homestead, Irwin, McKeesport, McKees Rocks, Munhall, and Vandergrift, Pa., and points in the Cleveland,

Ohio, commercial zone, and Lorain and McDonald, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, and the southern peninsula of Michigan.

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

No. MC 10173 (Sub-No. 5), filed May 10, 1965. Applicant: MARVIN HAYES LINES, INC., Hayes Circle, Clarksville, Tenn. Applicant's attorney: Charles H. Hudson, Jr., 417 Stahlman Building, Nashville, 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 Clarksville, Tenn., and Paducah, Ky.: From Clarksville over U.S. Highway 79 to junction Tennessee Highway 119 (at Tennessee River), thence over Tennessee Highway 119 to Tennessee-Kentucky State line, thence over Kentucky Highway 121 through Murray, Ky., and Mayfield, Ky., to junction U.S. Highway 45 north of Mayfield, thence over U.S. Highway 45 to Paducah, and return over the same route, serving Murray and Mayfield, Ky., as intermediate points; (2) between Murray and Benton, Ky., over U.S. Highway 641, serving no intermediate points; and (3) serving Cadiz, Ky., as an off-route point to said routes. All of the above-described routes and the off-route point are to be utilized in connection with applicant's presently certificated routes.

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

No. MC 11220 (Sub-No. 94), filed April 29, 1965. Applicant: GORDON'S TRANSPORTS, INC., 185 West McLemore Avenue, Memphis, Tenn. Applicant's attorney: James W. Wrape, 2111 Sterick Building, Memphis, 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 Atlanta, Ga., and New Orleans, La., from Atlanta over U.S. Highway 78 to Birmingham, Ala. (also from Atlanta over Interstate Highway 20 to Birmingham), thence over U.S. Highway 11 to New Orleans (also from Birmingham over Interstate Highway 59 to New Orleans), and return over the same route, serving the intermediate point of Birmingham, Ala., restricted against service on traffic moving between Atlanta and Birmingham; (2) between Atlanta, Ga., and Baton Rouge, La., from Atlanta over U.S. Highway 78 to Birmingham, Ala. (also from Atlanta over Interstate Highway 20 to Birmingham), thence over U.S. Highway 11 to Poplarville, Miss. (also from Birmingham over Interstate Highway 59 to junction Mississippi Highway 26 near Poplarville, Miss.), thence over Mississippi Highway 26 to the Mississippi-

Louisiana State line, thence over Louisiana Highway 10 to Bogalusa, La., thence over Louisiana Highway 21 to Covington, La., and thence over U.S. Highway 190 to Baton Rouge, and return over the same route, serving all intermediate points in Alabama and Georgia, restricted to traffic moving from, through, or to Baton Rouge, La.

NOTE: Applicant states the above-proposed operations will be tacked with its presently held authority at Birmingham, Ala., Baton Rouge and New Orleans, La. If a hearing is deemed necessary, applicant requests it be held at Baton Rouge, La.

No. MC 21170 (Sub-No. 78) (AMENDMENT), filed April 5, 1965, published FEDERAL REGISTER issue of April 21, 1965, amended May 21, 1965, and republished as amended this issue. 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: *Bakery products and bakery product ingredients*, from Carrollton, Mo., and Seelyville, Ind., to points in Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, and Wisconsin.

NOTE: The purpose of this republication is to add the State of Illinois as a destination State. If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 21170 (Sub-No. 84), filed May 12, 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: *Plastic tile, accessories, and supplies*, incidental to, and moving in conjunction therewith, from points in Franklin County, Ohio, to points in Iowa, Minnesota, the upper peninsula of Michigan, and Wisconsin.

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

No. MC 21170 (Sub-No. 85), filed May 20, 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: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from Postville, Iowa, to points in Connecticut, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, and the District of Columbia.

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

No. MC 21170 (Sub-No. 89), filed May 24, 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: *Food, food preparations, and foodstuffs*, from St. Louis, Mo., to points in Iowa, Kansas, and Nebraska.

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

No. MC 21170 (Sub-No. 90), filed May 24, 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: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, as described in sections A, B, and C, Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from points in Colorado on and east of U.S. Highway 87 and on and north of U.S. Highway 40, to points in Connecticut, Delaware, Maryland, Massachusetts, Michigan, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, and the District of Columbia.

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

No. MC 21170 (Sub-No. 91), filed May 24, 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: *Food products*, from Columbus, Ohio, to points in Arkansas, Kansas, and Kansas City, Mo.

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

No. MC 21170 (Sub-No. 92), filed May 24, 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: *Frozen foods*, from Lafayette, Ind., to points in Illinois (except Chicago and its commercial zone), Ohio, and St. Louis, Mo.

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

No. MC 25869 (Sub-No. 32) (AMENDMENT), filed February 18, 1965, published in FEDERAL REGISTER issue of March 10, 1965, amended May 19, 1965, and republished as amended this issue. Applicant: NOLTE BROS. TRUCK LINE, INC., South Omaha, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from points in Dakota County, Nebr., and Sioux City, Iowa, to points in Colorado, Illinois, Indiana, Iowa, Michigan, Missouri, Ohio, and Wisconsin.

NOTE: The purpose of this republication is to add Sioux City, Iowa, as origin point. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Des Moines, Iowa.

No. MC 28517 (Sub-No. 3), filed May 10, 1965. Applicant: LEWIS R. WINKLER AND ALBERT T. CARLSON, a partnership, doing business as FARNY TRUCK SERVICE, 1419 Northwest Overton, Portland, Oreg., 97210. Applicant's attorney: William B. Adams, Pacific Building, Portland, Oreg., 97204.

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), between Longview, Wash., and Wauna, Oreg.; from Longview over the Longview Bridge to U.S. Highway 30, thence over U.S. Highway 30 to Wauna and return over the same route, serving all intermediate points and those off-route points within 10 miles of Clatskanie and Wauna, Oreg.

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

No. MC 29079 (Sub-No. 21), filed May 10, 1965. Applicant: BRADA MILLER FREIGHT SYSTEM, INC., 1200 South Home Avenue, Kokomo, Ind. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Pig iron*, in dump vehicles, from Louisville, Ky., to points in Illinois, Indiana, and Ohio.

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

No. MC 30844 (Sub-No. 170) (AMENDMENT), filed February 8, 1965, published in FEDERAL REGISTER issue February 25, 1965, and republished as amended this issue. Applicant: KROBLIN REFRIGERATED EXPRESS, INC., Post Office Box 218, Sumner, Iowa. Applicant's attorney: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles, and hides), from Sioux City, Iowa, and points in Dakota County, Nebr., to points in Colorado, Connecticut, Delaware, the District of Columbia, Illinois, Indiana, Iowa, Kansas, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Wisconsin.

NOTE: The purpose of this republication is to add the origin point of Sioux City, Iowa. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Omaha, Nebr.

No. MC 30844 (Sub-No. 180), filed May 14, 1965. Applicant: KROBLIN REFRIGERATED EXPRESS, INC., Post Office Box 218, Sumner, Iowa. Applicant's attorney: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate as a common carrier, by motor vehicle over irregular routes, transporting: *Soil conditioner*, in bags, from Owl Canyon, Colo., to points in Iowa, Kansas, Minnesota, Missouri, Nebraska, and Oklahoma.

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

No. MC 32528 (Sub-No. 31) (AMENDMENT), filed March 18, 1965, published in FEDERAL REGISTER issue of April 8, 1965, and republished as amended this issue. Applicant: CECIL E. VALLEE, E. H. VALLEE, EFFIE VALLEE, ALBAUGH AND HELEN VALLEE WITHERS, a partnership, doing business as UNION CITY TRANSFER, 1295 Railroad Avenue, Beaumont, Tex. Applicant's attorney: John H. Benckenstein, 1350 Petroleum Building, Post Office Box 551, Beaumont, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Contractors equipment, materials, machinery and supplies* (excluding oilfield commodities as described in Mercer-Extension-Oilfield Commodities 46 M.C.C. 845) and (2) *commodities*, the transportation of which, because of size, weight, or other physical characteristics, require the use of special equipment, rigging, or handling, together with parts and attachments thereto when moving in connection therewith, between points in Texas, Louisiana, and Mississippi.

NOTE: Applicant proposes to tack with its present authority MC 32528 and subs thereunder. No duplicating authority is requested. The purpose of this republication is to more clearly set forth the commodity description. If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 42963 (Sub-No. 30), filed May 10, 1965. Applicant: DANIEL HAMM DRAYAGE COMPANY, a corporation, Second and Tyler Streets, St. Louis, Mo. Applicant's attorney: Ernest A. Brooks II, 1301-02 Ambassador Building, St. Louis, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from East Dubuque, Ill., and points in Illinois within ten (10) miles thereof, to points in Illinois, Indiana, Wisconsin, Iowa, Missouri, Kansas, Nebraska, South Dakota, and Minnesota.

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

No. MC 42963 (Sub-No. 31), filed May 10, 1965. Applicant: DANIEL HAMM DRAYAGE COMPANY, a corporation, Second and Tyler Streets, St. Louis, Mo. Applicant's attorney: Ernest A. Brooks II, 1301-02 Ambassador Building, St. Louis, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, in tank vehicles, from Tri-City Regional Port District Complex in Madison County, Ill., to points in Arkansas, Indiana, Illinois, Iowa, Kansas, Kentucky, Missouri, Nebraska, and Tennessee.

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

No. MC 42963 (Sub-No. 32), filed May 12, 1965. Applicant: DANIEL HAMM DRAYAGE COMPANY, a corporation, Second and Tyler Streets, St. Louis, Mo. 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: *General commodities* (except those of unusual value, Classes A and B ex-

plosives, household goods as defined by the Commission and those injurious or contaminating to other lading), between points in that part of Missouri located on and within a line beginning at the Mississippi River and extending westerly along U.S. Highway 24 to the junction of U.S. Highway 61, thence south along U.S. Highways 24 and 61 to junction U.S. Highway 36, thence east along U.S. Highway 36 to the Mississippi River, on the one hand, and, on the other, points in Illinois, Iowa, and Missouri.

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

No. MC 44443 (Sub-No. 3) (CLARIFICATION), filed March 8, 1965, published in FEDERAL REGISTER issue of April 1, 1965, and republished as clarified this issue. Applicant: PACKAGE DELIVERY COMPANY, a corporation, 410 East 12th Street, Sioux Falls, S. Dak., 57104. Applicant's attorney: Mead Bailey, 509 South Dakota Avenue, Sioux Falls, S. Dak., 57101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities (except Classes A and B explosives, commodities in bulk, those requiring special equipment and those injurious or contaminating to other lading), subject to the following restrictions: (a) Each package shall be considered a separate and distinct shipment; (b) no service shall be provided for the transportation of any package weighing more than 65 pounds or exceeding 130 inches in length and girth combined, except, however, for the transportation of glass or motor vehicle parts or accessories and for such transportation the package shall not weigh more than 100 pounds and there shall be no length and girth restriction; (c) no service shall be provided for the transportation of packages weighing in the aggregate more than 150 pounds from any one consignor to any one consignee on any one day; and (d) no service shall be provided for the transportation of any item for any person or entity who or which has entered into a contract with Package Delivery Co. and who are served by it pursuant to its Permit No. MC 23299 and subs thereunder; between points in that part of South Dakota located on and east of the Missouri River and points in that part of Minnesota located on and south and west of the Minnesota River between Ortonville and Mankato and on and west of Minnesota Highway 22 from Mankato to the Minnesota-Iowa State line, including Ortonville, Montevideo, Morton, Mankato, and North Mankato, Minn., and points in that part of Iowa located on and west of Interstate Highway 35 and on and north of U.S. Highway 30.

NOTE: The purpose of this republication is to more clearly set forth the territorial description. Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 23299 and subs thereunder. If a hearing is deemed necessary, applicant requests it be held at Sioux Falls, S. Dak.

No. MC 45656 (Sub-No. 9), filed May 12, 1965. Applicant: ANDERSON TRUCK LINE, INC., 115 Powell Avenue, Lenoir, N.C. Applicant's attorney: Francis J. Ortman, National Press Build-

ing, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: New furniture and furniture parts, from points in Rutherford County, N.C., to points in South Carolina, Virginia, Tennessee, Maryland, the District of Columbia, and points in that part of Georgia on and north of U.S. Highway 280, and rejected, damaged, refused, and returned shipments of the commodities specified above, on return.

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

No. MC 49387 (Sub-No. 22), filed May 14, 1965. Applicant: ORSCHELN BROS. TRUCK LINES, INC., Highway 24 East, Moberly, Mo. Applicant's attorney: G. M. Rebman, Suite 1230, Boatmen's Bank Building, St. Louis, Mo., 63102. 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 those injurious or contaminating to other lading), serving the plant site of the Dundee Cement Co. near Clarksville, Mo., as an off-route point in connection with applicant's regular-route operations.

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

No. MC 50069 (Sub-No. 323), filed May 17, 1965. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago, Ill., 60604. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid chemicals (except petrochemicals), in bulk, in tank vehicles, from Swanton, Ohio, to points in Florida, Georgia, North Carolina, and South Carolina.

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

No. MC 55236 (Sub-No. 105), filed May 14, 1965. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Pipeline interface, in bulk, from Green Bay, Wis., to the Amboy Petroleum Products Terminal near Amboy, Ill.

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

No. MC 58964 (Sub-No. 5), filed May 14, 1965. Applicant: CHESTER TRAFFER, INC., Chester, Ill. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Ellis Grove and Prairie Du Rocher, Ill., over unnumbered highway, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations, (2) between East St. Louis, Ill., and junction U.S. Highway 460 and Illinois Highway 13, over U.S. Highway 460, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations, and (3) between Chester, Ill., and junction Illinois Highways 43 and 150, over Illinois Highway 150, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations.

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

No. MC 59570 (Sub-No. 28), filed May 17, 1965. Applicant: HECHT BROTHERS, INC., Lakewood Road, Toms River, N.J. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Prestressed and precast concrete and prestressed and precast concrete products, from points in Howell and Wall Townships (Monmouth County), N.J., and New Brunswick, N.J., to points in Connecticut, Delaware, Maryland, New York, and Pennsylvania.

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

No. MC 61264 (Sub-No. 17), filed May 17, 1965. Applicant: PILOT FREIGHT CARRIERS, INC., Post Office Box 615, Winston-Salem, N.C., 27102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between Columbus, Ga., and points in Russell County, Ala.

NOTE: Applicant states that it proposes to tack points in Russell County, Ala., with its existing operations from and to Columbus, Ga., and points within its commercial zone. Applicant also states that the above-proposed operation will be restricted to traffic destined to or originating at points presently served by applicant. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ga.

No. MC 61484 (Sub-No. 15), filed May 12, 1965. Applicant: BUSH MOTOR FREIGHT, INC., Lenoir, N.C. Applicant's attorney: Francis J. Ortman, National Press Building, Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: New furniture and furniture parts, from points in Rutherford County, N.C., to points in Virginia, Maryland, Pennsylvania, New Jersey, Delaware, New York, N.Y., and points in New York within 15 miles of Columbus Circle, N.Y.; the District of Columbia; Spartanburg, Greenville, Anderson, and Columbia, S.C.; Charles Town, Clarksburg, and Morgantown, W. Va.; Knoxville and Chattanooga, Tenn., and rejected, damaged, refused, and returned shipments, on return.

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

No. MC 61592 (Sub-No. 36), filed May 6, 1965. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa, 52722. Applicant's attorney: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Irrigation machinery, agricultural machinery, and parts thereof*, from points in Lee County, Ill., to points in Alabama, Arkansas, Georgia, Illinois, Indiana, Kentucky, Louisiana, Michigan, Mississippi, Missouri, on and east of U.S. Highway 65, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Virginia, West Virginia, and Wisconsin, and (2) *material, equipment, and supplies* used in the manufacture and distribution of the above-specified commodities, on return (except any of the above-described commodities because of size or weight requires the use of special equipment). **RESTRICTION:** Authority above is restricted against tacking or joining with any authority held by applicant for the purpose of performing a through transportation service.

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

No. MC 61592 (Sub-No. 37), filed May 12, 1965. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa, 52722. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Concrete tile, concrete pipe, and concrete slab manufacturing machinery*; and (2) *machinery, attachments, parts, and accessories* used in the manufacture of items in (1) above, including, but not limited to, bollers, stripping yokes, jib cranes, concrete mixers, lift and offbearing trucks, wire rollers, bulk cement and aggregate equipment, offbearing carts, hoists (electric and air), and water meters, from Nashua, Iowa, to points in the continental United States.

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

No. MC 61592 (Sub-No. 38), filed May 14, 1965. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa, 52722. Applicant's attorney: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural implements and parts for agricultural implements*, from Owatonna, Minn., and points within 3 miles thereof, to points in the United States (except Alaska and Hawaii).

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

No. MC 64832 (Sub-No. 2), filed May 14, 1965. Applicant: MAGNOLIA TRUCK LINE, INC., 854 Heiskell, Memphis, Tenn. Applicant's attorney: Edward G. Grogan, Suite 2020, First National Bank Building, Memphis, Tenn., 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General*

commodities (except those of unusual value and except livestock, high explosives, commodities in bulk, commodities requiring special equipment and those injurious to other lading), between Hernando, Miss., and Memphis, Tenn.; From Hernando over U.S. Highway 51 to Memphis, and return over the same route, serving all intermediate and off-route points in DeSoto County, Miss.

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

No. MC 64932 (Sub-No. 375), filed May 13, 1965. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals* (except petrochemicals), in bulk, in tank vehicles, from Swanton, Ohio, to points in Florida, Georgia, South Carolina, and North Carolina.

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

No. MC 64932 (Sub-No. 376), filed May 17, 1965. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill., 60643. 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: (1) *Silica gel catalyst and processed clay*, in bulk, in tank vehicles, from Chicago, Ill., to points in North Dakota, Montana, Wyoming, and Colorado, and (2) *spent and reprocessed silica gel catalyst or processed clay*, in bulk, in tank vehicles, from points in North Dakota, Montana, Wyoming, and Colorado to Chicago, Ill.

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

No. MC 64994 (Sub-No. 58), filed May 10, 1965. Applicant: HENNIS FREIGHT LINES, INC., Post Office Box 612, Winston-Salem, N.C., 27102. Applicant's representative: Frank C. Phillips, Post Office Box 612, Winston-Salem, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper articles*, from points in Russell County, Ala., to points in Indiana, Ohio, those points in Michigan on and south of Michigan Highway 21, and points in the Chicago, Ill. commercial zone.

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

No. MC 64994 (Sub-No. 59), filed May 10, 1965. Applicant: HENNIS FREIGHT LINES, INC., Post Office Box 612, Winston-Salem, N.C., 27102. Applicant's representative: Frank C. Phillips (same address as applicant.) 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, commodities in bulk and those requiring special equip-

ment), between points in Russell County, Ala., and Columbus, Ga.

NOTE: Applicant states that it proposes to join the above-proposed operation with its existing operations from and to Columbus, Ga., and points within its commercial zone. Applicant also states that the above-proposed operation will be restricted to traffic originating at or destined to points presently served by applicant and to be further restricted against movement of any traffic to or from points in Illinois, Indiana, Michigan, or Ohio that applicant is presently authorized to serve. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Montgomery, Ala.

No. MC 69834 (Sub-No. 8), filed May 17, 1965. Applicant: ANDREW J. PRICE, doing business as PRICE TRUCK LINE, 1640 North Mead, Wichita, Kans. Applicant's attorney: William C. Farmer, 729 Beacon Building, Wichita, Kans., 67202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, between Wichita, Kans., and Strother Field, Kans.

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

No. MC 71096 (Sub-No. 53), filed May 10, 1965. Applicant: NORWALK TRUCK LINES, 180 Milan Avenue, Norwalk, Ohio. Applicant's representative: Marion M. Emery, 6055 Flanders Road, Sylvania, 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, automobiles, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Chenoa, Ill., and Fort Wayne, Ind., over U.S. Highway 24 serving no intermediate points, as an alternate route for operating convenience only, in connection with carrier's regular-route operations.

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

No. MC 91306 (Sub-No. 11), filed May 4, 1965. Applicant: JOHNSON BROTHERS TRUCKERS, INC., Post Office Box 530, Elkin, N.C. Applicant's attorney: Francis J. Ortman, National Press Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and furniture parts*, from points in Rutherford County, N.C., to points in Delaware, New Jersey, New York, Pennsylvania, the District of Columbia, points in that part of Virginia on and east of U.S. Highway 220 starting at the North Carolina-Virginia State line to Roanoke and that part of Virginia on and east of U.S. Highway 11 to the Virginia-West Virginia State line, points in West Virginia on and east of U.S. Highway 11, and points in Maryland on and east of the U.S. Highway 11, and *rejected, damaged, refused, and returned shipments*, on return.

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

No. MC 92983 (Sub-No. 470), filed May 10, 1965. Applicant: ELDON MILLER,

INC., Post Office Drawer 617, Kansas City, Mo., 64141. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fats and oils, including blends and products thereof*, in bulk, from points in Oregon and Washington to points in Minnesota, North Dakota, and South Dakota.

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

No. MC 94350 (Sub-No. 59), filed May 10, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings* traveling on their own or *removable undercarriages* which are designed to be joined together to form a complete structure, excluding trailers or mobile homes designed to be drawn by passenger automobiles and oilfield or industrial buildings, from points in Utah, to points in Louisiana and points in those States west of the Mississippi River, namely, Washington, Oregon, California, Arizona, Nevada, Idaho, Utah, New Mexico, Colorado, Wyoming, Montana, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Arkansas, Missouri, Iowa, Minnesota, and Alaska, but excluding Hawaii, and *damaged or rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 94350 (Sub-No. 60), filed May 10, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Post Office Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings* traveling on their own or *removable undercarriages* which are designed to be joined together to form a complete structure, excluding trailers or mobile homes designed to be drawn by passenger automobiles and oilfield or industrial buildings, from points in Oregon to points in Louisiana and those in States west of the Mississippi River, namely, Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wyoming, and Alaska, but excluding Hawaii, and *damaged or rejected shipments*, on return.

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

No. MC 94350 (Sub-No. 61), filed May 10, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Post Office Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings* traveling on their own or *removable undercarriages* which are designed to be joined together to form a

complete structure, excluding trailers or mobile homes designed to be drawn by passenger automobiles and oilfield or industrial buildings, from points in Washington to points in Louisiana and those in States west of the Mississippi River, namely, Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wyoming, and Alaska, but excluding Hawaii, and *damaged or rejected shipments*, on return.

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

No. MC 94350 (Sub-No. 62), filed May 12, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Post Office Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings* traveling on their own or *removable undercarriages* which are designed to be joined together to form a complete structure, excluding trailers or mobile homes designed to be drawn by passenger automobiles and oilfield or industrial buildings, from points in Florida to points in Louisiana and those in States east of the Mississippi River, namely, Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Ohio, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin, and *damaged or rejected shipments*, on return.

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

No. MC 94350 (Sub-No. 64), filed May 13, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Post Office Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings* traveling on their own or *removable undercarriages* which are designed to be joined together to form a complete structure, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oilfield or industrial buildings, from points in South Carolina to points in Louisiana and those in States east of the Mississippi River, namely, Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Ohio, Kentucky, Maine, Maryland, Massachusetts, Michigan, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin, and *damaged and rejected shipments*, on return.

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

No. MC 94350 (Sub-No. 65), filed May 13, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Post Office Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings* traveling on their own or *removable undercarriages* which are designed to be joined together to form a complete structure, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oilfield or industrial buildings, from points in Michigan, to points in the United States, including Alaska, but excluding Hawaii, and *damaged or rejected shipments*, on return.

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

No. MC 94350 (Sub-No. 66), filed May 11, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Post Office Box 1075, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Post Office Box 1075, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings* traveling on their own or *removable undercarriages* which are designed to be joined together to form a complete structure, excluding trailers or mobile homes designed to be drawn by passenger automobiles and oilfield or industrial buildings, from points in Georgia to points in Louisiana and those in States east of the Mississippi River, namely, Alabama, Connecticut, Delaware, the District of Columbia, Florida, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin, and *damaged or rejected shipments*, on return.

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

No. MC 94350 (Sub-No. 67), filed May 14, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Post Office Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Box 1075, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings* traveling on their own or *removable undercarriages* which are designed to be joined together to form a complete structure, excluding trailers or mobile homes designed to be drawn by passenger automobiles and oilfield or industrial buildings, from points in Kansas, to points in the continental United States, and *damaged and rejected shipments*, on return.

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

No. MC 95876 (Sub-No. 44), filed May 13, 1965. Applicant: ANDERSON TRUCKING SERVICE, INC., 203 Cooper Avenue, North, St. Cloud, Minn. Applicant's attorney: Val M. Higgins, 1000

First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Wood shavings*, in bales and by-products thereof, in bundles, bales, and bags, from points in Hubbard, Wadena, Becker, and Otter Tail Counties, Minn., to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin.

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

No. MC 99234 (Sub-No. 2), filed April 26, 1965. Applicant: WESTWAY MOTOR FREIGHT, INC., 4350 Kendrick Street, Golden, Colo. Applicant's attorney: Marion F. Jones, 420 Denver Club Building, Denver, Colo., 80202. Authority sought to operate as a common carrier, by motor vehicle, over regular and irregular routes, transporting: *General commodities*; **REGULAR ROUTES:** Between Denver, Colo., and Golden, Colo.; (1) from Denver over West 44th Avenue to Golden and return over the same route, serving all intermediate points; (2) from Denver over West 48th Avenue to Golden and return over the same route, serving all intermediate points; (3) from Denver over West 38th Avenue to junction Wadsworth Boulevard, thence north over Wadsworth Boulevard to junction West 44th Avenue, thence over West 44th Avenue to Golden and return over the same route, serving all intermediate points; (4) from Denver west over 32d Avenue to Golden and return over the same route, serving all intermediate points; (5) from Denver west over 26th Avenue to Golden and return over the same route, serving all intermediate points; (6) from Denver west over Colfax Avenue to Golden and return over the same route, serving all intermediate points; (7) from Denver west over U.S. Highway 6 to Golden and return over the same route, serving all intermediate points; (8) from Denver west over U.S. Highway 40 to junction U.S. Highway 6, thence over U.S. Highway 6 to Golden and return over the same route, serving all intermediate points; (9) from Denver west over Colorado Highway 58 to Golden and return over the same route, serving all intermediate points; and (10) from Denver over Interstate Highway 70 to Golden and return over the same route, serving all intermediate points; **IRREGULAR ROUTES:** (1) From and to all points within a radius of 15 miles of Golden, Colo., including Golden, Colo.; (2) from and to all points within said radius, to and from all points in Colorado, provided, however, that all shipments shall originate or terminate west of the west boundary of the City and County of Denver, Colo.; and (3) between Denver and points within an area extending along U.S. Highway 36 to Watkins, Colo., including points 2 miles south of said highway and 3 miles north of said highway (excepting the City of Aurora).

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

No. MC 99780 (Sub-No. 3) (AMENDMENT), filed March 26, 1965, published FEDERAL REGISTER issue, April 14, 1965, and republished as amended this issue. Applicant: CHIPPER CARTAGE COMPANY, INC., 1327 Northeast Bond Street, Peoria, Ill., 61604. Applicant's representative: George S. Mullins, 4704 West Irving Park Road, Chicago, Ill., 60641. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts*, as described in section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), (1) from Peoria, Ill., to points in Iowa and Wisconsin; (2) from Des Moines, Dubuque, Ottumwa, and Waterloo, Iowa, Omaha, Nebr., and St. Joseph, Mo., to points in Illinois and points in Lake, Porter, Jasper, La Porte, Newton, Pulaski, Starke, St. Joseph, Elkhart, and Marshall Counties, Ind.; and (3) from Cedar Rapids, Iowa, to points in St. Joseph, Elkhart, and Marshall Counties, Ind., and empty containers or other articles used in transporting the above commodities, on return.

NOTE: Applicant states if the above authority is granted it will not be tacked or joined for the purpose of performing a through service. Applicant further states no transportation service shall be performed by carrier in interline service with other carriers. The purpose of this republication is to add the origin points of Des Moines, Iowa, and St. Joseph, Mo., in (2) above. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 103435 (Sub-No. 169), filed May 14, 1965. Applicant: UNITED-BUCKINGHAM FREIGHT LINES, a corporation, East 915 Springfield Avenue, Spokane, Wash. Applicant's attorney: George LaBissoniere, 533 Central Building, Seattle, Wash. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except liquid petroleum products, in bulk, in tank vehicles), serving Havre Air Force Station Radar Site, Mont., approximately 15 miles north of Havre, Mont., as an off-route point in connection with applicant's authorized regular-route operations to and from Havre, Mont.

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

No. MC 103993 (Sub-No. 203), filed May 17, 1965. Applicant: MORGAN DRIVE AWAY, INC., 2800 Lexington Avenue, Elkhart, 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: *Trailers*, designed to be drawn by passenger automobiles, and component parts thereof when shipped therewith, in initial movements, in truckaway service, from points in Hart County, Ky., to points in the continental United States.

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

No. MC 103993 (Sub-No. 204), filed May 17, 1965. Applicant: MORGAN DRIVE AWAY, INC., 2800 Lexington Avenue, Elkhart, 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: *Trailers*, designed to be drawn by passenger automobiles, and component parts thereof when shipped therewith, in initial movements, in truckaway service, from points in Greenville County, S.C., to points in the United States, including points in Alaska (but excluding points in Hawaii).

NOTE: If a hearing is deemed necessary, applicant does not specify any particular area.

No. MC 104523 (Sub-No. 33), filed May 12, 1965. Applicant: WILLIAM HAROLD HUSTON, doing business as HUSTON TRUCK LINE, Friend, Nebr. Applicant's attorney: James E. Ryan, 214 Sharp Building, Lincoln, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry animal and poultry feeds, dry animal and poultry mineral feed mixtures, and insecticides*, from Quincy, Ill., to points in Cheyenne, and Sherman Counties, Kans., and points in Boulder, Grand, Park, Larimer, and Jefferson Counties, Colo.

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

No. MC 105275 (Sub-No. 34), filed May 7, 1965. Applicant: W. T. BYRNS MOTOR EXPRESS, INC., 646 Coffee Street, Watertown, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Paper and paper products*, from points in Jefferson, Lewis, and St. Lawrence Counties, N.Y., to points in New Jersey on and north of New Jersey Highway 33; (2) *paper*, from Pulaski, N.Y., to New York, N.Y., and points in New Jersey on and north of New Jersey Highway 33; and (3) *equipment, materials, and supplies* used in the manufacture of paper and paper products, from points in New Jersey on and north of New Jersey Highway 33, to points in Jefferson, Lewis, and St. Lawrence Counties, N.Y.

NOTE: Common control may be involved. Applicant states that no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Syracuse, N.Y.

No. MC 107107 (Sub-No. 347), filed April 30, 1965. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 458, Allapattah Station, Miami, Fla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foods, food ingredients and advertising and promotional materials, when related to and moving with shipments of foods and food ingredients*, from points in Massachusetts on and east of Massachusetts Highway 12, to points in Texas and Georgia.

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

No. MC 107376 (Sub-No. 12), filed May 12, 1965. Applicant: TELISCHAK TRUCKING, INC., 12300 Farmington Road, Livonia, Mich. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Precast concrete slabs and beams*, of such size and weight as to require the use of special equipment, and *accessories and materials* incidental to the installation thereof, from Livonia, Mich., to points in Ohio and Indiana.

NOTE: Applicant states it presently holds contract carrier authority to transport the above commodities from Livonia, Mich., to 18 Ohio counties, which it will tender for cancellation if this application is granted. If a hearing is deemed necessary, applicant requests it be held at Lansing, or Detroit, Mich.

No. MC 107515 (Sub-No. 512), filed May 11, 1965. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta, Ga. Applicant's attorney: Paul M. Daniell, Suite 1600, First Federal Building, Atlanta, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Humboldt, Tenn., to points in Alabama, North Carolina, South Carolina, Missouri, Kansas, Iowa, Nebraska, Illinois, Mississippi, Arkansas, Louisiana, Texas, and Oklahoma.

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

No. MC 108006 (Sub-No. 13), filed May 12, 1965. Applicant: MAISLIN BROS. TRANSPORT LIMITED, 7401 Newman Boulevard, LaSalle, Quebec, Canada. Applicant's representative: William D. Traub, 10 East 40th Street, New York 16, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Silver bullion*, between points in the New York, N.Y. commercial zone as defined by the Commission, Rochester and West Point, N.Y., and Carteret and Perth Amboy, N.J., on the one hand, and, on the other, the ports of entry on the International boundary line between the United States and Canada at or near Rouses Point and Buffalo, N.Y. RESTRICTION: The proposed service will be limited to traffic having origins or destinations in Canada.

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

No. MC 109124 (Sub-No. 10) (AMENDMENT), filed March 22, 1965, published in FEDERAL REGISTER, issue of April 8, 1965, amended May 21, 1965, and republished as amended this issue. Applicant: SENTLE TRUCKING CORPORATION, 210 Alexis Road, Toledo, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, between the plant site of the Bethlehem Steel Corp., Burns Harbor, Porter County, Ind., on the one hand, and, on the other, points in Ohio, West Virginia, Illinois, Pennsylvania, Wisconsin, Minnesota,

Iowa, Missouri, and the Lower Peninsula of Michigan.

NOTE: The purpose of this republication is to add four additional States, Wisconsin, Minnesota, Iowa, and Missouri. If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 109497 (Sub-No. 12), filed May 12, 1965. Applicant: A. F. COMER TRANSPORT SERVICE, INC., Post Office Box 711, Rocky Mount, N.C. Applicant's attorney: Louis Reznick, 5009 Keokuk Street, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, in bulk, in tank- and hopper-type 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 109521 (Sub-No. 3), filed May 10, 1965. Applicant: WALTER E. COY, doing business as COY BROS., Box 416, Canfield, 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 irregular routes, transporting: *Clay and clay products*, in bulk, from East Liverpool, Ohio, to points in Pennsylvania, Ohio, and West Virginia.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 110103 and Subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 109637 (Sub-No. 280), filed May 14, 1965. Applicant: SOUTHERN TANK LINES, INC., 4107 Bells Lane, Louisville, Ky., 40211. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products and chemicals*, in bulk, in tank vehicle, from Metropolis, Ill., to points in Kentucky and Jeffersonville, Ind.

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

No. MC 110098 (Sub-No. 56), filed May 20, 1965. Applicant: ZERO REFRIGERATED LINES, a corporation, 815 Merida Street, Box 7249, Station A, San Antonio, Tex. Applicant's attorney: Donald L. Stern, 630 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* (except hides and commodities in bulk in tank vehicles), from points in Dakota County, Nebr., to points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

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

No. MC 110193 (Sub-No. 92), filed May 10, 1965. Applicant: SAFEWAY TRUCK LINES, INC., 20450 Ireland Road, South Bend, Ind. Applicant's representative:

Walter J. Kobos (same address as applicant's). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Edible animal fats, animal oils, vegetable oils, including products and blends thereof, with or without emulsifiers, preservatives, coloring, or additives*, in packages and oleomargarine, in packages, from the site of the refinery plant of the Shortening and Edible Oil Division of Armour & Co., at or near Bradley, Ill., to Erie, Pa.

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

No. MC 110193 (Sub-No. 94), filed May 11, 1965. Applicant: SAFEWAY TRUCK LINES, INC., 20450 Ireland Road, South Bend, Ind. Applicant's representative: Walter J. Kobos (same address as applicant's). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles), from the plant site and cold storage facilities of Missouri Beef Packers, Inc., located in Atchison County, Mo., to points in Maine, Vermont, New Hampshire, New York, New Jersey, Pennsylvania, Delaware, Maryland, and the District of Columbia, Massachusetts, Connecticut, and Rhode Island.

NOTE: Applicant states the authority sought above will be restricted against tacking or interlining at point of origin. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Kansas City, Mo.

No. MC 110193 (Sub-No. 97), filed May 19, 1965. Applicant: SAFEWAY TRUCK LINES, INC., 20450 Ireland Road, South Bend, Ind. Applicant's representative: Walter J. Kobos (same address as applicant's). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from Champaign, Ill., to points in Indiana, Ohio, the Lower Peninsula of Michigan and south of Michigan Highway 55 extending from Manistee to Tawas City, Mich., and points in Missouri and Nebraska.

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

No. MC 110193 (Sub-No. 98), filed May 19, 1965. Applicant: SAFEWAY TRUCK LINES, INC., 20450 Ireland Road, South Bend, Ind. Applicant's representative: Walter J. Kobos (same address as applicant's). 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, 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 Lexington, Nebr., and points within five (5) miles thereof, to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania,

Delaware, Maryland, Ohio, and the District of Columbia.

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

No. MC 110193 (Sub-No. 99), filed May 21, 1965. Applicant: SAFEWAY TRUCK LINES, INC., 20450 Ireland Road, South Bend, Ind. Applicant's representative: Walter J. Kobos (same address as applicant's). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Braddock, Saltsburg, and Lake City, Pa., to points in Indiana, Illinois, Missouri, Iowa, Wisconsin, Minnesota, South Dakota, and Fargo, N. Dak.

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

No. MC 110193 (Sub-No. 100), filed May 21, 1965. Applicant: SAFEWAY TRUCK LINES, INC., 20450 Ireland Road, South Bend, Ind. Applicant's representative: Walter J. Kobos (same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, (1) between Allquippa, Braddock, Clairton, Duquesne, Homestead, Irwin, Pittsburgh, Vandergrift, Donora, Ellwood City, McKeesport, McKees Rocks, and Munhall, Pa., on the one hand, and, on the other, points in Illinois, Indiana, and the Lower Peninsula of Michigan, and (2) between Cleveland, Lorain, and McDonald, Ohio, on the one hand, and, on the other, points in Illinois (except Chicago, Ill. commercial zone), Indiana, and the Lower Peninsula of Michigan.

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

No. MC 111545 (Sub-No. 76), filed May 14, 1965. Applicant: HOME TRANSPORTATION COMPANY, INC., 1425 Franklin Road SE., Post Office Box 6426, Station A, Marietta, Ga. Applicant's attorney: Paul M. Daniell, Suite 1600, First Federal Building, Atlanta, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) *Cast iron pipe, fittings, and accessories*, from Chattanooga, Tenn., to points in Connecticut, Massachusetts, New Hampshire, Vermont, Maine, New York, New Jersey, Maryland, Pennsylvania east of U.S. Highway 219, West Virginia east of U.S. Highway 219, Kansas, Nebraska, South Dakota, and North Dakota, and (B) (1) *cast iron pipe, fittings, and accessories*, (2) *plastic pipe, fittings, and accessories*, when moving in mixed shipments with commodities specified in (B)(1) above, and (3) *cast iron meter boxes and parts, manhole frames and covers, and culverts*, from Anniston and Gadsden, Ala., to points in Delaware, New Jersey, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, Maine, New York, Pennsylvania, West Virginia, Maryland, Ohio, Michigan, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, Kansas, Nebraska, South Dakota, and North Dakota.

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

No. MC 110420 (Sub-No. 418) (AMENDMENT), filed February 18, 1965, published in FEDERAL REGISTER issue of March 10, 1965, amended March 22, 1965, and republished as amended April 1, 1965, and further amended May 18, 1965, and republished as further amended this issue. Applicant: QUALITY CARRIERS, INC., Post Office Box 339, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Flgge (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, fertilizer, and fertilizer ingredients*, in bulk, in tank vehicles, from East Dubuque, Ill., and points in Illinois within ten (10) miles thereof, to points in Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, Kansas, Kentucky, Nebraska, and South Dakota.

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

No. MC 111309 (Sub-No. 3) (AMENDMENT), filed April 2, 1965, published in FEDERAL REGISTER issue of April 21, 1965, amended May 24, 1965, and republished as amended this issue. Applicant: RELAY TRANSPORT, INC., 9 Chelsea Place, Great Neck, N.Y. Applicant's attorney: Edward F. Bowes, 1060 Broad Street, Newark, N.J. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Syrup*, in bulk, in tank vehicles, from Long Island City, N.Y., to points in Atlantic County, N.J., and points in Fairfield and Hartford Counties, Conn., and Wilmington, Del.; (2) *carbonated beverages*, in containers, from Long Island City, N.Y., to points in Atlantic, Bergen, Middlesex, and Monmouth Counties, N.J., and points in Fairfield County, Conn., and Philadelphia, Pa.; and (3) *liquid sugar, invert sugar, corn syrup, and blends thereof*, in bulk, in tank vehicles, from Long Island City, N.Y., to points in Atlantic, Bergen, Burlington, Camden, Cape May, Cumberland, Gloucester, Mercer, Middlesex, Monmouth, Morris, Passaic, and Union Counties, N.J., Philadelphia, Pa., Wilmington, Del., and points in Fairfield, Hartford, New Haven, and New London Counties, Conn., and Springfield, Mass. RESTRICTION: Transportation is restricted to that performed under contract with the Pepsi Cola Co. The purpose of this republication is to add Burlington and Cape May Counties to the destination territory in paragraph (3).

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

No. MC 111540 (Sub-No. 4), filed May 14, 1965. Applicant: WILLIAM E. LOYD AND DARRELL L. LOYD, a partnership, doing business as LOYD BROS. TRUCK LINE, Orrick, Mo. Applicant's attorney: Carl V. Kretzinger, Suite 510, Professional Building, Kansas City, Mo. Authority sought to

operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Metal culvert pipe*, coated and uncoated, from points in the Kansas City, Mo.-Kansas commercial zone, as defined by the Commission to points in Oklahoma and Arkansas.

NOTE: Applicant states the proposed service to be under continuing contracts with Kaiser Aluminum & Chemical, Inc., of Kansas City, Kans., and Wheeling Corrugating Co., of North Kansas City, Mo. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 111545 (Sub-No. 77), filed May 14, 1965. Applicant: HOME TRANSPORTATION COMPANY, INC., 1425 Franklin Road SE., Post Office Box 6426, Station A, Marietta, Ga. Applicant's attorney: Paul M. Daniell, Suite 1600, First Federal Building, Atlanta, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Trucks*, in initial movements, in truckaway service, from Decatur, Ill., to points in North Carolina, South Carolina, Georgia, Florida, and Alabama, and (2) *parts, attachments, and accessories* for the commodities specified in (1) above, from Decatur, Morton, and Joliet, Ill., to points in North Carolina, South Carolina, Georgia, Florida, and Alabama.

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

No. MC 111729 (Sub-No. 79), filed May 14, 1965. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: Russell S. Bernhard, Commonwealth Building, 1625 K Street NW., Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Business papers, records, and audit and accounting media* (except cash letters), (a) between Sandusky, Ohio, on the one hand, and, on the other, Lexington, Ky., and Fort Wayne, Ind., and (b) between Cleveland, Ohio, on the one hand, and, on the other, Johnstown, Pa., and Flint, Kalamazoo, and Lansing, Mich.; (2) *exposed film and prints* (excluding motion picture film used primarily for commercial theater and television exhibition), from Anderson, Indianapolis, Lawrenceburg, Muncie, Richmond, and Shelbyville, Ind., and Carrollton, Corbin, Covington, Cynthia, Georgetown, Harrodsburg, Lexington, London, Louisville, Mount Sterling, Newport, Richmond, Shelbyville, Somerset, South Fort Mitchell, and Williamsburg, Ky., to Cincinnati, Ohio; (3) *processed film and prints, complimentary replacement film, labels, envelopes and packaging materials, and advertising literature moving therewith* (excluding motion picture film used primarily for commercial theater and television exhibition), from Cincinnati, Ohio to the origin points mentioned in (2) above; (4) *whole human blood and blood derivatives*, (a) between Louisville, Ky., on the one hand, and, on the other, Cincinnati, Ohio, and points in Daviess, Decatur, Dubois, Gibson, Johnson, Knox, Marion, Morgan, and Shelby Counties, Ind.

(b) Between Columbus, Ohio, on the one hand, and, on the other, Fort Wayne and Indianapolis, Ind., and Louisville, Ky.; (c) between Huntington, W. Va., on the one hand, and, on the other, Ashland, Covington, Flemingsburg, Fort Thomas, Frenchburg, Lexington, Louisa, Louisville, Martin, Maysville, McDowell, Morehead, Mount Sterling, Paintsville, Pikeville, Prestonburg, Russell, South Williamson, West Liberty, and Winchester, Ky., and Cincinnati, Columbus, Cleveland, Gallipolis, Georgetown, Ironton, Marietta, Oak Hill, Pomeroy, Portsmouth, Toledo, Waverly, and West Union, Ohio; (5) *ophthalmic goods and commercial papers* (except cash letters); (a) between Cleveland, Ohio, on the one hand, and, on the other Pittsburgh, Pa.; (b) between Cincinnati, Ohio, on the one hand, and, on the other Anderson, Evansville, Indianapolis, Jeffersonville, Kokomo, Lafayette, Marion, Muncie, Richmond, Terre Haute, and Vincennes, Ind.; Danville, Lexington, Louisville, Maysville, and Pikeville, Ky., and Beckley, Bluefield, Charleston, Huntington, and Parkersburg, W. Va.; (c) between Cleveland, Ohio, on the one hand, and, on the other, points in Allegheny, Armstrong, Beaver, Bedford, Blair, Butler, Cambria, Clarion, Clearfield, Crawford, Elk, Erie, Fayette, Forest, Greene, Indiana, Jefferson, Lawrence, McKean, Mercer, Somerset, Venango, Warren, Washington, and Westmoreland Counties, Pa., points in Adams, Allen, Blackford, Carroll, Cass, DeKalb, Delaware, Elkhart, Fulton, Grant, Howard, Huntington, Jay, Kosciusko, LaGrange, La Porte, Madison, Marshall, Miami, Nobell, Pulaski, Randolph, St. Joseph, Starke, Steuben, Tipton, Wabash, Wells, White, and Whitley Counties, Ind., points in Allegany, Chautauqua, Cattaraugus, Erie, Genesee, Monroe, Orleans, and Wyoming Counties, N.Y., and points in Harrison, Marion, Monongalia, Pleasants, Preston, Taylor, Wetzel, and Wood Counties, W. Va.

NOTE: Applicant states no service shall be performed under the authority requested for any bank or banking institution, namely, any national bank, State bank, Federal Reserve bank, savings and loan association, or savings bank. Applicant is also authorized to conduct operations as a contract carrier in Permit MC 112750 and subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio.

No. MC 111729 (Sub-No. 80), filed May 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., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Checks, business papers, records, payroll checks, and audit and accounting media* (except cash letters). (1) between Hartford, Conn., on the one hand, and, on the other, points in Putnam, Rockland, and Westchester Counties, N.Y.; (2) between New York, N.Y., on the one hand, and, on the other, New Haven, Conn., and Worcester, Mass.; (3) between Boston, Mass., on the one hand, and, on the other, Philadelphia, Pa., and (4) between points

in Passaic County, N.J., on the one hand, and, on the other, points in Philadelphia and Montgomery Counties, Pa.

NOTE: The proposed operations will be subject to the following restriction: No service shall be performed under the authority granted herein for any bank or banking institution, namely, any national bank, State bank, Federal Reserve bank, savings and loan association, or savings bank. Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 112750 and subs, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 112750 (Sub-No. 213), filed May 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., 20006. 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 cancelled bonds, and accounting papers relating thereto, including originals and copies of cash letters, letters of transmittal, summary sheets, adding machine tapes, deposit records, withdrawal slips, and debit and credit records (except coin, currency, bullion, and negotiable securities), under continuing contracts with banks and banking institutions only; namely, national banks, State banks, Federal Reserve banks, savings and loan associations, and savings banks. (1) between Dayton, Ohio, on the one hand, and, on the other, Detroit, Mich.; Buffalo, N.Y.; Pittsburgh, Pa.; Chicago, Ill., and Indianapolis, Richmond, and Fort Wayne, Ind.; (2) between Columbus, Ohio, on the one hand, and, on the other, Detroit, Mich.; Indianapolis, Ind., and Chicago, Ill.; (3) between Springfield, Ohio, on the one hand, and, on the other, Chicago, Ill.; Indianapolis, Ind.; Detroit, Mich.; Pittsburgh, Pa.; and Louisville, Ky.; (4) between Detroit, Mich., on the one hand, and, on the other, Pittsburgh, Pa., Cincinnati, Ohio, and Indianapolis, Muncie, Marion, Portland, Kokomo, Fort Wayne, and Gary, Ind.; and (5) between La Crosse, Wis., on the one hand, and, on the other, Rochester, Minn.

NOTE: Applicant also has applications pending for common carrier authority in MC 111729 and subs thereunder. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 112801 (Sub-No. 25), filed May 17, 1965. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Chicago, Ill. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Cordova, Ill., to points in Iowa.

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

No. MC 112846 (Sub-No. 41), filed May 12, 1965. Applicant: PENN LAND TANKERS, INC., Post Office Box 273, Oil City, 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: *Petroleum and petroleum products* (except petroleum chemicals as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209), in bulk, in tank vehicles, from Petrolia and Karns City (Butler County), Pa., to points in Delaware, New Jersey, and New York.

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

No. MC 113083 (Sub-No. 2), filed May 13, 1965. Applicant: JOHN F. MAHR, doing business as MAHR BROS. TRANSPORTATION CO., Route 83, Post Office Box 328, Rockville, Conn. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Expanded polystyrene* (except in bulk), from Royersford, Pa., to Ledyard, Conn.

NOTE: Applicant states the above operation will be under a continuing contract or contracts with the Dow Chemical Co., of Gales Ferry, Conn. If a hearing is deemed necessary, applicant requests it be held at Hartford Conn. or Washington, D.C.

No. MC 113678 (Sub-No. 107) (AMENDMENT), filed February 11, 1965, published FEDERAL REGISTER issue March 3, 1965, and republished as amended this issue. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo., 80216. Applicant's attorney: Duane W. Ackle, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from Sioux City, Iowa, and points in Dakota County, Nebr., to points in Alabama, Arizona, California, Colorado, Connecticut, Delaware, the District of Columbia, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Maryland, Massachusetts, Michigan, Nevada, New Jersey, New York, North Carolina, Ohio, Oregon, Pennsylvania, Rhode Island, South Carolina, Utah, Virginia, and Washington.

NOTE: The purpose of this republication is to add the origin point of Sioux City, Iowa. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Omaha, Nebr.

No. MC 113843 (Sub-No. 87), filed May 13, 1965. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass. Applicant's attorney: Frank J. Weiner, 182 Forbes Building, Forbes Road, Braintree, Mass., 02184. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sheet steel cans*, from Peabody, Mass., to points in that part of New York on and north of U.S. Highway 6.

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

No. MC 113908 (Sub-No. 161), filed May 14, 1965. Applicant: ERICKSON TRANSPORT CORPORATION, 706 West Tampa, Post Office Box 3180, Springfield, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid animal feed ingredients* (not produced from animal fats or vegetable oils), in bulk, in tank vehicles, from Crete, Nebr., to points in Colorado, Oklahoma, Texas, Arkansas, North Dakota, Minnesota, Wyoming, New Mexico, Iowa (except that portion west of U.S. Highway 169 and south of U.S. Highway 30), Kansas (except on and east of U.S. Highway 81), South Dakota (except on and east of the Missouri River), and Wisconsin (except south of Wisconsin Highway 33 and east of U.S. Highway 51).

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

No. MC 113974 (Sub-No. 14), filed May 14, 1965. Applicant: PITTSBURGH & NEW ENGLAND TRUCKING CO., a corporation, 211 Washington Avenue, Dravosburg, Pa. Applicant's attorney: Henry M. Wick, Jr., 1515 Park Building, Pittsburgh, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel and 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, (1) between Aliquippa, Donora, Ellwood City, Pittsburgh, and Vandergrift, Pa., on the one hand, and, on the other, points in Indiana and Illinois, and (2) between Aliquippa and Ellwood City, Pa., on the one hand, and, on the other, points in the Lower Peninsula of Michigan.

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

No. MC 114004 (Sub-No. 57), filed May 11, 1965. Applicant: CHANDLER TRAILER CONVOY, INC., 8828 New Benton Highway, Little Rock, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, in truckaway service, from points in Nash County, N.C., to points in the United States, including Alaska, but excluding Hawaii.

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

No. MC 114004 (Sub-No. 58), filed May 11, 1965. Applicant: CHANDLER TRAILER CONVOY, INC., 8828 New Benton Highway, Little Rock, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Boats and boat accessories*, from points in Orange County, N.Y., to points in the United States, including points in Alaska, but excluding points in Hawaii.

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

No. MC 114019 (Sub-No. 138), filed May 14, 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 irregular routes, transporting: *Meats, meat products, and meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Duluth, Minn., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, Wisconsin, Illinois, Indiana, and Washington, D.C.

NOTE: If a hearing is deemed necessary, applicant did not specify any particular area.

No. MC 114194 (Sub-No. 102), filed May 10, 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: *Fertilizer*, from East St. Louis, Ill., to points in Indiana, Missouri, Iowa, Kentucky, Tennessee, Arkansas, and Illinois.

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

No. MC 115162 (Sub-No. 114), filed May 14, 1965. Applicant: WALTER POOLE, doing business as POOLE TRUCK LINE, Post Office Box 310, Evergreen, Ala. Applicant's representative: Robert E. Tate, 2031 Ninth Avenue, South, Birmingham, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Plywood, molding, and trim, and advertising and display materials and paint stains*, when moving in the same shipment with plywood, molding, and trim, from the plant site of the Pascagoula Veneer Co., located at Pascagoula, Miss., to points in New Mexico, Oklahoma, and Louisiana.

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

No. MC 115215 (Sub-No. 5), filed May 10, 1965. Applicant: NEW TRUCK LINES, INC., 500 West Hampton Springs Avenue, Perry, Fla. Applicant's attorney: Sol H. Proctor, 1730 American Heritage Life Building, Jacksonville, Fla., 32202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bottle carrying crates*, from Perry, Fla., to points in Alabama, Arkansas, Florida, and Mississippi.

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

No. MC 115215 (Sub-No. 6), filed May 10, 1965. Applicant: NEW TRUCK LINES, INC., 500 West Hampton Springs Avenue, Perry, Fla. Applicant's attorney: Sol H. Proctor, 1730 American Heritage Life Building, Jacksonville, Fla., 32202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Roof panels*, on flatbed equipment, from Archer, Fla., to points in Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, and Virginia.

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

No. MC 115491 (Sub-No. 69), filed May 12, 1965. Applicant: COMMERCIAL CARRIER CORPORATION, 502 East Bridgers Avenue, Auburndale, Fla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Humboldt, Tenn., to points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Wisconsin.

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

No. MC 115793 (Sub-No. 3), filed May 12, 1965. Applicant: CALDWELL FREIGHT LINES, INC., Post Office Box 672, Lenoir, N.C. Applicant's attorney: Francis J. Ortman, National Press Building, Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *New furniture and furniture parts*, from points in Rutherford County, N.C., to points in Tennessee and points in Washington, Scott, Lee, Russell, Wise, and Dickenson Counties, Va., and rejected, damaged, refused, and returned shipments, on return.

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

No. MC 115826 (Sub-No. 48) (AMENDMENT), filed March 1, 1965, published in *FEDERAL REGISTER* issue of March 25, 1965, amended May 21, 1965, and republished as amended this issue. Applicant: W. J. DIGBY, INC., Post Office Box 5088, Terminal Annex, Denver, Colo., 80217. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and dairy products and articles distributed by meat packinghouses* (except in bulk, in tank vehicles), from points in El Paso and Hudspeth Counties, Tex., to points in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee (except Memphis).

NOTE: The purpose of this republication is to broaden the origin territory. If a hearing is deemed necessary, applicant requests it be held at San Antonio, Tex.

No. MC 115826 (Sub-No. 61), filed May 10, 1965. Applicant: W. J. DIGBY, INC., Post Office Box 5088 T. A., Denver, Colo. Applicant's representative: John F. DeCock, 1960 31st Street, Post Office Box 5088, Terminal Annex, Denver 17, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Russellville, Ark., to points in Arizona, California, Colorado, Illinois, Iowa, Kansas, Missouri, Nebraska, Nevada, Oklahoma, and Texas.

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

No. MC 115840 (Sub-No. 17), filed May 4, 1965. Applicant: COLONIAL FAST

FREIGHT LINES, 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: *Insulating materials, mineral wool, loose or in packages, from Birmingham, Ala., (1) to points in Louisiana east of the Mississippi River and points in Louisiana on and south of U.S. Highway 190, and (2) points in Mississippi on and south of U.S. Highway 80.*

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

No. MC 116063 (Sub-No. 68), filed May 10, 1965. Applicant: **WESTERN-COMMERICAL TRANSPORT, INC.**, 2400 Cold Springs Road, Post Office Box 270, Fort Worth, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sugars, syrups, and blends thereof, and vegetable oils, in bulk, from points in Louisiana, to points in Alabama, Arkansas, Florida, Georgia, Mississippi, Tennessee, and Texas.*

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

No. MC 116063 (Sub-No. 69), filed May 14, 1965. Applicant: **WESTERN-COMMERICAL TRANSPORT, INC.**, 2400 Cold Springs Road, Post Office Box 270, Fort Worth, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vegetable oils and animal fats, in bulk, from points in California to points in Texas.*

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

No. MC 116077 (Sub-No. 181) (AMENDMENT), filed May 3, 1965, published in *FEDERAL REGISTER* issue of May 19, 1965, amended May 20, 1965, and republished as amended this issue. Applicant: **ROBERTSON TANK LINES, INC.**, Post Office Box 9527, 5700 Polk Avenue, Houston, Tex., 77011. Applicant's attorney: Mert Starnes, 721 Brown Building, Austin, Tex., 78701. 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, or pipeline, between points in the United States (except Alaska and Hawaii).*

NOTE: The purpose of this republication is to more clearly set forth the commodity description. Applicant states that it seeks no duplicating authority. If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 117313 (Sub-No. 2), filed May 17, 1965. Applicant: **TRYON TRUCKING, INC.**, Post Office Box 68, Fairless Hills, Pa. Applicant's attorney: A. Charles Tell, 100 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles, between Burns Harbor, Porter County, Ind., on the one hand, and, on the other, points*

in Ohio, West Virginia, Pennsylvania, New York, Maryland, and New Jersey.

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

No. MC 117344 (Sub-No. 146), filed May 14, 1965. Applicant: **THE MAXWELL CO.**, 10380 Evendale Drive, Cincinnati 15, Ohio. Applicant's attorney: James R. Stiversen, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, nitrogen fertilizer solutions, ammoniating solutions and aqua ammonia, in bulk, in tank vehicles, from the plant site of Southern Nitrogen Co., Inc., located at or near Columbia Park (Finney), Hamilton County, Ohio, to points in Kentucky.*

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

No. MC 117344 (Sub-No. 147), filed May 17, 1965. Applicant: **THE MAXWELL CO.**, 10380 Evendale Drive, Cincinnati 15, Ohio. Applicant's attorney: James R. Stiversen, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement and mortar, between points in Indiana, Kentucky, and Ohio. Restricted to movements having a prior or subsequent movement by water or rail.*

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

No. MC 117686 (Sub-No. 54), filed May 10, 1965. Applicant: **HIRSCHBACH MOTOR LINES, INC.**, Highway 75 North, Sioux City, Iowa. Applicant's attorney: Jesse E. Marshall, Badgerow Building, Sioux City, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas, from Freeport, Tex., to points in Iowa, Nebraska, Minnesota, Kansas, Missouri, South Dakota, and Rock Island and Peoria, Ill.*

NOTE: Applicant states the proposed operations will be "restricted against tacking and interlining at origin and destination." If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 117765 (Sub-No. 21), filed May 17, 1965. Applicant: **HAHN TRUCK LINE, INC.**, 5800 North Eastern Avenue, Oklahoma City, Okla. Applicant's attorney: Rufus H. Lawson, 106 Bixler Building, 2400 Northwest 23d Street, Oklahoma City 7, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Advertising matter; (2) articles distributed by wholesale or retail suppliers, marketers or distributors of petroleum products, and (3) such commodities as are used by wholesale or retail suppliers, marketers, or distributors of petroleum products in the conduct of their businesses, when shipped in mixed loads with petroleum products (presently authorized), (1) from Enid, Okla., and points within 5 miles thereof, to points in Minnesota, North Dakota, and South Dakota; (2) from Ponca City,*

Okla., and points within 5 miles thereof, to points in Minnesota, North Dakota, and Wisconsin and (3) from Oklahoma City, Okla., to Stuttgart, Jonesboro, Manila, and Newport, Ark.; Burlington, Stonington, Walsh, Campo, and Edler, Colo., and points in Kansas, Nebraska, North Dakota, South Dakota, and Minnesota, and exempt commodities, on return.

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

No. MC 117823 (Sub-No. 27), filed May 17, 1965. Applicant: **RALPH F. DUNKLEY**, doing business as **DUNKLEY DISTRIBUTING COMPANY**, 240 West California Avenue, Salt Lake City 15, Utah. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, from Sparks, Nev. to points in Oregon, Washington, and Montana.*

NOTE: If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 117954 (Sub-No. 17), filed May 17, 1965. Applicant: **H. L. HERRIN, JR.**, Post Office Box 456, Metairie, La. Applicant's attorney: Albert A. Andrin, 105 West Adams Street, Chicago 3, Ill. 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 Kansas, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee, and Texas.*

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

No. MC 117954 (Sub-No. 18), filed May 17, 1965. Applicant: **H. L. HERRIN, JR.**, Post Office Box 456, Metairie, La. Applicant's attorney: Albert A. Andrin, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products and meat byproducts, dairy products, and articles distributed by meat packinghouses, and such commodities as are used by meatpackers in the conduct of their business, when destined to and for use by meatpackers, as described in sections A, B, C, and D, of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 203 and 766 (except hides and commodities in bulk, in tank vehicles), from points in Dakota County, Nebr., to points in Alabama, Arkansas, Florida, Georgia, Iowa, Kansas, Kentucky, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee, and Texas.*

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

No. MC 118130 (Sub-No. 14), filed May 18, 1965. Applicant: **BEN HAMRICK, INC.**, 2000 Chelsea Drive West, Fort Worth, Tex. Applicant's attorney: M. Ward Bailey, 24th Floor, Continental Life Building, Fort Worth, Tex., 76102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Baby foods, cereal foods preparations, bakery goods, and baby supplies, from the plant and warehouse sites of Gerber Products Co., lo-*

cated at Fort Smith, Ark., to points in Arizona, California, Colorado, Idaho, Kansas, Louisiana, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Tennessee, Texas, Utah, Washington, and Wyoming, and exempt commodities, on return.

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

No. MC 118159 (Sub-No. 21), filed May 17, 1965. Applicant: EVERETT LOWRANCE, Post Office Box 10216, New Orleans, La. Applicant's attorney: Albert A. Andrin, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meat, 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 points in Dakota County, Nebr., to points in Alabama, Arkansas, Florida, Georgia, Iowa, Kansas, Kentucky, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee, and Texas.

NOTE: If a hearing is deemed necessary, applicant did not specify any particular area.

No. MC 118159 (Sub-No. 22), filed May 17, 1965. Applicant: EVERETT LOWRANCE, Post Office Box 10216, New Orleans, La. Applicant's attorney: Albert A. Andrin, 105 West Adams Street, Chicago, Ill. 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 Kansas, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee, and Texas.

NOTE: If a hearing is deemed necessary, applicant did not specify any particular area.

No. MC 119531 (Sub-No. 39), filed May 13, 1965. Applicant: DIECKBRADER EXPRESS, INC., 5391 Wooster Road, Cincinnati, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Paper shipping containers, between Louisville, Ky., on the one hand, and, on the other, points in Illinois, Indiana, Michigan, Ohio, and West Virginia, and (2) materials and supplies used in the manufacture, sale, and distribution of paper shipping containers, from points in Illinois, Indiana, Michigan, Ohio, and West Virginia, to Louisville, Ky.

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

No. MC 119767 (Sub-No. 77), filed May 10, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge (same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transport-

ing: Foodstuff, from Belvidere, Ill., and Niles, Mich., to points in Minnesota.

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

No. MC 119767 (Sub-No. 79), filed May 17, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge, Post Office Box 339, Burlington, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Glass containers, and (2) closures, caps and/or covers for glass containers, and fiber-board boxes, when moving in mixed loads with glass containers, from Winchester, Ind. to points in Wisconsin.

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

No. MC 119767 (Sub-No. 80), filed May 17, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge, Post Office Box 339, Burlington, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Glass containers, and (2) closures, caps and/or covers for glass containers, and fiber-board boxes, when moving in mixed loads with glass containers, from Plainfield, Ill., to points in Minnesota, North Dakota, South Dakota, and Wisconsin.

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

No. MC 123048 (Sub-No. 61), filed May 12, 1965. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Agricultural machinery and implements (other than hand), as defined in Appendix XII 1.(B), in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209 and parts thereof when moving with such machinery and implements, from Memphis, Tenn., to points in Indiana, Michigan, Ohio, points in Missouri on and east of U.S. Highway 65, and those points in Wisconsin on and north of U.S. Highway 10, and rejected shipments of the commodities specified above, on return.

NOTE: Applicant states the proposed service to be restricted to (1) traffic originating at Memphis, Tenn., and (2) against tacking or joining with its present authority for the purpose of performing any through transportation service. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Madison, Wis.

No. MC 123640 (Sub-No. 1), filed May 13, 1965. Applicant: SUMMIT CITY ENTERPRISES, INC., 3200 Maumee Avenue, Fort Wayne, Ind. Applicant's attorney: Irving Klein, 280 Broadway, New York, N.Y., 10007. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Such commodities as are dealt in and sold by department stores, from St. Louis, Mo., points in the Dubuque, Iowa commercial zone as defined by the Commission, points in Milwaukee County, Wis., St. Louis and St. Charles

Counties, Mo., and Jefferson County, Ky., points in Illinois, Indiana, Ohio, West Virginia, the Lower Peninsula of Michigan, points in that part of Pennsylvania on and west of U.S. Highway 219, points in that part of Iowa on and south of a line extending along U.S. Highway 20 from the Mississippi River at Dubuque, Iowa, to Waterloo, Iowa, and on and east of a line extending along U.S. Highway 63 from Waterloo to the Iowa-Missouri State line and points in that part of New York on, south and west of a line beginning at Lewiston, N.Y., and extending easterly along U.S. Highway 104 to junction New York Highway 78 at Wrights Corners, N.Y., thence southerly along New York Highway 78 to junction New York Highway 16, thence southerly along New York Highway 16 to the New York-Pennsylvania State line, to Fort Wayne, Ind.

NOTE: Applicant states that the above-proposed operation will be under continuing and exclusive contract with W. T. Grant Co., New York, N.Y. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 123670 (Sub-No. 7), filed May 13, 1965. Applicant: EARL R. CROWEL AND KENNETH L. CROWEL, a partnership, doing business as CROWEL TRUCKING, 701 West St. Clair, Almont, Mich. Applicant's attorney: Eugene C. Ewald, Suite 1700, 1 Woodward Avenue, Detroit, Mich. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Canned and processed vegetables and mixes thereof, from Imlay City, Memphis, Detroit, Bridgeport, and Saginaw, Mich., to points in Indiana and Ohio.

NOTE: Applicant states the proposed service to be "under continuing contract with Vlasic Food Products Co." If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 123670 (Sub-No. 8), filed May 13, 1965. Applicant: EARL R. CROWEL AND KENNETH L. CROWEL, a partnership, doing business as CROWEL TRUCKING, 701 West St. Clair, Almont, Mich. Applicant's attorney: Eugene C. Ewald, Suite 1700, 1 Woodward Avenue, Detroit, Mich. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Canned and processed vegetables and mixes thereof, from Imlay City, Memphis, Detroit, Bridgeport, and Saginaw, Mich., to points in Illinois.

NOTE: Applicant states the proposed service to be "under continuing contract with Vlasic Food Products Co." If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 123778 (Sub-No. 4), filed May 11, 1965. Applicant: JOSEPH BAIO, doing business as UNITED NEWSPAPER DELIVERY SERVICE, 75 Cutters Lane, Woodbridge, N.J. Applicant's attorney: Morton E. Kiel, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Magazines, magazine racks, and advertising matter shipped with magazines, from Washington, D.C., to points in Con-

necticut and New Jersey, points in that part of Pennsylvania on and east of U.S. Highway 15, and points in that part of New York on and south of New York Highway 5 between Syracuse and Schenectady and New York Highway 7 between Schenectady and the New York-Vermont State line and on and east of U.S. Highway 11 between Syracuse and the New York-Pennsylvania State line.

NOTE: Applicant states that the above-proposed operation will be limited to a transportation service to be performed under a continuing contract, or contracts, with Time, Inc. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 124004 (Sub-No. 5), filed May 11, 1965. Applicant: RICHARD DAHN, INC., West Mountain Road, Sparta, N.J. Applicant's attorney: Charles J. Williams, 1060 Broad Street, Newark, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat and bone scrap and bone meal*, in bulk, from points in the New York, N.Y. commercial zone, as defined by the Commission, to points in Connecticut, and points in Rockingham, Merrimack, and Hillsboro Counties, N.H.

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

No. MC 124004 (Sub-No. 6), filed May 11, 1965. Applicant: RICHARD DAHN, INC., West Mountain Road, Sparta, N.J. Applicant's attorney: Charles J. Williams, 1060 Broad Street, Newark, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients*, in bulk, from Middletown, N.Y., to Sussex, N.J.

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

No. MC 124004 (Sub-No. 7), filed May 11, 1965. Applicant: RICHARD DAHN, INC., West Mountain Road, Sparta, N.J. Applicant's attorney: Charles J. Williams, 1060 Broad Street, Newark, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Magnetite ore*, in bulk, from Mt. Hope, N.J., to points in Massachusetts and Maryland.

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

No. MC 124078 (Sub-No. 139), filed May 17, 1965. Applicant: SCHWERMAN TRUCKING CO., a corporation, 611 South 28 Street, Milwaukee, Wis. Applicant's attorney: James R. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, fertilizers, and fertilizer ingredients*, in bulk, between points in Illinois, Indiana, Wisconsin, Minnesota, Iowa, Missouri, Kansas, Nebraska, and South Dakota.

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

No. MC 124123 (Sub-No. 26), filed May 14, 1965. Applicant: SCHWERMAN TRUCKING CO., OF ILL., INC., 611

South 28 Street, Milwaukee, Wis. Applicant's attorney: James R. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, in bulk, in tank- and hopper-type vehicles, from Troy Grove, Ill., to points in Iowa.

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

No. MC 124211 (Sub-No. 33) (AMENDMENT), filed April 7, 1965, published FEDERAL REGISTER issue of April 21, 1965, amended May 21, 1965, and republished as amended this issue. Applicant: HILT TRUCK LINE, INC., 1813 Yolande, Post Office Box 824, Lincoln, Nebr. Applicant's attorney: David D. Tews, Box 4843, State House Station, Lincoln, Nebr., 68509. 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, to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except liquids in bulk, in tank vehicles and hides), from points in Dakota County, Nebr., and Sioux City, Iowa, to points in Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio, South Dakota, and Wisconsin and *exempt commodities* on return.

NOTE: The purpose of this republication is to add Sioux City, Iowa, as an origin point. Applicant does not specify place of hearing if one is deemed necessary.

No. MC 124628 (Sub-No. 11), filed May 11, 1965. Applicant: SAM FALLICK TRUCKING, INC., 345 Butler Street, Brooklyn, N.Y. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Paint and materials used in the manufacture of paint, and adhesives* (except in bulk in tank vehicles), (1) from St. Louis, Mo., Lyons and Rockford, Ill., to Baltimore, Md., Philadelphia, Pa., points in New York, N.Y., commercial zone as defined by the Commission, Somerset, Pa., Stowe, Ohio, Elkton, Md., and Saugerties, N.Y., and (2) from Fords, Sayerville, and Trenton, N.J., Palmerton and Henderson Station, Pa., to Rockford and Lyons, Ill., and St. Louis, Mo.

NOTE: Applicant states the proposed service to be under continuing contract with Valspar Corp. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124774 (Sub-No. 11) (AMENDMENT), filed February 15, 1965, published FEDERAL REGISTER issue March 17, 1965, and republished as amended this issue. 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 packinghouses*, as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except

liquids in bulk, in tank vehicles, and except hides), from Sioux City, Iowa and points in Dakota County, Nebr., to points in Colorado, Florida, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio, South Dakota, and Wisconsin, and *exempt commodities*, on return.

NOTE: The purpose of this republication is to add the origin point of Sioux City, Iowa. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Omaha, Nebr.

No. MC 124774 (Sub-No. 16), filed May 10, 1965. Applicant: CARAVELLE EXPRESS, INC., Post Office Box 384, Norfolk, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and articles distributed by meat packinghouses* as defined by the Commission, from points in Dawson County, Nebr., and Minden, Nebr., and points within 5 miles thereof, to points in Montana and Wyoming and *exempt commodities*, on return.

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

No. MC 124774 (Sub-No. 17), filed May 10, 1965. Applicant: CARAVELLE EXPRESS, INC., Post Office Box 384, Norfolk, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* as defined by the Commission, from Gordon and Norfolk, Nebr., to points in Wyoming and Montana.

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

No. MC 124813 (Sub-No. 21), filed May 12, 1965. Applicant: UMTHUN TRUCKING CO., a corporation, 910 South Jackson Street, Eagle Grove, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, from Eagle Grove, Iowa, to points in Nebraska.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit MC 118468, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 125799 (Sub-No. 1), filed May 17, 1965. Applicant: BLAIRSVILLE TRANSPORT, INC., Rural Delivery No. 3, Blairsville, Pa. Applicant's attorney: John A. Vuono, 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Refractory products and refractory materials*, (1) from points in Killbuck Township, Holmes County, Ohio, to points in Maryland, Michigan, New York, and Pennsylvania, and (2) from Glenmont, Ohio, to points in Maryland.

NOTE: Applicant states that the proposed operation will be restricted to a service to

be performed under a continuing contract or contracts with Nicholl McBride Stone Co. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 125799 (Sub-No. 2), filed May 17, 1965. Applicant: BLAIRSVILLE TRANSPORT, INC., Rural Delivery No. 3, Blairsville, Pa. Applicant's attorney: John V. Vuono, 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and lumber materials and supplies*, between Murrysburg, Altoona, and Pittsburgh, Pa., on the one hand, and, on the other, points in Maryland, Ohio, and West Virginia.

NOTE: Applicant states that the proposed operation will be restricted to service to be performed under a continuing contract or contracts with Weyerhaeuser Co. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 125918 (Sub-No. 2), filed May 14, 1965. Applicant: JOHN A. DI MEGLIO, Whitehorse Pike, Ancora, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Brick*, on vehicles equipped with mechanical loading and unloading devices, from Winslow, N.J., to points in Pennsylvania, Massachusetts, New York, Maryland, Connecticut, Rhode Island, and Washington, D.C.

NOTE: Applicant states the proposed service to be under continuing contract with The Alliance Clay Products Co. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 126553 (Sub-No. 1), filed May 7, 1965. Applicant: ERICH KEDSCH, doing business as U. P. CLAY FARM EQUIPMENT, Rural Route No. 2, Daggett, Mich. Applicant's attorney: Kenneth O. Doyle, First National Bank Building, Menominee, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Poles, structural lumber, wood siding, galvanized sheets, aluminum sheets, sliding door hardware, nails and bolts*, for pole structures (except articles which because of size, shape, or weight, require the use of special equipment), from Gladstone and Wallace, Mich., to points in Wisconsin, Illinois, and Michigan; (2) *posts, rails, and manufactured sections or panels*, for wooden fencing (except articles which because of size, shape, or weight, require the use of special equipment), from Gladstone and Wallace, Mich., to points in Michigan, Wisconsin, Indiana, Ohio, Illinois, Tennessee, Alabama, Missouri, Kentucky, Oklahoma, Texas, and Georgia; and (3) *materials used in the manufacture of the above-described commodities*, from points in the above-described destination States, to Gladstone and Wallace, Mich.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Escanaba, Mich., or Green Bay, Wis.

No. MC 126746 (Sub-No. 2), filed May 17, 1965. Applicant: CLARENCE HURD, Box 32, Viola, Del. Applicant's attorney:

L. Agnew Myers, Jr., Warner Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Concrete and glazed concrete masonry building blocks*, from points in Kent County, Del., to points in Connecticut, New Jersey, points in that part of Maryland east of the Chesapeake Bay and Susquehanna River, points in that part of Virginia east of the Chesapeake Bay, points in Bronx, Delaware, Dutchess, Kings (Brooklyn), Nassau, New York (Manhattan), Orange, Putnam, Queens, Richmond, Suffolk, Sullivan, Ulster, and Westchester Counties, N.Y., and points in that part of Pennsylvania east of the Susquehanna River.

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

No. MC 127023 (Sub-No. 3), filed May 17, 1965. Applicant: R. M. E. TRANSPORT, INC., Post Office Box 418, Streator, Ill. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glassware, glass bottles, and glass jars, glass jar and bottle caps and covers and cartons for glass bottles and glass jars*, in mixed and straight loads, from Mundelein and Plainfield, Ill., to points in Indiana, Iowa, Michigan, Minnesota, Ohio, and Wisconsin and points in that part of Missouri on and east of U.S. Highway 63 and points in that part of Kentucky on and west of U.S. Highway 27 and *rejected shipments*, on return.

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

No. MC 127099 (Sub-No. 2), filed May 13, 1965. Applicant: ROBERT NEFF & SONS, INC., 132 Shawnee Avenue, Zanesville, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Millwork*, including but not limited to *insulated glass, aluminum moulding, and metal*, from Malta and Zanesville, Ohio, to points in the United States on and east of U.S. Highway 85, and (2) *material used in the production of the above items*, from points in the United States on and east of U.S. Highway 85 to Malta and Zanesville, Ohio.

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

No. MC 127105 (Sub-No. 1), filed May 12, 1965. Applicant: B. L. KINNEY, doing business as KINNEY TRANSFER, Lower Main Street, Woodstock, New Brunswick, Canada. Applicant's attorney: Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road, Braintree, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood chips*, in bulk, in dump vehicles, from ports of entry on the international boundary line between the United States and Canada located at or near Houlton, Maine, to Houlton, Lincoln, and Brewer, Maine.

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

No. MC 127202 (Sub-No. 1), filed May 10, 1965. Applicant: STEVENS VAN LINES-PONTIAC, INC., 3565 Elizabeth Lake Road, Pontiac, Mich. Applicant's attorney: Alan F. Wohlstetter, 1 Farragut Square, South, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods* as defined by the Commission, (1) between points in Oakland, Wayne, Macomb, Washtenaw, Livingston, Shiawassee, Genesee, Lapeer, Sanilac, and St. Clair Counties, Mich., and (2) between points in the above counties, on the one hand, and, on the other, points in Michigan, restricted to shipments having a prior or subsequent movement beyond said counties.

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

No. MC 127244, filed May 7, 1965. Applicant: JACK R. SHARKEY, doing business as SHARKEY SHIPPERS SERVICE, No. 4 Valley View Drive, Burlington, Iowa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper*, wrapping, printed and not printed, oiled, waxed and not oiled or waxed; *cellulose film*, printed, for wrapping purposes; *cloth, paper and cellulose film laminated and waxed; cellulose film*, not printed in sheets cut to size; and *interfolded aluminum foil* without paper backing, from Fort Madison, Iowa, to Chicago, Ill., and points in its commercial zone, and Elk Grove Village, Ill., and *returned shipments and empty skids and pallets* used in the transportation of the commodities in (1) on return, and (2) *wrapping paper and spiral tubes, chipboard, fibreboard and pulpboard*, from Joliet, Ill., Appleton, De Pere, Kaukauna, Mosinee, Port Edwards, Rhinelander, Shawano, and Wisconsin Rapids, Wis., to Fort Madison, Iowa, and *returned shipments*, and *empty skids and pallets* used in the transportation of the commodities in (2) on return.

NOTE: Applicant states the proposed operations will be under a continuing contract with Mid-West Wax Paper Co., of Fort Madison, Iowa. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 127247 (Sub-No. 1), filed May 17, 1965. Applicant: LELAND R. HAWTHORNE & SON, INC., Maple Street, Hazardville (Enfield), Conn. Applicant's attorney: Reubin Kaminsky, Suite 223, 410 Asylum Street, Hartford, Conn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wood cable shipping reels, empty*, from Hazardville, Conn., to Rome and Chester, N.Y., points in the New York, N.Y., commercial zone, points in Westchester County, N.Y., points in the Philadelphia, Pa., commercial zone, and points in Massachusetts, Rhode Island, and New Jersey; and (2) *materials and supplies used in the manufacture of wood cable shipping reels*, from points in New

Hampshire, Massachusetts, Rhode Island, and points in the New York, N.Y., commercial zone, to Hazardville, Conn.

NOTE: Applicant states that the above-proposed operations will be under continuing contract with The Bridge Manufacturing Co., of Hazardville, Conn. If a hearing is deemed necessary, applicant requests it be held at Hartford, Conn.

No. MC 127249, filed April 30, 1965. Applicant: ATLAS FREIGHT LINES, INC., Box 12, Rittman, Ohio. Applicant's attorney: Clarence D. Todd, 1825 Jefferson Place NW, Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Paper products*, from Rittman, Ohio, to Detroit, Mich., and points within 10 miles of Detroit, points in that part of New York on and west of a line beginning at Rochester and extending along New York Highway 96 to Owego, thence across the Susquehanna River to junction unnumbered highway, and thence along unnumbered highway via South Owego to the New York-Pennsylvania State line, those in that part of Pennsylvania on and west of U.S. Highway 219, and those in that part of West Virginia on and north of U.S. Highway 50; (2) *waste paper*, from Detroit, Mich., points in that part of New York on and west of a line beginning at Rochester and extending along New York Highway 96 to Owego, thence across the Susquehanna River to junction unnumbered highway, and thence along unnumbered highway via South Owego to the New York-Pennsylvania State line, those in that part of Pennsylvania on and west of U.S. Highway 219, and those in that part of West Virginia on and north of U.S. Highway 50, to Rittman, Ohio; (3) *pulpboard, paper boxes, corrugated paper products, and machinery* used in the manufacture of such commodities, from Pittsburgh, Pa., to points in Ohio, West Virginia, and those in that part of New York on and west of a line beginning at Rochester and extending along U.S. Highway 15 to the New York-Pennsylvania State line; (4) *paper, paper articles, waste paper, and such machinery, articles and supplies* as are used in the manufacture of paper and paper articles, between Rittman, Ohio, on the one hand, and, on the other, points in that part of New York east of a line beginning at Rochester and extending along New York Highway 96 to Owego.

Thence across the Susquehanna River to junction unnumbered highway, and thence along said unnumbered highway via South Owego to the New York-Pennsylvania State line, points in that part of Pennsylvania east of U.S. Highway 219, points in that part of West Virginia south of U.S. Highway 50, points in Michigan except Detroit, Mich., and points within 10 miles of Detroit, and points in Massachusetts, Rhode Island, Connecticut, New Jersey, Maryland, Delaware, Virginia, Indiana, Kentucky, Tennessee, Wisconsin, Illinois, Missouri, and the District of Columbia; (5) *scrap paper*, from points in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Pennsylvania,

Rhode Island, West Virginia, and the District of Columbia, to Akron and Cleveland, Ohio; and (6) *pallets, skids, and containers*, in which scrap paper is shipped, from Akron and Cleveland, Ohio, to points in the origin States specified in (5) above.

NOTE: Applicant presently holds the above-proposed authority as contract-carrier authority under Permit No. MC 112768 and Subs thereunder and by this application, seeks to convert it to common-carrier authority. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 127257, filed April 26, 1965. Applicant: CENTEX MATERIALS, INC., 600 Pine Street, Beaumont, Tex. Applicant's attorney: John H. Benckenstein, Post Office Box 551, Beaumont, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Sand, gravel, shell, crushed limestone, crushed marble, and aggregate*, in bulk, in hoppers or dump trucks and trailers, between points in Acadia, Allen, Beauregard, Calcasieu, Cameron, Evangeline, Grant, Jefferson Davis, Lafayette, Natchitoches, Rapides, Sabine, St. Landry, Vermilion, and Vernon Parishes, La., and Angelina, Chambers, Galveston, Hardin, Harris, Jasper, Jefferson, Liberty, Nacogdoches, Newton, Orange, Polk, Sabine, San Jacinto, Shelby, San Augustine, and Tyler Counties, Tex.

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

No. MC 127258, filed May 10, 1965. Applicant: HAROLD WAGGONER & COMPANY, a corporation, 103 Westminster, Collinsville, Ill. Applicant's attorney: Delmar O. Koebel, 107 West St. Louis Street, Lebanon, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, in tank vehicles, between Tri-City Regional Port District, in Madison County, Ill., and points in the United States (except points in Alaska and Hawaii).

NOTE: Applicant has contract carrier authority under MC 115873 and Subs 5 and 6 thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 127262, filed May 13, 1965. Applicant: ERNEST RAYMOND FRAME, 7716 Rock Hill Road, St. Louis, Mo. Applicant's attorney: Joseph R. Nacy, 117 West High Street, Jefferson City, Mo. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (A) *Shipper-owned empty semitrailers*, (1) from St. Louis, Mo. to points in Illinois, and (2) from East St. Louis, Ill., to points in Missouri, and (B) *scrap iron and scrap metal in shipper-owned semitrailers*, (1) from points in Illinois to St. Louis, Mo., and (2) from points in Missouri to East St. Louis, Ill.

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

No. MC 127269, filed May 13, 1965.

Applicant: MERLIN MARTIN, doing business as MERLIN MARTIN MOVING & STORAGE, Wadena, Minn. Applicant's attorney: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Wood shavings* in bales, and *by-products thereof*, in bundles, bales, and bags, from Wadena, Osage, Menasha, and Park Rapids, Minn., and points within 20 miles of Park Rapids, Minn., to points in Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin.

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

No. MC 127271, filed April 29, 1965. Applicant: GILFORD MARINA, INC., Route 11-B, Gilford, N.H. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Boats*, between points in New Hampshire, Massachusetts, Maine, Vermont, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, and Maryland.

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

No. MC 127274, filed May 14, 1965. Applicant: SHERWOOD TRUCKING, INC., 1517 Hoyt Avenue, Post Office Box 2189, Muncie, Ind. Applicant's attorney: Howell Ellis, 616-618 Fidelity Building, 111 Monument Circle, Indianapolis, Ind., 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Soap, toilet preparations, and related articles* as produced and distributed by the Colgate-Palmolive Co. at Jeffersonville and Clarksville, Ind., to Birmingham, Ala.; and (2) from Birmingham, Ala., to New Orleans, La.

NOTE: Applicant states that it intends to "drop off a partial load at Birmingham and deliver the remainder of the load at New Orleans." If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky., or Washington, D.C.

No. MC 127275, filed May 17, 1965. Applicant: BORIS GNESDILOW, doing business as B G TRANSPORT, 6 Brook Street, Willimantic, Conn. Applicant's attorney: Reubin Kaminsky, Suite 223, 410 Asylum Street, Hartford, Conn. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Feed additives and fats*, from Columbia and Plainfield, Conn., to Boston, Mass., points in the New York, N.Y., commercial zone, Allentown, Pa., Camden, N.J., and points in Rhode Island; and (2) *materials and supplies* used in the manufacture of feed additives and fats, from points in Massachusetts, New Hampshire, Rhode Island, and Vermont, Augusta, Maine, Albany, and Troy, N.Y., and points in the New York, N.Y., commercial zone, to Columbia and Plainfield, Conn.

NOTE: Applicant states that the above-proposed operations will be under continuing

contracts with Connecticut Bi-Products, Inc. If a hearing is deemed necessary applicant requests it be held at Hartford, Conn.

No. MC 127277, filed May 17, 1965. Applicant: LEONARD DOUGHERTY, 3140 John R, Rochester, Mich. Applicant's attorney: William B. Elmer, 22644 Gratiot Avenue, East Detroit, Mich., 48021. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Die sets, assembled and unassembled and materials and supplies used in the manufacture thereof, from Cleveland, Dayton, and Canton, Ohio, and Chicago, Ill., to Detroit, Mich., and damaged and rejected shipments, on return.*

NOTE: Applicant states that the above-proposed operation will be under a continuing contract or contracts with Die Supply Corp. of Detroit, Mich. If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

MOTOR CARRIERS OF PASSENGERS

No. MC 34752 (Sub-No. 3), filed May 12, 1965. Applicant: LINCOLN COACH CO., INC., 32 Main Street, Dobbs Ferry, N.Y. Applicant's attorney: Sidney J. Leshin, 55 Liberty Street, New York 5, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, in the same vehicle with passengers (1) from the Railroad Station in Stamford, Conn., east over South State Street to junction Guernsey Street, thence north over Guernsey Street to junction North State Street; thence west over North State Street to junction Connecticut Turnpike (Interstate Highway 95); thence west over Connecticut Turnpike (Interstate Highway 95) to junction Cross Westchester Expressway (Interstate Highway 287); thence northwest over Cross Westchester Expressway (Interstate Highway 287) to junction North Broadway (New York Highway 22) in White Plains, N.Y., thence south over North Broadway (New York Highway 22) to junction Hamilton Avenue; thence west over Hamilton Avenue to the White Plains Bus Terminal located on Bronx Street between Hamilton Avenue and Main Street; thence west over Hamilton Avenue to junction Central Avenue, thence north over Central Avenue to junction Tarrytown-White Plains Road (New York Highway 119) in White Plains, thence west over Tarrytown-White Plains Road (New York Highway 119) to junction Cross Westchester Expressway in White Plains.*

Thence west over the Cross Westchester Expressway (Interstate Highway 287) to junction Tarrytown-White Plains Road (New York Highway 119) in the village of Tarrytown, thence west over Tarrytown-White Plains Road (New York Highway 119) to junction Benedict Avenue, thence over Benedict Avenue to junction South Broadway (New York Highway 9), thence north over South Broadway to junction Franklin Street, thence west over Franklin Street to junction Orchard Street, thence north over Orchard Street to junction Main Street, thence west over Main Street to the Tarrytown Railroad Station, thence east over Main Street to junction North

Broadway (New York Highway 9), thence north over New York Highway 9 to junction Croton Point Avenue in the village of Harmon, N.Y., thence west over Croton Point Avenue to the Harmon, N.Y. Railroad Station, serving the intermediate points of Tarrytown and White Plains, N.Y.; (2) from the Railroad Station in Harmon, N.Y. east over Croton Point Avenue, to junction New York Highway 9, thence south over New York Highway 9 to junction Main Street in the village of Tarrytown, N.Y., thence west over Main Street to the Tarrytown Railroad Station, thence east over Main Street to junction Orchard Street, thence south over Orchard Street to junction Franklin Street, thence east over Franklin Street to junction South Broadway (New York Highway 9), thence south over South Broadway to junction Benedict Avenue, thence over Benedict Avenue to junction Tarrytown-White Plains Road in the village of Tarrytown, thence east over Tarrytown-White Plains Road to junction Cross Westchester Expressway (Interstate Highway 287), thence east over Cross Westchester Expressway (Interstate Highway 287) to junction Tarrytown-White Plains Road, in White Plains, thence east over Tarrytown-White Plains Road to junction Central Avenue, thence south over Central Avenue, to junction Main Street, thence east over Main Street to the White Plains Bus Terminal located on Bronx Street between Main Street and Hamilton Avenue, thence east over Main Street to junction North Broadway.

Thence south over North Broadway to junction Armory Place, thence east over Armory Place to junction Westchester Avenue, thence over Westchester Avenue to junction Cross Westchester Expressway, thence east and south over the Cross Westchester Expressway to junction Connecticut Turnpike (Interstate Highway 95), thence over Connecticut Turnpike to Exit No. 7 in Stamford, Conn., thence east at Exit No. 7 to junction South State Street, thence east over South State Street to the Stamford, Conn., Railroad Station serving the intermediate points of Tarrytown and White Plains, N.Y.; (3) from the Bus Terminal, White Plains, N.Y., over Hamilton Avenue, to junction Central Avenue, thence north over Central Avenue to junction Tarrytown-White Plains Road (New York Highway 119), thence west over Tarrytown-White Plains Road to junction New York Highway 100 in White Plains, N.Y., thence north over New York Highway 100 to junction New York Highway 9A, thence north and east over New York Highway 9A to junction New York Highway 9, thence north over New York Highway 9 to junction Croton Point Avenue in the village of Harmon, N.Y., and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with above-proposed regular-route operations.

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

No. MC 96318 (Sub-No. 11), filed May 14, 1965. Applicant: YELLOW COACH LINES, INC., 19 Center Street, Pittsfield,

Mass. Applicant's attorney: Andrew T. Campoli, 7 North Street, Pittsfield, Mass. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage and effects, between Danbury and New Milford, Conn., over U.S. Highway 7, serving all intermediate points.*

NOTE: Applicant states it "proposes to combine this authority with its regular route between Pittsfield, Mass., and Danbury, Conn., contained in MC 96318 Sub No. 6." If a hearing is deemed necessary, applicant requests it be held at Hartford, Conn.

No. MC 124651 (Sub-No. 2), filed May 12, 1965. Applicant: GEORGE LANICH, PAUL LANICH, AND MARY LANICH, doing business as LANICH BUS LINES, Box 57, Kent, Pa. Applicant's attorney: Philip M. Browning, Jr., 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and newspapers and express, in the same vehicle with passengers (1) between Indiana and Blairsville, Pa., from Indiana over U.S. Highway 119 to junction unnumbered highway, thence over unnumbered highway to Josephine, thence return over unnumbered highway 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 junction Pennsylvania Highway 217, thence over Pennsylvania Highway 217 to Blairsville, and return over the same route, serving all intermediate points, and (2) between Elders Ridge and Indiana, Pa., from Elders Ridge over Pennsylvania Highway 574 to junction Pennsylvania Highway 286 by Iselin, thence over Pennsylvania Highway 286 to Jacksonville, thence over Pennsylvania Legislative Highway 32033 to McIntyre, thence over Pennsylvania Legislative Highway 32118 to Coal Run, and return over the same route to Jacksonville, thence over Pennsylvania Highway 286 to Indiana, and return over the same route, serving all intermediate points.*

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

No. MC 127229, filed May 6, 1965. Applicant: AERO TRANSPORTATION CORP., 29 Venna Avenue, North Haledon, N.J. Applicant's attorney: Sidney J. Leshin, 55 Liberty Street, New York 5, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, between Paterson, N.J., and La Guardia Airport and Kennedy International Airport, N.Y., from Paterson over Market Street to Madison Avenue, thence north over Madison Avenue to Park Avenue, thence east over Park Avenue to East 33d Street, thence north over East 33d Street to Broadway, thence east over Broadway to New Jersey Highway 4, thence east over New Jersey Highway 4 to the George Washington Bridge, thence crossing the New Jersey-New York State line to Interstate Highway 95, thence east over Interstate Highway 95 (Cross Bronx Expressway) to Bruckner Boulevard, thence north over Bruckner Boulevard to the service road*

of the Hutchinson River Parkway, thence east over said service road to the White-stone Bridge, and thence over the White-stone Bridge to the Whitestone Parkway, thence south over the Whitestone Park-way to: (A) the Van Wyck Expressway and thence south over the Van Wyck Expressway to the Kennedy Interna-tional Airport; or (B) west over North-ern Boulevard to Astoria Boulevard and thence west over Astoria Boulevard to Ditmars Boulevard, thence north and west over Ditmars Boulevard to 94th Street, thence north over 94th Street to La Guardia Airport; departing from La Guardia Airport at 94th Street, thence south over 94th Street to Ditmars Boul-evard, thence east and south over Ditmars Boulevard to Astoria Boulevard, to Northern Boulevard, thence east over Northern Boulevard to Van Wyck Ex-pressway, thence south over Van Wyck Expressway to Kennedy International Airport, and return over the same routes, serving no intermediate points.

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

APPLICATIONS OF WATER CARRIERS

No. W-353 (Sub-No. 1) (Ingram Corp.—Extension—Nashville), filed May 18, 1965. Applicant: INGRAM COR-PORATION, 4304 Harding Road, Nash-ville, Tenn. Applicant's attorney: Don-ald MacLeay, 1625 K Street NW., Wash-ington 6, D.C. Authority sought to operate as a contract carrier under Part III of the Interstate Commerce Act, in interstate or foreign commerce at Nash-ville, Tenn., in the furnishing for com-pensation (under charter, lease, or other agreement) of towing vessels and non-self-propelled barges, without crews, owned by the said Ingram Corp., to per-sons other than carriers subject to the Interstate Commerce Act, to be used by them in the transportation of their own property.

NOTE: Applicant states the proposed operation is sought in place of Cairo, Ill., as shown in part (1) of 4th amended permit issued May 6, 1965; part (2) of said permit remains as published.

No. W-1214 (William L. Tedford, doing business as Arkansas Marine—Common Carrier Application—filed May 19, 1965. Applicant: WILLIAM L. TED-FORD, doing business as ARKANSAS MARINE, 5000 Country Club Boulevard, Little Rock, Ark. Authority sought to operate as a common carrier by water, covering a new operation in interstate or foreign commerce in the transporta-tion of general commodities, in year-round operation, (1) between all points on the Arkansas River from Little Rock to the mouth, to all points on the Mis-sissippi River from St. Louis to New Orleans, and (2) between all points on the Mississippi River from St. Louis to New Orleans, to all points on the Ar-kansas River from its mouth to Little Rock.

APPLICATIONS IN WHICH HANDLING WITH-OUT ORAL HEARING HAS BEEN RE-QUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 2245 (Sub-No. 4) (AMEND-MENT), filed February 19, 1965, pub-

lished FEDERAL REGISTER issue of May 13, 1965, amended May 19, 1965, and repub-lished as amended this issue. Appli-cant: THE O. K. TRUCKING COM-PANY, a corporation, 1810 South Street, Cincinnati, Ohio, 45204. Applicant's attorneys: James E. Wilson, Perpetual Building, 1111 E Street NW., Washing-ton, D.C., and Jack B. Josselson, Atlas Bank Building, Cincinnati, Ohio, 45202.

NOTE: The purpose of this republication is to also show Jack B. Josselson, as the ap-plicant's attorney.

No. MC 4963 (Sub-No. 18), filed March 1, 1965. Applicant: JONES MOTOR CO., INC., Bridge Street and Schuykill Road, Spring City, Pa. Applicant's at-torney: John C. Bradley, Suite 618 Perpetual Building, 1111 E Street NW., Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transport-ing: (A) General commodities (except those of unusual value, livestock, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or con-taminating to other lading), (1) between Roanoke, Va. and Scranton, Pa., over U.S. Highway 11, (2) between Roanoke, Va. and Spring City, Pa., (a) from Roanoke over U.S. Highway 11 to Harrisburg, Pa., thence over U.S. Highway 422 to Pottstown, Pa., thence over Pennsylvania Highway 100 to junction Pennsylvania Highway 724, and thence over Pennsylvania Highway 724 to Spring City, and return over the same route, (b) from Roanoke over U.S. Highway 11 to Ste-phens City, Va., thence over Virginia Highway 277 to Double Toll Gate, Va., thence over U.S. Highway 340 to Freder-ick, Md., thence over Interstate Highway 70 to junction Maryland Highway 194, thence over Maryland Highway 194 to the Maryland-Pennsylvania State line, thence over Pennsylvania Highway 194 to Hanover, Pa., thence over Pennsyl-vania Highway 116 to junction U.S. Highway 30, thence over U.S. Highway 30 to Lancaster, Pa., thence over Pennsyl-vania Highway 23 to junction unnum-bered highway (Bridge Street Extension), thence over unnumbered highway to Spring City, and return over the same route, (3) between Roanoke, Va. and Bluefield, Va., from Roanoke over U.S. Highway 11 to Dublin, Va.

Thence over Virginia Highway 100 to Pearisburg, Va., and thence over U.S. Highway 460 to Bluefield, and return over the same route. Applicant proposes in connection with each of the above routes to serve all intermediate points in Vir-ginia and Pennsylvania, and off-route points in that part of Pennsylvania east of U.S. Highway 220 and south of a line extending from Towanda, Pa., along U.S. Highway 6 to Wyalusing, Pa., thence along U.S. Highway 106 to Carbondale, Pa., and thence along U.S. Highway 6 to the Pennsylvania-New Jersey State line, including points on the indicated por-tions of said highways, points in that part of Virginia west of a line extending from the Virginia-North Carolina State line along U.S. Highway 15 to Warren-ton, Va., and thence along U.S. Highway 211 to the District of Columbia-Virginia

line, including points on the indicated portions of the highways specified, and the intermediate or off-route points of Am-celle, Brunswick, Frederick, Hagers-town, and Williamsport, Md. Also, ap-plicant states that the service proposed above will be restricted to the transpor-tation of shipments which move from, to or through Roanoke, Va. (4) Between Charlotte, N.C. and Bluefield, Va., from Charlotte over U.S. Highway 29 to junc-tion U.S. Highway 601, thence over U.S. Highway 601 to Mount Airy, N.C., thence over U.S. Highway 52 to Hillsville, Va., thence over U.S. Highway 221 to junction Virginia Highway 100, thence over Vir-ginia Highway 100 to Pearisburg, Va., thence over U.S. Highway 460 to Blue-field, and return over the same route, serving all intermediate points in Vir-ginia and North Carolina, and the off-route points of Bristol and Pulaski, Va. and High Point, N.C.

Also applicant states the service pro-posed in (4) above will be restricted to the transportation of shipments which move from, to or through points in North Carolina. (B) General commod-ities (except Classes A and B explo-sives, household goods as defined by the Commission, commodities in bulk, com-modities requiring special equipment and those injurious or contaminating to other lading), (5) between Wilming-ton, Del. and Baltimore, Md., from Wilmington over U.S. Highway 13 to junction U.S. Highway 40, and thence over U.S. Highway 40 to Baltimore, and return over the same route; (6) between Wilmington, Del., and Harrisburg, Pa., from Wilmington over Delaware High-way 48 to junction Delaware Highway 41, thence over Delaware Highway 41 to the Delaware-Pennsylvania State line, thence over Pennsylvania High-way 41 to junction U.S. Highway 30 at or near Gap, Pa., thence over U.S. Highway 30 to junction U.S. Highway 230, and thence over U.S. Highway 230 to Harrisburg, and return over the same route. Applicant states that in connec-tion with routes (5) and (6) above it proposes to serve all intermediate points, off-route points in New Castle County, Del. and off-route points located in that portion of Pennsylvania east of a line beginning at Harrisburg, Pa., and ex-tending along an unnumbered highway (formerly U.S. Highway 111) to junc-tion U.S. Highway 111, thence along U.S. Highway 111 to junction unnum-bered highway (formerly U.S. Highway 111) at or near Strinestown, Pa., thence along unnumbered highway to Zions-view, Pa., thence along Interstate High-way 83 (formerly U.S. Highway 111) through Jacobus, Loganville, and Shrewsbury, Pa., to the Pennsylvania-Maryland State line and south of a line beginning at Harrisburg, Pa., and ex-tending along U.S. Highway 22 to junc-tion Pennsylvania Highway 39 (for-merly U.S. Highway 22).

Thence over Pennsylvania Highway 39 to Manada Hill, Pa., thence along un-numbered highway (formerly U.S. High-way 22) through Shellsville, Grantville, East Hanover, Ono, and Jonestown, Pa. to junction U.S. Highway 22, thence along U.S. Highway 22 to junction un-numbered highway (formerly U.S. High-

way 22), thence along unnumbered highway through Allentown, Butztown, West Easton, and Easton, Pa. to the Delaware River, including points on the indicated portions of the highways specified, and off-route points located in that part of Maryland east of a line beginning at the Maryland-Pennsylvania State line and extending along Maryland Highway 45 (formerly U.S. Highway 111) to junction U.S. Highway 111 near Cockeysville, Md., thence along U.S. Highway 111 to Baltimore, Md., and north of the southern boundary of Kent County, Md., also, applicant states the service proposed above in (5) and (6) will be restricted to the transportation of shipments either picked up or delivered at a point in New Castle County, Del., or moved through New Castle County, Del., by tacking with other operating authorities. (C) *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). (7) (a) between Wilmington, Del., and Salisbury, Md., over U.S. Highway 13; (b) between Wilmington, Del., and Cambridge, Md., from Wilmington over U.S. Highway 13 to junction U.S. Highway 301S at or near State Road, Del.

Thence over U.S. Highway 301S to junction U.S. Highway 301N, thence over U.S. Highway 301 to junction U.S. Highway 213, thence over U.S. Highway 213 to junction U.S. Highway 50 near Wye Mills, Md., thence over U.S. Highway 50 to junction Maryland Highway 343, and thence over Maryland Highway 343 to Cambridge, and return over the same route; (c) between Wilmington, Del., and Berlin, Md., from Wilmington over U.S. Highway 13 to junction U.S. Highway 113 at or near Dover, Del., and thence over U.S. Highway 113 to Berlin, and return over the same route. Applicant states that in connection with routes (7) (a), (b), and (c) it proposes to serve all intermediate points, those off-route points in Delaware, and those off-route points in that part of Pennsylvania on and east of a line beginning at the Maryland-Pennsylvania State line and extending along U.S. Highway 1 (formerly U.S. Highway 122) to junction Pennsylvania Highway 10 (formerly U.S. Highway 122), thence along Pennsylvania Highway 10 to junction U.S. Highway 30, and on and south of a line beginning at junction U.S. Highway 30 and Pennsylvania Highway 10 (formerly U.S. Highway 122), and extending along U.S. Highway 30 to junction unnumbered highway (formerly U.S. Highway 30), thence along unnumbered highway through Coatesville, Pa., to junction U.S. Highway 30 near Downingtown, Pa., and thence along U.S. Highway 30 to the Pennsylvania-New Jersey State line (including Philadelphia, Pa.), and the off-route points of Aberdeen and Havre de Grace, Md., east of the Susquehanna River and the Chesapeake Bay. Applicant further states that the service proposed above will be restricted to the

transportation of shipments which move from, to or through Wilmington, Del.

NOTE 1: The authority sought over routes (1), (2) (a) and (b), and (3) above is based upon the existing route authority now held in Docket No. MC-4963 Sub 16.

If this application is granted in full, applicant is willing to have canceled that portion of the authority indicated by the words italicized hereinafter: *IRREGULAR ROUTES: General commodities* (except those of unusual value, livestock, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Roanoke, Va., on the one hand, and, on the other, La France, South Carolina, Amelle, Brunswick, Frederick, Hagerstown, and Williamsport, Md., Alpha, Beverly, and Burlington, New Jersey, points in Bergen, Essex, Hudson, Middlesex, Morris, Passaic, Somerset, Sussex, and Union Counties, N.J., not including Paterson, N.J., and those in that part of Pennsylvania east of U.S. Highway 220 and south of a line extending from Towanda, Pennsylvania, along U.S. Highway 6 to Wyalusing, Pa., thence along U.S. Highway 106 to Carbondale, Pa., and thence along U.S. Highway 6 to the Pennsylvania-New Jersey State line, including points on the indicated portions of the highways specified, not including Allentown, Pa. Between Roanoke, Va., on the one hand, and, on the other, points in that part of Virginia west of a line extending from the Virginia-North Carolina State line along U.S. Highway 15 to Warrenton, Va., and thence along U.S. Highway 211 to the District of Columbia-Virginia line, including points on the indicated portions of the highways specified.

NOTE 2: The authority sought over route (4) above is based upon the existing irregular route authority now held in Docket No. MC-4963 Sub 16.

Since applicant seeks only a single route and the existing irregular route authority includes the entire State of North Carolina, no cancellation is proposed. Instead, it is believed that a "no-duplication" restriction is appropriate.

NOTE 3: The authority sought over routes (5) and (6) above is based upon the existing irregular route authority now held in Docket No. MC-4963, Sub 15.

If this application is granted in full, applicant is willing to have canceled all of the following authority: *General commodities* (except Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between points in New Castle County, Del., on the one hand, and, on the other, Baltimore, Md., and points in that part of Maryland, east of a line beginning at the Maryland-Pennsylvania State line and extending along Maryland Highway 45 (formerly U.S. Highway 111) to junction U.S. Highway 111 near Cockeysville, Md., thence along

U.S. Highway 111 to Baltimore, Md., and north of the southern boundary of Kent County, Md.; points in Pennsylvania east of a line beginning at Harrisburg, Pa., and extending along an unnumbered highway (formerly U.S. Highway 111) to junction U.S. Highway 111, thence along U.S. Highway 111 to junction unnumbered highway (formerly U.S. Highway 111) at or near Strinestown, Pa., thence along unnumbered highway to Zionsview, Pa., thence along Interstate Highway 83 (formerly U.S. Highway 111) to York, Pa., thence along unnumbered highway (formerly U.S. Highway 111) via Jacobus, Loganville, and Shrewsbury, Pa., to the Pennsylvania-Maryland State line, and south of a line beginning at Harrisburg, Pa., and extending along U.S. Highway 22 to junction Pennsylvania Highway 39 (formerly U.S. Highway 22), thence along Pennsylvania Highway 39 to Manada Hill, Pa., thence along unnumbered highway (formerly U.S. Highway 22) via Shellsville, Grantville, East Hanover, Ono, and Jonestown, Pa., to junction U.S. Highway 22, thence along U.S. Highway 22 to junction unnumbered highway (formerly U.S. Highway 22), thence along unnumbered highway via Allentown, Butztown, West Easton, and Easton, Pa., to the Delaware River, including points on the indicated portions of the highways specified. If the Commission is of the opinion that the off-route point territory sought is not appropriate in this instance, applicant does not desire any cancellation of authority and believes that the "no duplication" restriction is adequate.

NOTE 4: The authority sought over routes (7) (a), (b), and (c) above is based upon the existing irregular authority now held in Docket No. MC 4963, Sub 17.

If this application is granted in full, applicant is willing to have canceled all of the following authority: *IRREGULAR ROUTES: General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between points in Delaware, those in that part of Pennsylvania on and east of a line beginning at the Maryland-Pennsylvania State line and extending along U.S. Highway 1 (formerly U.S. Highway 122) to junction Pennsylvania Highway 10 (formerly U.S. Highway 122), thence along Pennsylvania Highway 10 to junction U.S. Highway 30, and on and south of a line beginning at junction U.S. Highway 30 and Pennsylvania Highway 10 (formerly U.S. Highway 122), and extending along U.S. Highway 30 to junction unnumbered highway (formerly U.S. Highway 30), thence along unnumbered highway through Coatesville, Pa., to junction U.S. Highway 30 near Downingtown, Pa., and thence along U.S. Highway 30 to the Pennsylvania-New Jersey State line (including Philadelphia, Pa.), and Aberdeen and Havre de Grace, Md., and points in that part of Maryland east of the Susquehanna River and Chesapeake Bay

(except between points which regular service is authorized above). **RESTRICTION:** The service authorized hereinabove is restricted to the transportation of shipments on the above-described regular and irregular route operations which move from, to or through Wilmington, Del. 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 5470 (Sub-No. 16), filed May 14, 1965. Applicant: **ERSKINE & SONS, INC.**, Post Office Box 146, Rural Delivery No. 5, Mercer, Pa. Applicant's attorney: Donald E. Cross, Munsey Building, Washington, D.C., 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal tar pitch*, in bulk, from Youngstown, Ohio, to Bethlehem, Pa.

No. MC 31919 (Sub-No. 4), filed February 25, 1965. Applicant: **CROWE & CO., INC.**, 28 East Main Street, Rockville, Conn. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value and except dangerous explosives, household goods as defined by the Commission 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 Waterbury, Conn., and New York, N.Y.; From Waterbury over Connecticut Highway 8 to Bridgeport, Conn., thence over Interstate Highway 95 to New York and return over the same route serving all intermediate points and all off-route points in Westchester County, N.Y., those on Long Island, N.Y., west of New York Highway 112; those in Bergen, Passaic, Essex, Hudson, Union, and Middlesex Counties, N.J., and all intermediate and off-route points in Connecticut. **RESTRICTION:** Service is not proposed between any two points in Connecticut; between any two points in Westchester County and Long Island, N.Y., and between any two points in the above-named counties in New Jersey, except as otherwise proposed herein; (2) between Schenectady, N.Y. and New Haven, Conn.: (a) From Schenectady over New York Highway 7 to Troy, N.Y., thence over New York and Massachusetts Highway 2 to Greenfield, Mass., thence over U.S. Highway 5 to Hartford, Conn., thence over Connecticut Highway 71 to Meriden, Conn., and return over the same route; thence over U.S. Highway 5 to New Haven. (b) from Schenectady over New York Highway 5 to Albany.

Thence over U.S. Highway 20 to Lee, Mass., thence over Interstate Highway 90 to Chicopee, Mass., thence over Interstate Highway 91 to Hartford, thence over U.S. Highway 5 to New Haven and return over the same route; (c) from Schenectady as described above to Pittsfield, Mass., thence over U.S. Highway 7

to Norwalk, Conn., thence over U.S. Highway 1 to New Haven and return over the same route; (3) between Schenectady, N.Y., and Norwich, Conn.: From Schenectady as described above to Lee, Mass., thence over U.S. Highway 20 to junction Massachusetts Highway 8, thence over Massachusetts and Connecticut Highway 8 to Winsted, Conn., thence over U.S. Highway 44 to East Hartford, Conn., thence over Connecticut Highway 2 to Norwich and return over the same route. Service is proposed to and from all intermediate and authorized off-route points in New York and all intermediate and off-route points in Connecticut and all authorized intermediate and off-route points in Massachusetts. **RESTRICTION:** Service is not proposed between any two points in New York, between any two points in Massachusetts; between any two points in Connecticut, except as otherwise proposed herein. (4) Between Albany, N.Y., and Hartford, Conn.: From Albany over Interstate Highway 87 to junction Interstate Highway 90, thence over Interstate Highway 90 to Lee, Mass., and thence over the above-described routes to Hartford and return over the same route; (5) between Bridgeport, Conn., and Watervliet, N.Y.: From Bridgeport over Interstate Highway 95 to Rye, N.Y., thence over Interstate Highway 287 to Suffern, N.Y., thence over Interstate Highway 87 to Albany, N.Y., thence over New York Highway 32 to Watervliet and return over the same route; (6) between Waterbury, Conn., and Worcester, Mass.: From Waterbury over Interstate Highway 84 to Southington, Conn., thence over Connecticut Highway 10 to junction U.S. Highway 6, thence over U.S. Highway 6 to Hartford, thence over Connecticut and Massachusetts Highway 15 to Sturbridge, Mass., thence over U.S. Highway 20 to West Auburn, thence over Massachusetts Highway 12 to Worcester and return over the same route; (7) between Waterbury, Conn., and Fall River, Mass.: (a) From Waterbury over Connecticut Highway 69 to New Haven, Conn.

Thence over Interstate Highway 95 to New London, Conn., thence over U.S. Highway 1 to Pawcatuck, Conn., thence over U.S. Highway 1 to Westerly, R.I., thence over Rhode Island Highway 3 to junction Interstate Highway 95, thence over Interstate Highway 95 to junction Rhode Island Highway 2, thence over Rhode Island Highway 2 to junction Interstate Highway 195, thence over Interstate Highway 195 to Swansea, Mass., thence over U.S. Highway 6 to Fall River, Mass., and return over the same route; (b) from Waterbury, Conn., as specified above to New Haven, Conn., thence over Connecticut Turnpike to South Killingly, Conn., thence over U.S. Highway 6 to Providence, R.I., and thence as described above to Fall River, Mass., and return over the same route; (c) from Waterbury, Conn., over U.S. Highway 6A to Willimantic, thence over U.S. Highway 6 to South Killingly and thence as described above to Fall River, Mass., and return over the same route. Service is proposed to and from all intermediate

and off-route points in Connecticut and all authorized off-route points in Massachusetts except that no service is proposed between any two points in Connecticut or Massachusetts except as otherwise proposed herein. (8) Between Norwich, Conn., and Worcester, Mass.: From Norwich over Connecticut and Massachusetts Highway 2 to Worcester, and return over the same route. Service is proposed to and from all intermediate and off-route points in Connecticut and all authorized off-route points in Massachusetts, except that no service is proposed between any two points in Connecticut or Massachusetts except as otherwise proposed herein.

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 46280 (Sub-No. 54) (**CORRECTION**), filed March 1, 1965, published **FEDERAL REGISTER** issue of April 28, 1965, and republished as corrected this issue. Applicant: **DARLING FREIGHT, INC.**, 4000 South Division Avenue, Grand Rapids, Mich. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit, Mich., 48226. The following restriction will be applicable to previously published regular-routes 1 through 42: All of the foregoing authority is subject to the restriction, that service is only authorized between the described Michigan points and area, on the one hand, and, on the other, the described points and areas in Indiana, Illinois, Wisconsin, Minnesota, Iowa, Nebraska, Missouri, and Kentucky.

NOTE: The purpose of this republication is to add the restriction which was inadvertently omitted from the previous publication.

No. MC 60186 (Sub-No. 24), filed February 25, 1965. Applicant: **NELSON FREIGHTWAYS, INC.**, 28 East Main Street, Rockville, Conn. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except explosives, poles, canned goods, and commodities used in canning or processing food), (1) between New York, N.Y., and Philadelphia, Pa.: (a) From New York City over the George Washington Bridge, thence over U.S. Highway 1 to Philadelphia and return over the same route; and (b) from New York City through the Lincoln Tunnel, thence over New Jersey Highway 3 to North Bergen, thence over U.S. Highway 1 to Morrisville, Pa., thence over U.S. Highway 13 to Philadelphia and return over the same route; (2) between New York, N.Y., and Camden, N.J.: (a) From New York City over the George Washington Bridge, thence over U.S. Highway 46 to Ridgefield Park, thence over the New Jersey Turnpike to exit 4, Fellowship, N.J., thence over New Jersey Highway 73 to junction New Jersey Highway 38, thence over New Jersey Highway 38 to Camden and return over the same route; and (b) from New York City through the Holland Tunnel over

the New Jersey Turnpike to exit 9, near New Brunswick, N.J., thence over New Jersey Highway 18 to junction U.S. Highway 1, thence over U.S. Highway 1 to Milltown, N.J., thence over U.S. Highway 130 to Camden, and return over the same route; (3) in a circuitous manner, from New York, N.Y., over routes herein described to Newark, N.J., thence over U.S. Highway 22 through Phillipsburg, N.J., to Somerville, N.J., thence over Interstate Highway 287 to Metuchen, N.J.

Thence over routes herein described to New York City; (4) in a circuitous manner, from New York, N.Y., over routes herein described to Fort Lee, N.J., thence over New Jersey Highway 17 to West Mahwah, N.J., thence over U.S. Highway 202 to Mountain View, thence over New Jersey Highway 23 to Newark, thence over routes herein described to New York City; (5) in a circuitous manner, from New York, N.Y., over routes herein described to Jersey City, thence over New Jersey and New York Highway 440 to Perth Amboy, N.J., thence over New Jersey Highway 35 to Rahway, N.J., thence over New Jersey Highway 27 to Newark, N.J., thence over routes herein described to New York City; (6) in a circuitous manner, from New York, N.Y., over routes herein described to Ridgefield Park, N.J., thence over U.S. Highway 46 to Clifton, N.J., thence over New Jersey Highway 3 to North Bergen, N.J., thence over routes herein described to New York City; (7) in a circuitous manner, from New York, N.Y., over routes herein described to Newark, N.J., thence over New Jersey Highway 24 to Morristown, thence over U.S. Highway 202 to Littleton, N.J., thence over New Jersey Highway 10 to Newark, N.J., thence over routes herein described to New York City; (8) between New York, N.Y., and Camden, N.J.: (a) From New York, N.Y., over routes herein described to Camden, N.J., thence over U.S. Highway 30 to Atlantic City, thence over U.S. Highway 322 to Williamstown, thence over New Jersey Highway 42 to Camden and return over the same route; and (b) between New York, N.Y., and Atlantic City, N.J.: From New York, N.Y., over U.S. Highway 9 to junction U.S. Highway 30, thence over U.S. Highway 30 to Atlantic City and return over the same route; (9) between New York, N.Y., and Camden, N.J.: From New York, N.Y., over routes herein described to Camden, N.J., thence over New Jersey Highway 168 to Runnemede, thence over New Jersey Highway 41 to Pitman, thence over New Jersey Highway 47 to Millville, N.J., thence over New Jersey Highway 49 to Bridgeton, N.J., thence over New Jersey Highway 77 to Seabrook, N.J., thence return to Bridgeton, N.J., thence over New Jersey Highway 49 to Salem, thence over New Jersey Highway 45 to Brooklawn, N.J.

Thence over New Jersey Secondary Highway 551 to Camden and return over the same route; (10) between New York, N.Y., and Camden, N.J.: From New York, N.Y., over routes herein described to Camden, thence over New Jersey Secondary Highway 537 to Freehold, N.J., thence over U.S. Highway 9 to junction south of Lakewood, N.J., thence over New Jersey Highway 70 to Camden and return over the same route; (11) between New York,

N.Y., and Camden, N.J.: (a) From New York, N.Y., over routes herein described to Camden, thence over U.S. Highway 30 to Philadelphia, Pa., thence over U.S. Highway 13 to Chester, Pa., thence over U.S. Highway 322 to Concordville, Pa., thence over U.S. Highway 1 to Philadelphia, Pa., and thence to Camden over routes herein described and return over the same route; and between New York, N.Y., and Camden, N.J.: (b) from New York over routes herein described to Camden, thence over the Walt Whitman Bridge to Philadelphia, Pa., thence over Pennsylvania Highway 291 to Chester, Pa., thence over the Chester-Bridgeport Ferry to Bridgeport, N.J., thence over U.S. Highway 130 to Camden and return over the same route; (12) between New York, N.Y., and Philadelphia, Pa.: From New York, N.Y., over routes herein described to Philadelphia and thence over U.S. Highway 422 to Pottstown, Pa., thence over Pennsylvania Highway 100 to Buckstown, Pa., thence over Pennsylvania Highway 23 to King of Prussia, Pa., thence over Interstate Highway 80S to Philadelphia, and return over the same route; (13) between New York, N.Y., and Camden, N.J.: From New York, N.Y., over routes herein described to Camden, N.J.

Thence over New Jersey Secondary Highway 543 to Palmyra, N.J., thence over Tacony Palmyra Bridge to Philadelphia, Pa., thence over U.S. Highway 611 to Doylestown, Pa., thence over U.S. Highway 202 to Lansdale, Pa., thence over U.S. Highway 309 to Philadelphia, Pa., thence over routes herein described to Camden and return over the same route; (14) between New York, N.Y., and King of Prussia, Pa.: From New York, N.Y., over routes herein described to exit 6, New Jersey Turnpike, thence over the Pennsylvania Turnpike extension and thence over the Pennsylvania Turnpike to exit 24 to King of Prussia and return over the same route. Service is proposed to and from all intermediate points on the above-described routes and all off-route points in New Jersey and those in Pennsylvania within 25 miles of Philadelphia. RESTRICTION: No service is proposed between any two points in New Jersey or between any two points within 25 miles of Philadelphia not including points in the New York commercial zone or the Philadelphia commercial zone or from points in Pennsylvania within 25 miles of Philadelphia, including Philadelphia to points in New Jersey not including those in the New York commercial zone; (15) from New York, N.Y., to Washington, D.C., (a) over routes herein described to exit 4 New Jersey Turnpike, at Fellowship, N.J., thence over New Jersey Turnpike to Deepwater, N.J., thence over the Delaware Memorial Bridge, thence over Interstate Highway 95 to Baltimore, thence over the Baltimore-Washington Expressway to junction Maryland Highway 175 to junction U.S. Highway 1, thence over U.S. Highway 1 to Washington and return with no transportation for compensation except as otherwise authorized herein, (b) over routes described herein to Camden, N.J.

Thence over U.S. Highway 130 to Deepwater, N.J., thence over the Delaware

Memorial Bridge to Delaware, thence over U.S. Highway 40 to Baltimore, thence over U.S. Highway 1 to Washington and return over the same route, and (c) over routes herein described to Camden, N.J., thence over the Walt Whitman Bridge to Philadelphia, thence over Pennsylvania Highway 291 to Chester, Pa., thence over U.S. Highway 13 to Odessa, Del., thence over U.S. Highway 301 to Queenstown, Md., thence over U.S. Highway 50 to Washington and return over the same route. Service is proposed from all intermediate and off-route points in New Jersey to all intermediate and off-route points in Delaware north of U.S. Highway 40; those points in Maryland east of U.S. Highway 1 and north of U.S. Highway 50 and those points in Maryland and Virginia within 25 miles of the District of Columbia including the District of Columbia.

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-route motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 85561 (Sub-No. 9) (AMENDMENT), filed February 26, 1965, published *FEDERAL REGISTER* issue of April 28, 1965, amended May 21, 1965, and republished as amended this issue. Applicant: M & M TRUCKING CO., a corporation, Emmitt Road, Akron, Ohio. Applicant's attorney: Paul F. Beery, 100 East Broad Street, Columbus, Ohio.

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, Ohio, Summitville, Marietta, Belpre, and Bridgeport, Ohio. No service is proposed to and from any Michigan, Indiana, West Virginia, Kentucky, or Pennsylvania point within the Cincinnati, Marietta, Conneaut, Mingo Junction, Toledo, Belpre, or Bridgeport commercial zones. 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.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days. The purpose of this republication is to clearly set forth the restriction.

No. MC 106051 (Sub-No. 34), filed March 1, 1965. Applicant: OLD COLONY TRANSPORTATION CO., INC., 56 Prospect Street, New Bedford, Mass. Applicant's attorney: Francis E. Barrett, Professional Building, 25 Bryant Avenue, East Milton (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, automobiles, household goods, as defined by the Commission, commodities in bulk, articles contaminating or injurious to other lading, and commodities requiring special equipment or special handling for the transportation thereof), (1) between Pittsfield and Williamstown, Mass., (a) from Pittsfield over Massachusetts Highway 8 to North Adams, thence over Massachusetts Highway 2 to Williamstown, and (b) from Pittsfield over U.S. Highway 7 to

Williamstown, (2) between Lee, Mass., and Millerton, N.Y., from Lee over U.S. Highway 20 to junction Massachusetts Highway 102, thence over Massachusetts Highway 102 to junction U.S. Highway 7, thence over U.S. Highway 7 to junction Massachusetts Highway 23, thence over Massachusetts Highway 23 to the Massachusetts-New York State line, thence over New York Highway 23 to junction New York Highway 22, thence over New York Highway 22 to Millerton, (3) between Lee, Mass., and Hudson, N.Y., from Lee, over U.S. Highway 20, to junction Massachusetts Highway 102, thence over Massachusetts Highway 102 to junction U.S. Highway 7, thence over U.S. Highway 7 to junction Massachusetts Highway 23, thence over Massachusetts Highway 23, to the Massachusetts-New York State line.

Thence over New York Highway 23 to junction New York Highway 23B, thence over New York Highway 23B to Hudson, (4) between Lee, Mass., and Torrington, Conn., (a) from Lee over U.S. Highway 20 to junction Massachusetts Highway 102, thence over Massachusetts Highway 102 to junction U.S. Highway 7, thence over U.S. Highway 7 to junction Massachusetts Highway 23, thence over Massachusetts Highway 23 to junction Massachusetts Highway 41, thence over Massachusetts Highway 41 to the Massachusetts-Connecticut State line, thence over Connecticut Highway 41 to junction U.S. Highway 44, thence over U.S. Highway 44 to junction Connecticut Highway 8, thence over Connecticut Highway 8 to Torrington, Conn., and (b) from Lee over U.S. Highway 20 to junction Massachusetts Highway 102, thence over Massachusetts Highway 102 to junction U.S. Highway 7, thence over U.S. Highway 7 to junction U.S. Highway 44, thence over U.S. Highway 44 to Winsted, thence over Connecticut Highway 8 to Torrington, (5) between Millerton, N.Y., and Torrington, Conn.; from Millerton over U.S. Highway 44 to junction Connecticut Highway 8, thence over Connecticut Highway 8 to Torrington, (6) between Fitchburg, Mass., and junction U.S. Highway 20 and Massachusetts Highway 128, (a) from Fitchburg, over Massachusetts Highway 2A to junction Massachusetts Highway 110, thence over Massachusetts Highway 110 to Lawrence, thence over Interstate Highway 93 to junction Massachusetts Highway 128, thence over Massachusetts Highway 128 to junction U.S. Highway 20, (b) from Fitchburg to Lawrence as specified in (a) above, thence over Massachusetts Highway 114 to Beverly, thence over Massachusetts Highway 128 to junction U.S. Highway 20, (c) from Fitchburg, to Lawrence, as specified in (a) and (b) above, thence over Massachusetts Highway 110 to junction Massachusetts Highway 1A, thence over Massachusetts Highway 1A to junction Massachusetts Highway 133, thence over Massachusetts Highway 133 to Gloucester.

Thence over Massachusetts Highway 128 to junction U.S. Highway 20, (d) from Fitchburg, over Massachusetts Highway 2A to junction Massachusetts Highway 110, thence over Massachusetts Highway 110 to Lowell, thence over U.S.

Highway 3 to junction Massachusetts Highway 128, thence over Massachusetts Highway 128 to junction U.S. Highway 20, and return over the same routes, serving all intermediate points and off-route points within five (5) miles of said specified routes (1) through (6) above, and (7) between Springfield, Mass., and Greenwich, Conn., (a) from Springfield, over Interstate Highway 91 (also over U.S. Highway 5 and U.S. Highway 5A), to Hartford, Conn., thence over U.S. Highway 5 to New Haven, thence over U.S. Highway 1 to Greenwich, (b) from Springfield to Hartford, Conn., as specified in (a) above, thence over Connecticut Highway 17 to New Haven, Conn., thence to Greenwich as specified in (a) above, and return over the same routes, serving all intermediate points and the off-route points of New Britain, Waterbury, Meriden, Naugatuck, Danbury, Rockville, Ansonia, Derby, and Shelton, Conn.

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-route motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 109533 (Sub-No. 21), filed February 25, 1965. Applicant: OVERNITE TRANSPORTATION COMPANY, a corporation, 1100 Commerce Road, Post Office Box 1216, Richmond, Va. Applicant's attorney: W. T. Croft, Federal Bar Building, 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, livestock, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), (1) between Greensboro and Wilmington, N.C.; from Greensboro over U.S. Highway 421 to Sanford, N.C., thence over North Carolina Highway 87 to junction U.S. Highway 76, and thence U.S. Highway 76 to Wilmington, and return over the same route, serving all intermediate points, (2) between Raleigh and Wilmington, N.C.; from Raleigh over North Carolina Highway 50 to junction U.S. Highway 701, thence over U.S. Highway 701 to Clinton, N.C., and thence over U.S. Highway 421 to Wilmington, N.C., and return over the same route, serving all intermediate points, (3) between Raleigh and Granger, N.C.; from Raleigh over U.S. Highway 70 to Kinston, N.C., and thence over North Carolina Highway 11 to Granger, and return over the same route, serving all intermediate points, (4) between Raleigh and Charlotte, N.C.; from Raleigh over U.S. Highway 64 to Asheboro, N.C., and thence over North Carolina Highway 49 to Charlotte and return over the same route, serving all intermediate points, (5) between Charlotte and Wilmington, N.C.; from Charlotte over U.S. Highway 74 to the junction U.S. Highway 301, thence over U.S. Highway 301 to Lumberton, N.C., thence over North Carolina Highway 211 to Bolton, N.C., and thence over U.S. Highway 74 to Wilmington and return over

the same route, serving all intermediate points, (6) between Concord and Wadesboro, N.C.; from Concord over North Carolina Highway 73 to Albemarle, N.C., and thence over U.S. Highway 52 to Wadesboro, and return over the same route, serving all intermediate points, (7) between Raleigh and Fayetteville, N.C.; over U.S. Highway 401, serving all intermediate points, (8) between Sanford and Clinton, N.C.; over U.S. Highway 421, serving all intermediate points, (9) between Monroe, N.C., and Nashville, Tenn.; (a) from Monroe, N.C., over U.S. Highway 74 to Asheville.

Thence over U.S. Highway 70 to Nashville, Tenn., and return over the same route, serving the intermediate point of Knoxville, Tenn., restricted against the pickup or delivery at Knoxville of shipments moving to or from Nashville or points beyond and further against the tacking at Knoxville of this route and applicant's route(s) (acquired from Rutherford Freight Lines) between Chattanooga and Bristol, Tenn., over U.S. Highways 11, 11E, and 11W, in the performance of service to or from Nashville or points beyond, and (b) from Monroe, N.C., over U.S. Highway 74 to Charlotte, thence over North Carolina Highway 16 to junction U.S. Highway 70, thence over U.S. Highway 70 to Nashville, Tenn., and return over the same route, serving the intermediate point of Knoxville, Tenn., restricted against the pickup or delivery at Knoxville of shipments moving to or from Nashville or points beyond and further against the tacking at Knoxville of the route and applicant's route(s) (acquired from Rutherford Freight Lines) between Chattanooga and Bristol, Tenn., over U.S. Highways 11, 11E, and 11W, in the performance of service to or from Nashville or points beyond.

NOTE: Service is proposed at all off-route points within 10 miles of the regular routes sought. Applicant states it will not object to the cancellation of its irregular-route authority between points on the regular routes sought herein or to the imposition of a provision to the effect that the regular-route authority herein sought and the presently held irregular-route authority between the same points shall be considered as a single operating right. 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 117058 (Sub-No. 9) (AMENDMENT), filed January 18, 1965, published FEDERAL REGISTER issue of February 3, 1965, and republished as amended this issue. Applicant: B. S. REYNOLDS COMPANY, INCORPORATED, 471 H Street NW., Washington 1, D.C. Applicant's attorney: Samuel W. Earnshaw, 833 Washington Building, Washington, D.C., 20005. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Pictures and picture frames, loose and paper-wrapped, between Baltimore, Md., and Washington, D.C., for the account of the Chessler Co.; (2) photographic film and photographic materials including prints, between Rock-

ville, Md., Fairfax, Va., and points in the Washington, D.C., commercial zone as defined by the Commission, for the account of Kodak Processing Laboratory, Inc.

NOTE: The purpose of this republication is to clearly set forth the authority sought in (1) and (2) above, and also to delete (3) from previous publication.

No. MC 124251 (Sub-No. 12), filed May 11, 1965. Applicant: JACK JORDAN, INC., Post Office Box 244, Dalton, Ga. Applicant's attorney: Ariel V. Conlin, Suite 626, Fulton National Bank Building, Atlanta, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Latex and latex compounds*, from points in Whitfield County, Ga., to points in Kentucky.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-5779; Filed, June 2, 1965;
8:45 a.m.]

[Section 5a, Application No. 48; Amdt. 5]

EASTERN CENTRAL MOTOR CARRIERS

Application for Approval of Amendments to Agreement

MAY 27, 1965.

The Commission is in receipt of an application in the above-entitled and numbered proceeding for approval of amendments to the agreement therein approved under the provisions of section 5a of the Interstate Commerce Act.

Filed May 17, 1965, by Henry A. Fahl, attorney-in-fact for applicants, 2545 Bailey Road, Cuyahoga Falls, Ohio.

Amendments involved: Change the by-laws of the Association so as to (1) redesignate the General Manager as the Executive Vice President, (2) provide that the Chairman of the Board of Trustees shall serve as president of the Association, (3) eliminate position of Chief of Tariff Bureau, (4) fix membership of the board at 11 local members, rather than by association membership ratio, (5) permit board to select time and place of annual meetings and clearly provide that only members may vote by proxy, (6) eliminate provisions for expulsion for failure to pay dues and permit the Executive Vice President to suspend participants, subject to approval of the board, (7) provide clearly that objections by carriers to recommendations of the standing rate committee may be made only by motor common carriers, (8) provide that where objections to a recommendation of the standing rate committee are received in 5 days, the proposal be referred to the General Committee for disposition, (9) provide that proposals approved by the General Committee be published for all participants except those advising to the contrary in 5 days, (10) eliminate specific provision for publication in tariffs of proposals approved by the standing rate committee to which no objection is received, (11) include a description of the Association's

docket service, (12) add provisions for consideration of section 22 quotations, (13) clarify privilege of concurrence of carriers of other modes, and (14) eliminate unnecessary language and make editorial changes.

The 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.

[F.R. Doc. 65-5765; Filed, June 2, 1965;
8:47 a.m.]

[Section 5a Application No. 88]

MOTOR CARRIERS COUNCIL OF ST. LOUIS, INC.

Modified Procedure in Handling Proceeding

Upon consideration of the application filed April 7, 1965, by members of the 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 protest thereto of the National Industrial Traffic League; and for good cause:

It is ordered, That this proceeding be handled under modified procedure; that the parties or their representatives comply with the provisions of §§ 1.45 to 1.54, inclusive, of the Commission's general rules of practice, the filing and service of pleadings as follows: (a) Opening statement of facts and argument by applicants and any party supporting applicants on or before June 21, 1965; (b) 30 days after that date, statement of facts and argument by protestants and any supporting parties; and (c) reply by applicants and any supporting parties 10 days thereafter.

It is further ordered, That the protestants shall timely advise applicants and this Commission of the identity, including addresses, of the individuals composing the protestants' defense committee, if any, together with an indication of the number of copies of applicants' statement which are desired, and to whom the copies are to be sent.

And it is further ordered, That a copy of this order be filed with the Director, Division of the Federal Register.

Dated at Washington, D.C., this 21st day of May A.D. 1965.

By the Commission, Commissioner Freas.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

REPRESENTATIVES OF THE PARTIES

Mitchell P. Campbell (Applicant), Executive Secretary, Motor Carriers Council of St. Louis, Inc., 707 Market Street, St. Louis, Mo. 63101.

G. M. Rebman (attorney for Applicants), 314 North Broadway, St. Louis, Mo. 63102. John A. Whitney (attorney for the National Industrial Traffic League) (Protestant), Pope Ballard and Loos, Brawner Building, 888 17th Street NW., Washington, D.C. 20006.

Charles E. Hughes (interested party), Executive Secretary, Local Cartage Association, Inc., of Greater St. Louis, 823-24 Buder Building, St. Louis 1, Mo.

Chester A. Zyblut (attorney for Local Cartage Association, Inc., of Greater St. Louis), 1000 Connecticut Avenue NW., Washington, D.C. 20036.

[F.R. Doc. 65-5766; Filed, June 2, 1965;
8:47 a.m.]

[Notice 1183]

MOTOR CARRIER TRANSFER PROCEEDINGS

MAY 27, 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-67692. By order of May 25, 1965, the Transfer Board approved the transfer to Texas Film Service, Inc., San Antonio, Tex., of the Certificate of Registration No. MC-67485 (Sub-No. 2) issued April 6, 1965, to Texas Film Service, Inc., San Antonio, Tex. (name changed to Caraway Film Service, Inc.), evidencing a right to engage in interstate or foreign commerce, in the transportation of: Films, supplies, newspapers, magazines, flowers and plants, within the State of Texas. Herbert D. Keller, 1500 Alamo National Building, San Antonio, Tex., 78205, attorney for applicants.

No. MC-FC-67693. By order of May 25, 1965, the Transfer Board approved the transfer to Valley Film Service, Inc., San Antonio, Tex., of Certificate of Registration No. MC-67691 (Sub-No. 2) issued November 27, 1964, to Tom Caraway, doing business as Valley Film Service, San Antonio, Tex., evidencing a right to engage in interstate or foreign commerce, in the transportation of: Motion picture films and accessories, within the

State of Texas. Herbert D. Kelleher, 1500 Alamo National Building, San Antonio, Tex., 78205, attorney for applicants.

No. MC-FC-67780. By order of May 25, 1965, the Transfer Board approved the transfer to and substitution of Service Express, Inc., Tuscaloosa, Ala., by the compliance order entered February 24, 1965, in No. MC-120910 (Sub-No. 2), conditionally authorizing a Certificate of Registration corresponding in scope to the Alabama State Certificates of Public Convenience and Necessity Nos. 752, issued prior to October 15, 1962, and 2605, issued February 10, 1961, and restrictively amended December 14, 1964, by the Alabama Public Service Commission. J. Douglas Harris, 410-411 Bell Building, Montgomery, Ala., 36104, attorney for transferor. James M. Wright, 2509 27th Street, Tuscaloosa, Ala., attorney for transferee.

No. MC-FC-67839. By order of May 25, 1965, the Transfer Board approved the transfer to Van Meter Trucking Co., Inc., Indianapolis, Ind., of the operating rights in Permits Nos. MC-115782, MC-115782 (Sub-No. 3), and MC-115782 (Sub-No. 5), issued May 20, 1957, February 26, 1959, and December 21, 1959, respectively, to Clyde H. Van Meter and Naomi Van Meter, a partnership, doing business as Van Meter Trucking Co., Indianapolis, Ind., authorizing the transportation, over irregular routes, of meats, meat products, and meat byproducts, as described in section A of Appendix 1 to the report in Descriptions in Motor Carrier Certificates, from Indianapolis, Ind., to various specified points in Indiana. Donald W. Smith, 511 Fidelity Building, Indianapolis, Ind., 46204, attorney for applicants.

No. MC-FC-67840. By order of May 25, 1965, the Transfer Board approved the transfer to Sandusky Truck and Trailer Company, a corporation, Sandusky, Ohio, of the operating rights in Certificates Nos. MC-114145 (Sub-No. 1) and MC-114145 (Sub-No. 2), issued November 7, 1961, and June 25, 1962, respectively, to Cecilia Lamicella, doing business as Grand Transportation Co., New York (Bronx), N.Y., authorizing the transportation, over irregular routes, of bananas, from points in the New York, N.Y., commercial zone, as defined, to points in New York, a described portion of Pennsylvania, and to Akron, Cleveland, and Youngstown, Ohio, Fort Wayne, Ind., Grand Rapids, Mich., and Chicago, Ill., and of pottery from Sebring, Carrollton, Cambridge, Scio, East Liverpool, Wellsville, and Zanesville, Ohio, to New York, N.Y. Earl J. Thomas, 5844-5866 North High Street, Worthington, Ohio, 43085, representative for applicants.

No. MC-FC-67858. By order of May 25, 1965, the Transfer Board approved the transfer to Nurseryman Supply, Inc., doing business as Sub-Tropic Express, Miami, Fla., of the operating rights issued by the Commission November 16, 1960, October 31, 1960, and December 24, 1964, under Certificates Nos. MC-118282, MC-118282 (Sub-No. 1) and MC-118282 (Sub-No. 3) to Theodore V. Fall, doing business as Ted Fall Trucking, Lake City, Pa., authorizing the transportation of

frozen fruits, frozen berries and frozen vegetables between points in Erie and Crawford Counties, Pa., on the one hand, and, on the other points in New York, the Lower Peninsula of Michigan, Ohio and Atlantic County, N.J.; between Frederick County, Va., Baltimore and Landover, Md., and Washington, D.C., on the one hand, and, on the other points in Pennsylvania; from points in Erie and Crawford Counties, Pa., to Jersey City, N.J., and points in Florida and Texas; from Pittsburgh, Pa., to Richmond, Ind., and Sandusky, Ohio; from Cleveland, Ohio, to Washington, D.C., Baltimore and Landover, Md., frozen fruit and berry pies, from Lake City, Pa., to points in New York, Ohio, West Virginia, New Jersey, Virginia, South Carolina, North Carolina, Georgia, Tennessee, Kentucky, Illinois, Indiana, Wisconsin, Michigan, Massachusetts, Connecticut, Arkansas, Missouri, Texas, Florida, Louisiana, Alabama, and the District of Columbia; frozen vegetable baby foods, from Lanesville, Pa., to points in New York, Ohio, West Virginia, New Jersey, Maryland, Delaware, Virginia, South Carolina, North Carolina, Georgia, Tennessee, Kentucky, Indiana, Illinois, Wisconsin, Michigan, Massachusetts, Connecticut, Rhode Island, Arkansas, Missouri, Texas, Florida, Louisiana, Alabama, and the District of Columbia; and frozen bakery goods from Lake City, Pa., to points in Alabama, Illinois, Indiana, Kentucky, Michigan, Missouri, North Carolina, Ohio, Tennessee, and Wisconsin. Monty Schumacher, 1375 Peachtree Street NE., Atlanta, Ga., attorney for applicants.

No. MC-FC-67862. By order of May 25, 1965, the Transfer Board approved the transfer to Russell Transportation, Inc., Shambaugh, Iowa, of the Certificate in No. MC-64151, issued December 14, 1964, to Southwest Iowa Transfer Company, a corporation, Corning, Iowa, authorizing the transportation of: General commodities, excluding household goods, commodities in bulk, and other specified commodities, between Brooks, Iowa, and Omaha, Nebr., serving the intermediate and off-route points within 15 miles of Brooks. Einar Viren, 904 City National Bank Building, Omaha, Nebr., attorney for applicants.

No. MC-FC-67864. By order of May 25, 1965, the Transfer Board approved the transfer to Fergus Bus Service, Inc., Rural Route 1, Fergus Falls, Minn., of the certificate in No. MC-114206, issued June 22, 1964, to Doyle E. Tomhave, doing business as Fergus Bus Company, Rural Route 1, Fergus Falls, Minn., authorizing the transportation of: Passengers and their baggage, and express and newspapers in the same vehicle, between Wadena, Minn., and Wahpeton, N. Dak., serving intermediate points on the highways specified.

No. MC-FC-67879. By order of May 25, 1965, the Transfer Board approved the transfer to Helen S. Waddell, doing business as Waddell Transfer, Marion, Va., 24354, of permit No. MC-119435 (Sub-No. 1), issued March 29, 1963, to Ellis M. Waddell, doing business as Waddell Transfer, Marion, Va., 24354, authorizing the transportation of clay and clay products, concrete and concrete

products, shale and shale products, and mortar mixes, over irregular routes, from Groseclose, Va., to points in Kentucky, North Carolina, Tennessee, and West Virginia. Harry E. Dixon, Jr., Post Office Box 211, Roanoke, Va., 24002, practitioner for applicants.

No. MC-FC-67882. By order of May 25, 1965, the Transfer Board approved the transfer to Sam Van Galder, Inc., Janesville, Wis., of Certificate No. MC-112422 issued April 4, 1952, to Sam Van Galder, Janesville, Wis., authorizing the transportation of passengers and their baggage, in round-trip charter operations over irregular routes, beginning and ending at points in Rock County, Wis., and extending to points in Illinois on and north of a line commencing at Chicago, Ill., and extending along U.S. Highway 20 through Elgin, Starke, Marengo, Belvedere, and Rockford, Ill., to Freeport, Ill., and on and east of a line commencing at Freeport and extending along Illinois Highway 26 through Cedarville and Orangeville to the Illinois-Wisconsin State line. Louis D. Gage, Jr., 58 South Main Street, Janesville, Wis., 53546, attorney for applicants.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-5767; Filed, June 2, 1965;
8:47 a.m.]

[Notice 353]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

MAY 28, 1965.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1 (c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 629 (Deviation No. 15). HELM'S EXPRESS, INC., Post Office Box 268, Pittsburgh 30, Pa. Applicant's attorney: Richard J. Smith, 1515 Park Building, Pittsburgh, Pa., 15222, filed May 21, 1965. Carrier proposes to operate as a common carrier by motor vehicle, of general commodities, with certain exceptions over a deviation route as follows: From Akron, Ohio, over Interstate Highway 80S to junction Interstate Highway 80, thence over Interstate Highway 80 to junction Interstate Highway 95, and thence over Interstate Highway

95 to New York, N.Y., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Akron, Ohio, over Ohio Highway 18 to Youngstown, Ohio, thence over U.S. Highway 422 to Ebensburg, Pa., thence over U.S. Highway 22 to New York, N.Y., and return over the same route.

No. MC 10761 (Deviation No. 41), TRANSAMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit, Mich., 48209, filed May 21, 1965. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions over a deviation route as follows: From Indianapolis, Ind., over U.S. Highway 421 to junction Indiana Highway 29, thence over Indiana Highway 29 to junction Indiana Highway 25 at Logansport, Ind., thence over Indiana Highway 25 to Rochester, Ind., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: Between South Bend, Ind., and Indianapolis, Ind., over U.S. Highway 31.

No. MC 42487 (Deviation No. 39), CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif., filed May 20, 1965. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions over a deviation route as follows: From junction U.S. Highway 12 and Interstate Highway 494 and 694 over Interstate Highway 494 (also over Interstate Highway 694) to junction Interstate Highway 94, thence over Interstate Highway 94 to junction U.S. Highway 52, and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1) * * * thence over U.S. Highway 10 to Fargo, N. Dak., and thence over U.S. Highway 52 to St. Paul, Minn.; (2) from Rice Lake, Wis., over U.S. Highway 53 to junction U.S. Highway 8, thence over U.S. Highway 8 to Minneapolis-St. Paul, Minn.; (3) from Minneapolis, Minn. over U.S. Highway 12 to junction Wisconsin Highway 172 * * * (4) * * * from Madison, Wis., over U.S. Highway 12 via Tomah, Wis., to St. Paul, Minn. (also from Tomah over U.S. Highway 16 to La Crosse, Wis., thence over U.S. Highway 61 to St. Paul), and thence over U.S. Highway 12 to Minneapolis; (5) * * * from Farmington, Minn., over Minnesota Highway 50 (formerly portion U.S. Highway 65) via Lakeville, Minn., to junction U.S. Highway 65, thence over U.S. Highway 65 to Minneapolis; and (6) from Davenport, Iowa, over U.S. Highway 6 to Des Moines, Iowa, thence over U.S. Highway 65 to Owatonna, Minn., thence over U.S. Highway 14 to Mankato, Minn., and thence over U.S. Highway 169 to Minneapolis, and return over the same routes.

No. MC 59488 (Deviation No. 5), SOUTHWESTERN TRANSPORTATION COMPANY, 1517 Front Street, Tyler, Tex., 75702. Applicant's attorney:

Lloyd M. Roach, same address as applicant's, filed May 21, 1965. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions over a deviation route as follows: Between junction U.S. Highway 80 and Interstate Highway 20 (near Mesquite, Tex.), and junction Texas Highway 64 (near Myrtle Springs, Tex.), over Interstate Highway 20, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Dallas, Tex., over U.S. Highway 80 to Wills Point, Tex., thence over Texas Highway 64 to Tyler, Tex., and thence over U.S. Highway 271 to Mount Pleasant, Tex., and return over the same route.

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-5774; Filed, June 2, 1965;
8:48 a.m.]

[Notice 774]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MAY 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 531 (Sub-No. 169) (AMENDMENT), filed October 26, 1964, published FEDERAL REGISTER issue of November 11, 1964, under MC 52709 (Sub-No. 259), Ringsby Truck Lines, Inc., amended March 2, 1965, and republished as amended this issue. Applicant: YOUNGER BROTHERS, INC., Post Office Box 14048, Houston, Tex., 77021. Applicant's attorney: Ewell H. Muse, Jr., Suite 415, Perry Brooks Building, Austin, Tex., 78701. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Acids and chemicals* (except cryogenic liquids, vegetable and animal oils and fats), *plastics, resins, cleaning compounds, and lubricating oils* (other than petroleum), in bulk, in tank vehicles, from Charleston, W. Va., and points within 20 miles thereof, and the plant site of Union Carbide at or near Sistersville, W. Va., to points in California, Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Wyoming, and Washington, restricted against tacking or joining with any other authority presently held.

NOTE: The above application was substituted for MC 52709 (Sub-No. 259), Ringsby Truck Lines, Inc. The purpose of this republishing is to more clearly set forth the commodity and territorial descriptions and to show hearing information.

HEARING: July 29, 1965, at the Federal Building, 312 North Spring Street, Los Angeles, Calif., before Examiner David Waters.

No. MC 21170 (Sub-No. 70), (AMENDMENT) filed April 5, 1965, published in FEDERAL REGISTER issue of April 28, 1965, amended May 21, 1965, and republished as amended this issue. 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, points in Accomack and Northampton Counties, Va., 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: The purpose of this republication is to add points in Accomack and Northampton Counties, Va., to the origin points.

HEARING: June 16, 1965, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Edith H. Cockrill.

No. MC 64932 (Sub-No. 374) (REPUBLICATION), filed May 10, 1965, published FEDERAL REGISTER issue May 20, 1965, and republished this issue. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle, Chicago, Ill., 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, dry, in bulk, in tank and hopper-type vehicles, from points in Mason County, W. Va., to points in the United States, excluding Alaska and Hawaii.

NOTE: The purpose of this republication is to show hearing information as set forth below.

HEARING: June 14, 1965, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Theodore M. Tahan.

No. MC 110698 (Sub-No. 301) (REPUBLICATION), filed April 7, 1965, published FEDERAL REGISTER issues April 28, and May 20, 1965, and further republished this issue. 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. The purpose of this republication is to show hearing information as set forth below.

HEARING: June 14, 1965, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Theodore M. Tahan.

No. MC 124078 (Sub-No. 138) (REPUBLICATION), filed May 7, 1965, published FEDERAL REGISTER issue May 19, 1965, and republished this issue. Applicant: SCHWERMANN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's attorney: James R. Ziperski (same address

as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, 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: The purpose of this republication is to show hearing information.

HEARING: June 14, 1965, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Theodore M. Tahan.

No. MC 103880 (Sub-No. 326) (RE-PUBLICATION), filed November 2, 1964, published *FEDERAL REGISTER*, issue of November 18, 1964, and republished this issue after order of Commission. Applicant: PRODUCERS TRANSPORT, INC., Akron, Ohio. By application filed November 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 phosphates, in bulk, in compartmented trailers, from the plant site of the Monsanto Company, located at Trenton, Mich., to Akron, Ohio, restricted to transportation only when two or more grades of phosphates are transported. An order, Operating Rights Board No. 1, dated April 29, 1965, served May 6, 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 *Sodium tripoly phosphate* and *tetra sodium pyro phosphate*, in bulk, from the plant site of the Monsanto Company, located at Trenton, Mich., to Akron, Ohio; and that because it is possible that other parties 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.

NOTICE OF FILING OF PETITIONS

No. MC 936 (PETITION FOR MODIFICATION OF CERTIFICATE), filed May 3, 1965. Petitioner: VALLEY MOTOR LINES, INC., 1220 West Washington Boulevard, Montebello, Calif. Petitioners' attorney: Robert R. Hollis, 1121 Commonwealth Building, Portland, Ore., 97204. Petitioner holds authority to transport general commodities, in MC 936 and various related subnumbers, operating, in general, from Portland, Ore., on the north, to principal southern California points, on the south. Under the Sub 29 Certificate, petitioner operates between Weed, Calif., and Goshen, Ore., serving no intermediate points, from Weed over U.S. Highway 97 to junction Oregon Highway 62 (north of Modoc Point, Ore.), thence over Oregon Highway 62 to junction Oregon Highway 232 (south of Klamath, Ore.), thence over Oregon Highway 232 to junction U.S.

Highway 97 (north of Lenz, Ore.), thence over U.S. Highway 97 to junction Oregon Highway 58, thence over Oregon Highway 58 to Goshen, and return over the same route. By the instant petition, petitioner seeks the elimination of the intermediate point restriction contained in the described certificate so as to permit full utilization of its operations both in southbound and northbound operations. Petitioner also proposes to serve such intermediate points in conjunction with its authorized operations and in connection with any interline operations with other carriers. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the *FEDERAL REGISTER*, file an appropriate pleading, consisting of an original and six copies each.

No. MC 87720 (Subs 8, 13, and 19) (PETITION FOR MODIFICATION AND AMENDMENT OF PERMITS TO CHANGE NAME OF CONTRACTING SHIPPER AND FOR SUBSTITUTION OF SHIPPER IN PENDING PROCEEDING), filed May 14, 1965. Petitioner: BASS TRANSPORTATION CO., INC., Flemington, N.J. Petitioner's representative: Bert Collins, 140 Cedar Street, New York, N.Y., 10006. Petitioner requests modification of the permits in MC 87720 Sub 8 and Sub 13, respectively, solely for the purpose of changing the name of the shipper as served as a contract carrier under said permits. Petitioner also requests that the name of the new contracting shipper be substituted in any grant of authority in Sub 19 which is now pending before the Commission, on exceptions. Petitioner states that the grants of authority as referred to in this petition carry the following restriction: "The operations authorized herein are limited to a transportation service to be performed under a continuing contract or contracts with Cary Chemicals, Inc., East Brunswick, N.J." The proposed modification of the permits will result in authority as shown below: No. MC 87720 (Sub-No. 8), Irregular routes: *Synthetic gum resin*, dry, in bulk, in tank vehicles, from the site of the plants of Tenneco Plastics Division of Tenneco Manufacturing Company, at or near Flemington, N.J., and Edgewater Park, N.J., to Sanford, Maine, points in New York, Connecticut, Rhode Island, Massachusetts, and those in New Hampshire on and south of U.S. Highway 4, with no transportation for compensation on return except as otherwise authorized. Restriction: The operations authorized herein are limited to a transportation service to be performed under a continuing contract, or contracts, with Tenneco Plastics Division of Tenneco Manufacturing Company, of East Brunswick, N.J. No. MC 87720 Sub 13, Irregular routes: *Synthetic gum resin*, dry, in bulk, in tank vehicles, from the plant site of Tenneco Plastics Division of Tenneco Manufacturing Company, at or near Flemington and Burlington, N.J., to points in Pennsylvania, Delaware, Maryland, Virginia, West Virginia, Ohio, and the District of Columbia, with no transportation for compensation on return except as otherwise authorized.

Restriction: The operations authorized herein are limited to a transportation service to be performed under a continuing contract, or contracts, with Tenneco Plastics Division of Tenneco Manufacturing Company, of East Brunswick, N.J. With respect to the Sub 19 proceeding, the matter is now before the Commission on exceptions. Therein, the finding was made restrictive to a service for Cary Chemicals, Inc. By the instant petition petitioner requests that Permits MC 87720 Sub 8 and Permit MC 87720 Sub 13 be modified by deleting therefrom as the shipper for whom services are to be performed under a continuing contract or contracts, Cary Chemicals, Inc., of East Brunswick, N.J., and substituting therefor Tenneco Plastics Division of Tenneco Manufacturing Company of East Brunswick, N.J.; also to substitute in MC 87720 Sub 19 as the name of the contracting party—Tenneco Plastics Division of Tenneco Manufacturing Company, in lieu of Cary Chemicals, Inc. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the *FEDERAL REGISTER*, file an appropriate pleading, consisting of an original and six copies each.

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 110923 (Sub-No. 2) filed May 17, 1965. Applicant: ALBERT LIVEK, doing business as AL LIVEK'S TRUCKING SERVICE, 808 Harrison Street, Kewanee, Ill. Applicant's attorney: Mack Stephenson, 42 Fox Mill Lane, Springfield, Ill., 62707. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, between points within fifty (50) miles of Kewanee, Ill., and, between said area on the one hand, and, on the other, points in Illinois.

NOTE: This is a matter directly related to MC-F-9124, published in *FEDERAL REGISTER* issue of May 26, 1965.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

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

MOTOR CARRIERS OF PROPERTY

No. MC-F-9130. Authority sought for purchase by GUIGNARD FREIGHT LINES, INC., 646 Atando Avenue, Charlotte, N.C., 28206, of the operating rights of CHURCH TRUCKING COMPANY, INC., North Wilkesboro, N.C., and for acquisition by LEWIS B. GUIGNARD, 7208 Marley Circle, Charlotte, N.C., of control of such rights through the purchase. Applicants' attorney: Vaughan S. Winborne, 1108 Capital Club Building, Raleigh, N.C. Operating rights sought to be transferred: *Hardware, plumbing supplies, and building ma-*

terials, as a common carrier, over irregular routes, from points in the New York, N.Y., commercial zone, as defined by the Commission, Baltimore and Sparrows Point, Md., Cincinnati, Dover, and Cleveland, Ohio, Uniontown, Johnstown, Elwood City, Philadelphia, Ambler, and Monaca, Pa., Barba, Newark, Camden, Metuchen, and Millington, N.J., Edgemore, Del., Atlanta, Ga., Anniston, Ala., and Alcoa, Tenn., to points in Wilkes County, N.C.; *lumber* (except plywood and veneers) and *wooden products* (except plywood, veneers, and new furniture), from points in Caldwell and Wilkes Counties, N.C., to points in West Virginia, Virginia, Ohio, Indiana, Michigan, Pennsylvania, New Jersey, Delaware, South Carolina, Georgia, Florida, Alabama, Tennessee, New York, and Kentucky. Vendee is authorized to operate as a common carrier in North Carolina, South Carolina, Virginia, Illinois, Maryland, Pennsylvania, Ohio, New York, Michigan, Tennessee, Kentucky, West Virginia, Georgia, Alabama, Florida, Indiana, New Jersey, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9131. Authority sought for control by SIGNAL TRUCKING SERVICE, LTD., 4455 Fruitland Avenue, Los Angeles, Calif., 90058, of PAXTON TRUCKING COMPANY, 1500 South Greenwood Avenue, Montebello, Calif., 90640, and for acquisition by ESTATE OF JOHN E. CARROLL, SR. (BANK OF AMERICA NATIONAL TRUST AND SAVINGS ASSOCIATION, EXECUTOR), 650 South Spring Street, Los Angeles, Calif., of control of PAXTON TRUCKING COMPANY, through the acquisition by SIGNAL TRUCKING SERVICE, LTD. Applicants' attorneys: Arthur H. Glanz, 639 South Spring Street, Los Angeles, Calif., and Edward M. Berol, 100 Bush Street, San Francisco, Calif., 94104. Operating rights sought to be controlled: *Livestock, heavy machinery, steel, and pipe, as a common carrier, over regular routes, from the boundary of the United States and Mexico, near Calexico, Calif., to Los Angeles, Calif., serving the intermediate point of San Diego, Calif., and certain off-route points; heavy machinery, steel, and pipe, from Los Angeles, Calif., to the boundary of the United States and Mexico, near Calexico, Calif., serving the intermediate point of San Diego, Calif., and certain off-route points; general commodities, except commodities dealt in by retail and wholesale food, apparel, and drugstores, and except commodities requiring refrigeration or tank equipment, those of unusual value, livestock, liquors, cigarettes, cotton, household goods as defined by the Commission, and commodities injurious or contaminating to other lading, over irregular routes, between Los Angeles Harbor, and Long Beach Harbor, Calif., on the one hand, and, on the other, points in the Los Angeles, Calif., commercial zone, as defined by the Commission in 3 M.C.C. 248 (not including Pasadena, South Pasadena, Glendale, Burbank, San Fernando, Beverly Hills, Culver City, and Santa Monica, Calif.); cotton, and machinery, materials, supplies, and equipment incidental to, or*

used in, the construction, development, operation, and maintenance of facilities for the discovery, development, and production of petroleum, between certain points in California; and under a certificate of registration in Docket No. MC-13522 Sub 10, covering the transportation of general commodities, as a common carrier, in intrastate commerce, within the State of California. SIGNAL TRUCKING SERVICE, LTD. is authorized to operate as a common carrier in the State of California. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9132. Authority sought for control and merger by INTER-CITY TRUCKING SERVICE, INC., 14333 Goddard Street, Detroit, Mich., 48212, of the operating rights and property of JOHN WAHL CARTAGE, INC., 14333 Goddard Street, Detroit, Mich., 48212, and for acquisition by the ESTATE OF PHILIP B. GINGER (ROBERT E. PLUNKETT, SPECIAL ADMINISTRATOR AND EXECUTOR), 1821 Dime Building, Detroit, Mich., and GLADYS WRIGHT CRAIG, also of 14333 Goddard Street, Detroit, Mich., of control of such rights and property through the transaction. Applicants' attorney: Walter N. Bleneman, Suite 1700, One Woodward Avenue, Detroit, Mich. Operating rights sought to be controlled and merged: *General commodities, excepting, among others, household goods and commodities in bulk, as a common carrier, over regular routes, between Detroit, Mich., and Bay City, Mich., serving all intermediate and certain off-route points; general commodities, excepting, among others, household goods, but not excepting commodities in bulk, between certain points in Michigan, serving certain intermediate points, numerous alternate routes for operating convenience only; and under a certificate of registration, in Docket No. MC-28552 (Sub-No. 4), covering the transportation of freight, as a common carrier, in intrastate commerce, within the State of Michigan. INTER-CITY TRUCKING SERVICE, INC., is authorized to operate as a common carrier in the State of Michigan. Application has not been filed for temporary authority under section 210a(b).*

No. MC-F-9133. Authority sought for purchase by MIDDLE ATLANTIC TRANSPORTATION CO., INC., 976 West Main Street, New Britain, Conn., of the operating rights of LEON ELLERY BALL, doing business as LEON E. BALL EXPRESS (FLORENCE G. BALL, EXECUTRIX), 64 South Main Street, Mansfield, Mass., and for acquisition by FRANCIS G. PALMER, 718 Middlesex, Groose Pointe Park 30, Detroit, 24, Mich., of control of such rights through the purchase. Applicants' attorneys and representative: William Biederman, 280 Broadway, New York, N.Y., Arthur E. Somers, 976 West Main Street, New Britain, Conn., and E. L. White, Jr., 102 North Main Street, Mansfield, Mass. Operating rights sought to be transferred: *Commodities generally, except those of unusual value, and except livestock, commodities in bulk, explosives (not including small-arms ammunition), commodities requiring refrigeration, and those injurious or contaminat-*

ing to other lading, as a common carrier over (a) the regular routes, between the fixed termini, and to and from the intermediate and off-route points specified below, between Mansfield, Mass., and Boston, Mass., serving all intermediate points and the off route points of Sharon and Canton, Mass., and over (b) irregular routes, between Boston, Foxboro, and Mansfield, Mass., on the one hand, and Pawtucket, Providence, and Woonsocket, R.I., and points in Massachusetts, on the other. Vendee is authorized to operate as a common carrier in New York, Michigan, Pennsylvania, Ohio, New Jersey, Massachusetts, and Connecticut. Application has been filed for temporary authority under section 210a(b).

NOTE: See also MC-F-8641 (INTERCITY TRANSPORTATION CO. — PURCHASE — LEON ELLERY BALL (FLORENCE G. BALL, EXECUTRIX), granted April 5, 1965.

No. MC-F-9134. Authority sought for control and merger by SCHWERMANN TRUCKING CO., 611 South 28 Street, Milwaukee, Wis., 53246, of the operating rights and property of REFINERS TRANSPORT, INC., 1300 51st Avenue, North, Nashville, Tenn., 37202, and for acquisition by FRED J. SCHWERMANN, CARL L. SCHWERMANN, and ESTATE OF FRED SCHWERMANN, SR. (FRED J. SCHWERMANN, RICHARD D. SCHWERMANN AND GEORGE LAIKIN, COEXECUTORS), and FRED J. SCHWERMANN, CARL L. SCHWERMANN, AND GEORGE LAIKIN, TRUSTEES (GRANDCHILDREN AND SPECIAL TRUSTS), all of Milwaukee, Wis., of control of such rights and property through the transaction. Applicants' attorneys: James R. Ziperski, 611 South 28 Street, Milwaukee, Wis., 53246, Clyde Herring, 640 Shoreham Building, Washington, D.C., and Clarence Evans, Third National Bank Building, Nashville, Tenn., 37203. Operating rights sought to be controlled and merged: *Petroleum products, in bulk, in tank vehicles, as a common carrier over irregular routes, from Nashville, Tenn., and points within 3 miles of Nashville to certain points in Alabama, from points in Davidson County, Tenn., except Nashville and points within 3 miles thereof, to certain points in Alabama, from points in Davidson County, Tenn., to points in Alabama on and north of U.S. Highway 78, with exceptions, from points in Davidson County, Tenn., to points in Walker County, Ala., south of U.S. Highway 78, from certain points in Alabama, to points in Tennessee, from points in Colbert County, Ala., to points in Mississippi on and north of U.S. Highway 80; molasses, in bulk, in tank vehicles, from Nashville and Knoxville, Tenn., to points in Kentucky, from Chattanooga, Tenn., to points in Georgia on and north of U.S. Highway 78, points in North Carolina on and west of U.S. Highway 221, and to Greenville and Spartanburg, S.C., from Knoxville, Tenn., to points in North Carolina on and west of U.S. Highway 221, and points in Virginia on and west of U.S. Highway 21; petroleum and petroleum products, in bulk, in tank vehicles, from Cairo, Ill., and Paducah, Ky., to certain points in Tenn., from certain points in Kentucky, to Nashville,*

Tenn., and points within 3 miles thereof, between Nashville, Tenn., and points within 10 miles of Nashville, on the one hand, and, on the other, certain points in Kentucky.

Petroleum products, in bulk, in tank trucks, from Nashville, Tenn., and points within 3 miles of Nashville, to certain points in Kentucky; *distillate residue*, in bulk, in tank vehicles, from Portland, Tenn., to Gabe, Ky.; *petroleum and petroleum products*, in bulk, in tank vehicles, as described in appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from Owensboro, Ky., and points within 5 miles of Owensboro to certain points in Tennessee; *petroleum and petroleum products*, as described in appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, 294, in bulk, in tank vehicles, from Louisville, Ky., to certain points in Tennessee; *vegetable and animal oils and fats and blends thereof*, in bulk, in tank vehicles, between Chicago, Ill., Columbus and Cincinnati, Ohio, and Louisville, Ky., on the one hand, and, on the other, points in Tennessee, except Memphis, Tenn. (with exceptions), from points in Tennessee (except Memphis), to certain points in New Jersey; *coal tar products*, as described in appendix XIV to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and *liquid chemicals*, in bulk, in tank vehicles, from the plant sites of the Tennessee Products & Chemical Corp., located at or near Lyles and Chattanooga, Tenn., to points in Alabama (except Bay Minette, Ala.), Florida, Georgia, Illinois, Indiana, Kentucky, Michigan, Minnesota, Mississippi, Missouri, New Jersey, North Carolina, Ohio, Rhode Island, Virginia, and Wisconsin (except liquid sulphate of alumina, from Chattanooga, Tenn., to Coosa Pines, Ala.); *benzoic acid esters, aromatic chlorides, benzyl alcohol, and benzonitrile*, in bulk, in tank vehicles, from Chattanooga, Tenn., to points in Illinois, Indiana, Kentucky, Michigan, Minnesota, Mississippi, Missouri, Ohio, and Wisconsin; *lard*, in bulk, in tank vehicles, from Nashville, Tenn., to points in Kentucky and Virginia.

Commodities in bulk (except liquid chemicals and coal tar products), between the site of the terminal of Kentucky Asphalt Terminal, Inc., near Louisville, Ky., and Louisville, Ky. **RESTRICTION:** The authority granted herein shall not be tacked or combined with any other authority held by carrier in order to perform through transportation; and *petroleum products* (except asphalt and asphalt compounds), in bulk, in tank vehicles, from Nashville, Tenn., to points in Kentucky (with exceptions). **SCHWERMANN TRUCKING CO.** is authorized to operate as a *common carrier* in Kentucky, Tennessee, Iowa, Illinois, Wisconsin, Minnesota, Missouri, Indiana, Georgia, Alabama, South Carolina, Florida, North Carolina, Mississippi, Arkansas, West Virginia, Nebraska, North Dakota, Oklahoma, Texas, Kansas, Ohio, Michigan, South Dakota, Louisiana, Pennsylvania, Maryland, and Virginia. Application has not been filed

for temporary authority under section 210a(b).

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-5775; Filed, June 2, 1965;
8:48 a.m.]

[Notice 776]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MAY 28, 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

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

SPECIAL RULES OF PROCEDURE FOR HEARING

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

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

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

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

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

No. MC 906 (Sub-No. 45), filed May 25, 1965. Applicant: **CONSOLIDATED FORWARDING CO., INC.**, 300 North 10th Street, St. Louis, Mo., 63106. Applicant's attorney: Thomas F. Kilroy, 1815 H Street NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts 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 Pro-

ducers Packing Co., located at or near Garden City, Kans., to points in Texas, Oklahoma, Kansas, Missouri, Illinois, Indiana, Wisconsin, and Ohio.

HEARING: June 21, 1965, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., before Examiner Francis A. Welch.

No. MC 110098 (Sub-No. 55), filed May 20, 1965. Applicant: **ZERO REFRIGERATED LINES**, a corporation, 815 Merida Street, Box 7249, Station A, San Antonio, Tex. Applicant's attorney: Donald L. Stern, 630 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, articles distributed by meat packinghouses*, and such commodities as are used by meatpackers in the conduct of their business when destined to and for use by meatpackers, as described in sections A, 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 Garden City, Kans., and points within 10 miles thereof to points in Oregon, Washington, California, Arizona, New Mexico, Nevada, Utah, Idaho, Texas, Oklahoma, Arkansas, Louisiana, Mississippi, Alabama, Tennessee, Georgia, Florida, North Carolina, and South Carolina.

HEARING: June 21, 1965, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., before Examiner Francis A. Welch.

No. MC 111401 (Sub-No. 173), filed May 17, 1965. Applicant: **GROENDYKE TRANSPORT, INC.**, 2501 Rock Island Boulevard, Post Office Box 632, Enid, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, from Garden City, Kans., and points within ten (10) miles thereof to points in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, South Carolina, South Dakota, Tennessee, Texas, Utah, Washington, Wisconsin, and Wyoming.

HEARING: June 21, 1965, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., before Examiner Francis A. Welch.

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-5776; Filed, June 2, 1965;
8:48 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

MAY 28, 1965.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate

or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a) (6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

MOTOR CARRIERS OF PROPERTY

State Docket No. assigned MC 4719, filed May 5, 1965. Applicant: S & W FREIGHT LINE, INC., 710 Third National Bank Building, Nashville, Tenn. Applicant's attorney: Clarence Evans (same address as applicant's). Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of: *General commodities* (except used household goods and explosives and commodities in bulk), between all points in Metropolitan Nashville and Davidson County and Woodbury, Tenn., via U.S. Highway 70S, and also between Woodbury and Auburntown via Tennessee Highway 145, and between Auburntown and Murfreesboro via Tennessee Highway 96 with all of said route segments being used in conjunction with each other, and serving all intermediate points, including Sewart AFB, operating both in interstate and intrastate commerce.

HEARING: June 22, 1965, at 9:30 a.m., Commission's Court Room, C-1 Cordell Hull Building, Nashville, Tenn. Requests for procedural information including the time for filing protests, concerning this application should be addressed to the Tennessee Public Service Commission, Cordell Hull Building, Nashville, Tenn., 37219, and should not be directed to the Interstate Commerce Commission.

State Docket No. assigned 21178-Ext., filed May 18, 1965. Applicant: L. S. BOWERS, R. L. BOWERS, AND R. E. ROBINSON, doing business as BOWERS & SON, 2030 Blake Street, Denver, Colo. Applicant's attorney: Alvin J. Meikeljohn, Jr., 420 Denver Club Building, Denver, Colo., 80202. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of: *General commodities*, between points within a 5-mile radius of Niwot, Colo., including Niwot, in interstate and foreign commerce and Colorado intrastate commerce.

HEARING: June 25, 1965, at 10 a.m., Commission Hearing Room, 532 State Services Building, 1525 Sherman Street, Denver, Colo. Requests for procedural information including the time for filing protests, concerning this application should be addressed to the Colorado Pub-

lic Utilities Commission, 506 State Services Building, Denver, Colo., 80202, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-5777; Filed, June 2, 1965;
8:48 a.m.]

[Ex Parte No. MC-1 (Sub-No. 1)]

PAYMENT OF RATES AND CHARGES OF MOTOR CARRIERS

Credit Regulations; Household Goods

MAY 24, 1965.

At the request of respondents, the dates for persons to notify the Commission of their intention to participate; the filing of verified statements by all parties; the filing of reply statements; and the request for a hearing for the purpose of cross-examination in the above-entitled proceeding are postponed as follows:

(1) The date for all persons to notify the Commission of their intention to actively participate in this proceeding and to file and/or receive copies of pleadings is postponed from May 17 to June 15, 1965;

(2) As soon as practicable after June 15, 1965, the Commission will serve a list of the names and addresses of all persons upon whom service of all verified statements, replies, or other pleadings must be made;

(3) The date for filing verified statements by all parties is postponed from June 21 to October 21, 1965;

(4) The date for filing reply statements is postponed from July 19 to November 19, 1965;

(5) The date for requesting a hearing for the purpose of cross-examining any witness submitting a verified statement is postponed from August 2 to December 2, 1965;

(6) In the event a hearing for the purpose of cross-examination is not requested the date for all parties to file a brief is postponed from August 30, 1965, to January 17, 1966;

(7) The Commission's order of March 31, 1965, in the above-entitled proceeding, except as modified herein, remains in full force and effect in all other respects.

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-5778; Filed, June 2, 1965;
8:48 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

MAY 28, 1965.

Protests to the granting of an application must be prepared in accordance

with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 39807—*Substituted service—T&P for Strickland Transportation Co., Inc.* Filed by J. D. Hughett, agent (No. 73), for interested carriers. Rates on property loaded in trailers and transported on railroad flatcars, between Shreveport, La., and New Orleans, La., on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief—Motor-truck competition.

Tariff—Supplement 1 to J. D. Hughett, agent, tariff MF-I.C.C. 403.

FSA No. 39808—*Substituted service—MP & T&P for Strickland Transportation Co., Inc.* Filed by J. D. Hughett, agent (No. 71), for interested carriers. Rates on property loaded in trailers and transported on railroad flatcars, between Little Rock, Ark., and Dallas, Tex., also between Little Rock, Ark., and Memphis, Tenn., on the one hand, and Beaumont, Tex., on the other, on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief—Motor-truck competition.

Tariff—Supplement 1 to J. D. Hughett, agent, tariff MF-I.C.C. 403.

FSA No. 39809—*Substituted service—T&P for Strickland Transportation Co., Inc.* Filed by J. D. Hughett, agent (No. 72), for interested carriers. Rates on property loaded in trailers and transported on railroad flatcars, between Texarkana, Ark., and New Orleans, La., on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief—Motor-truck competition.

Tariff—Supplement 1 to J. D. Hughett, agent, tariff MF-I.C.C. 403.

FSA No. 39810—*Substituted service—MP & T&P for Strickland Transportation Co., Inc.* Filed by J. D. Hughett, agent (No. 74), for interested carriers. Rates on property loaded in trailers and transported on railroad flatcars, between Texarkana, Ark.-Tex., Little Rock, Ark., Dallas, Tex., on the one hand, and Little Rock, Ark., Dallas, Houston, and San Antonio, Tex., and Memphis, Tenn., on the other, on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief—Motor-truck competition.

Tariff—Supplement 1 to J. D. Hughett, agent, tariff MF-I.C.C. 403.

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-5784; Filed, June 2, 1965;
8:47 a.m.]

CUMULATIVE LIST OF CFR PARTS AFFECTED—JUNE

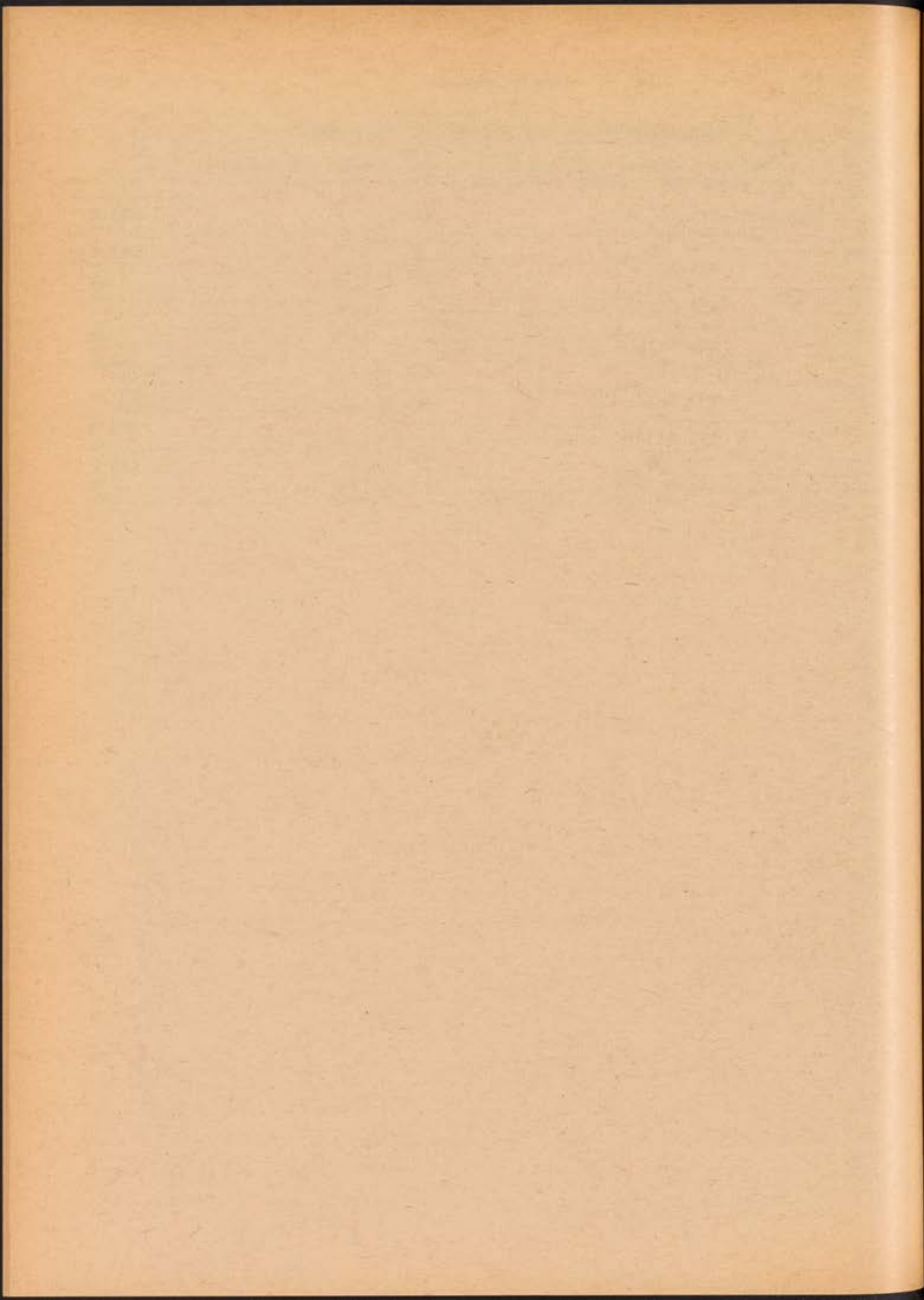
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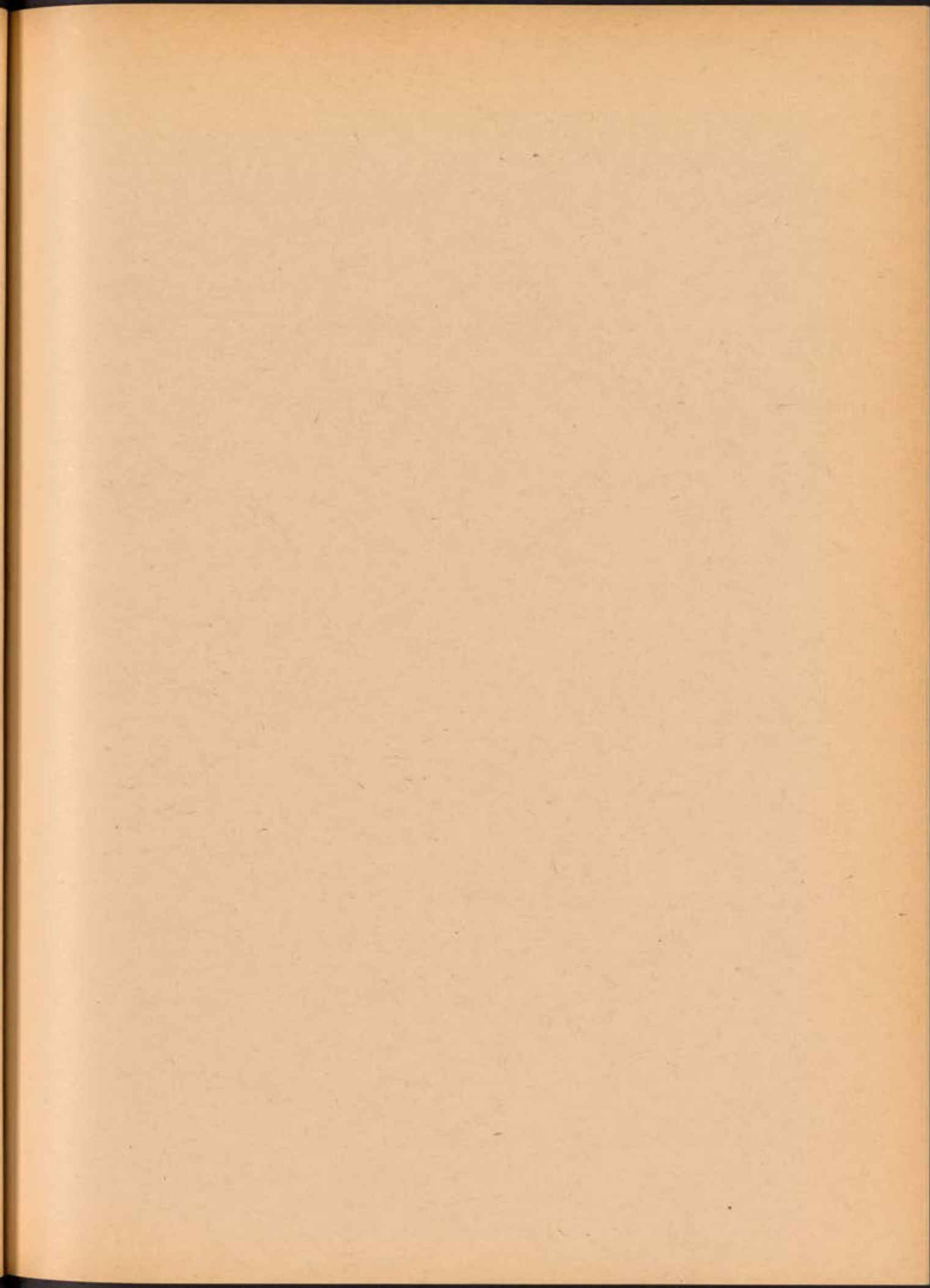
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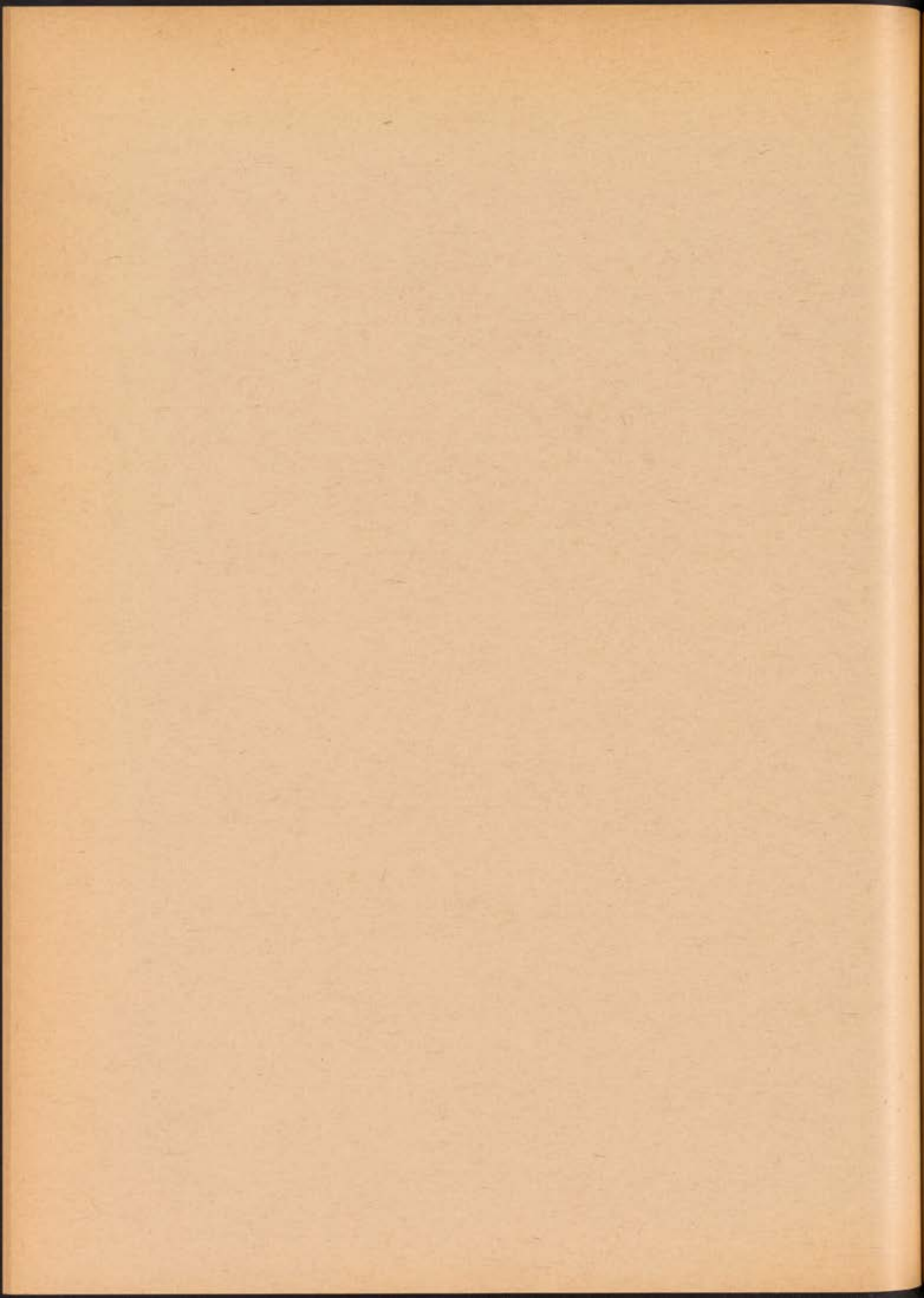
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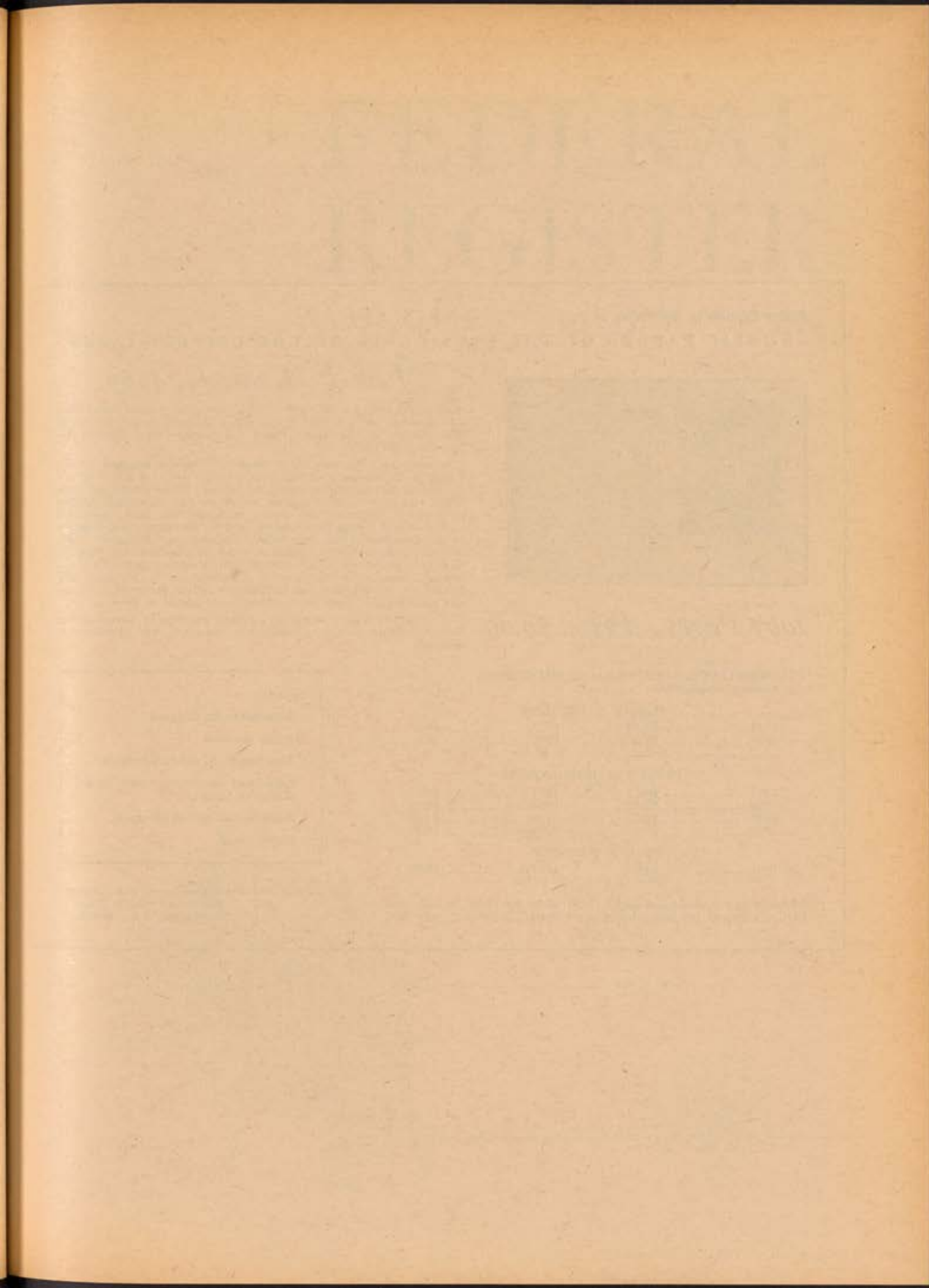
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9	9th Paper	9th Paper
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11	11th Paper	11th Paper
12	12th Paper	12th Paper
13	13th Paper	13th Paper
14	14th Paper	14th Paper
15	15th Paper	15th Paper
16	16th Paper	16th Paper
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18	18th Paper	18th Paper
19	19th Paper	19th Paper
20	20th Paper	20th Paper
21	21st Paper	21st Paper
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23	23rd Paper	23rd Paper
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