

# FEDERAL REGISTER

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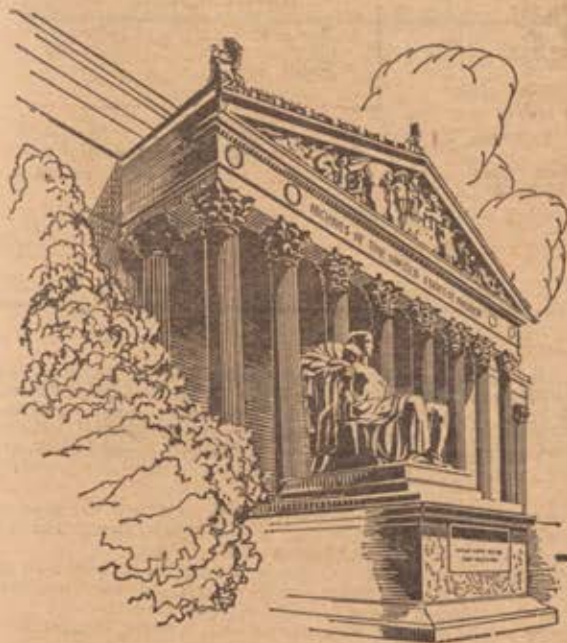
Thursday, July 15, 1965 • Washington, D.C.

Pages 8885-8947

Agencies in this issue—

Atomic Energy Commission  
Civil Aeronautics Board  
Commodity Credit Corporation  
Consumer and Marketing Service  
Employment Security Bureau  
Federal Aviation Agency  
Federal Communications Commission  
Federal Maritime Commission  
Federal Power Commission  
Federal Trade Commission  
Interior Department  
Internal Revenue Service  
International Commerce Bureau  
Interstate Commerce Commission  
Maritime Administration  
Post Office Department  
Securities and Exchange Commission  
Small Business Administration  
Treasury Department

Detailed list of Contents appears inside.



## Announcing a New Statutory Citations Guide

# How to Find U.S. Statutes and U.S. Code Citations

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

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

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# Contents

## AGRICULTURE DEPARTMENT

See Commodity Credit Corporation; Consumer and Marketing Service.

## ATOMIC ENERGY COMMISSION

### Notices

Battelle Memorial Institute; issuance of facility license amendment..... 8915  
 General Atomic Division, General Dynamics Corp.; application for and proposed issuance of facility export license..... 8916  
 Power Reactor Development Co.; hearing..... 8916

## CIVIL AERONAUTICS BOARD

### Notices

Los Angeles Airways, Inc.; reassignment of hearing..... 8917

## COMMERCE DEPARTMENT

See Bureau of International Commerce; Maritime Administration.

## COMMODITY CREDIT CORPORATION

### Rules and Regulations

Wheat export program; miscellaneous amendments..... 8898

### Notices

1964-crop loan cotton; notice of acquisition by CCC..... 8908

## CONSUMER AND MARKETING SERVICE

### Proposed Rule Making

U.S. standards for grades; product description:  
 Currants, dried..... 8905  
 Raisins, processed..... 8905

### Notices

Certain humanely slaughtered livestock; identification of livestock; list of establishments..... 8908

## EMPLOYMENT SECURITY BUREAU

### Rules and Regulations

U.S. Employment Service; employment service testing..... 8901

## FEDERAL AVIATION AGENCY

### Rules and Regulations

Standard instrument approach procedures; miscellaneous amendments..... 8889

## Proposed Rule Making

Antenna farm areas, establishment; withdrawal of proposals:  
 Portland, Oreg..... 8905  
 Wichita Falls, Tex..... 8905

## FEDERAL COMMUNICATIONS COMMISSION

### Notices

#### Hearings, etc.:

Beard, Sam H., and Southeastern Broadcasting Co., Inc. (WKLP-FM)..... 8917  
 Capital Broadcasting Corp. and Capital News, Inc..... 8917  
 Continental Broadcasting, Inc. Naugatuck Valley Service, Inc. (WOWW)..... 8917  
 Storz Broadcasting Co. (WTIX)..... 8917

## FEDERAL MARITIME COMMISSION

### Notices

Agreements filed for approval:  
 Georgia Ports Authority et al..... 8918  
 Richmond Waterfront Terminals et al..... 8918

## FEDERAL POWER COMMISSION

### Notices

#### Hearings, etc.:

Atlantic Seaboard Corp..... 8920  
 Continental Oil Co. et al..... 8919  
 El Paso Natural Gas Co. and California-Pacific Utilities Co..... 8920  
 Humble Gas Transmission Co..... 8918  
 Kansas-Colorado Utilities, Inc..... 8920  
 Natural Gas Pipeline Company of America..... 8921  
 Texaco, Inc..... 8921  
 Trunkline Gas Co..... 8921

## FEDERAL TRADE COMMISSION

### Rules and Regulations

Misuse of term "automatic" or terms of similar import as descriptive of household electric sewing machines..... 8900

## INTERIOR DEPARTMENT

### Notices

Occupancy of private and Government cabins on refuges and public recreation areas administered by Interior Department..... 8912

## INTERNAL REVENUE SERVICE

### Rules and Regulations

Excise taxes; certain extensions of time for filing returns and payments..... 8903

Income taxes; charges to capital and to expense in case of oil and gas wells..... 8902

## INTERNATIONAL COMMERCE BUREAU

### Notices

Steinfellner, Otto R., et al.; order denying export privileges..... 8913

## INTERSTATE COMMERCE COMMISSION

### Notices

Motor carrier, broker, water carrier and freight forwarder applications..... 8922

## LABOR DEPARTMENT

See Employment Security Bureau.

## MARITIME ADMINISTRATION

### Notices

Lykes Bros. Steamship Co., Inc.; application..... 8915

## POST OFFICE DEPARTMENT

### Rules and Regulations

Addresses, simplified..... 8904

### Notices

Assistant Postmaster General and certain other officials; authority delegation and emergency line of succession..... 8912

## SECURITIES AND EXCHANGE COMMISSION

### Notices

Belock Instrument Corp.; order suspending trading..... 8922

## SMALL BUSINESS ADMINISTRATION

### Rules and Regulations

Investment companies; diversified investment policy..... 8900

### Proposed Rule Making

Investment companies..... 8906

## TREASURY DEPARTMENT

See also Internal Revenue Service.

### Notices

Progressive Mutual Insurance Co.; termination of authority to qualify as surety on Federal bonds..... 8912

# List of CFR Parts Affected

(Codification Guide)

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

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

<b>7 CFR</b>		<b>14 CFR</b>		<b>20 CFR</b>	
1483.....	8898	97.....	8889	604.....	8901
PROPOSED RULES:		PROPOSED RULES:		<b>26 CFR</b>	
52 (2 documents).....	8905	77 (2 documents).....	8905	1.....	8902
<b>13 CFR</b>		<b>16 CFR</b>		145.....	8903
107.....	8900	401.....	8900	<b>39 CFR</b>	
PROPOSED RULES:				13.....	8904
107.....	8906				

# Rules and Regulations

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

#### SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 6701; Amdt. 434]

#### PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

##### Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 (14 CFR Part 97) is amended as follows:

1. By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

##### LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELED, EFFECTIVE 17 JULY 1965, OR UPON CONVERSION OF FACILITY.

City, Pendleton; State, Oreg.; Airport name, Pendleton Municipal; Elev., 1493'; Fac. Class., SBRAZ; Ident., PN; Procedure No. 1, Amdt. 13; Eff. date, 27 Feb. 65; Sup. Amdt. No. 12; Dated, 26 Jan. 63

PROCEDURE CANCELED, EFFECTIVE 17 JULY 1965, OR UPON CONVERSION OF FACILITY.

City, Seattle; State, Wash.; Airport name, King County (Boeing Field); Elev., 17'; Fac. Class., SBRAZ; Ident., SJ; Procedure No. 1, Amdt. 18; Eff. date, 7 Mar. 64; Sup. Amdt. No. 17; Dated, 26 Jan. 63

PROCEDURE CANCELED, EFFECTIVE 17 JULY 1965, OR UPON DECOMMISSIONING OF FACILITY.

City, The Dalles; State, Oreg.; Airport name, The Dalles Municipal; Elev., 243'; Fac. Class., SBRAZ; Ident., DL; Procedure No. 1, Amdt. 11; Eff. date, 20 Feb. 65; Sup. Amdt. No. 10; Dated, 12 Oct. 63

2. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

##### ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Atlanta RBN	Lakeside LOM	Direct	2700	T-dn	300-1	300-1	300-1 $\frac{1}{2}$
Atlanta VOR	Lakeside LOM	Direct	2700	C-dn	500-1	500-1	500-1 $\frac{1}{2}$
Harrison Int.	Lakeside LOM	Direct	3000	S-dn-9L	500-1	500-1	500-1
Chattahoochee Int.	Lakeside LOM (final)	Direct	2700	A-dn	800-2	800-2	800-2
Raymond Int.	Lakeside LOM	Direct	2700				

Radar transitions and vectoring authorized in accordance with approved patterns. Procedure turn S side of crs. 269° Outbd, 089° Inbd, 2700' within 10 miles. Minimum altitude over facility on final approach crs. 2700'. Crs and distance, Lakeside LOM to airport, 089°—5.2 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.2 miles after passing Lakeside LOM, climb to 3000' and proceed to Tucker Int via ATL R-033.

NOTE: (1) Aircraft executing missed approach may, after being reidentified, be radar controlled. (2) TDZ-9R, CL-9R/27L, VASI-27R. MSA within 25 miles of facility: 000°-090°—4000'; 090°-180°—2200'; 180°-270°—3700'; 270°-360°—3800'. City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Fac. Class., LOM; Ident., AT; Procedure No. 1, Amdt. 25; Eff. date, 17 July 65; Sup. Amdt. No. 24; Dated, 2 Jan. 65

## ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Ceiling and visibility minimums					
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Atlanta RBN.....	Red Oak LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1/2
Atlanta VOR.....	Red Oak LOM.....	Direct.....	2500	C-dn.....	500-1	500-1	500-1/2
Harrison Int.....	Red Oak LOM.....	Direct.....	3000	S-dn-9R.....	500-1	500-1	500-1
Chattahoochee Int.....	Red Oak LOM (final).....	Direct.....	2500	A-dn.....	800-2	800-2	800-2
Raymond Int.....	Red Oak LOM.....	Direct.....	2500				

Radar transitions and vectoring authorized in accordance with approved patterns.  
 Procedure turn S side of crs, 269° Outbd, 089° Inbd, 2500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2500'.  
 Crs and distance, facility to airport, 089°—5.0 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing Red Oak LOM, climb to 3000', turn right and proceed direct to MDU VOR.  
 NOTE: (1) Aircraft executing missed approach may, after being reidentified, be radar controlled. (2) TDZ-9R, CL-9R/27L, VASI-27R.  
 MSA within 25 miles of facility: 000°-090°—4000'; 090°-180°—2200'; 180°-270°—3700'; 270°-360°—2800'.

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Fac. Class., LOM; Ident., AL; Procedure No. 4, Amdt. 2; Eff. date, 17 July 65; Sup. Amdt. No. 1; Dated, 3 Apr. 65

CLT VOR.....	LOM.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1/2
Ft. Mill VOR.....	Clover Int.....	Direct.....	2300	C-dn.....	400-1	500-1	500-1/2
Clover Int.....	LOM (final).....	Direct.....	2300	S-dn-6.....	400-1	400-1	400-1
York Int.....	Clover Int.....	Direct.....	2300	A-dn.....	800-2	800-2	800-2
Bradley Int.....	LOM.....	Direct.....	2300				
Mt. Holly Int.....	LOM.....	Direct.....	2300				
Weddington Int.....	LOM.....	Direct.....	2300				
Bethany Int.....	LOM.....	Direct.....	2300				

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn N side of SW crs, 230° Outbd, 050° Inbd, 2300' within 10 miles.  
 Minimum altitude over LOM Inbd final, 2300'.  
 Crs and distance, facility to airport, 050°—4.6 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles of LOM, climb to 3000' on crs of 050° from LOM within 15 miles or, when directed by ATC, turn left, climb to 3000' on FML VOR R-007 to Mt. Holly Int.  
 NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.  
 MSA within 25 miles of facility: 000°-090°—3000'; 090°-180°—2200'; 180°-270°—2100'; 270°-360°—2900'.

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Fac. Class., LOM; Ident., CL; Procedure No. 1, Amdt. 15; Eff. date, 17 July 65; Sup. Amdt. No. 12; Dated, 15 Apr. 61

Huron RBN.....	LOM.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1/2
Huron VOR.....	LOM.....	Direct.....	2300	C-dn.....	500-1	500-1	500-1/2
				S-dn-12.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 298° Outbd, 118° Inbd, 2500' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2400'.  
 Crs and distance, facility to airport, 118°—3.9 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing HO LOM, climb to 2800' on 118° bearing from LOM within 15 miles or, when directed by ATC, climb to 3000' on 045° bearing from HON RBN within 15 miles.  
 NOTE: Night takeoffs and landings authorized. Runways 12/30 only.  
 MSA within 25 miles of facility: 000°-090°—2700'; 090°-180°—2600'; 180°-270°—3100'; 270°-360°—2700'.

City, Huron; State, S. Dak.; Airport name, W. W. Howes Municipal; Elev., 1287'; Fac. Class., LOM; Ident., HO; Procedure No. 1, Amdt. 7; Eff. date, 17 July 65; Sup. Amdt. No. 6; Dated, 1 Feb. 64

IDA VOR.....	RBN.....	Direct.....	7100	T-dn%.....	300-1	300-1	200-1/2
Rigby Int.....	RBN (final).....	Direct.....	5400	C-dn.....	500-1	500-1	500-1/2
				S-dn-20.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn N side of crs, 019° Outbd, 199° Inbd, 7100' within 10 miles.  
 Minimum altitude over facility on final approach crs, 5400'.  
 Crs and distance, facility to airport, 199°—2.2 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.2 miles after passing IDA RBN, climb to 7000' on 199° crs of IDA RBN within 10 miles.  
 %Departure procedures: Climb on crs on all published airways.  
 MSA within 25 miles of facility: 000°-090°—10,000'; 090°-180°—8000'; 180°-270°—7900'; 270°-360°—7200'.

City, Idaho Falls; State, Idaho; Airport name, Fanning Field; Elev., 4730'; Fac. Class., II-SAB; Ident., IDA; Procedure No. 1, Amdt. 3; Eff. date, 17 July 65; Sup. Amdt. No. 2; Dated, 29 Feb. 64

Pendleton VOR.....	DT LMM.....	Direct.....	4200	T-dn%.....	300-1	300-1	200-1/2
Pilot Rock VHF Int.....	DT LMM.....	Direct.....	4500	C-dn.....	500-1	500-1	500-1/2
Gardena VHF Int.....	DT LMM.....	Direct.....	4200	A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 070° Outbd, 250° Inbd, 4200' within 10 miles of LMM. (Final approach from holding pattern at PD LOM not authorized, procedure turn required.)  
 Minimum altitude over PD LOM on final approach crs, 3100'; over DT LMM, 2000'.  
 Crs and distance, PD LOM to airport, 250°—4.1 miles; DT LMM, 250°—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing PD LOM or 0.6 mile after passing DT LMM, climb to 4000' on crs, 250° Outbd, 070° Inbd, within 15 miles of DT LMM or, when directed by ATC, climb to 4000' direct to PDT VOR, continue climb on R-250 within 15 miles.  
 Major change: Deletes LFR departure procedure.  
 %Takeoffs all runways: Climb direct to PDT VOR, thence continue climb on R-234 PDT VOR within 15 miles so as to cross PDT VOR at or above: Southeastbound V-4 2500'; southeastbound V-298 2500'; southwestbound V-281 2500'.  
 MSA within 25 miles of facility: 000°-180°—6500'; 180°-270°—4400'; 270°-360°—2800'.

City, Pendleton; State, Oreg.; Airport name, Pendleton Municipal; Elev., 1463'; Fac. Class., LMM; Ident., DT; Procedure No. 1, Amdt. 5; Eff. date, 17 July 65; Sup. Amdt. No. 4; Dated, 20 Feb. 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
RAP VOR	RAP RBN	Direct	4500	T-dn C-dn A-dn	300-1 300-1 300-2	300-1 300-1 300-2	300-1½ 300-1½ 300-2
If aircraft equipped with operating ADF and VOR receivers and Farmingdale Int* identified, the following minimums apply: C-dn 600-1 600-1 600-1½ S-dn-3½ 400-1 400-1 400-1							

Radar vectoring to final approach crs, authorized in accordance with approved patterns. Procedure turn E side of crs, 118° Outbd, 208° Inbd, 4500' within 15 miles. Minimum altitude over Farmingdale Int on final approach crs, 4000'. Crs and distance, Farmingdale Int to airport, 298°—4.1 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing Farmingdale Int or 0.0 mile of RAP RBN, make left-climbing turn, climb to 4800' on 167° bearing from RAP RBN within 10 miles. NOTES: (1) Aircraft on missed approach may be radar controlled after radar identification. (2) Night takeoffs and landings not authorized, Runways 1/19. (3) Final approach from holding pattern at RAP RBN not authorized. Procedure turn required. \*Farmingdale Int may also be identified by radar. MSA within 25 miles of facility: 000°-090°—4500'; 090°-180°—4500'; 180°-270°—8300'; 270°-360°—6900'. City, Rapid City; State, S. Dak.; Airport name, Rapid City Municipal; Elev., 3181'; Fac. Class., H-SAB; Ident., RAP; Procedure No. 1, Amdt. 1; Eff. date, 17 July 65; Sup. Amdt. No. Orig.; Dated, 23 Feb. 63

McCoy Int	SL LOM	Direct	3000	T-dn	300-1	300-1	300-1½
Turner Int	SL LOM	Direct	2500	C-dn	800-1	800-1	800-1½
Crabtree Int	SL LOM	Direct	3000	A-dn	800-2	800-2	800-2

Procedure turn S side of SE crs, 129° Outbd, 309° Inbd, 2500' within 10 miles. (Final approach from holding pattern at SL LOM not authorized, procedure turn required.) Minimum altitude over facility on final approach crs, 1500'. Crs and distance, facility to airport, 309°—3.9 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, make climbing right turn, climb direct to LOM, thence continue climb to 2500' Outbd on crs, 129° from LOM within 10 miles. All turns on S side of crs. CAUTION: Terrain and trees to 961' S through SW of airport. \*No air traffic control tower; contact Salem Weather Bureau on 122.8 megacycles for current weather. MSA within 25 miles of facility: 000°-090°—5000'; 090°-180°—5300'; 180°-270°—4100'; 270°-360°—3000'. City, Salem; State, Oreg.; Airport name, McNary Field; Elev., 207'; Fac. Class., LOM; Ident., SL; Procedure No. 1, Amdt. 3; Eff. date, 17 July 65; Sup. Amdt. No. 4; Dated, 1 Dec. 62

Wilmington VOR	LOM	Direct	1600	T-dn	300-1	300-1	300-1½
Swamp Int	LOM	Direct	1600	C-dn	500-1	500-1	500-1½
				S-dn-3½	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of S crs, 153° Outbd, 343° Inbd, 1600' within 10 miles. Beyond 10 miles not authorized. Minimum altitude over facility on final approach crs, 1500'. Crs and distance, facility to airport, 343°—4.6 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing LOM, climb to 1600' on crs, 343° within 10 miles. MSA within 25 miles of facility: 000°-090°—1300'; 090°-180°—1000'; 180°-270°—2300'; 270°-360°—2100'. City, Wilmington; State, N. C.; Airport name, New Hanover County; Elev., 31'; Fac. Class., LOM; Ident., IL; Procedure No. 1, Amdt. 3; Eff. date, 17 July 65; Sup. Amdt. No. 4; Dated, 31 Aug. 63

3. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles. If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn 6-24°	800-1½	800-1½	800-1½
				T-d 10-28°	800-2	800-2	800-2
				T-n 10-28°	800-3	800-3	800-3
				C-d	1400-2	1400-2	1400-2
				C-n	1400-3	1400-3	1400-3
				A-d	2000-2	2000-2	2000-2
				A-n	2000-3	2000-3	2000-3

Procedure turn S side of crs, 246° Outbd, 066° Inbd, 3400' within 10 miles. Minimum altitude over facility on final approach crs, 2500'. Crs and distance, facility to airport, 066°—6.6 miles. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.6 miles after passing ELM VOR, climb to 3400' on R-066 within 10 miles, make left turn and proceed direct to ELM VOR. Hold W 1-minute right turn, 066° Inbd. AIR CARRIER NOTE: Slidingscale not authorized. No reduction in landing visibility minimums authorized for local conditions. No reduction in takeoff minimums authorized. CAUTION: \*Runways 1-19 not authorized for IFR departures. DEPARTURE PROCEDURES: Runway 6—Climb Outbd on the localizer crs through 2500' before proceeding as cleared. Runway 24—Climb on the ELM VOR R-066 toward ELM VOR through 2500' before proceeding as cleared. Runway 28—Make left-climbing turn as soon as practical after takeoff to intercept the ELM VOR R-066, then via the ELM VOR R-066 toward the ELM VOR until through 2500' before proceeding as cleared. Runway 10—Make left turn as soon as practical after takeoff proceeding on a direct crs to the Alpine RBN until through 2500' before proceeding as cleared. NOTE: High terrain N and S of airport. High towers S of airport. MSA within 25 miles of facility: 000°-090°—3500'; 090°-360°—3700'. City, Elmira; State, N. Y.; Airport name, Chemung County; Elev., 951'; Fac. Class., BVOR; Ident., ELM; Procedure No. 1, Amdt. 10; Eff. date, 17 July 65; Sup. Amdt. No. 9; Dated, 24 Apr. 65

## VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
				65 knots or less		More than 65 knots	More than 65 knots
Southgate Int. HNL VOR	HNL VOR Waipahu Int.	Direct Direct	3000 3000	T-d T-n C-d C-n A-dn	500-1 500-2 500-1 500-2 800-2	500-1 500-2 600-2 600-2 800-2	500-1 500-2 600-2 600-2 800-2

Radar vectoring authorized in accordance with approved patterns.  
 Procedure turn W side of crs, 167° Outbd, 347° Inbd, 3000' within 10 miles.  
 Minimum altitude over HNL VOR, 3000'; over Waipahu Int, 3000'.  
 Crs and distance, Waipahu Int (6.2-mile DME) to airport, 347°—2.5 miles; HNL VOR to airport, 347°—8.5 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.5 miles after passing Waipahu Int, or 8.5-mile DME after passing HNL VOR, turn right, climb to 3000' and proceed to HNL VOR R-358.  
 NOTE: Authorized for military use only, except by prior arrangements.  
 CAUTION: (1) \*Circling beyond 1.5 miles W of the airport not authorized. (2) 70' radio antenna farm 300' S of Runway 6; terrain 1390', 1.7 NM SW, 1600', 1.55 NM SW. #1 Waipahu Int not received do not descend below 3000' and minimums are 1300-2.  
 MSA within 25 miles of facility: 000°-090°—3100'; 090°-180°—3100'; 180°-270°—2800'; 270°-360°—6100'.

City, Honolulu; State, Hawaii (Waikawa); Airport name, U.S. Army (Tenant) Wheeler AFB; Elev., 825'; Fac. Class., BVORTAC; Ident., HNL; Procedure No. 1, Amdt. 1; Eff. date, 17 July 65; Sup. Amdt. No. Orig.; Dated, 8 Aug. 64

Huron RBn	HON VOR	Direct	2400	T-dn C-dn S-dn-12# A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2
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Procedure turn W side of crs, 304° Outbd, 124° Inbd, 2400' within 10 miles.  
 Minimum altitude over facility on final approach crs, 2400'.  
 Crs and distance, facility to airport, 124°—4.5 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing HON VOR, climb to 2800' on R-124 within 15 miles HON VOR.  
 NOTE: Night takeoffs and landings authorized, Runways 12/30 only.  
 #400-1/2 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.  
 MSA within 25 miles of facility: 000°-090°—2700'; 090°-180°—2600'; 180°-270°—3100'; 270°-360°—2700'.

City, Huron; State, S. Dak.; Airport name, W. W. Howes Municipal; Elev., 1287'; Fac. Class., BVOR; Ident., HON; Procedure No. 1, Amdt. 8; Eff. date, 17 July 65; Sup. Amdt. No. 7; Dated, 1 Feb. 64

20-mile DME Fix R-356	10-mile DME Fix R-256	Direct	6300	T-dn C-dn S-dn-7 A-dn	300-1 400-2 400-1 800-2	300-1 500-2 400-1 800-2	200-1/2 500-2 400-1 800-2
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Procedure turn S side crs, 271° Outbd, 091° Inbd, 6000' within 10 miles.  
 Minimum altitude over facility on final approach crs, 6700'.  
 Crs and distance, facility to airport, 072°—5.4 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LWT VOR, turn right, climb to 6000' on R-271 within 10 miles of the VOR.  
 NOTES: (1) Night takeoffs and landings not authorized, Runways 12-30. (2) When authorized by ATC, DME may be used to position aircraft for straight-in approach at 6000' between R-296 clockwise to R-290 via 10-mile DME Arc with the elimination of procedure turn.  
 Other change: Deletes transition from Stanford FM.  
 MSA within 25 miles of the facility: 000°-090°—7500'; 090°-180°—9800'; 180°-270°—8500'; 270°-360°—6400'.

City, Lewistown; State, Mont.; Airport name, Lewistown Municipal; Elev., 4197'; Fac. Class., BVORTAC; Ident., LWT; Procedure No. 1, Amdt. 6; Eff. date, 17 July 65; Sup. Amdt. No. 5; Dated, 1 May 65

RAP RBn	RAP VOR	Direct	4600	T-dn C-dn S-dn-32# A-dn	300-1 600-1 400-1 800-2	300-1 600-1 400-1 800-2	200-1/2 600-1/2 400-1 800-2
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Radar vectoring to final approach crs authorized in accordance with approved patterns.  
 When authorized by ATC, RAP DME may be used to position aircraft for straight-in approach at 5500' between R-070 clockwise to R-240 via 6-mile DME Arc with the elimination of procedure turn.  
 Procedure turn E side of crs, 142° Outbd, 322° Inbd, 4600' within 10 miles.  
 Minimum altitude over facility on final approach crs, 4300'.  
 Crs and distance, facility to airport, 322°—4.0 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles after passing RAP VOR, make a left-climbing turn to 4600' on R-142 within 10 miles of RAP VOR.  
 NOTES: (1) Aircraft on missed approach may be radar controlled after radar identification. (2) Night takeoffs and landings not authorized, Runways 1/19.  
 #400-1/2 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.  
 MSA within 25 miles of the facility: 000°-090°—4300'; 090°-180°—4800'; 180°-270°—8300'; 270°-360°—6600'.

City, Rapid City; State, S. Dak.; Airport name, Rapid City Municipal; Elev., 3181'; Fac. Class., BVORTAC; Ident., RAP; Procedure No. 1, Amdt. 9; Eff. date, 17 July 65; Sup. Amdt. No. 8; Dated, 12 Dec. 64

RAP VOR	Sioux Int	Direct	4900	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2	200-1/2 600-1/2 800-2
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Radar vectoring to final approach crs, authorized in accordance with approved patterns.  
 Procedure turn N side of crs, 321° Outbd, 141° Inbd, 4900' within 10 miles of Sioux Int. Nonstandard due to rising terrain to the W.  
 Minimum altitude over Sioux Int on final approach crs, 3900'.  
 Crs and distance, Sioux Int to airport, 141°—1.5 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.5 miles after passing Sioux Int, climb to 4600' on R-142 within 10 miles of RAP VOR.  
 NOTES: (1) Use of this procedure authorized only for aircraft equipped with VOR and ADF receivers and Sioux Int received. (2) Aircraft on missed approach may be radar controlled after radar identification. (3) Final approach from holding pattern at Sioux Int, not authorized. Procedure turn required. (4) Night takeoffs and landings not authorized, Runways 1/19.  
 MSA within 25 miles of facility: 000°-090°—4300'; 090°-180°—4500'; 180°-270°—8300'; 270°-360°—6600'.

City, Rapid City; State, S. Dak.; Airport name, Rapid City Municipal; Elev., 3181'; Fac. Class., BVORTAC; Ident., RAP; Procedure No. 2, Amdt. 2; Eff. date, 17 July 65; Sup. Amdt. No. 1; Dated, 8 Feb. 64



VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
LKR VOR.....	ROW VOR.....	Direct.....	5000	T-dn.....	300-1	300-1	*200-1/2
				C-dn.....	600-1	600-1	600-1 1/2
				S-dn-3.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2
				If Tip Int received, the following minimums apply:			
				C-dn.....	500-1	500-1	500-1 1/2
				S-dn-3.....	400-1	400-1	400-1

Radar transitions and vectoring using Walker Radar authorized in accordance with approved radar patterns. Procedure turn W side of crs, 228° Outbd, 048° Inbd, 5500' within 10 miles. Not authorized beyond 10 miles.

Minimum altitude over facility on final approach crs, 5000'; over Tip Int, 4300'.

Crs and distance, facility to airport, 028°—5.0 miles; Tip Int to airport, 028°—2.0 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing ROW VOR, turn left, climb to 6000' on R-323 within 20 miles of ROW VOR or, when directed by ATC, climb to 5500' on R-028 within 20 miles of ROW VOR.

Note: No voice feature on Walker VOR.

Other change: Deletes transition from ROW LFR.

\*300-1 required Runway 12.

#Authorized only for aircraft with dual VOR receivers operating simultaneously or aircraft equipped with properly operating VOR/DME receivers.

MSA within 25 miles of facility: 000°-150°-5000'; 150°-360°-7000'.

City, Roswell; State, N. Mex.; Airport name, Roswell Municipal; Elev., 3623'; Fac. Class., BVORTAC; Ident., ROW; Procedure No. 1, Amdt. 6; Eff. date, 17 July 65; Sup. Amdt. No. 5; Dated, 23 May 64

4. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELED, EFFECTIVE 17 JULY 1965.

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Fac. Class., L-BVORTAC; Ident., CLT; Procedure No. TerVOR-5, Amdt. 2; Eff. date, 20 Mar. 65; Sup. Amdt. No. 1; Dated, 22 Aug. 64

PROCEDURE CANCELED, EFFECTIVE 17 JULY 1965.

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Fac. Class., BVORTAC; Ident., CLT; Procedure No. TerVOR-23, Amdt. 3; Eff. date, 19 Sept. 64; Sup. Amdt. No. 2; Dated, 15 Sept. 62

PROCEDURE CANCELED, EFFECTIVE 17 JULY 1965.

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Fac. Class., BVORTAC; Ident., CLT; Procedure No. TerVOR-36, Amdt. 2; Eff. date, 20 Feb. 65; Sup. Amdt. No. 1; Dated, 15 Sept. 62

IDA RBN.....	VOR.....	Direct.....	6500	T-dn%.....	300-1	300-1	200-1/2
Rigby Int.....	VOR.....	Direct.....	6200	C-dn.....	500-1	500-1	500-1 1/2
				S-dn-2.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn W side crs, 206° Outbd, 026° Inbd, 6200' within 10 miles. Nonstandard due to high terrain E.

Minimum altitude over facility on final approach crs, 6200'.

Crs and distance, breakoff point to Runway 2, 021°—1.0 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing IDA VOR, climb to 7000' on R-013 within 10 miles.

\*Climb on crs on all published airways.

MSA within 25 miles of facility: 000°-090°-9400'; 090°-180°-8000'; 180°-270°-7000'; 270°-360°-7000'.

City, Idaho Falls; State, Idaho; Airport name, Fanning Field; Elev., 4739'; Fac. Class., BVOR; Ident., IDA; Procedure No. TerVOR-3, Amdt. 7; Eff. date, 17 July 65; Sup. Amdt. No. 6; Dated, 29 Feb. 64

IDA RBN.....	VOR.....	Direct.....	6500	T-dn%.....	300-1	300-1	200-1/2
Rigby Int.....	IDA RBN (final)	Direct.....	5400	C-dn*.....	500-1	500-1	500-1 1/2
				S-dn-20#.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn N side of crs, 013° Outbd, 193° Inbd, 6200' within 10 miles.

Minimum altitude over IDA RBN on final approach crs, 5400'; over VOR, 5100'.

Crs and distance, breakoff point to Runway 20, 201°—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of IDA VOR, climb to 7000' on R-196 IDA VOR within 10 miles.

\*ADF equipment required for descent below 5400'.

#400-1 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

\*Departure procedures: Climb on crs on all published airways.

MSA within 25 miles of facility: 000°-090°-9400'; 090°-180°-8000'; 180°-270°-7000'; 270°-360°-7000'.

City, Idaho Falls; State, Idaho; Airport name, Fanning Field; Elev., 4739'; Fac. Class., BVOR; Ident., IDA; Procedure No. TerVOR-20, Amdt. 4; Eff. date, 17 July 65; Sup. Amdt. No. 3; Dated, 29 Feb. 64

5. By amending the following very high frequency omnirange-distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

## VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
FML VOR	CLT VOR	Direct	2300	T-dn	300-1	300-1	300-1½
Bradley Int.	CLT VOR	Direct	2000	C-dn	1000-1	1000-1	1000-1½
Weddington Int.	CLT VOR	Direct	2300	A-dn	1000-2	1000-2	1000-2
Bethany Int.	CLT VOR	Direct	2300	If aircraft equipped with VOR/DME and railroad 4.0-mile DME Fix received, the following minimums apply:			
Waco Int.	CLT VOR	Direct	2300	C-dn	600-1	600-1	600-1½
Stanley Int.	CLT VOR	Direct	2300	S-dn-18	600-1	600-1	600-1
Mt. Holly Int.	Railroad 4.0-mile DME Fix (final)	Direct	1800	A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn W side of crs, 095° Outbd, 185° Inbd, 2300' within 10 miles.

Minimum altitude over railroad 4-mile DME Fix on final approach crs, 1800'.

Crs and distance, railroad 4-mile DME Fix to breakoff point, 185°—3.1 miles; breakoff point to runway, 178°—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of CLT VOR, climb to 2300' on R-007 to FML VOR or, when directed by ATC, climb to 2300', proceed to York Int, via R-229 CLT VOR.

NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.

MSA within 25 miles of facility: 000°-090°-3000'; 090°-180°-2300'; 180°-270°-2800'; 270°-360°-2900'.

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Fac. Class., L-BVORTAC; Ident., CLT; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 17 July 68; Sup. Amdt. No. Orig.; Dated, 20 Mar. 65

Bradley Int.	CLT VOR	Direct	2300	T-dn	300-1	300-1	300-1½
Weddington Int.	CLT VOR	Direct	2300	C-dn	600-1	600-1	600-1½
Bethany Int.	CLT VOR	Direct	2300	S-dn-23	600-1	600-1	600-1
Waco Int.	CLT VOR	Direct	2300	A-dn	800-2	800-2	800-2
Stanley Int.	CLT VOR	Direct	2300				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn N side of crs, 060° Outbd, 240° Inbd, 2300' within 10 miles of Parks Int.

Minimum altitude over Parks Int or 4.6-mile DME Fix on final approach crs, 1800'.

Crs and distance, Parks Int or 4.6-mile DME Fix to airport, 240°—4.2 miles.

Breakoff point to end of runway, 230°—0.4 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.2 miles after passing Parks Int, climb to 2300', proceed to York Int via R-229 CLT VORTAC; or, when directed by ATC, climb to 2300', proceed to FML VOR via R-007.

NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.

MSA within 25 miles of facility: 000°-090°-3000'; 090°-180°-2300'; 180°-270°-2800'; 270°-360°-2900'.

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Fac. Class., L-BVORTAC; Ident., CLT; Procedure No. VOR/DME No. 2, Amdt. Orig.; Eff. date, 17 July 65

FML VOR	Ross Int (final)	Direct	1800	T-dn	300-1	300-1	300-1½
Bradley Int.	CLT VOR	Direct	2300	C-dn	400-1	500-1	500-1½
Weddington Int.	CLT VOR	Direct	2300	S-dn-369	400-1	400-1	400-1
Bethany Int.	CLT VOR	Direct	2300	A-dn	800-2	800-2	800-2
Waco Int.	CLT VOR	Direct	2300				
Stanley Int.	CLT VOR	Direct	2300				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn E side of crs, 173° Outbd, 353° Inbd, 2300' within 10 miles of Ross Int.

Minimum altitude over Ross Int or 4.7-mile DME Fix on final approach crs, 1800'.

Crs and distance, Ross Int or 4.7-mile DME Fix, 353°—3.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing Ross Int, climb to 3000' on R-007 of FML VOR to Mt. Holly Int or, when directed by ATC, climb to 3000' on R-060 of CLT VORTAC within 20 miles.

NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.

#400-¼ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

MSA within 25 miles of facility: 000°-090°-3000'; 090°-180°-2300'; 180°-270°-2800'; 270°-360°-2900'.

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Fac. Class., L-VORTAC; Ident., CLT; Procedure No. VOR/DME No. 3, Amdt. Orig.; Eff. date, 17 July 65

Bradley Int.	CLT VOR	Direct	2300	T-dn	300-1	300-1	300-1½
Weddington Int.	CLT VOR	Direct	2300	C-dn#	400-1	500-1	500-1½
Bethany Int.	CLT VOR	Direct	2300	S-dn-57#	400-1	400-1	400-1
Waco Int.	CLT VOR	Direct	2300	A-dn#	800-2	800-2	800-2
Stanley Int.	CLT VOR	Direct	2300				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn W side of crs, 225° Outbd, 045° Inbd, 2300' within 10 miles of Lake Int.

Minimum altitude over Lake Int or 5.5-mile DME Fix on final approach crs, 1700'.

Crs and distance, Lake Int or 5.5-mile DME Fix to airport, 045°—4.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing Lake Int turn left, climb to 2000' on R-060 of CLT VORTAC within 20 miles; or when directed by ATC, climb to 2000' on R-007 of FML VOR to Mt. Holly Int.

NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.

#H Lake Int not identified on final approach, descent below 1700' not authorized.

\*400-¼ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. 400-¼ authorized, except for 4-engine turbojet aircraft, with operative ALS.

MSA within 25 miles of facility: 000°-090°-3000'; 090°-180°-2300'; 180°-270°-2800'; 270°-360°-2900'.

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Fac. Class., L-BVORTAC; Ident., CLT; Procedure No. VOR/DME No. 4, Amdt. Orig.; Eff. date, 17 July 65

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
RAP VOR.....	10-mile DME Fix R-321.....	Direct.....	4900	T-dn.....	300-1	300-1	200-1½
				C-dn.....	600-1	600-1	600-1½
				S-dn-14.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring to final approach crs, authorized in accordance with approved patterns. When authorized by ATC, DME may be used to position aircraft for straight-in approach at 4900' between R-320 CW to R-075 via 16-mile DME Arc with the elimination of procedure turn.  
 Procedure turn N side of crs, 321° Outbd, 141° Inbd, 4900' between 10- and 20-mile DME Fix R-321. Nonstandard due to rising terrain to the W.  
 Minimum altitude over 10-mile DME Fix R-321 on final approach crs, 4600'.  
 Crs and distance, 10-mile DME Fix R-321 to airport, 141°—5.0 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 5.0-mile DME Fix R-321, climb to 4600' on R-142 within 10 miles of RAP VOR.  
 Notes: (1) Aircraft on missed approach may be radar controlled after radar identification. (2) Night takeoffs and landings not authorized, Runways 1/19.  
 MSA within 25 miles of the facility: 000°-090°—4300'; 090°-180°—4600'; 180°-270°—8300'; 270°-360°—6600'.

City, Rapid City; State, S. Dak.; Airport name, Rapid City Municipal; Elev., 3181'; Fac. Class., BVORTAC; Ident., RAP; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 17 July 65; Sup. Amdt. No. Orig.; Dated, 12 Dec. 64

10-mile DME Fix R-075.....	DLS VOR (final).....	Direct.....	2300	T-dn½.....	1000-1	1000-1	1000-1
				C-dn.....	1500-1	1500-1	1500-1½
				A-dn.....	1900-2	1900-2	1900-2

Procedure turn S side of crs, 075° Outbd, 255° Inbd, 3500' within 10 miles. (Final approach from holding pattern at DLS VORTAC not authorized; procedure turn required.)  
 Minimum altitude over facility on final approach crs, 2300'.  
 Crs and distance, facility to airport, 249°—11.8 miles.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing DLS VOR, or at 6-mile DME Fix R-249, turn left, return to DLS VOR, climb to 3500' on R-075 of the DLS VOR within 10 miles. All maneuvering S of R-075.  
 Caution: High terrain W through NE of airport.  
 Notes: Operations from 6.0 miles to airport must be conducted in accordance with visual flight rules. When authorized by ATC, DME may be used between R-075 clockwise to R-172 within 10 miles at 3500' to position aircraft for straight-in approach with elimination of the procedure turn.  
 Major change: Deletes LFR departure procedure.  
 Takeoffs all runways: Climb visually over the airport to 1200', thence climb direct to DLS VORTAC to cross DLS VORTAC at or above 2700'.  
 MSA within 25 miles of facility: 000°-090°—5200'; 090°-180°—3700'; 180°-270°—5600'; 270°-360°—6900'.

City, The Dalles; State, Oreg.; Airport name, The Dalles Municipal; Elev., 243'; Fac. Class., H-BVORTAC; Ident., DLS; Procedure No. VOR/DME No. 1, Amdt. 2; Eff. date, 17 July 65; Sup. Amdt. No. 1; Dated, 20 Feb. 65

6. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Atlanta RBN.....	Lakeside LOM.....	Direct.....	2700	T-dn**.....	300-1	300-1	200-1½
Atlanta VOR.....	Lakeside LOM.....	Direct.....	2700	C-dn.....	400-1	500-1	500-1½
Harrison Int.....	Lakeside LOM.....	Direct.....	3000	S-dn-9L#*.....	200-1½	200-1½	200-1½
Chattahoochee Int.....	Lakeside LOM (final).....	Direct.....	2700	A-dn.....	600-2	600-2	600-2
Raymond Int.....	Lakeside LOM.....	Direct.....	2700				

Radar transitions and vectoring authorized in accordance with approved patterns.  
 Procedure turn S side W crs, 269° Outbd, 089° Inbd, 2700' within 10 miles.  
 Minimum altitude at glide slope interception Inbd, 2700'.  
 Altitude of glide slope and distance to approach end of runway at OM, 2660'—5.2 miles; at MM, 1236'—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000'. Proceed to Tucker Int via ATL R-033.  
 Notes: (1) Aircraft executing missed approach may, after being reidentified, be radar controlled. (2) TDZ-9R, CL-9R/27L, VASI-27R.  
 \*400-1½ required when glide slope not utilized; 400-1½ authorized, except for 4-engine turbojet aircraft with operative ALS.  
 #Runway visual range, 2400' authorized for landing on Runway 9L; provided, that all components of the ILS, high-intensity runway lights, approach lights, condenser discharge flashers, and all related airborne equipment are in satisfactory operating condition. Descent below 1224' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.  
 \*\*Runway visual range, 2400' authorized for takeoff on Runway 9L in lieu of 200-1½ when 200-1½ authorized; Providing high-intensity runway lights are operational.

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Fac. Class., ILS; Ident., I-ATL; Procedure No. ILS-9L, Amdt. 26; Eff. date, 17 July 65; Sup. Amdt. No. 25; Dated, 2 Jan. 65

Atlanta RBN.....	Red Oak LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1½
Atlanta VOR.....	Red Oak LOM.....	Direct.....	2500	C-dn.....	500-1	500-1	500-1½
Harrison Int.....	Red Oak LOM.....	Direct.....	3000	S-dn-9R*.....	200-1½	200-1½	200-1½
Chattahoochee Int.....	Red Oak LOM (final).....	Direct.....	2500	A-dn.....	600-2	600-2	600-2
Raymond Int.....	Red Oak LOM.....	Direct.....	2500				

Radar transitions and vectoring authorized in accordance with approved patterns.  
 Procedure turn S side of crs, 269° Outbd, 089° Inbd, 2500' within 10 miles.  
 Minimum altitude at glide slope interception Inbd, 2500'.  
 Altitude of glide slope and distance to approach end of runway at OM, 2500'—5.0 miles; at MM, 1226'—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000', turn right and proceed direct to MDU VOR.  
 Notes: (1) Aircraft executing missed approach may, after being reidentified, be radar controlled. (2) TDZ-9R, CL-9R/27L, VASI-27R.  
 \*500-1½ required when glide slope not utilized.

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Fac. Class., ILS; Ident., I-ALR; Procedure No. ILS-9R, Amdt. 2; Eff. date, 17 July 65; Sup. Amdt. No. 1; Dated, 3 Apr. 65

## ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Wrigley Int.	Lakeside LOM (final)	Direct	2700	T-dn.....	300-1	300-1	300-1½
				C-dn.....	NA	NA	NA
				S-dn-9L and 9R.	300-1½	300-1½	300-1½
				A-dn.....	600-2	600-2	600-2

Procedure turn not authorized. Radar vectoring to final approach crs. required. Standard radar separation will be provided throughout these approaches.

Minimum altitude at glide slope interception Inbnd, 9L—3500' at Wrigley Int (2700' when authorized by ATC); 9R—2500'.

Crs Lakeside LOM to Runway 9L and Red Oak LOM to Runway 9R, 090°.

Altitude of glide slope and distance to approach end of runway at OM, 9L, 2660'—5.2 miles; 9R, 2600'—5.9 miles; at MM, 9L, 1226'—0.5 mile; 9R, 1226'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished: Runway 9L—climb to 3000', proceed to Tucker Int via ATL VOR R-033. Runway 9R—make climbing right turn to 3000' and proceed direct to MDU VOR.

NOTES: (1) Aircraft executing missed approaches may, after being reidentified, be radar controlled. (2) TDZ-9R, CL-9R/27L, VASI-27R. (3) When advised by ATC, pilot shall monitor both control frequency and localizer voice continuously during the remainder of the approach.

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Fac. Class., ILS I-ATL; Ident., I-ALB; Procedure No. ILS-9L and 9R, Amdt. 1; Eff. date, 17 July 65; Sup. Amdt. No. Orig.; Dated, 22 May 65

ATL VOR	LOM	Direct	2300	T-dn.....	300-1	300-1	300-1½
MDU VOR	LOM (final)	Direct	2300	C-dn.....	400-1	500-1	500-1½
Tucker Int.	LOM	Direct	3000	S-dn-33*	300-1½	300-1½	300-1½
Harrison Int.	LOM	Direct	3000	A-dn.....	600-2	600-2	600-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn E side SE crs, 149° Outbnd, 329° Inbnd, 2300' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2300'.

Altitude of glide slope and distance to approach end of runway at OM, 2140'—4.2 miles; at MM, 1185'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make climbing right turn to 3000' and proceed direct to REG VOR.

CAUTION: 1185' tank, ¼ mile W of airport.

NOTES: (1) Aircraft executing missed approach may, after being reidentified, be radar controlled. (2) TDZ-9R, CL-9R/27L, VASI-27R.

\*400-1½ required when glide slope not utilized; 400-1½ authorized, except for 4-engine turbojet aircraft with operative ALS.

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Fac. Class., ILS; Ident., I-AZA; Procedure No. ILS-33, Amdt. 7; Eff. date, 17 July 65; Sup. Amdt. No. 6; Dated, 21 Nov. 64

CLT VOR	LOM	Direct	2300	T-dn#	300-1	300-1	300-1½
Ft. Mill VOR	Clover Int.	Direct	2300	C-dn	400-1	500-1	500-1½
Clover Int.	LOM (final)	Direct	2300	S-dn-56*	300-1½	300-1½	300-1½
Union Int. (via CLT R-239)	York Int.	Direct	2300	A-dn	600-2	600-2	600-2
Bradley Int.	LOM	Direct	2300				
Mt. Holly Int.	LOM	Direct	2300				
Weddington Int.	LOM	Direct	2300				
Ft. Mill VOR	LOM	Direct	2300				
Bethany Int.	LOM	Direct	2300				
York Int.	Clover Int.	Direct	2300				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn N side of SW crs, 230° Outbnd, 65° Inbnd, 2300' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2300'.

Altitude of glide slope and distance to approach end of runway at OM, 2290'—4.6 miles; at MM, 950'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on CLT VOR R-060 within 20 miles or, when directed by ATC, turn left, climb to 3000' on FML VOR R-007 to Mt. Holly Int or turn right, climb to 2300' on R-007 to FML VOR.

NOTE: Aircraft executing missed approach may be radar controlled after being reidentified.

\*400-1½ required when glide slope not utilized. 400-1½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

#Runway visual range, 2400' also authorized for landing on Runway 5, provided all components of the ILS, high-intensity runway lights, approach lights, condenser discharge flashers, and all related airborne equipment are operating satisfactorily. Descent below 945' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

\*\*Runway visual range, 2400' also authorized for takeoff on Runway 5 in lieu of 200-1½ when 300-1½ is authorized, provided high-intensity runway lights are operational.

City, Charlotte; State, N.C.; Airport name, Douglas Municipal; Elev., 748'; Fac. Class., ILS; Ident., I-CLT; Procedure No. ILS-5, Amdt. 19; Eff. date, 17 July 65; Sup. Amdt. No. 18; Dated, 19 Nov. 62

Huron RBN	LOM	Direct	2500	T-dn	300-1	300-1	300-1½
Huron VOR	LOM	Direct	2500	C-dn	500-1	500-1	500-1½
				S-dn-12**	300-1½	300-1½	300-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 268° Outbnd, 118° Inbnd, 2500' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2500'.

Altitude of glide slope and distance to approach end of runway at OM, 2433'—3.9 miles; at MM, 1488'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2800' on SE crs, ILS within 15 miles or, when directed by ATC, climb to 3000' on 045° bearing from HON RBN within 15 miles.

NOTE: Night takeoffs and landings authorized, Runways 12/30 only.

\*No approach lights.

\*\*400-1 required when glide slope not utilized. 400-1 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.

City, Huron; State, S. Dak.; Airport name, W. W. Howes Municipal; Elev., 1287'; Fac. Class., ILS; Ident., I-HON; Procedure No. ILS-12, Amdt. 8; Eff. date, 17 July 65; Sup. Amdt. No. 7; Dated, 1 May 65

Pendleton VOR	LOM	Direct	4600	T-dn%	300-1	300-1	300-1½
Pilot Rock Int.	LOM	Direct	4800	C-dn	500-1	500-1	500-1½
Mission Int.	LOM	Direct	4600	S-dn-25R	300-1½	300-1½	300-1½
Gardena Int.	LOM	Direct	4600	A-dn	600-2	600-2	600-2

Procedure turn N side of crs, 070° Outbnd, 250° Inbnd, 4600' within 10 miles. (Final approach from holding pattern at PD LOM not authorized, procedure turn required.)

Minimum altitude at glide slope interception Inbnd, 3700'.

Altitude of glide slope and distance to approach end of runway at OM, 2760'—4.1 miles; at MM, 1725'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 4000' direct to PDT VOR, continue climb on R-230 within 15 miles or, when directed by ATC, climb to 4000' on crs, 250° Outbnd, 070° Inbnd, within 15 miles of DT LMM.

Major change: Deletes LFR departure procedure.

%Takeoffs all runways: Climb direct to PDT VOR, thence continue climb on R-234 PDT VOR within 15 miles so as to cross PDT VOR at or above: Southeastbound V-4 2500'; Southeastbound V-298 2500'; Southwestbound V-281 2500'.

City, Pendleton; State, Ore.; Airport name, Pendleton Municipal; Elev., 1493'; Fac. Class., ILS; Ident., I-PDT; Procedure No. ILS-25R, Amdt. 8; Eff. date, 17 July 65; Sup. Amdt. No. 7; Dated, 30 Feb. 65

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
McCoy Int.	SL LOM	Direct	3000	T-dn	300-1	300-1	300-1½
Crabtree Int#	SL LOM	Direct	3000	C-dn	800-1	800-1	800-1½
Turner Int.	SL LOM	Direct	2500	S-dn-31*	300-1½	300-1½	300-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of SE crs, 129° Outbd, 309° Inbd, 2500' within 10 miles. Not authorized beyond 10 miles. (Final approach from holding pattern at SL LOM not authorized, procedure turn required.)  
 Minimum altitude at glide slope interception Inbd, 1600'.  
 Altitude of glide slope and distance to approach end of runway at OM, 1508'—3.9 miles; at MM, 470'—0.5 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make climbing right turn, climb to 2500' on SE crs of ILS within 10 miles of SL LOM, all turns S side of crs.  
 CAUTION: Terrain and trees to 961' S through SW of airport.  
 NOTE: No air traffic control tower; contact Salem Weather Bureau on 122.8 megacycles for current weather.  
 Other change: Deletes transition from Int EUG R-355 and SE crs, ILS.  
 †Descent on glide slope to cross SL LOM at 1508' authorized.  
 \*500' required when glide slope not used.

City, Salem; State, Oreg.; Airport name, McNary Field; Elev., 267'; Fac. Class., ILS; Ident., I-SLE; Procedure No. ILS-31, Amdt. 6; Eff. date, 17 July 65; Sup. Amdt. No. 5; Dated, 1 Dec. 62

From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Swamp Int.	LOM	Direct	1600	T-dn	300-1	300-1	300-1½
Wilmington VOR	LOM	Direct	1600	C-dn	500-1	500-1	500-1½
				S-dn-34*	300-1½	300-1½	300-1½
				A-dn	600-2	600-2	600-2

Procedure turn W side of S crs, 163° Outbd, 343° Inbd, 1600' within 10 miles. Beyond 10 miles not authorized.  
 Minimum altitude at glide slope interception Inbd, 1500'.  
 Altitude of glide slope and distance to approach end of runway at OM, 1465'—4.6 miles; at MM, 237'—0.6 mile.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1600' on 343° crs from ILM LOM within 10 miles.  
 \*400-½ required when glide slope not utilized. 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.

City, Wilmington; State, N.C.; Airport name, New Hanover County; Elev., 31'; Fac. Class., ILS; Ident., I-ILM; Procedure No. ILS-34, Amdt. 7; Eff. date, 17 July 65; Sup. Amdt. No. 6; Dated, 31 Aug. 63

7. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.  
 If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums				
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots	
					65 knots or less	More than 65 knots		
088°	090°	Within: 20 miles	2500	Surveillance approach				
All other sectors	Radar site	20 miles	2000		T-dn	300-1	300-1	300-1½
					C-dn	600-1	600-1	600-1½
					C-dn-23	900-1	900-1	900-1½
					S-dn-5*	600-1	600-1	600-1
					S-dn-22	900-1	900-1	900-1
					A-dn	800-2	800-2	800-2
					A-dn-22	900-2	900-2	900-2
					C-dn	900-2	900-2	900-2
					A-dn	900-2	900-2	900-2

Radar terminal area transition altitudes—all bearings are from the radar site with sector azimuths progressing clockwise.  
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—Runway 4: Climb to 2000' on 037° crs from EW LOM to interception of LGA VOR R-292, make left turn, proceed to Morristown VHF Int at 2000', hold SW, 1-minute left turns, 061° Inbd. Runway 22: Climb to 2000' on crs, 217° from AR LOM to intercept ARD R-069, then make right turn, proceed to Kilmer Int at 2000'. Hold SW 1-minute right turns, Inbd crs, 069°. Runway 29: Climb straight ahead to 2000', proceed direct to CAT RBn. Hold NE of CAT RBn 1-minute right turns, Inbd crs, 241°. Runway 11: Make right-climbing turn to 2000', proceed direct to EW LOM. Thence via 217° bearing to intercept ARD R-069. Then proceed to Kilmer Int at 2000'. Hold SW 1-minute right turns, Inbd crs, 069'.  
 CAUTION: Building 588', 2.2 miles N of airport.  
 Other change: Deletes PAR information; deletes BVR notes; deletes C-dn-4 ABR minimums.  
 †Runway 11 only—Maintain 700' until passing the 2.5-mile Radar Fix.  
 \*S-dn-4 not authorized due coverage.

City, Newark; State, N.J.; Airport name, Newark; Elev., 18'; Fac. Class. and Ident., Newark Radar; Procedure No. 1, Amdt. 15; Eff. date, 17 July 65; Sup. Amdt. No. 14; Dated, 14 Nov. 64

These procedures shall become effective on the dates specified therein.  
 (Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348 (c), 1354 (a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on June 10, 1965.

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

## Title 7—AGRICULTURE

### Chapter XIV—Commodity Credit Corporation, Department of Agriculture

#### SUBCHAPTER C—EXPORT PROGRAMS

[Rev. III, Amdt. 9]

#### PART 1483—WHEAT AND FLOUR

#### Subpart—Wheat Export Program—Payment in Kind (GR-345) Terms and Conditions

##### MISCELLANEOUS AMENDMENTS

The terms and conditions of the Wheat Export Program—Payment in Kind (GR-345) (27 F.R. 6415), as amended (27 F.R. 10741, 28 F.R. 7120, 29 F.R. 4077, 9431, 12067, and 15115, 30 F.R. 532 and 4531) are further amended as follows:

Section 1483.105(a) is amended by changing the first sentence to read as follows:

§ 1483.105 General conditions of eligibility.

(a) Payment under this program will be made to an exporter in connection with the net quantity of wheat exported, subject to the terms and conditions set forth in this subpart and except as may otherwise be provided in such terms and conditions. \* \* \*

Section 1483.110, paragraph (b) is amended to read as follows:

§ 1483.110 Wheat exported to Canadian bonded storage.

(b) *Subsequent notice and declaration of sale.* When the wheat is sold, the exporter shall submit a Notice and Declaration of Sale to the office indicated in § 1483.178 as provided in §§ 1483.125 and 1483.127 and shall submit all other reports and documents as required by this subpart. The Notice of Registration issued by CCC shall be subject to the requirement that the exporter furnish the Export Unsold Number in addition to the Registration Number on his Application for Wheat Export Payment, Form CCC-357.

Section 1483.111 *General provisions*, paragraphs (a), (b), and (d) are amended to read as follows:

§ 1483.111 General provisions.

(a) Exporters desiring to receive an export payment on Durum wheat under this program shall submit offers as provided in § 1483.112 for exportation to any designated country (as defined in § 1483.187) during a specified period at a stated export payment rate. CCC will consider offers on a competitive basis. Export payments under this program will be made on the basis of the net quantity, excluding dockage, of Durum wheat exported. In the case of Durum wheat which has been screened to meet specifications in a sales contract between the exporter and the foreign buyer, and on which the exporter has complied with the conditions provided in § 1483.112 (b) (i), the quantity of wheat which is eligible for export payment and which

shall be applied against his obligation to export shall be the net quantity of wheat which is subjected to the screening process (less any dockage indicated on the inspection certificate applicable to such wheat) but not in excess of the quantity of screened wheat and screenings removed during the screening process which are exported on the same export vessel (less any dockage indicated on the inspection certificate issued for the wheat prior to screening). In such event, the screened wheat and screenings exported shall be considered wheat for the purpose of the requirements in § 1483.115 with respect to transshipment and reentry.

(b) Durum wheat exported under this program must be exported within an export period, designated in the offer submitted by the exporter. Such designation shall be made from one of the export periods specified by CCC in the announcement of rates referred to in § 1483.120. The export periods once specified in a particular announcement of rates will remain in effect until modified in a subsequent announcement of rates.

(d) Exports of Durum wheat grading sample because of total damage of 30 percent or more, or because it is musty, sour, heating, or unfit for human consumption shall not be eligible for payment under this program. Exports of Durum wheat grading sample because of other factors shall not be eligible for payment if CCC determines that they are not in the best interests of the program. In the case of Durum wheat screened prior to loading aboard export carrier to meet specifications in a sales contract between exporter and foreign buyer, the foregoing restrictions shall apply both to the wheat subjected to the screening operation and to the screened wheat resulting therefrom which is loaded to the export vessel.

Section 1483.112 *Submission of offers*, paragraph (b) *Form*, subparagraph (1) is amended to read as follows:

§ 1483.112 Submission of offers.

(b) *Form.* \* \* \*

(i) The offer is subject to all of the terms and conditions of this subpart as specified in § 1483.111, and if the exporter wishes to obtain an export payment based on the net quantity of wheat subjected to a screening process to meet specifications in a sales contract with a foreign buyer but not in excess of the quantity of screened wheat and screenings removed during the screening process which are exported on the same export vessel, he will comply with such additional conditions as may be specified by CCC in a Notice to Exporters of Durum wheat in effect on the date the exporter files a Notice of Sale as specified in section 1483.114 and will acquire and surrender export marketing certificates on the same quantity of wheat as used in determining the export payment. The Notice to Exporters of Durum wheat may be obtained on request from the Director, Procurement and Sales Division, or

from the Director of an ASCS Commodity Office. The use of the term "GR-345" in the offer shall signify that it is submitted subject to all such terms and conditions.

§ 1483.114 [Amended]

Section 1483.114(b) (2) is amended by deleting the period and adding the following: "and the word 'screened' if the contract provides for the wheat to be screened prior to loading aboard the export vessel."

Section 1483.147 is amended by renumbering paragraph (e) as (e) (1), by renumbering paragraph (e) (1) and (e) (2) as (e) (1) (i) and (e) (1) (ii), by adding a new paragraph (e) (2), and by adding a new paragraph (k) (4), as follows:

§ 1483.147 Documents required as evidence of export.

(e) \* \* \*

(2) In the event of exportation from Alaska, Hawaii, or Puerto Rico of wheat shipped from the United States, (i) the bill of lading and other documentary evidence as specified by the applicable ASCS Commodity Office covering the movement of the wheat from the United States to the export vessel described in the on-board-ship bill of lading issued at the point of export, and (ii) a certification by the exporter that the wheat exported is the identical wheat shipped from the United States, and that the wheat was produced in the United States.

(k) \* \* \*

(4) Such additional evidence of export or modifications of the requirements of this section as specified by CCC to establish that the exporter has complied with the regulations with respect to Durum wheat on which the exporter wishes an export payment based on the net quantity of wheat screened prior to export but not in excess of the quantity of screened wheat and screenings exported on the same export vessel.

§ 1483.151 [Amended]

Section 1483.151(c) (1) is amended by deleting in the first sentence the words "notification telegram" and substituting the words "Notice of Sale."

§ 1483.161 [Amended]

Section 1483.161 is amended to change paragraph (a) by adding after the first sentence the following: "In the case of an acquisition of Durum wheat from CCC, an exporter, who has screened Durum wheat to meet specifications in a sales contract between the exporter and a foreign buyer, may apply against the exportation requirements of this paragraph the net quantity of wheat subjected to the screening process (less any dockage indicated on the inspection certificate applicable to such wheat) but not in excess of the quantity of screened wheat and screenings removed during the screening process which are exported on the same export carrier (less any dockage indicated on the inspection certificate issued for the wheat prior to

screening), if the exporter (1) acquires and surrenders to CCC export marketing certificates in an amount equivalent to the net quantity so applied to the export requirements of this paragraph, and (2) complies with such additional conditions as are specified by CCC in the Confirmation of Sale. In such event, the screened wheat and screenings exported shall be considered wheat for the purpose of the transshipment and re-entry provision of this section and § 1483.163."

Section 1483.162 is amended by renumbering paragraph (e) to read (e) (1), by renumbering paragraph (e) (1) and (e) (2) to read (e) (1) (i) and (e) (1) (ii), by adding a new paragraph (e) (2), and by adding new paragraph (1), as follows:

#### § 1483.162 Evidence of export.

(e) \* \* \*

(2) In the event of exportation from Alaska, Hawaii, or Puerto Rico of wheat shipped from the United States (i) the bill of lading and other documentary evidence as specified by the applicable ASCS Commodity Office covering the movement of the wheat from the United States to the export vessel described on the on-board-ship bill of lading issued at the point of export, and (ii) a certification by the exporter that the wheat exported is the identical wheat shipped from the United States and that the wheat was produced in the United States.

(1) Such modifications of the foregoing as may be required by CCC to establish that the exporter has complied with the requirements of these regulations with respect to Durum wheat screened prior to loading aboard the export vessel if the exporter wishes to apply against his obligation to export the net quantity of wheat subjected to the screening process.

Section 1483.163 *Adjusted sales price* is retitled to read *Adjusted contract price* and amended to read as follows:

#### § 1483.163 Adjusted contract price.

(a) Wheat is made available under this Announcement at prices below the statutory minimum required under section 407 of the Agricultural Act of 1949, as amended, for sales for unrestricted use upon condition that payment in certificates is made as provided in section 1483.158 and upon further condition that the purchaser complies with all applicable provisions of sections 1483.161 and 1483.162. If the wheat is not exported as required by this Announcement, excluding, however, the requirement as to time of exportation, or if payment in certificates is not made as required, the contract price with respect to the quantity of wheat involved shall be adjusted upward by the amount that such contract price is exceeded by the price which is the highest of the following in effect on the date of sale:

(1) CCC's statutory minimum sales price for domestic unrestricted use for the same class, grade, and quality of the wheat, as determined by CCC, or

(2) The sales price announced by CCC for sales for domestic unrestricted use

of the same class, grade, and quality of the wheat, or

(3) If no such sales price has been announced, the domestic market price as determined by CCC.

(b) The total amount of any upward adjustment in contract price or liquidated damages arising under this section shall be paid by the purchaser to CCC promptly upon demand, plus interest on such upward adjustment at the rate of 6 percent per annum from the date of sale. Any upward adjustment of the contract price will not be made if CCC determines:

(1) That the wheat has been reentered into the continental United States, Alaska, Hawaii, or Puerto Rico due to causes without the fault or negligence of the purchaser, that such wheat was pursuant to written approval of CCC subsequently actually exported to a designated country within the period specified by CCC, and that the purchaser submitted evidence of such exportation in accordance with section 1483.162 hereof; or

(2) That the wheat placed in transit to an export location for export under this announcement or reentered into the continental United States, Alaska, Hawaii, or Puerto Rico was lost, damaged, destroyed, or deteriorated and the physical condition thereof was such that its entry into domestic market channels will not impair CCC's price support operation: *Provided*, That if insurance proceeds or other recoveries such as from carriers, exceed the purchase price of the quantity of wheat lost, damaged, or destroyed, plus other costs incurred by the purchaser in connection with such wheat prior to the time of its loss, the amount of such excess shall be paid to CCC.

(c) (1) Failure of the purchaser to export the wheat within the time provided in this announcement will cause serious and substantial damages to CCC's price support and other programs. Since it will be difficult to prove the amount of such damage, the purchaser shall pay to CCC by way of compensation, and not as a penalty, liquidated damages for delay in exportation not excused under subparagraph (2) of this paragraph at the rate of 1 cent per calendar day per bushel for the number of bushels of wheat not exported commencing on the 61st day after delivery of the wheat or the day following any extension in time for exportation granted under subparagraph (2) of this paragraph and ending on the date of actual exportation: *Provided, however*, That the total amount of purchase price plus liquidated damages shall not exceed the adjusted sales price plus interest thereon from the date of sale determined as provided in paragraph (a) of this section. It is mutually agreed that such damages are a reasonable estimate of the probable actual damages. The purchaser agrees to pay such liquidated damages on demand.

(2) An extension of time for exportation may be granted, either before or after the final date for exportation, subject to such terms and conditions as CCC may prescribe, if the purchaser gives CCC prompt written notice of a delay in

exportation and the cause thereof, and the Director, ASCS Commodity Office, determines in writing that the delay is due solely to causes without the fault or negligence of the purchaser. Written notice of such determination shall be given to the purchaser and shall be final and conclusive upon the parties subject only to appeal by the purchaser to the Contract Disputes Board of CCC. Any extension of time for exportation will be equivalent to the period of time lost because of such excusable delay.

Section 1483.189 *Export and exportation* is amended to change the first sentence to read as follows:

#### § 1483.189 Export and exportation.

"Export" and "exportation" mean, except as hereinafter provided, a shipment of wheat destined to a designated country (1) from the United States, (2) from Alaska, Hawaii, or Puerto Rico if the wheat had been produced in the United States, or (3) from a Canadian port on the St. Lawrence River if the wheat had been moved from the United States via the Great Lakes and its identity had been preserved until shipped from Canada.

Section 1483.197 *Wheat* is amended to read as follows:

#### § 1483.197 Wheat.

"Wheat" means wheat grown in the United States and as defined in the Official Grain Standards of the United States. Except as otherwise provided in these regulations as to Durum wheat screened prior to export, the quantity of wheat exported which is eligible for export payment and which satisfies the exportation requirements of this subpart, shall be determined by deducting from the weight of the wheat (which shall not include the weight of any bags) any dockage indicated on the inspection certificate issued at the time of loading for export.

(Secs. 4 and 5, Stat. 1070 and 1072, sec. 2, 63 Stat. 945, as amended, 15 U.S.C. 714 b and c, and 7 U.S.C. 1641)

*Effective date.* This amendment shall be effective on the date of filing this amendment with the Director, Office of the Federal Register.

Signed at Washington, D.C., on July 9, 1965.

RAY FITZGERALD,  
Acting Executive Vice President,  
Commodity Credit Corporation.

#### NOTICE TO EXPORTERS

(As of Mar. 4, 1965)

The Department of Commerce, Bureau of International Commerce, pursuant to regulations under the Export Control Act of 1949, prohibits the exportation or reexportation by anyone of any commodities under this program to Cuba, the Soviet Bloc or Communist-controlled areas of the Far East including Communist China, North Korea, and the Communist-controlled area of Vietnam, except under validated license issued by the U.S. Department of Commerce, Bureau of International Commerce.

For all exportations, one of the destination control statements specified in Commerce Department Regulations (Comprehensive Export Schedule Section 379.10(e)) is required to be placed on all copies of the

shipper's export declaration, all copies of the bill of lading, and all copies of the commercial invoices. For additional information as to which destination control statement to use, the exporter should communicate with the Bureau of International Commerce or one of the field offices of the Department of Commerce.

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

[P.R. Doc. 65-7471; Filed, July 12, 1965; 1:57 p.m.]

## Title 13—BUSINESS CREDIT AND ASSISTANCE

### Chapter I—Small Business Administration

[Amdt. 11 (Rev. 3)]

#### PART 107—SMALL BUSINESS INVESTMENT COMPANIES

##### Diversified Investment Policy

Pursuant to authority contained in section 308 of the Small Business Investment Act of 1958, Public Law 85-699, 72 Stat. 694, as amended, there is amended, as set forth below, Part 107 of Subchapter B, Chapter I of Title 13 of the Code of Federal Regulations, as revised in 29 F.R. 16946-16961, and amended in 30 F.R. 534, 1187, 2652, 2653, 2654, 3635, 3856, 7597, 7651, and 8775, by adding a new § 107.1020.

An SBIC is licensed on the basis of representations made in its proposal submitted on SBA Form 414, and its License Application submitted on SBA Form 415. Every Licensee is required to incorporate, as an integral part of its proposal, a statement of its investment policy. Section 107.704(g) requires prior SBA approval before a Licensee may alter its stated investment policy.

Subject amendment adds a new § 107.1020 interpreting §§ 107.102 and 107.704(g) dealing with the maintenance of a diversified investment policy, and the necessity of prior SBA approval before effectuating any changes in Licensee's stated policy. This interpretation expresses established Agency policy pertaining to the subject covered.

New § 107.1020, after alluding to the fact that many Licensees have indicated in their proposals a policy of investing in a diversified portfolio of small business concerns, explains that a "diversified investment policy" means that not more than one-third of a Licensee's total portfolio may be in small business concerns that are listed in any single Major Group of The Standard Industrial Classification Manual, issued by the Bureau of the Budget.

Since the newly added § 107.1020 merely interprets existing provisions of §§ 107.102 and 107.704(g) and is exempt from the rule making requirements of the Administrative Procedure Act (5 U.S.C. 1003), the present amendment shall become effective upon publication in the FEDERAL REGISTER.

The Regulations Governing Small Business Investment Companies are

hereby amended by adding immediately after present § 107.1019 the following new § 107.1020:

#### § 107.1020 Diversified investment policy (interpreting §§ 107.102 and 107.704).

Each Licensee must incorporate a statement as to its investment policy as an integral part of its proposal submitted on SBA Form 414 pursuant to § 107.102. Many Licensees have indicated a policy of investing in a diversified portfolio of small business concerns. The Agency interprets a policy of diversified investment to mean that not more than one-third of a Licensee's total portfolio shall at any time be in small business concerns that are classified in any single Major Group of The Standard Industrial Classification Manual, issued by the Bureau of the Budget. Under the provisions of § 107.704(g), a Licensee may not effectuate a change in its stated investment policy without prior SBA approval.

Dated: July 7, 1965.

EUGENE P. FOLEY,  
Administrator.

[P.R. Doc. 65-7453; Filed, July 14, 1965; 8:45 a.m.]

## Title 16—COMMERCIAL PRACTICES

### Chapter I—Federal Trade Commission

#### SUBCHAPTER D—TRADE REGULATION RULES

#### PART 401—MISUSE OF "AUTOMATIC" OR TERMS OF SIMILAR IMPORT AS DESCRIPTIVE OF HOUSEHOLD ELECTRIC SEWING MACHINES

The Federal Trade Commission, pursuant to the Federal Trade Commission Act, as amended, 15 U.S.C. 41, et seq., and the provisions of §§ 1.61 through 1.71 of the Commission's rules of practice, procedures and organization, 27 F.R. 4611-12 (May 1962) (superseded Aug. 1, 1963), has conducted proceedings for the promulgation of a Trade Regulation Rule regarding misuse of "automatic" or terms of similar import, as descriptive of household electric sewing machines. Notice of this proceeding, including a proposed rule, was published in the FEDERAL REGISTER on February 19, 1963 (28 F.R. 1561). A hearing was held on March 28, 1963. Thereafter, the Commission, after due consideration of all relevant matters of fact, law, policy, and discretion, issued a notice of formulation of tentative trade regulation rule relating to misuse of the term "Automatic" and other similar terms as descriptive of household electric sewing machines, together with statement of its basis and purpose on September 26, 1964 (29 F.R. 13404).

The Commission has now considered all matters of fact, law, policy, and discretion, and the data, views, arguments, and protests presented by interested parties in the proceedings, and has determined that the Trade Regulation Rule set forth herein is in the public interest and should be adopted.

Sec.

- 401.1 Facts regarding "automatic" claims.
- 401.2 Deceptive nature of the claims.
- 401.3 Arguments in opposition to the rule.
- 401.4 The rule.
- 401.5 Future product improvement.

AUTHORITY: The provisions of this Part 401 issued under 38 Stat. 717, as amended; 15 U.S.C. 41-58.

#### § 401.1 Facts regarding "automatic" claims.

(a) The terms "automatic," "fully automatic," "automatic zig-zag sewing machine," and other words and expressions of similar import as well as illustrations and depictions indicative of automaticity have been widely used in labeling and advertising by manufacturers, distributors, and retailers as descriptive of the overall functions or operations of household electric sewing machines, in the sale of such machines in commerce, as "commerce" is defined in the Federal Trade Commission Act. Such terms, illustrations, and depictions have similarly been used to describe the function or operation of specific attachments or components of household electric sewing machines, which after activation and by self-operation, without human intervention, will perform the mechanical function or operation indicated by its descriptive name or term.

(b) "Automatic" means self-operating or self-regulating. Consumers therefore are led to believe that once activated, a sewing machine so described or depicted will operate mechanically without intervening human effort. However, no household electric sewing machine is automatic or self-operating in its entirety or as to its overall functions or operations, since all require considerable control, skill, knowledge, and personal intervention by the operator to achieve satisfactory results. Sewing machines, unlike "automatic" washing machines or dishwashers, cannot be turned on and left to operate by themselves.

(c) In any event, the industry asserts that terms such as "automatic" may properly be used with reference to a number of attachments or components of sewing machines, which may be attached to or built in such machines to automatically perform specified operations. It would appear that insofar as such attachments or components, after activation and by self-operation, will perform their function or cycle of operation without manual intervention, they may be described as "automatic": *Provided*, The descriptive word or term used does not imply that the entire machine is automatic.

#### § 401.2 Deceptive nature of the claims.

Many consumers, including the less sophisticated, paying substantial sums which may be up to \$395 and more for a sewing machine, by the use of the term "automatic," as well as illustrations and depictions indicative of automaticity, are led in many instances to believe that merely by the twist of a dial or the flick of a lever they will be able to easily perform complicated sewing operations. In short, they are given the impression that the machines so described or depicted are simple and easy



to use because they are self-operating and require no manual intervention. This is deceptive. In fact, the machines are not self-operating and are not necessarily simple and easy to use. Prerequisite to successful operation of such machines for certain uses is a considerable degree of manual dexterity and sewing skill in which many such consumers are frequently deficient. Accordingly, the use of such terms, words, illustrations, and depictions has the capacity and tendency to mislead and deceive the purchasing public.

#### § 401.3 Arguments in opposition to the rule.

(a) Sewing machine manufacturers and distributors point to the long-standing use of such phrases as "automatic zig-zag sewing machine" to maintain that they have acquired a secondary meaning to the purchasing public. Because of this secondary meaning, it is argued, consumers are not deceived into believing that a machine described by such terms as "automatic zig-zag sewing machine" would sew by itself, after activation, without human intervention. Absent deception or injury to the public, it is stated, the promulgation of a Trade Regulation Rule would be beyond the power and authority of the Federal Trade Commission and would engender more confusion than benefit to consumers.

(b) Neither the record nor other facts of which the Commission has knowledge support the contention that a secondary meaning has been established for "automatic zig-zag sewing machine" or similar terms connoting automatism. At best, only certain functions or operations of such machines are possibly automatic. There is also substantial evidence in the record that purchasers were deceived and misled as to the performing ability of so-called "automatic" sewing machines, to the extent that even some of the functions described as automatic required considerably more skill and dexterity to operate than consumers believed would be necessary.

(c) In the event of future product development, provision is made for amendment of the rule in this part or for other appropriate action.

#### § 401.4 The rule.

(a) On the basis of the foregoing, the Commission concludes that the practice of representing or describing household electric sewing machines as "automatic," "fully automatic," "automatic zig-zag sewing machine," or by other words, terms, illustrations, or depictions indicative of automaticity, has the capacity and tendency to mislead and deceive purchasers and prospective purchasers and to divert business from competitors who do not so describe their products. The Commission further concludes that this practice is violative of section 5 of the Federal Trade Commission Act, and that the public interest therein is substantial.

(b) Accordingly, for the purpose of preventing such practice, the Commission hereby promulgates, as a Trade

Regulation Rule, its conclusions and determination that in connection with the sale of household electric sewing machines in commerce, as "commerce" is defined in the Federal Trade Commission Act, it is an unfair method of competition and an unfair or deceptive act or practice to:

(1) Use the word "automatic" or any other word or term of similar import to describe a household electric sewing machine either in its entirety or as to its overall function or operation, or use any illustration or depiction which represents that such a machine is automatic in its entirety or as to its overall function or operation. Examples of terms prohibited by the rule in this part are:

Automatic sewing machine.  
Automatic zig-zag sewing machine.  
Automatic machine.  
Sews automatically.  
Automatic straight stitcher.

(2) Use the word "automatic" or any word or term of similar import to describe a specific attachment or component, or the function of such attachment or component, of a household electric sewing machine or use any illustration or depiction which represents that such attachment or component or the function of such attachment or component of such machine is automatic unless, after activation and by self-operation, such attachment or component will without human intervention perform the mechanical function indicated by any accompanying descriptive term such as "bobbin winder" or "zig-zag attachment" and the descriptive word or term so used does not imply that the entire machine is automatic. Examples of representations which may be used when properly descriptive of sewing machine attachments and components, or the functions thereof, are:

Automatic zig-zag attachment.  
Winds bobbin automatically.  
Automatic buttonhole stitch attachment.  
Makes zig-zag stitches automatically.

#### § 401.5 Future product improvement.

In the event any person develops a household electric sewing machine which he believes is in fact automatic in that it will sew by itself, after activation, without human intervention, he may apply to the Commission for an amendment of the rule in this part or for other appropriate relief. The application shall be filed with the Secretary, Federal Trade Commission, and be accompanied by a full report of the data upon which the applicant relies to substantiate his claim that the sewing machine is automatic. The Commission will give public notice of the application and afford interested persons an opportunity to submit written data, views, or arguments. The Commission in its discretion shall also order such further proceedings as it deems to be necessary. If the Commission determines that the applicant's claim has been substantiated it will issue an appropriate order amending the rule in this part or take such other action as may be warranted.

*Effective date of the rule.* The Commission has carefully considered requests by affected parties that in the event a rule of this nature is promulgated, a reasonable period of time be allowed in order to afford them opportunity to bring their labeling and advertising into conformity with the provisions of the rule. Accordingly, with respect to labeling and all forms of advertising and sales promotional material, including radio and television material the rule will become effective July 15, 1966.

Adopted: June 30, 1965.

By the Commission.

[SEAL] JOSEPH W. SHEA,  
Secretary.

[F.R. Doc. 65-7408; Filed, July 14, 1965;  
8:45 a.m.]

## Title 20—EMPLOYEES' BENEFITS

### Chapter V—Bureau of Employment Security, Department of Labor

#### PART 604—POLICIES OF U.S. EMPLOYMENT SERVICE

##### Employment Service Testing

Pursuant to authority in section 12 of the Wagner-Peyser Act (29 U.S.C. 49k), Reorganization Plan No. 2 of 1949 (3 CFR 1949-53 Comp., p. 998), and 20 CFR 602.21, I hereby amend 20 CFR 604.10 as set forth below.

As these regulations provide statements of general policy, notice of proposed rule making, public participation in their adoption, and delay in their effective date are excepted from the requirements of the Administrative Procedure Act (5 U.S.C. 1003). I do not believe that such procedure will serve a useful purpose here. Accordingly, these amendments shall become effective immediately.

Paragraphs (a), (b), and (d) of 20 CFR 604.10 are revised to read as follows:

#### § 604.10 Employment service testing.

It is the policy of the U.S. Employment Service:

(a) To use objective tests and related techniques, as needed, in the operation of the employment service counseling, testing, and placement programs.

(b) To use only those tests and related techniques developed or approved by the U.S. Employment Service.

(d) To establish testing services in those local offices in which a need exists for such facilities.

(48 Stat. 117, as amended; 29 U.S.C. 49k)

Signed at Washington, D.C., this 9th day of July 1965.

ROBERT C. GOODWIN,  
Administrator,  
Bureau of Employment Security.

[F.R. Doc. 65-7490; Filed, July 14, 1965;  
8:45 a.m.]

## Title 26—INTERNAL REVENUE

### Chapter I—Internal Revenue Service, Department of the Treasury

#### SUBCHAPTER A—INCOME TAX

[T.D. 6838]

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

#### Charges to Capital and to Expense in Case of Oil and Gas Wells

On April 29, 1960, a notice of proposed rule making to prescribe § 1.612-4 of the Income Tax Regulations (26 CFR Part 1), relating to charges to capital and to expense in case of oil and gas wells, was published in the FEDERAL REGISTER (25 F.R. 3761). After consideration of all such relevant matter as was presented by interested persons regarding the rules proposed, such regulations are amended as follows:

PARAGRAPH 1. Paragraph (b) (4) of § 1.611-5 is amended to read as follows:

#### § 1.611-5 Depreciation of improvements.

(b) *Special rules for mines, oil and gas wells, other natural deposits and timber.* \* \* \*

(4) In the case of operating oil or gas properties, the deduction for depreciation shall be allowed for those costs of improvements such as machinery, tools, equipment, pipes, and other similar items and the costs of installation which are not treated as a deductible expense under section 263(c). See § 1.612-4.

PAR. 2. Section 1.612-4 is prescribed to read as follows:

#### § 1.612-4 Charges to capital and to expense in case of oil and gas wells.

(a) *Option with respect to intangible drilling and development costs.* In accordance with the provisions of section 263(c), intangible drilling and development costs incurred by an operator (one who holds a working or operating interest in any tract or parcel of land either as a fee owner or under a lease or any other form of contract granting working or operating rights) in the development of oil and gas properties may at his option be chargeable to capital or to expense. This option applies to all expenditures made by an operator for wages, fuel, repairs, hauling, supplies, etc., incident to and necessary for the drilling of wells and the preparation of wells for the production of oil or gas. Such expenditures have for convenience been termed intangible drilling and development costs. They include the cost to operators of any drilling or development work (excluding amounts payable only out of production or gross or net proceeds from production, if such amounts are depletable income to the recipient, and amounts properly allocable to cost of depreciable property) done for them by contractors under any form of contract, including turnkey contracts. Examples of items to which this option applies are, all amounts paid

for labor, fuel, repairs, hauling, and supplies, or any of them, which are used—

(1) In the drilling, shooting, and cleaning of wells,

(2) In such clearing of ground, draining, road making, surveying, and geological works as are necessary in preparation for the drilling of wells, and

(3) In the construction of such derricks, tanks, pipelines, and other physical structures as are necessary for the drilling of wells and the preparation of wells for the production of oil or gas.

In general, this option applies only to expenditures for those drilling and developing items which in themselves do not have a salvage value. For the purpose of this option, labor, fuel, repairs, hauling, supplies, etc., are not considered as having a salvage value, even though used in connection with the installation of physical property which has a salvage value. Included in this option are all costs of drilling and development undertaken (directly or through a contract) by an operator of an oil and gas property whether incurred by him prior or subsequent to the formal grant or assignment to him of operating rights (a leasehold interest, or other form of operating rights, or working interest); except that in any case where any drilling or development project is undertaken for the grant or assignment of a fraction of the costs thereof which is attributable to such fractional interest is within this option. In the excepted cases, costs of the project undertaken, including depreciable equipment furnished, to the extent allocable to fractions of the operating rights held by others, must be capitalized as the depletable capital cost of the fractional interest thus acquired.

(b) *Recovery of optional items, if capitalized.* (1) *Items returnable through depletion:* If the taxpayer charges such expenditures as fall within the option to capital account, the amounts so capitalized and not deducted as a loss are returnable through depletion insofar as they are not represented by physical property. For the purposes of this section the expenditures for clearing ground, draining, road making, surveying, geological work, excavation, grading, and the drilling, shooting, and cleaning of wells, are considered not to be represented by physical property, and when charged to capital account are returnable through depletion.

(2) *Items returnable through depreciation:* If the taxpayer charges such expenditures as fall within the option to capital account, the amounts so capitalized and not deducted as a loss are returnable through depreciation insofar as they are represented by physical property. Such expenditures are amounts paid for wages, fuel, repairs, hauling, supplies, etc., used in the installation of casing and equipment and in the construction on the property of derricks and other physical structures.

(3) In the case of capitalized intangible drilling and development costs incurred under a contract, such costs shall be allocated between the foregoing classes of items specified in subpara-

graphs (1) and (2) for the purpose of determining the depletion and depreciation allowances.

(4) *Option with respect to cost of nonproductive wells:* If the operator has elected to capitalize intangible drilling and development costs, then an additional option is accorded with respect to intangible drilling and development costs incurred in drilling a nonproductive well. Such costs incurred in drilling a nonproductive well may be deducted by the taxpayer as an ordinary loss provided a proper election is made in the return for the first taxable year beginning after December 31, 1942, in which such a nonproductive well is completed. Such election with respect to intangible drilling and development costs of nonproductive wells is a new election, and, when made, shall be binding for all subsequent years. Any taxpayer who incurs optional drilling and development costs in drilling a nonproductive well must make a clear statement of election under this option in the return for the first taxable year beginning after December 31, 1942, in which such nonproductive well is completed. The absence of a clear indication in such return of an election to deduct as ordinary losses intangible drilling and development costs of nonproductive wells shall be deemed to be an election to recover such costs through depletion to the extent that they are not represented by physical property, and through depreciation to the extent that they are represented by physical property.

(c) *Nonoptional items distinguished.* (1) *Capital items:* The option with respect to intangible drilling and development costs does not apply to expenditures by which the taxpayer acquires tangible property ordinarily considered as having a salvage value. Examples of such items are the costs of the actual materials in those structures which are constructed in the wells and on the property, and the cost of drilling tools, pipe, casing, tubing, tanks, engines, boilers, machines, etc. The option does not apply to any expenditure for wages, fuel, repairs, hauling, supplies, etc., in connection with equipment, facilities, or structures, not incident to or necessary for the drilling of wells, such as structures for storing or treating oil or gas. These are capital items and are returnable through depreciation.

(2) *Expense items:* Expenditures which must be charged off as expense, regardless of the option provided by this section, are those for labor, fuel, repairs, hauling, supplies, etc., in connection with the operation of the wells and of other facilities on the property for the production of oil or gas.

(d) *Manner of making election.* The option granted in paragraph (a) of this section to charge intangible drilling and development costs to expense may be exercised by claiming intangible drilling and development costs as a deduction on the taxpayer's return for the first taxable year in which the taxpayer pays or incurs such costs; no formal statement is necessary. If the taxpayer fails to deduct such costs as expenses in such return, he shall be deemed to have elected to re-

cover such costs through depletion to the extent that they are not represented by physical property, and through depreciation to the extent that they are represented by physical property.

(e) *Effect of option and election.* This section does not grant a new option under paragraph (a) of this section or new election under paragraph (b) of this section. Section 3 of the Act of October 23, 1962 (Public Law 87-863, 76 Stat. 1142) granted any taxpayer who had exercised an option to capitalize intangible drilling and development costs under Regulations 111, § 29.23(m)-16 (1939 Code) or Regulations 118, § 39.23(m)-16 (1939 Code) a new option for the first taxable year ending after October 22, 1962, to deduct such costs as expenses. Unless he has exercised the new option granted by such Act, any taxpayer who exercised an option or made an election under the regulations described in the preceding sentence is, by such option or election, bound with respect to all intangible drilling and development costs (whether made before January 1, 1954, or after December 31, 1953) in connection with oil and gas properties. See section 7807(b)(2). Any taxpayer who has not made intangible drilling and development expenditures in any taxable year beginning after December 31, 1942, prior to his first taxable year beginning after December 31, 1953, and ending after August 16, 1954, must exercise the option granted in paragraph (a) of this section in the return for the first taxable year in which the taxpayer pays or incurs such expenditures. If such return is required by law (including extensions thereof) to be filed before November 1, 1965, the option under paragraph (a) of this section, or the election under paragraph (b) of this section, may be exercised or changed not later than November 1, 1965. The exercise of or change in such option or election shall be effective with respect to the earliest taxable year to which the option or election is applicable in respect of which assessment of a deficiency or credit or refund of an overpayment, as the case may be, resulting from such exercise or exchange is not prevented by any law or rule of law on the date such option is exercised or such election is made. Any such option or election shall be binding upon the taxpayer for the first taxable year for which it is effective and for all subsequent taxable years.

PAR. 3. Section 1.613-4 is amended to read as follows:

§ 1.613-4 Taxable income from the property.

The term "taxable income from the property (computed without allowance for depletion)" as used in section 813 and this part, means "gross income from the property" as defined in section 613(c) and § 1.613-3, less allowable deductions (excluding any deduction for depletion) which are attributable to the mineral property, including allowable deductions attributable to ordinary treatment processes and mining transportation, with respect to which depletion is claimed. These deductions include administrative and financial overhead, operating ex-

penses, selling expenses, depreciation, taxes, losses sustained, etc. In the case of oil and gas properties, such deductions include intangible drilling and development costs deducted under section 263 (c) and § 1.612-4. In the case of a property other than an oil or gas property, such deductions include deductions which are attributable to processes and transportation treated as mining under section 613(c) and § 1.613-3 and amounts of exploration or development expenditures which are deducted for the taxable year under sections 615 and 616. Expenditures which may be attributable to both the mineral property upon which depletion is claimed and other activities shall be fairly apportioned. Furthermore, where a taxpayer has more than one mineral property, deductions not directly attributable to a specific mineral property shall be fairly apportioned among the several properties.

(Sec. 263(c) and 7805, Internal Revenue Code of 1954 (68A Stat. 77, 917; 26 U.S.C. 263(c), 7805))

[SEAL] SHELDON S. COHEN,  
Commissioner of Internal Revenue.

Approved: July 8, 1965.

STANLEY S. SURREY,  
Assistant Secretary of the  
Treasury.

[F.R. Doc. 65-7347; Filed, July 14, 1965;  
8:45 a.m.]

SUBCHAPTER D—MISCELLANEOUS EXCISE TAXES  
[T.D. 6839]

#### PART 145—TEMPORARY REGULATIONS IN CONNECTION WITH THE EXCISE TAX REDUCTION ACT OF 1965

##### Extensions of Time for Filing Returns and Paying Certain Excise Taxes

In order to provide extensions of time for filing returns of certain excise taxes, and for paying the taxes included in the returns, so that claims may be made on such returns for certain credits arising by reason of the enactment of the Excise Tax Reduction Act of 1965 (Public Law 89-44, 79 Stat. 136), the regulations set forth below are prescribed. Further regulations will be issued relating to the claiming of credits and refunds authorized by the Excise Tax Reduction Act of 1965.

§ 145.1-1 Extensions of time for filing excise tax returns and for paying taxes included on such returns for second and fourth quarters of 1965.

(a) *Automatic extensions of time for filing returns and paying tax in certain cases.* (1) Notwithstanding the provisions of any other regulations, and except as otherwise provided in this section—

(i) Each person required to make a return for the calendar quarter ended June 30, 1965, of a tax imposed by section 4111 (relating to refrigerators, freezers, and air conditioners), 4121 (relating to electric, gas, and oil appliances), 4141 (relating to radio and television sets, phonographs, records, etc.), 4151 (relating to musical instruments), 4161 (relating to sporting goods) other

than the tax imposed with respect to fishing rods, creels, reels, and artificial lures, baits, and flies, 4171 (relating to photographic equipment), or 4191 (relating to business machines) is granted an extension of time to November 1, 1965, for filing his excise tax return on Form 720 for all taxes reportable on such form for such quarter, and for paying the taxes includible in such return; and

(ii) Each person required to make a return for the calendar quarter ended December 31, 1965, of a tax imposed by section 4061(b) (relating to automobile parts and accessories), 4091(1) (relating to cutting oils), or 4131 (relating to electric light bulbs) is granted an extension of time to May 2, 1966, for filing his excise tax return on Form 720 for all taxes reportable on such form for such quarter, and for paying the taxes includible in such return.

The provisions of subdivision (i) of this subparagraph shall not apply in the case of any person required to make a return of a tax imposed by section 4061 (relating to motor vehicles), 4071 (relating to tires and tubes), 4081 (relating to gasoline), or 4091 (relating to lubricating oil), for the quarter ended June 30, 1965, on sales of taxable articles before June 22, 1965. The provisions of subdivision (ii) of this subparagraph shall not apply in the case of any person required to make a return of a tax imposed by section 4061(a), 4071, 4081, or 4091(2) (relating to other lubricating oils).

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

*Example (1).* Corporation A is required to make a return for the calendar quarter ended June 30, 1965, of the tax imposed by section 4161 on its sales of fishing rods and golf clubs. Under this paragraph, Corporation A is granted an automatic extension of time to November 1, 1965, for filing its Form 720 for the quarter ended June 30, 1965, and for paying the taxes on its sales of both the fishing rods and the golf clubs reportable on such form.

*Example (2).* Corporation B is required to make a return for the calendar quarter ended June 30, 1965, of the taxes imposed by sections 4061 and 4111 on its sales of motor vehicles and self-contained air conditioning units. Corporation B, being liable for tax under section 4061, is not granted an automatic extension of time under this paragraph for filing its Form 720 for the quarter ended June 30, 1965, or for paying the taxes reportable on such form.

(b) *Other extensions of time for filing returns and paying tax.* (1) Notwithstanding the provisions of any other regulations, and in addition to any extension granted in paragraph (a) of this section, the district director may, upon a showing of good and sufficient cause, grant an extension for one month of the time for filing the return on Form 720, or for paying the taxes included in such return, or for both, to any taxpayer who is required to make a return of a tax imposed by chapter 31 or 32 of the Code (relating to retailers and manufacturers excise taxes, respectively), for the quarter ended June 30, 1965, or for the quarter ended December 31, 1965. Additional extensions may be granted for one or more periods not to exceed one month for any one period and for

all periods not to extend beyond January 31, 1966, in the case of a return for the quarter ended June 30, 1965, or beyond July 31, 1966, in the case of a return for the quarter ended December 31, 1965.

(2) Good and sufficient cause, for which the district director may grant an extension of time for filing the returns and paying the tax, exists in any case where—

(i) The taxpayer expects subsequent to the due date (including any extension of time granted under paragraph (a) of this section) of the return to become entitled to substantial credits which may be claimed on such return, and

(ii) Either such return is expected to be the taxpayer's final excise tax return on Form 720, or there is little expectation that the taxpayer's liability for excise taxes returnable on Form 720 for the succeeding calendar quarter will be sufficient to permit the claiming of the entire amount of such credits thereon which have not been previously claimed.

(3) A taxpayer desiring an extension of time under this paragraph for filing a return or for paying tax, or for both, shall submit an application therefor on or before the due date of the return, or before the expiration of any prior extension of time (including the extension provided for in paragraph (a) of this section), to the district director for the district in which the return is to be filed. The application shall be in writing, signed by the taxpayer or his duly authorized agent, and shall contain a full recital of the reasons for requesting the extension.

(c) *Form 720M*. The provisions of this section shall not apply in the case of any person required to file monthly returns on Form 720M.

(d) *Interest*. The granting of an extension of time for paying the tax does not operate to prevent the running of interest on underpayments and nonpayments as provided in section 6601. See § 301.6601-1 of this chapter (Regulations on Procedure and Administration). However, in any case in which a return on Form 720 is filed during a period of extension granted under paragraph (a) or (b) of this section, deposits shown on Forms 537 (depository receipts for Federal excise taxes) which accompany the return and which were timely validated by a Federal Reserve bank shall be treated as payments of tax as of the original due date of the return, and any

credits which arise by reason of the enactment of the Excise Tax Reduction Act of 1965, and which are properly claimed on the Form 720, shall be treated as allowable as of the original due date of the Form 720. For example, in a case where an extension of time to November 1, 1965, is granted for filing Form 720 for the quarter ended June 30, 1965, and the Form 720 is filed on November 1, 1965, showing a total tax of \$100,000 which is paid by deposits in the amount of \$70,000 shown on Forms 537 which were timely validated by a Federal Reserve bank, by a credit of \$25,000 for floor stocks refunds, and by a cash payment of \$5,000, made on November 1, 1965, interest will be charged on such \$5,000 from July 31, 1965 (the original due date) to November 1, 1965 (the date of payment).

Because this Treasury decision prescribes rules which are favorable to taxpayers and which must be effective forthwith, it is deemed unnecessary to issue this Treasury decision with notice and public procedure thereon under section 4(a) of the Administrative Procedure Act, approved June 11, 1946, or subject to the effective date limitation of section 4(c) of that Act.

(Sec. 7805 of the Internal Revenue Code of 1954 (68A Stat. 917; 26 U.S.C. 7805))

[SEAL] SHELDON S. COHEN,  
Commissioner of Internal Revenue.

Approved: July 13, 1965.

STANLEY S. SURREY,  
Assistant Secretary of the  
Treasury.

[F.R. Doc. 65-7499; Filed, July 14, 1965;  
8:47 a.m.]

## Title 39—POSTAL SERVICE

### Chapter I—Post Office Department

#### PART 13—ADDRESSES

##### Simplified Address; Mailing Under Congressional Frank

In § 13.4, subparagraph (2) of paragraph (d) is amended to permit members and members-elect of the House of Representatives to address certain mail under the simplified form. As so amended, subparagraph (2) of paragraph (d) reads as follows:

#### § 13.4 Simplified address.

(d) *Mailing under congressional frank.* \* \* \*

(2) *Members and Members-elect of the House of Representatives.* (i) Mail sent under the franking privilege of a member or member-elect of the House of Representatives may be addressed under the simplified forms in paragraphs (a) (1) and (b) of this section for delivery to patrons within the district the member or member-elect was elected to represent; and within such other area of the State as may be encompassed in his district under a reapportionment law. Mail so addressed will be delivered within that district to any or all of the following:

(a) Each boxholder on a rural or star route or each family on a rural or star route.

(b) Each post office boxholder.

(c) Each stop or possible delivery on city carrier routes.

(ii) The information in paragraph (c) of this section will, on request, be furnished for a congressional district in those instances where a post office serves areas which are located in more than one district.

(iii) Simplified address mailings sent under the frank of a Member or Member-elect of the House of Representatives must be prepared as prescribed in paragraph (a) (2) of this section and each facing slip should show the congressional district in which delivery is to be made.

(iv) Representatives elected at large may send franked mail with simplified address to patrons within the entire State which elected the Member.

(v) Franked mail of a Member or Member-elect addressed to a recipient outside of his congressional district must be addressed by name and post office address. See § 13.1.

(vi) This subparagraph is not applicable to nonfranked personal mailings of Members or Members-elect of the House of Representatives upon which the postage is paid.

NOTE: The corresponding Postal Manual section is 123.442.

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

LOUIS J. DOYLE,  
General Counsel.

[F.R. Doc. 65-7469; Filed, July 14, 1965;  
8:46 a.m.]

# Proposed Rule Making

## DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[ 7 CFR Part 52 ]

DRIED CURRANTS

### U.S. Standards for Grades;<sup>1</sup> Notice of Proposed Rule Making

Notice is hereby given that the U.S. Department of Agriculture is considering an amendment to the U.S. Standards for Grades of Dried Currants (7 CFR 52.981-52.985) pursuant to the authority contained in the Agricultural Marketing Act of 1946 (secs. 202-208, 60 Stat. 1087, as amended; 7 U.S.C. 1621-1627).

All persons who desire to submit written data, views, or arguments for consideration in connection with the proposed amendment should file the same in duplicate, not later than 30 days after publication hereof in the FEDERAL REGISTER, with the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C., 20250. All written submissions made pursuant to this notice will be available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

*Statement of consideration leading to the proposed amendment.* The U.S. Standards for Grades of Dried Currants describe proper preparation as including the cleaning of currants to assure a wholesome product.

Although these grade standards do not preclude washing currants with water as a method of cleaning, they do not specifically state that the currants shall be washed prior to packing. In good commercial practice, currants are washed to remove grit, insects, and other objectionable material. To reflect this practice by specific reference, the amendment which follows is proposed:

Section 52.981 would be revised to read:

#### § 52.981 Product description.

Dried currants are dried grapes of such Vinifera varieties as Black Corinth or White Corinth that have been properly processed by removing seeds in Seeded style; by stemming and capstemming; and by cleaning and washing in water to assure a wholesome product.

(Secs. 202-208, 60 Stat. 1087, as amended; 7 U.S.C. 1621-1627)

Dated: July 12, 1965.

G. R. GRANGE,  
Deputy Administrator,  
Marketing Service.

[F.R. Doc. 65-7485; Filed, July 14, 1965; 8:46 a.m.]

<sup>1</sup> Compliance with the provisions of these standards shall not excuse failure to comply with the provisions of the Federal Food, Drug, and Cosmetic Act or with applicable State laws and regulations.

[ 7 CFR Part 52 ]

PROCESSED RAISINS

### U.S. Standards for Grades;<sup>1</sup> Notice of Proposed Rule Making

Notice is hereby given that the U.S. Department of Agriculture is considering an amendment to the U.S. Standards for Grades of Processed Raisins (7 CFR 52.1841-52.1852) pursuant to the authority contained in the Agricultural Marketing Act of 1946 (secs. 202-208, 60 Stat. 1087, as amended; 7 U.S.C. 1621-1627).

All persons who desire to submit written data, views, or arguments for consideration in connection with the proposed amendment should file the same in duplicate, not later than 30 days after publication hereof in the FEDERAL REGISTER, with the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C., 20250. All written submissions made pursuant to this notice will be available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

*Statement of consideration leading to the proposed amendment.* The U.S. Standards for Grades of Processed Raisins describe proper preparation as including the sorting or cleaning, or both, of raisins to assure a wholesome product.

Although these grade standards do not preclude washing raisins with water as a method of cleaning, they do not specifically state that the raisins shall be washed prior to packing. In good commercial practice, raisins (other than uncapstemmed and cluster packs) are washed to remove grit, insects, and other objectionable material. The California raisin industry recommends that the grade standards reflect this practice by specific reference. Accordingly, the amendment which follows is proposed.

Section 52.1841 would be revised to read:

#### § 52.1841 Product description.

Processed raisins are dried grapes of the Vinifera varieties, such as Thompson Seedless (Sultanina), Muscat of Alexandria, Muscatel Gordo Blanco, and Sultanina. The processed raisins are prepared from clean, sound, dried grapes; are properly stemmed and capstemmed except for cluster or uncapstemmed raisins; and are sorted or cleaned, or both, and except for cluster or uncapstemmed raisins are washed in water to assure a wholesome product.

(Secs. 202-208, 60 Stat. 1087, as amended; 7 U.S.C. 1621-1627)

Dated: July 12, 1965.

G. R. GRANGE,  
Deputy Administrator,  
Marketing Services.

[F.R. Doc. 65-7486; Filed, July 14, 1965; 8:46 a.m.]

## FEDERAL AVIATION AGENCY

[ 14 CFR Part 77 ]

[Airspace Docket No. 63-SW-76]

### ESTABLISHMENT OF ANTENNA FARM AREA, WICHITA FALLS, TEX.

#### Withdrawal of Notice of Proposed Rule Making

A notice of proposed rule making issued by the Federal Aviation Agency, which proposed amendment of Part 77 of the Federal Aviation Regulations by establishment of an antenna farm area near Wichita Falls, Tex., was published in the FEDERAL REGISTER on November 30, 1963 (28 F.R. 12768).

Subsequent to publication of the notice of proposed rule making and after discussion with the Federal Communications Commission (FCC), rule making action was suspended pending further development and coordination of a joint action program with respect to the erection of tall antennas which are hazardous to air navigation and the establishment of antenna farm areas.

The Federal Communications Commission, on June 5, 1965, issued a notice of proposed rule making (Docket No. 16030; 30 F.R. 7446), which proposes amendment of its rules to provide for the establishment and use of antenna farm areas. This notice was coordinated with the Federal Aviation Agency prior to issuance and is reflective of the jointly developed and closely coordinated antenna farm program contemplated by the Federal Aviation Agency and the Federal Communications Commission.

In view of the rule making action initiated by the FCC in the matter of antenna farm areas, the notice by the FAA that relates to the establishment of an antenna farm near Wichita Falls, Tex., is being withdrawn pending the disposition of the FCC's proposed rule.

In consideration of the foregoing, the Federal Aviation Agency notice of proposed rule making issued on November 30, 1963 (Airspace Docket No. 63-SW-76; 28 F.R. 12768), is hereby withdrawn.

This action is taken under the authority of sections 104, 307, 313, and 1101 of the Federal Aviation Act of 1958 (49 U.S.C. 1304, 1348, 1354 and 1501).

Issued in Washington, D.C., on July 9, 1965.

ARCHIE W. LEAGUE,  
Director, Air Traffic Service.

[F.R. Doc. 65-7455; Filed, July 14, 1965; 8:45 a.m.]

[ 14 CFR Part 77 ]

[Airspace Docket No. 62-WE-155]

### ESTABLISHMENT OF ANTENNA FARM AREA, PORTLAND, OREG.

#### Withdrawal of Notice of Proposed Rule Making

A notice of proposed rule making issued by the Federal Aviation Agency,

which proposed amendment of Part 77 of the Federal Aviation Regulations by establishment of an antenna farm area near Portland, Oreg., was published in the FEDERAL REGISTER on December 3, 1963 (28 F.R. 12828).

Subsequent to publication of the notice of proposed rule making and after discussion with the Federal Communications Commission (FCC), rule making action was suspended pending further development and coordination of a joint action program with respect to the erection of tall antennas which are hazardous to air navigation and the establishment of antenna farm areas.

The Federal Communications Commission, on June 5, 1965, issued a notice of proposed rule making (Docket No. 16030; 30 F.R. 7446), which proposes amendment of its rules to provide for the establishment and use of antenna farm areas. This notice was coordinated with the Federal Aviation Agency prior to issuance and is reflective of the jointly developed and closely coordinated antenna farm program contemplated by the Federal Aviation Agency and the Federal Communications Commission.

In view of the rule making action initiated by the FCC in the matter of antenna farm areas, the notice by the FAA that relates to the establishment of an antenna farm area near Wichita Falls, Tex., is being withdrawn pending the disposition of the FCC's proposed rule.

In consideration of the foregoing, the Federal Aviation Agency notice of proposed rule making issued on December 3, 1963 (Airspace Docket No. 62-WE-155; 28 F.R. 12828), is hereby withdrawn.

This action is taken under the authority of sections 104, 307, 313, and 1101 of the Federal Aviation Act of 1958 (49 U.S.C. 1304, 1348, 1354, and 1501).

Issued in Washington, D.C., on July 9, 1965.

ARCHIE W. LEAGUE,  
Director, Air Traffic Service.

[F.R. Doc. 65-7456; Filed, July 14, 1965;  
8:45 a.m.]

## SMALL BUSINESS ADMINISTRATION

[ 13 CFR Part 107 ]

### SMALL BUSINESS INVESTMENT COMPANIES

#### Notice of Proposed Rule Making

Notice is hereby given that pursuant to authority contained in section 308 of the Small Business Investment Act of 1958, Public Law 85-699, 72 Stat. 694, as amended, it is proposed to amend, as set forth below, Part 107 of Subchapter B, Chapter I, of Title 13 of the Code of Federal Regulations, as revised in 29 F.R. 16946-16961, and amended in 30 F.R. 534, 1187, 2652, 2653, 2654, 3635, 3856, 7597, 7651, 8775, and 8900, by amending §§ 107.12 and 107.715, and adding new §§ 107.720, 107.1021, and 107.1022. Prior to final adoption of such amendments, consideration will be given to any comments or suggestions pertaining thereto

which are submitted in writing, in triplicate, to the Investment Division, Small Business Administration, Washington 25, D.C., within a period of thirty (30) days of the date of this notice in the FEDERAL REGISTER.

**Information.** On March 19, 1965, the Administration promulgated Amendment 6 incorporating a new § 107.102 *Filing and Processing of Proposal* (30 F.R. 3635). Paragraph (d) of new § 107.102 set forth the Agency's new licensing standards. Section 107.102(d)(7) *Real estate*, stipulated that a new Licensee must make "adequate provision \* \* \* that the Proposed Operator will not place more than one-third of its portfolio in real estate investments (i.e., in small business concerns classified in Major Group 65 of The Standard Industrial Classification Manual, as amended, issued by the Bureau of the Budget)." This limitation is referred to in proposed new § 107.720(a): "As stated in § 107.102(d)(7), effective March 19, 1965, new licensees commencing operations after that date may, subject to the conditions specified in § 107.715(e), place up to one-third in dollar amount of their respective portfolios in real estate investments; i.e., in small business concerns listed in Major Group 65 of The Standard Industrial Classification Manual."

In line with § 107.102(d)(7), the Administration is publishing simultaneously herewith Amendment 11 to the SBIC Regulation, incorporating into new § 107.1020 an interpretation of the term, "diversified investment policy":

The Agency interprets a policy of diversified investment to mean that not more than one-third of a Licensee's total portfolio shall at any time be in small business concerns that are classified in any single Major Group of the Standard Industrial Classification Manual, issued by the Bureau of the Budget.

Under proposed new § 107.720(b)(1), SBIC's licensed on the basis of representations in their proposal that a diversified portfolio would be maintained, whose real estate investments as of March 31, 1965, however, exceeded one-third of their total portfolio, would be permitted to retain such existing investments (not consummated in violation of provisions in effect when made), but will be prohibited from undertaking new real estate investments until their portfolio is diversified so that the real estate portion thereof constitutes less than one-third of their total portfolio. Thereafter, new real estate investments could be made, subject to § 107.715(e), as long as the one-third maximum limitation is not exceeded. Under proposed § 107.720(b)(2), a Licensee could, not later than August 31, 1965, file an application under § 107.704(g) governing SBA approval of changes in investment policy, for qualified exemption from the one-third limitation requirement. Applicants would be required to demonstrate undue hardship, that exemption is requested on reasonable terms, and that approval would tend to advance the best interests of the SBIC program.

The proposals under consideration would add to § 107.12 *Definitions*, a new paragraph defining the term, "real estate investment", as the financing of a small business concern that is listed as a real

estate concern in Major Group 65 of The Standard Industrial Classification Manual issued by the Bureau of the Budget. Proposed new § 107.715(f) *Passive businesses*, carries over the existing prohibition, in present § 107.715(f), against a Licensee providing funds to any concern "that is not engaged in a business operation conducted as a regular and continuous activity." The remaining portion of present § 107.715(f) would be deleted.

Proposed § 107.715(e) *Certain real estate transactions*, would prohibit Licensees from providing funds for the acquisition of land or improved real estate to be held, without prompt and substantial improvement or development, for resale or leasing to others. In order to qualify as "prompt and substantial improvement or development", an amount equivalent to 50 or more percent of the financing supplied by Licensee must be used for land improvement, new construction, renovation, or other types of improvement or development, undertaken within one (1) year from the date of acquisition or the date of Licensee's financing, whichever is later. These provisions would become applicable to all real estate transactions consummated by any Licensee on or after the effective date of the formal amendments finalizing the proposals now under consideration.

Proposed § 107.1021 sets forth representative examples of real estate concerns listed in Major Group 65 of The Standard Industrial Classification Manual, the financing of which would constitute real estate investments under § 107.12 which Licensees could, subject to the restrictions of § 107.715(e) applicable to permitted real estate investments, consummate within the one-third portfolio limitation established by §§ 107.720(a) and 107.720(b). It also identifies "contractors" and "transient lodging places" as being among those concerns which are not included in Major Group 65, the financing of which would not constitute real estate investments within the purview of § 107.12. Proposed § 107.1021 also explains that a small business engaged in more than one type of activity would be classified according to its major activity on the basis of an allocation of its gross receipts over a representative period. Proposed § 107.1022 makes it clear that a loan or investment secured by liens against real estate does not necessarily render it a real estate investment within the purview of the regulation. The nature of the business activities engaged in by the recipient concern, and the end-use made of the proceeds, are determinative.

Proposed § 107.715(j) *Equipment leasing*, describes equipment leasing firms which are eligible for SBIC financing. It would prohibit a Licensee from providing funds to a small business concern engaged in leasing equipment or other personal property to others, unless (1) its services are not substantially restricted to one lessee firm; (2) it has actual possession of necessary physical facilities to service and maintain leased property during the term of the lease; and (3) the lease does not provide for any option to purchase or, if an option is reserved to the lessee, the specified purchase price is not merely nominal but

bears a reasonable relationship to current market value of the property at the time such option is exercised.

It is proposed to amend the Regulations Governing Small Business Investment Companies as follows:

1. By adding the following paragraph immediately after the definition of the term, "Small business concern," appearing in § 107.12:

§ 107.12 Definitions.

*Real estate investment.* For the purposes of this regulation, a real estate investment constitutes the financing of a small business concern which is classified as a real estate concern in Major Group 65 of The Standard Industrial Classification Manual (Prepared by the Technical Committee on Industrial Classifications, Office of Statistical Standards, Bureau of the Budget), 1957, and Supplement to 1957 Edition, 1963, U.S. Government Printing Office.

2. By deleting paragraphs (e) and (f) of § 107.715 in their entirety and substituting therefor new paragraphs (e) and (f), and adding a new paragraph (j) to § 107.715, which would read as follows:

§ 107.715 Prohibited uses of funds.

No funds may be provided by a Licensee for:

(e) *Certain real estate transactions.* The acquisition by a small business concern, on and after August 15, 1965, of land or improved real estate to be held, without prompt and substantial improvement or development, for resale or leasing to others. Improvement or development shall, for the purposes of this paragraph, be deemed prompt and substantial if (1) an amount equivalent to 50 or more percent of the financing supplied by Licensee is used for land improvement, new construction, renovation, or other types of improvement or development, and (2) such improvement or development is undertaken within one (1) year from date of acquisition or date of Licensee's financing, whichever is later.

(f) *Passive businesses.* Any natural or legal person that is not engaged in a business operation conducted as a regular and continuous activity.

(j) *Equipment leasing.* A small business concern engaged in leasing equipment or other personal property to others, unless (1) its leasing activities are not substantially restricted to one lessee firm; (2) it has actual possession of necessary physical facilities to service and maintain leased property during the term of the lease; and (3) the lease either provides for no option to purchase or, if an option is reserved to the lessee, the purchase price specified is not merely nominal but bears a reasonable relationship to current market value of the property at the time the option is exercised.

3. By adding a new § 107.720, which would read as follows:

§ 107.720 Permitted real estate investments.

(a) *New licensees.* As stated in § 107.102(d)(7), effective March 19, 1965,

new Licensees commencing operations after that date may, subject to the conditions specified in § 107.715(e), place up to one-third in dollar amount of their respective portfolios in real estate investments, i.e., in small business concerns listed in Major Group 65 of The Standard Industrial Classification Manual.

(b) *Existing licensees.* (1) SBIC's licensed prior to March 19, 1965, on the basis of representations in their proposal that a diversified portfolio would be maintained, whose real estate investments as of March 31, 1965, however, exceeded one-third of their portfolio, may retain such investments (not consummated in violation of provisions in effect when made) but shall not undertake further real estate investments until their portfolio is diversified to such extent that the real estate portion thereof constitutes less than one-third in dollar amount of the total portfolio. Thereafter, new real estate investments may be made, subject to the provisions of § 107.715(e), as long as the one-third maximum limitation is not exceeded.

(2) Licensees desiring a qualified exemption from the one-third maximum limitation requirement of subparagraph (1) of this paragraph may, not later than August 31, 1965, file an application for SEB approval under § 107.704(g) governing changes in investment policy. Applicants must be able to demonstrate the existence of undue hardship, satisfactory compliance on their part with the Act and regulations, that exemption is requested on terms reasonable and proper under the circumstances, and that approval is fairly calculated to advance the best interests of the SBIC program.

4. By adding new §§ 107.1021 and 107.1022, which would read as follows:

§ 107.1021 Definition of real estate investment (interpreting §§ 107.12, 107.102(d)(7), and 107.715(e)).

(a) Section 107.12 defines real estate investments, for the purposes of this regulation, as investments in those small business concerns which fall within the classification of Major Group 65 of The Standard Industrial Classification Manual issued by the Bureau of the Budget. Reference should be made to the Manual itself for a complete listing of each type of business listed under Major Group 65. The following are representative examples of real estate concerns classified under Major Group 65, the financing of which constitutes real estate investment within the purview of § 107.12 which Licensees may, subject to the restrictions of § 107.715(e) applicable to real estate investments, consummate within the one-third portfolio limitation permitted under §§ 107.720(a) and 107.720(b):

1. *Real estate—General.* Small business concerns which buy and sell real estate for profit. Real estate is typically their stock in trade, or inventory.

2. *Lessor.* Small business concerns which lease to others residential hotels, apartment buildings, and nonresidential buildings, usually by the month, year, or for longer periods. In most cases, the lessor-concern owns the property and seeks to make a return on its investment through lease-income over a period of years. This category also includes

lessee-small business concerns which, in turn, sublease several units.

3. *Property managers and leasing agents.* Small business concerns which typically do not own buildings, but obtain tenants or manage buildings on behalf of owners.

4. *Subdividers and developers.* Small business concerns which typically plan, engineer, and process land for resale as residential, commercial, or industrial tracts.

5. *Operative builders.* Small business concerns, commonly known as builders for speculation, which generally build for their own account and not under contract.

(b) The following types of small business concerns are not included in Major Group 65. Accordingly, they are not regarded as real estate concerns for the purposes of this regulation, and funds supplied by a Licensee to finance them do not constitute real estate investments within the purview of § 107.12, or the restrictions and portfolio limitation requirements governing such investments under §§ 107.720(a) and 107.720(b), respectively.

1. *Contractors.* Small business concerns which build, repair, or renovate for the account of others. Such concerns are classified under Major Groups 15, 16, and 17 of The Standard Industrial Classification Manual.

2. *Transient lodging places.* Small business concerns which operate hotels, rooming houses, camps, and other lodging places for the accommodation of transients, typically by the day or week. Such concerns are included in Major Group 70.

(c) A small business concern which engages in more than one type of activity shall be classified according to its major activity on the basis of an allocation of gross receipts over a representative period. For example, if a small business concern is engaged in both (1) contracting and (2) building for speculation, it should be classified according to the activity which accounts for the greater part of its gross receipts over a fairly representative period. Gross receipts from new operations in process of commencement may be negligible during the initial period. In such cases, classification should be determined by a projection of gross receipts to be derived from each type of activity engaged in by the small business concern.

§ 107.1022 Loans secured by real estate (interpreting § 107.12).

The fact that a Licensee's loan or investment may be secured by liens against real estate does not necessarily render it a real estate investment within the purview of § 107.12. The nature of the business activities engaged in by the recipient concern and the end-use made of the proceeds, are determinative. For example, Licensee's loan to a manufacturing concern, secured by a real estate mortgage, would not be classified as a real estate investment unless, due to changed circumstances after the date of such financing, the manufacturer's receipt of gross receipts from real estate is greater than that derived from manufacturing operations.

Dated: July 7, 1965.

EUGENE P. FOLEY,  
Administrator.

[F.R. Doc. 65-7454; Filed, July 14, 1965; 8:45 a.m.]

# Notices

## DEPARTMENT OF AGRICULTURE

### Commodity Credit Corporation

#### 1964-CROP LOAN COTTON

#### Notice of Acquisition by CCC

All outstanding loans on cotton under Commodity Credit Corporation's 1964 Cotton Loan Program mature on August 2, 1965, unless Commodity Credit Corporation makes demand for payment at an earlier date. Notice is hereby given that if the borrower or a purchaser of his equity does not redeem the cotton securing any such outstanding loan before the close of business on August 2, 1965, and if Commodity Credit Corporation has not made demand for payment at an earlier date, Commodity Credit Corporation will, pursuant to the provisions of the loan agreement covering such loan, elect to acquire title to such cotton at the close of business on August 2, 1965, and title thereto shall, without a sale thereof, vest in Commodity Credit Corporation at such time. As provided in the loan agreement, Commodity Credit Corporation will not pay for any market value which such cotton may have in excess of the loan value of the cotton plus applicable charges and interest. If the warehouse receipts representing any such cotton are sent to a local bank at the request of the producer or a purchaser of his equity, the loan value of the cotton, plus charges and interest, must be paid at the local bank not later than the close of business on August 2, 1965. Any repayment made by mail must be received by Commodity Credit Corporation or by the local bank not later than the close of business on August 2, 1965.

Notwithstanding the foregoing provisions, Commodity Credit Corporation does not elect to acquire any cotton which is to be redeemed after August 2, 1965, under contracts between CCC and borrowers or purchasers of their equities or any cotton with respect to which there is a basis for a claim against the borrower under the terms of the loan agreement, and in all such cases title to the cotton shall not so vest in Commodity Credit Corporation.

Signed at Washington, D.C., on July 12, 1965.

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

[F.R. Doc. 65-7487; Filed, July 14, 1965;  
8:46 a.m.]

### Consumer and Marketing Service CERTAIN HUMANELY SLAUGHTERED LIVESTOCK

#### Identification of Carcasses; List of Establishments

Pursuant to section 4 of the Act of August 27, 1958 (7 U.S.C. 1904), and the

statement of policy thereunder in 9 CFR 381.1, the following table lists the establishments operated under Federal inspection under the Meat Inspection Act (21 U.S.C. 71 et seq.) which were officially reported on June 1, 1965, as humanely slaughtering and handling on that date the species of livestock respectively designated for such establishments in the table. Additions to and deletions from this list will be made from time to time, as the facts may warrant, by notices published in the FEDERAL REG-

ISTER. The establishment number given with the name of establishment is branded on each carcass of livestock inspected at that establishment. The table should not be understood to indicate that all species of livestock slaughtered at a listed establishment are slaughtered and handled by humane methods unless all species are listed for that establishment in the table. Nor should the table be understood to indicate that the affiliates of any listed establishment use only humane methods:

Name of establishment	Establishment No.	Cattle	Calves	Sheep	Goats	Swine	Horses
Armour & Co.	2C	☺					
Do.	2H	☺					
Do.	2W					☺	
Do.	2AD		☺				
Do.	2AG	☺					
Do.	2AP	☺					
Do.	2AU			☺			
Do.	2BA	☺					
Do.	2EM					☺	
Do.	2HT		☺				
Do.	2LT	☺					
Do.	2SA			☺			
Do.	2SD					☺	
Do.	2SI	☺					
Do.	2WN		☺				
Do.	2WP						
Swift & Co.	3A	☺	☺				
Do.	3B	☺					
Do.	3C	☺					
Do.	3D	☺					
Do.	3E	☺	☺	☺	☺	☺	
Do.	3F	☺	☺	☺		☺	
Do.	3H	☺					
Do.	3K	☺					
Do.	3L	☺					
Do.	3N	☺					
Do.	3R	☺	☺				
Do.	3S	☺					
Do.	3T	☺	☺	☺	☺		
Do.	3Y	☺					
Do.	3Z	☺	☺				
Do.	3AC	☺					
Do.	3AE	☺	☺				
Do.	3AF	☺	☺				
Do.	3AN	☺					
Do.	3AW	☺					
Do.	3CC	☺		☺			
Do.	3FF	☺	☺				
Do.	3NN	☺		☺			
Do.	3UU	☺		☺			
Lykes Bros., Inc.	5					☺	
Do.	8B						
Do.	10						
Do.	12		☺	☺			
Do.	12A	☺					
Do.	12C	☺					
Do.	12D	☺					
Do.	12G	☺					
Do.	12P	☺					
Do.	12T	☺	☺				
Do.	16						
Do.	17	☺					
Do.	17A	☺					
Do.	17D	☺					
Do.	17E	☺					
Do.	17U	☺					
Do.	18	☺					
Do.	19E	☺	☺				
Do.	20A	☺					
Do.	20N	☺	☺	☺			
Do.	20Q	☺	☺				
Do.	20U	☺		☺			
Do.	20Y	☺					
Do.	23	☺	☺	☺			
Do.	25	☺					
Do.	28	☺					
Do.	30	☺					
Do.	31	☺	☺				
Do.	32	☺	☺				
Do.	34	☺		☺			
Do.	35	☺					
Do.	37	☺					
Do.	39	☺					
Do.	40	☺		☺			
Do.	43	☺					
Do.	44	☺					
Do.	44A	☺					
Do.	46	☺	☺	☺			
Do.	47	☺					
Do.	48	☺					
Do.	53	☺					
Do.	55	☺					
Do.	57	☺	☺				



Table with columns: Name of establishment, Establishment No., Cattle, Calves, Sheep, Groats, Swine, Horses. Lists various packing companies such as Glover Packing Co., Gooch Packing Co., etc.

No. 185

Working Packing Co.



Name of establishment	Establishment No.	Cattle	Calves	Sheep	Goats	Swine	Horns
Marion Packing Co.	877	⊙					
Bryne Meat Co.	878	⊙					
Animal Husbandry Department, Kansas State University.	880				⊙		
Kraemer Beef Co.	883		⊙	⊙			
Gulf Packing Co.	885		⊙	⊙			
Carver Packing Co.	889		⊙	⊙			
Dana Packing Co.	700		⊙				
Central Nebraska Packing Co.	THIE	⊙					
Davenport Packing Co., Inc.	118		⊙				
Everett, Inc.	117		⊙				
Everett & Son	119						
Everett Packing Co., Inc.	721						
Everett & Son	722						
Everett Packing Co., Inc.	723						
Everett Packing Co.	724						
Everett Packing Co.	725						
Everett Packing Co.	726						
Everett Packing Co.	727						
Everett Packing Co.	728						
Everett Packing Co.	729						
Everett Packing Co.	730						
Everett Packing Co.	731						
Everett Packing Co.	732						
Everett Packing Co.	733						
Everett Packing Co.	734						
Everett Packing Co.	735						
Everett Packing Co.	736						
Everett Packing Co.	737						
Everett Packing Co.	738						
Everett Packing Co.	739						
Everett Packing Co.	740						
Everett Packing Co.	741						
Everett Packing Co.	742						
Everett Packing Co.	743						
Everett Packing Co.	744						
Everett Packing Co.	745						
Everett Packing Co.	746						
Everett Packing Co.	747						
Everett Packing Co.	748						
Everett Packing Co.	749						
Everett Packing Co.	750						
Everett Packing Co.	751						
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Everett Packing Co.	776						
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Everett Packing Co.	810						
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Everett Packing Co.	815						
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Everett Packing Co.	817						
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Everett Packing Co.	819						
Everett Packing Co.	820						
Everett Packing Co.	821						
Everett Packing Co.	822						
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Everett Packing Co.	825						
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Everett Packing Co.	829						
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Everett Packing Co.	864						
Everett Packing Co.	865						
Everett Packing Co.	866						
Everett Packing Co.	867						
Everett Packing Co.	868						
Everett Packing Co.	869						
Everett Packing Co.	870						

Done at Washington, D.C., this 12th day of July 1965.

Roy W. Lennyarson,  
Associate Administrator, Consumer and Marketing Service.

[P.R. Doc. 65-7468; Filed, July 14, 1965; 8:47 a.m.]

## DEPARTMENT OF THE TREASURY

### Office of the Secretary

[Dept. Circ. 570, 1965 Rev. Supp. No. 3]

### PROGRESSIVE MUTUAL INSURANCE COMPANY

#### Termination of Authority To Qualify as Surety on Federal Bonds

July 8, 1965.

Notice is hereby given that the Certificate of Authority issued by the Secretary of the Treasury to the Progressive Mutual Insurance Company, Cleveland, Ohio, under the provisions of the Act of Congress, approved July 30, 1947 (6 U.S.C. 6-13), to qualify as sole surety on recognizances, stipulations, bonds, and undertakings permitted or required by the laws of the United States, is hereby terminated upon the request of the Company.

Bond-approving officers of the Government should, in instances where such action is necessary, secure new bonds with acceptable sureties in lieu of bonds executed by Progressive Mutual Insurance Company.

[SEAL] JOHN K. CARLOCK,  
Fiscal Assistant Secretary.

[P.R. Doc. 65-7477; Filed, July 14, 1965; 8:45 a.m.]

## POST OFFICE DEPARTMENT

### ASSISTANT POSTMASTER GENERAL AND CERTAIN OTHER OFFICIALS

#### Delegation of Authority and Emergency Line of Succession

The following is an excerpt from Headquarters Circular 65-16 dated June 17, 1965, signed by the Postmaster General, revising and reissuing the emergency line of succession for the Post Office Department.

*Line of succession for Department.* A. In case the Postmaster General and the Deputy Postmaster General are incapacitated as a result of an enemy attack or other national emergency conditions, the following shall be the line of succession as to officers who shall perform the duties of the office of Postmaster General:

- (1) Assistant Postmaster General, Bureau of Operations.
- (2) Assistant Postmaster General, Bureau of Transportation and International Services.
- (3) Assistant Postmaster General, Bureau of Finance and Administration.
- (4) Assistant Postmaster General, Bureau of Facilities.
- (5) Assistant Postmaster General, Bureau of Personnel.
- (6) General Counsel.
- (7) Chief Postal Inspector.
- (8) Deputy Assistant Postmaster General, Bureau of Operations (Field Operations).
- (9) Deputy Assistant Postmaster General, Bureau of Transportation and International Services (Research and Development and International).

(10) Regional Director, New York, N.Y.

(11) Regional Director, Minneapolis, Minn.

(12) Regional Director, San Francisco, Calif.

(13) Regional Director, Dallas, Tex.

B. Authority is hereby delegated to the officer who assumes the duties of the Postmaster General under authority of this order, to execute and perform in his own name all powers, functions, and duties conferred by law upon the Postmaster General, including the authority to modify, suspend, or rescind orders, instructions, and regulations which have heretofore or which may hereafter be issued in the name of the Postmaster General, except that exclusive authority is hereby reserved to the Postmaster General, the Deputy Postmaster General, and to any officer designated by Executive Order as Acting Postmaster General, to modify, suspend, or rescind all or any part of the authority delegated by this order. The officer performing the duties of the Postmaster General under authority of this order also is authorized to delegate to any officer, employee, or agency of the Post Office Department designated by him such of the powers, functions and duties delegated to him by this order as he deems appropriate.

This delegation of authority supercedes Headquarters Circular No. 63-15 (28 P.R. 6993).

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 309, 501)

LOUIS J. DOYLE,  
General Counsel.

[P.R. Doc. 65-7470; Filed, July 14, 1965; 8:46 a.m.]

## DEPARTMENT OF THE INTERIOR

### Office of the Secretary

#### OCCUPANCY OF PRIVATE AND GOVERNMENT CABINS ON REFUGES AND PUBLIC RECREATION AREAS ADMINISTERED BY THE DEPARTMENT OF THE INTERIOR

The matter of the private occupancy of Government and private cabins on federally owned lands administered for fish and wildlife or public recreation purposes has been under intensive study by the departmental legal and administrative staff since enactment of P.L. 87-714, commonly called the Fish and Wildlife Recreation Act of 1962 (76 Stat. 653; 16 U.S.C. 460k), and development of the approved Lower Colorado River Land Use Plan.

The Fish and Wildlife Recreation Act and related statutory and departmental policies make it clear that the Congress intended that conservation areas administered for fish and wildlife purposes by the Department, including the National Wildlife Refuge and National Fish Hatchery Systems as well as other public areas where the private use of Government or private cabins has been permitted, are areas primarily intended for public, not private, recreational use.

The public has a direct interest in these areas. Fourteen million people visited national wildlife refuges last year. Under the Land and Water Conservation Fund Act of 1965 (78 Stat. 897) the public is now required to have either an annual Recreation/Conservation sticker or to pay a daily or seasonal fee for entrance to many Federal recreational areas and a number of national wildlife refuges. An additional fee may be charged at certain of these areas where special facilities or services are provided by the Federal Government. In the future, as recreational facilities are developed, more Federal areas, including refuges, may be subject to recreational fees.

There is serious conflict between the private use or occupancy of various cabin sites on these refuges and on other public areas, where occupancy was permitted prior to the Fish and Wildlife Recreation Act, and the congressional intention, expressed in the Fish and Wildlife Recreation Act, to limit the recreational use of these areas to public rather than private use.

The phasing out of existing permits for occupancy of either private or Government-owned cabins on such sites is required by law and also is essential to assure the availability of public recreation areas for public use.

The problem differs between categories of private recreational occupancy. There are the cabins and structures which are privately owned and are located on these public land sites pursuant to a Departmental permit. These occupancies are generally under 20-year permits, and often the facilities represent a substantial investment. Another major category is the occupancy, under permit, of Government-owned cabins. The Government-owned buildings are mostly those acquired with the land. Permits for this type of occupancy are generally on a year-to-year basis. With few exceptions, both of these groups of permittees are responsible heads of families who have lived up to the requirements of their permits, often have substantial financial investment in the (private) cabins, and sometimes have developed strong family ties to the area. In many cases they were the owners prior to the Department's acquisition of the land and structures.

There is also a third group of occupants of these areas who have never had a Departmental permit to occupy the land. This group consists of outright trespassers (as compared with those permittees whose existing permits may have expired), even though in some cases they may have been on the particular site for some period of time.

There is an immediate need to find an appropriate solution within the boundaries of the statute, a solution which will equitably discharge the Department's responsibilities to both the recreation-seeking public and to the Department's private cabin site permittees. The most important equity claimed by the permittees lies in the fact that in many cases substantial investments have been made by them in cabins or other privately owned improvements on these sites in the

hope that their occupancy of these public lands might be extended over an indefinite period. In those instances where a family may have acquired a close attachment to a particular area an equitable termination must be found.

There is wide public interest in this problem, and a delicate balance exists between the public interest in recreation and the need to give individual permittees fair treatment. In view of these factors, I am considering adoption of the policies set out below. Comments on these proposed solutions may be directed to the Department for a period of 30 days from the date of this announcement. These comments will be carefully considered prior to final determination as to the departmental policy which will be followed.

In this proposed solution with respect to the privately owned cabins on Federal sites, it must be borne in mind that the basic occupancy period provided by the existing permits is 20 years, and 20 years' use appears to be a reasonable period of time (and one meeting the permittees' expectations) within which a permittee might recover or amortize his investment.

I am tentatively adopting, subject to modification after the receipt of public comment, the following policies:

(a) No permit concerning privately owned cabins shall be terminated prior to or renewed after the later of (1) January 1, 1971, or (2) 20 years from the date when a permittee placed a substantial improvement upon the property. This privilege shall not apply where improvements are placed on the site after the date of this announcement. Any permit that expires before January 1, 1971, will be extended to January 1, 1971, or for such additional period as would permit a total of 20 years' use of the substantial improvement on the site. This extension beyond the term of the permit shall not apply where there is no substantial improvement on the site.

(b) In no event shall any permit extend or be extended beyond July 1, 1965.

(c) Voluntary and involuntary transfers of cabin site permits including transfer by sale or death shall be permitted only within the time limits stated in (a) and (b). Cessation of use for a period of more than 1 year shall terminate the permit without renewal, unless the non-use results from the death of the permittee. In such case, sale or transfer of the improvement may be made for the unexpired portion of the permit.

In the cases of those permittees who occupy Government-owned cabins on these public sites, including those whose permits currently have expired, but previously were renewed on a year-to-year basis, all permits shall be renewed, but shall be terminated finally as of January 1, 1968.

Occupants of these public sites who are trespassers not having had at any time permits for the occupancy of the site shall be requested to surrender occupancy by no later than January 1, 1967, failing which, legal action will be taken.

With respect to the improvements which have been placed upon the land by any occupant, whether permittee or tres-

passer, the occupant will be permitted to remove the improvements subject to the terms of the permit, including the land being left in reasonable unimpaired condition.

These policies would not affect occupancy of facilities by private persons who have rights or occupancy reserved by court action.

Any extension of permits pursuant to the policies tentatively announced above shall be solely upon the condition that the occupant maintain the site and the improvements thereon in a reasonable and usable condition. Any extension of a permit shall clearly state the termination date, after which there will be no renewal.

These policies are designed to accommodate the difficult balance between the public interest in the use of these lands for public recreation and the equity of particular occupants reflected in the time, money, and interest they have invested in a particular site.

Comments or suggestions for modifications which are recommended as more equitable to both the cabin site users and the public should be submitted to the Secretary of the Interior, Washington, D.C., 20240, within 30 days of the date of publication of this notice in the FEDERAL REGISTER.

STEWART L. UDALL,  
Secretary of the Interior.

JULY 12, 1965.

[P.R. Doc. 65-7472; Filed, July 14, 1965; 8:45 a.m.]

## DEPARTMENT OF COMMERCE

### Bureau of International Commerce

[Case 343]

#### OTTO R. STEINFELLNER ET AL.

#### Order Denying Export Privileges

In the matter of Mr. Otto R. Steinfellner, Joerg Toemlinger Strasse 18, 8033 Planegg near Munich, Munich, Federal Republic of Germany; Technica Steinfellner & Co., 8033 Krallring near Munich, Margaretenstrasse, 30, Munich, Federal Republic of Germany; Technica Amacker & Co., K.G., 8033 Krallring near Munich, Margaretenstrasse, 30, Munich, Federal Republic of Germany; Mr. Robert W. Amacker, Eggli, Teufen, Switzerland; Establishment for Financing, Importing, and Distributing of Equipment and Machinery (F.I.D.E.M.), Vaduz, Liechtenstein; Dr. Ivo Beck, Postfach 34.613, Vaduz, Liechtenstein; Lilly Merchandising Co., K.G. (LILLYCO), 11 Biberstrasse, Vienna 1, Austria; Mrs. Frieda Steinfellner, 11 Biberstrasse, Vienna 1, Austria; respondents.

By letter dated April 9, 1964, the above respondents were charged with violations of the Export Control Act and Regulations thereunder. In substance, it is charged that the respondents Steinfellner and Technica Steinfellner violated the prohibitions of a denial order which was entered against them in 1960. The other respondents are charged, in effect, with having participated with Steinfellner in violations of the denial order and

with having caused or permitted such violations.

The denial order against Steinfellner and Technica Steinfellner was entered on August 30, 1960, and was amended on September 22, 1960, and denied the respondents export privileges for 2 years, effective as of November 1, 1960, with the proviso that there would be conditional restoration of privileges at the end of 1 year if the respondents complied with the terms of the order. This order was based on a finding that the respondents in 1958, through devious means, unlawfully attempted to reexport to the U.S.S.R. a tractor which had been licensed for export from the United States for exhibition at a fair in West Germany.

All of the respondents, except F.I.D.E.M., which is in bankruptcy, filed answers. The respondents Steinfellner, Technica Steinfellner, Technica Amacker, and Lilly Merchandising Co. (LILLYCO) were represented in the proceedings by an attorney. Said attorney, on behalf of these respondents, pursuant to § 382.10 of the export regulations, submitted a proposal for a consent order, which was approved by the Director of the Investigations Division.

The respondent Frieda Steinfellner, wife of the respondent Otto R. Steinfellner, filed as answer on her own behalf and on behalf of LILLYCO. She stated that she was the principal partner of LILLYCO. At all times material to the issues in this case she took an active part in the partnership business, was aware of important developments in the firm, and had an important role in carrying on the affairs of the partnership. The Compliance Commissioner ruled that the terms of the consent proposal should also apply to her. I concur in and adopt this ruling.

An informal hearing was held in the case before the Compliance Commissioner on May 4, 1965, at which time evidence in support of the charges was presented on behalf of the Investigations Division. The Compliance Commissioner has submitted his report and has recommended that the consent proposal be accepted. He has also recommended that sanctions be imposed on the other respondents. After consideration of the Compliance Commissioner's report and the record in the case, I hereby make the following:

*Findings of fact.* 1. The respondent Otto R. Steinfellner of Munich, West Germany, owned and controlled the firm called Technica Steinfellner & Co., which had places of business in Munich and Duesseldorf, West Germany. The firm was engaged in the sale and distribution in West Germany of heavy earthmoving machinery and related equipment of U.S. origin. On August 30, 1960, the Bureau of Foreign Commerce (predecessor of the present Bureau of International Commerce) issued an order against said respondents denying U.S. export privileges for 2 years, with the proviso that under certain conditions their export privileges would be restored conditionally after 1 year (25 F.R. 8579). This order was amended on September 22, 1960, whereby the effective date of the order was changed from October 1, 1960, to November 1, 1960 (25 F.R. 9228).

2. Technica Steinfellner obtained the U.S. machinery and equipment which it sold and distributed in West Germany from the firm Establishment for Financing, Importing, and Distributing of Equipment and Machinery (F.I.D.E.M.), which had a place of business in Vaduz, Liechtenstein. F.I.D.E.M. held exclusive franchises within Austria and/or West Germany for the sale and distribution of such machinery and equipment from four U.S. manufacturers. For several years prior to November 1, 1960, and up to August 23, 1961, the respondent Robert W. Amacker was on the Board of Directors and was manager of F.I.D.E.M. For several years prior to November 1, 1960, and until November 10, 1961, the respondent Beck, a lawyer of Vaduz, Liechtenstein, was chairman of the Board of Directors of F.I.D.E.M. The respondent Steinfellner held no official position in F.I.D.E.M., but he held a substantial financial interest therein, and through Beck and Amacker he controlled the firm.

3. The firm Lilly Merchandising Co., K.G. (LILLYCO), Vienna, Austria, had a sales agency agreement with F.I.D.E.M. for the sale and distribution within Austria of the U.S. machinery and equipment handled by F.I.D.E.M. The principal partner of LILLYCO was Frieda Steinfellner, wife of the respondent Otto R. Steinfellner. The firm LILLYCO was actually controlled and directed by Otto Steinfellner.

4. To comply with the denial order of August 30, 1960, it would have been necessary for Steinfellner to terminate his control and financial interest in F.I.D.E.M., Technica Steinfellner, and LILLYCO. Steinfellner did not, in fact, terminate or surrender his financial interest or control in F.I.D.E.M. and LILLYCO. After the denial order became effective, he continued to direct and control F.I.D.E.M. through Beck and Amacker. He also continued to direct or control LILLYCO through his wife, Frieda Steinfellner, despite her representations that he exercised no control over the firm.

5. The firm Technica Amacker was organized to take over the assets of Technica Steinfellner and to carry on the business of distributing U.S.-origin machinery and equipment. Ostensibly, Steinfellner sold his interest in Technica Steinfellner to Amacker for 400,000 Swiss francs. As proof of the payment of this amount, Amacker submitted to the Department of Commerce a receipt signed by Steinfellner in favor of Amacker acknowledging receipt of this amount. This receipt was a sham, in that Steinfellner was not paid this amount or any portion thereof for the purpose claimed. In addition to Amacker, whose alleged interest in Technica Amacker was DM 400,000, the other alleged parties who had interest in said firm were F.I.D.E.M., with participation of DM 350,000, and Steinfellner's daughter, Susanne Steinfellner (then a minor), with participation of DM 10,000.

6. About a month before the time that Amacker was supposed to have paid the 400,000 Swiss francs to Steinfellner, a trustee agreement was entered into between these parties under the terms of

which Amacker agreed to conduct the affairs of Technica Amacker in accordance with directions from, and for the benefit of, Steinfellner. Amacker was to receive only a fixed salary and was not to share in the profits of the firm. Technica Amacker continued to deal in U.S.-origin commodities.

7. On October 12, 1960, Amacker, as manager and director of F.I.D.E.M., advised the Department of Commerce that Steinfellner had been completely disassociated from F.I.D.E.M.; that he had no interest in Technica Amacker; and that there were no understandings or arrangements whereby Steinfellner would participate in the earnings, profits, or gains during the period of denial or which could accrue to him during said period. The fact is that Steinfellner did not disassociate himself from said firms, and he continued to control them and to profit from their operations.

8. At about the time the denial order was entered against Steinfellner or within a short time thereafter, the respondent Beck, as chairman of the Board of Directors of F.I.D.E.M., learned about said order, and that under its terms Steinfellner was prohibited from participating in transactions involving U.S.-origin commodities. After the denial order was entered, F.I.D.E.M. continued to deal in U.S.-origin commodities. Beck permitted Steinfellner to participate in the affairs of F.I.D.E.M. and aided him in such participation. If Beck was not a party to the fraudulent scheme involving the sham receipt, referred to in Finding No. 5, he learned of it many months before Steinfellner's 1-year denial period expired. Notwithstanding such knowledge, Beck thereafter permitted Steinfellner to participate in the business affairs of F.I.D.E.M. and to attend meetings relating thereto.

Based on the foregoing, I have concluded that the respondents Otto R. Steinfellner and Technica Steinfellner & Co. violated § 381.4 of the export regulations, in that they participated in transactions involving commodities which had been exported from the United States with knowledge that violations of the export regulations and an order which had been issued thereunder against them would occur and were intended to occur; violated § 381.2 of said regulations in that they knowingly caused, aided, procured, and permitted the doing of acts prohibited by said regulations and an order issued thereunder; violated § 381.3 of said regulations in that they acted in concert with other persons to do acts which constituted violations of said regulations and an order issued thereunder. I have also concluded that the respondent Otto R. Steinfellner violated § 381.5 of said regulations in that he made false and misleading representations and falsified material facts to the Department of Commerce for the purpose of effecting exportations from the United States.

I have also concluded that the respondents Establishment for Financing, Importing and Distributing of Equipment and Machinery (F.I.D.E.M.), Lilly Merchandising Co., K.G. (LILLYCO), Frieda Steinfellner, Technica Amacker & Co., Robert W. Amacker, and Ivo Beck:

Violated § 381.2 of the export regulations in that they knowingly aided, abetted, and permitted the doing of acts prohibited by the export regulations and an order which had been entered thereunder against Otto R. Steinfellner and Technica Steinfellner & Co.; violated § 381.3 in that each of them acted in concert with other respondents to bring about and do acts which constituted violations of said regulations and an order issued thereunder; violated § 381.10 of said regulations in that, without prior disclosure of the facts to and specific authorization from the Department of Commerce and with knowledge that other parties were subject to an order denying export privileges, they participated with said denied parties in transactions involving exportations from the United States in which said denied parties had an interest and from which they could obtain a benefit. I have further concluded that the respondent Robert W. Amacker violated § 381.5 of the export regulations in that he made false and misleading representations and falsified material facts to the Department of Commerce for the purpose of effecting exportations from the United States.

In recommending that the consent proposal be accepted and in commenting on sanctions to be imposed on the respondents who were not parties to the consent proposal, the Compliance Commissioner said:

It is obvious that the respondent Steinfellner, from the outset, never had any intention of complying with the denial order. He contrived means to evade the order and obtained the cooperation of other individuals in his illegal purpose. He treated the denial order with contempt and conducted his activities in flagrant violation thereof. His conduct merits a sanction of considerable severity.

For an individual who, in the past, has engaged in extensive trade with U.S. firms and who, in the future, hopes to resume trading with U.S. firms, denial of all U.S. export privileges for 3 years is a relatively severe sanction. \* \* \* After the 3 years, the respondents who are parties to the consent proposal will be on probation for 2 years. Any action which may be taken to revoke probation will not preclude separate compliance action which may be deemed necessary.

The respondent F.I.D.E.M. is not a party to the consent proposal and it is in default. This firm was controlled by Steinfellner, and I recommend that the sanction imposed against it be the same as the sanction which is imposed against Steinfellner.

While Amacker and Beck were willing participants with Steinfellner in his illegal undertakings, their culpability was of a lesser degree. As to these two respondents, I recommend that they be denied export privileges for 5 years, but that their export privileges be restored conditionally after 2 years and that for the remaining 3 years they be on probation.

On consideration of the foregoing and based on the entire record, and being of the view that the following order is calculated to achieve effective enforcement of the law and the purposes thereof, it is hereby

*Ordered.* I. All outstanding validated export licenses in which respondents appear or participate in any manner or capacity are hereby revoked and shall be returned forthwith to the Bureau of International Commerce for cancellation.

II. Except as qualified in paragraph IV hereof, the respondents for a period of 5 years from the effective date of this order are hereby denied all privileges of participating, directly or indirectly, in any manner or capacity, in any transaction involving commodities or technical data exported from the United States in whole or in part, or to be exported, or which are otherwise subject to the export regulations. Without limitation of the generality of the foregoing, participation prohibited in any such transaction, either in the United States or abroad, shall include participation: (a) As a party or as a representative of a party to any validated export license application; (b) in the preparation or filing of any export license application or reexportation authorization, or document to be submitted therewith; (c) in the obtaining or using of any validated or general export license or other export control documents; (d) in the carrying on of negotiations with respect to, or in the receiving, ordering, buying, selling, delivering, storing, using, or disposing of any commodities or technical data; (e) in the financing, forwarding, transporting, or other servicing of such commodities or technical data.

III. Such denial of export privileges shall extend not only to the respondents, but also to their successors, assigns, representatives, agents, partners, and employees, and also to any person, firm, corporation, or other business organization with which they now or hereafter may be related by affiliation, ownership, control, position of responsibility, or other connection in the conduct of trade or services connected therewith.

IV. Without further order of the Bureau of International Commerce, the respondents Robert W. Amacker and Ivo Beck, 2 years after the effective date hereof, and the respondents Otto R. Steinfeldner, Technica Steinfeldner and Co., Technica Amacker and Co., F.I.D.E.M., Lilly Merchandising Co., and Frieda Steinfeldner, 3 years after the effective date hereof, shall have their export privileges restored conditionally, except that no validated licenses which have been revoked under this order shall be restored. As to Amacker and Beck during the last 3 years of the denial period, said respondents shall be on probation, and as to the other respondents during the last 2 years of the denial period, they shall be on probation. In the event the respondents knowingly violate the terms and conditions of this order during the respective periods of actual suspension, or knowingly violate any of the laws or regulations relating to export controls in any time during the entire 5-year period of the order, the Director, Investigations Division, may at his discretion, apply to the Compliance Commissioner, after giving the respondents advance written or oral notice of such proposed application, for an order revoking all export privileges. If such action be taken, it will in no way limit the Bureau of International Commerce from taking further action based on such violation as it shall deem necessary and proper. Any such application for revocation of probation and the proceedings conducted thereunder shall be in accord-

ance with the provisions of § 382.16 of the export regulations.

V. During the time when any respondent or other person within the scope of this order is prohibited from engaging in any activity within the scope of Part II hereof, no person, firm, corporation, partnership, or other business organization, whether in the United States or elsewhere, without prior disclosure to and specific authorization from the Bureau of International Commerce, shall do any of the following acts, directly or indirectly, in any manner or capacity, on behalf of or in any association with a respondent or other person denied export privileges within the scope of this order, or whereby any such respondent or such other person may obtain any benefit therefrom or have any interest or participation therein, directly or indirectly: (a) Apply for, obtain, transfer, or use any license, Shipper's Export Declaration, bill of lading, or other export control document relating to any exportation, reexportation, transshipment, or diversion of any commodity or technical data exported or to be exported from the United States, by, to, or for any such respondent or other person denied export privileges within the scope of this order; or (b) order, buy, receive, use, sell, deliver, store, dispose of, forward, transport, finance, or otherwise service or participate in any exportation, reexportation, transshipment, or diversion of any commodity or technical data exported or to be exported from the United States.

This order shall be effective on July 15, 1965.

Dated: July 6, 1965.

RAUER H. MEYER,  
Director,  
Office of Export Control.

[F.R. Doc. 65-7349; Filed, July 14, 1965;  
8:45 a.m.]

#### Maritime Administration

#### LYKES BROS. STEAMSHIP CO., INC.

#### Notice of Application

Notice is hereby given that Lykes Bros. Steamship Co., Inc., has filed application dated June 10, 1965, to modify two waivers previously granted under the provisions of section 804 of the Merchant Marine Act, 1936, as amended, to include the port of Mobile, Ala., under the Memorandum of Agreement, dated May 22, 1963, with Delta Steamship Lines, Inc., under which Lykes, as subagent for Delta furnishes husbanding agency services at certain U.S. Gulf ports to the foreign-flag vessels of (1) Compagnie Maritime Belge, S.A., and its affiliates Compagnie Maritime Congolaise, S.C.R.L., and/or Deppe Line; and (2) Booth Steamship Co., Ltd., and Lamport & Holt Line, Ltd. The waivers are limited to performing husbanding agency services, such as are usually performed by a ship agent who does not solicit or book cargo or passengers.

Any person, firm, or corporation having an interest in this application who

desires to offer views and comments thereon for consideration by the Maritime Administrator, should submit same in writing, in triplicate, to the Secretary, Maritime Administration, Washington, D.C., by the close of business on July 23, 1965. The Maritime Administrator will consider these views and comments and take such action with respect thereto as may be deemed appropriate.

By order of the Maritime Administrator.

Dated: July 12, 1965.

JAMES S. DAWSON, Jr.,  
Secretary.

[F.R. Doc. 65-7498; Filed, July 14, 1965;  
8:47 a.m.]

## ATOMIC ENERGY COMMISSION

[Docket No. 50-6]

### BATTELLE MEMORIAL INSTITUTE

#### Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued, effective as of the date of issuance, Amendment No. 9, set forth below, to Facility License No. R-4, authorizing operation until August 5, 1975, of the Battelle Research Reactor, located at West Jefferson, Ohio.

The expiration date specified in Facility License No. R-4, as originally issued, was August 5, 1965. In an application dated June 18, 1965, Battelle Memorial Institute requested a renewal of the license for a period of 10 years. No change in operating conditions is involved.

Within 15 days from the date of publication of this notice in the FEDERAL REGISTER, the licensee may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission's rules of practice, 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment, see the application for renewal, a copy of which is available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Bethesda, Md., this 8th day of July 1965.

For the Atomic Energy Commission.

R. L. DOAN,  
Director.

Division of Reactor Licensing.

[License No. R-4; Amdt. 9]

The Atomic Energy Commission having found that:

a. The application for license amendment dated June 18, 1965, complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Chapter 1, CFR;

b. Prior public notice of proposed issuance of this amendment is not required since the amendment does not involve significant hazards considerations different from those previously evaluated; and

c. The issuance of this license amendment will not be inimical to the common defense and security or to the health and safety of the public.

Facility License No. B-4, which authorizes Battelle Memorial Institute to operate the pool-type nuclear reactor designated as the Battelle Research Reactor, located at West Jefferson, Ohio, is hereby further amended in accordance with the application.

1. Paragraph 6 is amended to read as follows: "6. This amended license shall expire on August 5, 1975, unless sooner terminated."

2. This amendment is effective as of the date of issuance.

Date of issuance: July 8, 1965.

For the Atomic Energy Commission.

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

[F.R. Doc. 65-7478; Filed, July 14, 1965;  
8:45 a.m.]

[Docket No. 50-239]

### GENERAL ATOMIC DIVISION, GENERAL DYNAMICS CORP.

#### Notice of Application for and Proposed Issuance of Facility Export License

Please take notice that General Atomic Division of General Dynamics Corp., Post Office Box 608, San Diego, Calif., 92112, has submitted an application dated June 8, 1965, for a license to authorize the export of a 1 megawatt thermal TRIGA research reactor to the Comitato Nazionale D'Energia Nucleare Casella, Pastale n.1, Santa Maria Di Galeria, Rome, Italy.

Upon finding that the reactor proposed for export is within the scope of the Agreement for Cooperation between the Government of the United States of America and the Republic of Italy, and unless within 15 days after the publication of this notice in the FEDERAL REGISTER, a request for a formal hearing is filed with the U.S. Atomic Energy Commission by the applicant or an intervener as provided by the Commission's rules of practice (Title 10, CFR, Ch. 1, Pt. 2), the Commission proposes to issue to General Atomic Division of General Dynamics Corp., a facility export license on Form AEC-250 containing the authority set forth in the text below authorizing export of the reactor described in the application.

Pursuant to the Atomic Energy Act of 1954, as amended, and Title 10, Chapter 1, Code of Federal Regulations, the Commission has found that:

(a) The application complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Chapter 1, Code of Federal Regulations, and

(b) The reactor proposed to be exported is a utilization facility as defined in said Act and regulations.

In its review of applications solely to authorize the export of production or

utilization facilities, the Commission does not evaluate the health and safety characteristics of the facility to be exported.

A copy of the application, dated June 8, 1965, is on file in the Atomic Energy Commission's Public Document Room located at 1717 H Street NW., Washington, D.C.

Dated at Bethesda, Md., this 8th day of July, 1965.

For the Atomic Energy Commission.

EBER R. PRICE,  
Director, Division of State  
and Licensee Relations.

#### PROPOSED EXPORT LICENSE

Pursuant to the Atomic Energy Act of 1954, as amended, and the regulations of the U.S. Atomic Energy Commission issued pursuant thereto, and in reliance on statements and representations heretofore made, General Atomic Division of General Dynamics Corp., Post Office Box 608, San Diego, Calif., 92112, is authorized to export a 1 megawatt thermal TRIGA nuclear research reactor to the Comitato Nazionale D'Energia Nucleare, Casella Pastale n.1, Santa Maria Di Galeria, Rome, Italy, subject to the terms and provisions herein. The license to export extends to the licensee's duly authorized shipping agent.

Neither this license nor any right under this license shall be assigned or otherwise transferred in violation of the provisions of the Atomic Energy Act of 1954.

This license is subject to the right of recapture or control reserved by section 108 of the Atomic Energy Act of 1954, and to all other provisions of said Act, now or hereafter in effect and to all valid rules and regulations of the U.S. Atomic Energy Commission. This license is effective as of the date of issuance and shall expire on July 31, 1966.

For the Atomic Energy Commission.

[F.R. Doc. 65-7479; Filed, July 14, 1965;  
8:45 a.m.]

[Docket No. 50-16]

### POWER REACTOR DEVELOPMENT CO.

#### Notice of Hearing

Pursuant to the Atomic Energy Act of 1954, as amended, and the regulations in 10 CFR Part 2, rules of practice, notice is hereby given that a hearing will be held at 10 a.m., on August 30, 1965, in Room 737, U.S. Post Office and Courthouse, 231 Lafayette Boulevard, Detroit, Mich., to consider the issuance of an amendment to Provisional Operating License No. DPR-9 to extend the expiration date of the license and to authorize operations at power not in excess of 200 megawatts (thermal) to the applicant, Power Reactor Development Co. (PRDC), under section 104b. of the Atomic Energy Act of 1954, as amended. The term of the amended provisional operating license shall be for a period of not more than 18 months, unless extended for good cause shown, or unless the provisional operating license is earlier superseded pursuant to further action of the Commission. The facility is an enriched-uranium-fueled, sodium-cooled, fast-neutron breeder reactor located on the shore of Lake Erie about 30 miles south of Detroit, Mich. The application and the record of prior proceedings in this

matter are available for public inspection at the AEC's Public Document Room, 1717 H Street NW., Washington, D.C.

The issues to be considered at the hearing will be the following:

1. Whether there is reasonable assurance (i) that operation of the reactor at not in excess of 200 megawatts (thermal) as authorized by the provisional operating license can be conducted without endangering the health and safety of the public, and (ii) that such operation will be conducted in compliance with the rules and regulations of the Commission;

2. Whether the applicant is technically and financially qualified to engage in the activities as authorized by the provisional operating license in accordance with the rules and regulations of the Commission;

3. Whether the applicant has furnished to the Commission proof of financial protection in accordance with 10 CFR Part 140, "Financial Protection Requirements and Indemnity Agreements"; and

4. Whether issuance of an amendment to the provisional license to operate the facility under the terms and conditions proposed will be inimical to the common defense and security or to the health and safety of the public.

Notice is hereby given that the report of the AEC's Advisory Committee on Reactor Safeguards dated November 18, 1964, is available for public inspection at the AEC's Public Document Room. Copies of this report may be obtained by request to the Director, Division of Reactor Licensing, U.S. Atomic Energy Commission, Washington, D.C., 20545.

Any petitions for leave to intervene in this proceeding to consider the issuance of an amendment to the provisional operating license to authorize operations at a power not to exceed 200 megawatts (thermal) must be made pursuant to § 2.714, Code of Federal Regulations, Part 2, and must be received in the Office of the Secretary, Atomic Energy Commission, Germantown, Md., or in the AEC Public Document Room, 1717 H Street NW., Washington, D.C., 20545, not later than August 9, 1965, or at such time as may otherwise be permitted by the atomic safety and licensing board designated to hear this matter.

Answers to this notice pursuant to § 2.705 of the Commission's rules of practice shall be filed by the applicant on or before August 9, 1965.

Papers required to be filed with the AEC in this proceeding shall be filed by mail or telegram addressed to the Secretary, Atomic Energy Commission, Washington, D.C., 20545, or may be filed in person at the Office of the Secretary, Atomic Energy Commission, Germantown, Md., or at the AEC Public Document Room. Pending further order of the licensing board, parties shall file an original and 20 conformed copies of each such paper with the AEC, together with proof of service that each party to the proceeding has been served pursuant to § 2.712, 10 CFR Part 2.

Pursuant to section 191 of the Act, the Commission has designated an atomic safety and licensing board consisting of Warren E. Nyer, Idaho Falls, Idaho;



Thomas H. Pigford, University of California, Berkeley, Calif.; and Samuel W. Jensch, Chief Hearing Examiner, Atomic Energy Commission, to hear this matter and to make an initial decision. Mr. Jensch has been designated as chairman of the board.

Dated at Germantown, Md., this 12th day of July 1965.

For the Atomic Energy Commission.

W. B. McCool,  
Secretary of the Commission.

[F.R. Doc. 65-7490; Filed, July 14, 1965;  
8:46 a.m.]

## CIVIL AERONAUTICS BOARD

[Docket 15683, etc.]

### LOS ANGELES AIRWAYS, INC.

#### Notice of Reassignment of Hearing

In the matter of applications of Los Angeles Airways, Inc., for renewal and amendment of its certificate of public convenience and necessity (Docket 15370) for renewal of exemption authority (Docket 15371) and for issuance of an order to show cause (Docket 15683).

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that the hearing in the above-entitled proceeding now assigned for July 21, 1965, is hereby re-assigned to be held on July 26, 1965, at 10 a.m., P.d.s.t., in Room 7063, Federal Building, 300 North Los Angeles Street, Los Angeles, Calif., before the undersigned.

For information concerning the issues involved and other details in this proceeding, interested persons are referred to the prehearing conference report served on April 23, 1965, and other documents which are in the docket of this proceeding on file in the Docket Section of the Civil Aeronautics Board.

Dated at Washington, D.C., July 9, 1965.

[SEAL] WILLIAM J. MADDEN,  
Hearing Examiner.

[F.R. Doc. 65-7488; Filed, July 14, 1965;  
8:46 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 15947, 15948; FCC 65M-906]

### SAM H. BEARD AND SOUTHEASTERN BROADCASTING CO., INC. (WKLF-FM)

#### Order Regarding Procedural Dates

In re applications of Sam H. Beard, Clanton, Ala., Docket No. 15947, File No. BPH-4395; Southeastern Broadcasting Co., Inc. (WKLF-FM), Clanton, Ala., Docket No. 15948, File No. BPH-4417; for construction permits.

The Hearing Examiner having under consideration the "Petition for Extension

No. 135—5

of Time" filed in behalf of Southeastern Broadcasting Co., Inc., on July 8, 1965, requesting the further postponement of several procedural dates heretofore scheduled in an order (FCC-65M-796) released June 22, 1965, and also continuance of the hearing now scheduled for July 28 to September 28, 1965;

It appearing, that the instant petition is not opposed by any of the other parties to the proceeding, and it is submitted because negotiations are in progress between the applicants looking toward an agreement for dismissal of the application of Sam H. Beard and reimbursement of the expenses which he incurred in the prosecution of said application; and it is alleged that the documents required by section 1.525 of the Commission's Rules in such cases are being prepared and will be filed in the near future for approval by the Commission's Review Board;

It further appearing, that good cause has been shown for the postponement of dates herein sought;

It is ordered, This 9th day of July 1965, that the "Petition for Extension of Time" filed July 8, 1965, by Southeastern Broadcasting Co., Inc., is granted; that the hearing is continued from July 28 to September 28, 1965; that the date for exchange of exhibits is postponed from July 8 to September 1, 1965; and that the date for notification as to witnesses to be present for cross-examination is postponed from July 20 to September 20, 1965.

Released: July 12, 1965.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-7480; Filed, July 14, 1965;  
8:46 a.m.]

[Docket Nos. 16031, 16032; FCC 65M-897]

### CAPITAL BROADCASTING CORP. AND CAPITAL NEWS, INC.

#### Order Continuing Prehearing Conference

In re applications of Capital Broadcasting Corp., Frankfort, Ky., Docket No. 16031, File No. BPH-4195; Capital News, Inc., Frankfort, Ky., Docket No. 16032, File No. BPH-4249; for construction permits.

On the oral request of counsel for Capital Broadcasting Corp., because of a schedule conflict: It is ordered, This 8th day of July 1965, that the prehearing conference is rescheduled from July 13 to July 16, 1965, at 9 a.m.

Released: July 9, 1965.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-7481; Filed, July 14, 1965;  
8:46 a.m.]

<sup>1</sup> Postponement of the exchange date is ordered nunc pro tunc.

[Docket No. 16050; FCC 65M-898]

### CONTINENTAL BROADCASTING, INC.

#### Order; Postponement of Prehearing Conference

In re application of Continental Broadcasting, Inc., Newark, N.J., Docket No. 16050, File No. BR-174; for renewal of license of Station WNJR, Newark, N.J.

Upon oral request of counsel for the parties made this date seeking postponement of the prehearing conference from the heretofore scheduled date of July 13 to July 28, 1965, in order to afford additional time required for the submission by applicant of a request for a Bill of Particulars and consideration thereof by the Broadcast Bureau prior to the prehearing conference.

It is ordered, This 8th day of July 1965, that the aforementioned oral request is granted since good cause is shown for the postponement, and the prehearing conference heretofore scheduled for July 13 is postponed to July 28, 1965, at 10 a.m., in the offices of the Commission at Washington, D.C.

Released: July 9, 1965.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-7482; Filed, July 14, 1965;  
8:46 a.m.]

[Docket No. 15658; FCC 65M-902]

### NAUGATUCK VALLEY SERVICE, INC. (WOWW)

#### Order Continuing Hearing

In re application of Naugatuck Valley Service, Inc. (WOWW), Naugatuck, Conn., Docket No. 15658, File No. BP-14829; for construction permit.

Hearing in the above-entitled proceeding now scheduled for July 12, 1965, is continued to September 2, 1965, and at 10 a.m., on July 12, 1965, a formal engineering conference will be held.<sup>1</sup>

So ordered.

Dated: July 8, 1965.

Released: July 9, 1965.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-7483; Filed, July 14, 1965;  
8:47 a.m.]

[Docket No. 16036; FCC 65M-900]

### STORZ BROADCASTING CO. (WTIX)

#### Order Following Prehearing Conference

In re application of Storz Broadcasting Co. (WTIX), New Orleans, La., Docket

<sup>1</sup> This formalizes an oral ruling made on the record at a conference held on July 8, 1965.

No. 16036, File No. BP-14135; for construction permit.

A prehearing conference having been held on July 8, 1965, and it appearing that certain procedural agreements were reached therein which should be formalized by order;

Accordingly, it is ordered, This 8th day of July 1965, that:

(1) The direct, affirmative case of the applicant as well as any rebuttal case presented by the respondent party WVOK on the existing issues (engineering issues) shall be presented in the form of sworn, written exhibits;

(2) There will be a preliminary exchange of the proposed exhibits of the applicant and respondent WVOK relative to the existing issues by August 5, 1965;

(3) There will be a final exchange of the proposed exhibits of the applicant and of respondent WVOK pertaining to the existing issues by August 20, 1965; and

(4) Notification as to those witnesses required to be present at the hearing for cross-examination shall be given to counsel concerned by August 27, 1965.

It is further ordered, That the hearing heretofore scheduled to commence on July 29, 1965, is postponed to September 2, 1965, at 10 a.m., in the offices of the Commission at Washington, D.C.

Released: July 9, 1965.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-7484; Filed, July 14, 1965;  
8:47 a.m.]

## FEDERAL MARITIME COMMISSION GEORGIA PORTS AUTHORITY ET AL.

### Notice of Agreement Filed for Approval

Notice is hereby given that the following agreement has 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 at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreement 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.

Georgia Ports Authority and Atlantic Coast Line Railroad, et al.:

Notice of Agreement filed for approval by:

Arnold B. McKinnon, Southern Railway System, Post Office Box 1808, Washington, D.C.

Agreement No. T-1416, between the Georgia Ports Authority (Terminal) and the Central of Georgia Railway Co., the Atlantic Coast Line Railway, Seaboard Airline Railroad, and Southern Railway (Carriers) provides that Terminal will assign a portion of its facility for use by the Carriers in delivering, receiving, and storing of cargo. Terminal will perform certain cargo handling services for the Carriers' cargo and will also act as collection agent for certain freight charges assessed by the Carriers. The Carriers agree that they will transport cargo to and from Terminal's facilities at the same rates as apply to and from their own facilities in the Savannah area. The Carriers also agree to absorb certain handling, wharfage, and switching charges according to the rules published in their applicable tariffs. Terminal agrees that on certain cargoes it will assess, or accept from the Carriers the handling and wharfage rates as published as Agent, Spaninger's Port Charges Tariff, ICC 1322. The Terminal is responsible for all rail freight while on the assigned portion of the Terminal and agrees to handle such freight in accordance with instructions furnished by the Carriers. The Terminal further agrees not to assess any storage charges against rail cargo during the free time period established by the Carriers' tariffs. Such storage charges when assessed will accrue to the Terminal. The Terminal must assess truck and barge traffic the same charges as are assessed against such traffic by the Carriers at facilities in the Savannah area.

Dated: July 12, 1965.

By order of the Federal Maritime Commission.

THOMAS LISI,  
Secretary.

[F.R. Doc. 65-7473; Filed, July 14, 1965;  
8:46 a.m.]

## RICHMOND WATERFRONT TERMINALS ET AL.

### Notice of Agreement Filed for Approval

Notice is hereby given that the following agreement has 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 at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreement 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.

Richmond Waterfront Terminals and Atlantic Coast Line Railroad et al.:

Notice of Agreement filed for approval by:

Arnold B. McKinnon, Southern Railway System, Post Office Box 1808, Washington, D.C.

Agreement No. T-1417, between the Richmond Waterfront Terminals, Inc. (Terminals) and the Atlantic Coast Line Railroad Co., the Seaboard Airline Railway Co. and the Southern Railway Co. (Carriers) provides that Terminal will assign a portion of its facility for use by the Carriers in delivering, receiving and storing of cargo. Terminal will perform certain cargo handling services for the Carriers' cargo and will also act as collection agent for certain freight charges assessed by the Carriers. The Carriers agree that they will transport cargo to and from the Terminal at the same rates as otherwise apply to and from Richmond, published in the Carriers' tariffs. The Carriers also agree to absorb certain handling and wharfage charges according to the rules published in their tariffs. The Terminal is responsible for all rail freight while on the assigned portion of the terminal and agrees to handle such freight in accordance with instructions furnished by the Carriers. The Terminal also agrees to assess the same charges for services performed that are assessed by the Carriers in their applicable tariffs for similar services. The Terminal further agrees not to assess any storage charges against rail cargo during the free time period established by the Carriers' tariffs. Such storage charges when assessed will accrue to the Terminal. The Terminal must assess truck and barge traffic the same charges as are assessed against such traffic by the Carriers at their terminals in the Norfolk area.

Dated: July 12, 1965.

By order of the Federal Maritime Commission.

THOMAS LISI,  
Secretary.

[F.R. Doc. 65-7474; Filed, July 14, 1965;  
8:46 a.m.]

## FEDERAL POWER COMMISSION

[Docket No. CP65-395]

### HUMBLE GAS TRANSMISSION CO.

#### Notice of Application

JULY 8, 1965.

Take notice that on June 9, 1965, Humble Gas Transmission Co. (Applicant), 1700 Commerce Building, New Orleans, La., filed in Docket No. CP65-395 an application, as supplemented on July 6, 1965, 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 approximately 4,100 feet of 4-inch pipeline at Natchez, Adams County, Miss., for the transportation of natural gas for sale and delivery to Diamond National Corp. (Diamond) for consumption and use in a moulded pulp products manufacturing

plant, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

The proposed 4-inch line will extend from Applicant's existing facilities near Natchez and the measuring station will be located on the edge of the plantsite property line.

The estimated cost of facilities is \$21,000, which will be financed with funds on hand. Approximately 1,750 feet of the proposed pipeline, extending from the discharge side of the measuring station to the terminal end of the line at the plant, will be assigned to Diamond, pursuant to an agreement between Diamond and Applicant.

Diamond's annual natural gas requirement at the Natchez plant is estimated to be 500,000 Mcf. The peak-day requirement is estimated to be 3,000 Mcf.

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 August 6, 1965.

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

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

JOSEPH H. GUTRIDE,  
Secretary.

[P.R. Doc. 65-7460; Filed, July 14, 1965; 8:45 a.m.]

[Docket No. G-2737, etc.]

**CONTINENTAL OIL CO. ET AL.**

**Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates<sup>1</sup>**

JULY 7, 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.

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

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 July 29, 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.

Docket No. and date filed	Applicant	Purchaser, field and location	Price per Mcf	Pressure base
G-2737 E 6-25-65	Continental Oil Co. (successor to Continental Gas Producing Co.), Post Office Box 2197, Houston, Tex., 77001.	Cities Service Gas Co., West Panhandle Field, Carson and Gray Counties, Texas and Hugoton Field, Texas County, Okla.	\$ 8.8129 \$ 10.1480	14.65
G-4953 E 6-30-65	Sunray DX Oil Co., Post Office Box 2089, Tulsa, Okla., 74102.	Northern Natural Gas Co., Guymon-Hugoton Field, Texas County, Okla.	15.0	14.65
G-7193 C 6-24-65	The Pure Oil Co., 200 East Golf Rd., Palestine, Ill., 60067.	United Gas Pipe Line Co., Mustang Island, Red Fish Bay, Nueces County, Tex.	14.6	14.65
G-7526 C 6-24-65	Pan American Petroleum Corp., Post Office Box 591, Tulsa, Okla., 74102.	Texas Gas Transmission Corp., Carthage Field, Panoia County, Tex.	11.6288	14.65
G-15116 C 6-24-65	MWJ Producing Co. (Operator), Agent, 413 First National Bank Bldg., Midland, Tex.	El Paso Natural Gas Co., Blanco Mesaverde Field, San Juan and Rio Arriba Counties, N. Mex.	\$ 12.0	15.025
G-15829 (G-7526) A 8-4-65 <sup>1</sup>	Pan American Petroleum Corp., Post Office Box 591, Tulsa, Okla., 74102.	El Paso Natural Gas Co., Acreage in Reagan County, Tex.	\$ 16.0	14.65
G-17199 C 6-21-65 <sup>1</sup>	Banquete Gas Co., a division of Crestmont Oil & Gas Co., c/o Keys, Russell, Watson & Seaman, Driscoll Bldg., Corpus Christi, Tex.	El Paso Natural Gas Co., Blanco Mesaverde Field, San Juan County, N. Mex.	\$ 12.0	15.02
G-18371 C 6-28-65	Artec Oil & Gas Co., 2000 First National Bank Bldg., Dallas, Tex., 75202.	United Gas Pipe Line Co., Spartan and Odem Fields, San Patricio County, Tex.	13.0	14.65
G-19437 C 6-28-65	Continental Oil Co., Post Office Box 2197, Houston, Tex., 77001.	El Paso Natural Gas Co., Basin Dakota Pool, San Juan County, N. Mex.	13.0536	15.025
G-19973 D 6-28-65	Graham-Michaels Drilling Co. (Operator) et al., c/o W. F. Schell, Attorney, 1400 Wichita Plaza Bldg., Wichita, Kans. (partial abandonment).	Southern Natural Gas Co., Bayou Long Field, Iberia and St. Martin Parishes, La.	\$ 23.675	15.025
C161-390 D 6-30-65	Sinclair Oil & Gas Co., Post Office Box 521, Tulsa, Okla., 74102 (partial abandonment).	Kansas-Nebraska Natural Gas Co. Inc., Acreage in Sedgwick County, Colo.	(?)	-----
C161-711 D 5-5-65	Cabot Corp. (SW) Post Office Box 1101, Pampa, Tex.	Southern Natural Gas Co., H. H. Guymard "P" Sand Unit, Iberville Parish, La.	(?)	-----
C162-1219 C 6-24-65 <sup>11</sup>	Pan American Petroleum Corp., Post Office Box 591, Tulsa, Okla., 74102.	Transwestern Pipeline Co., Acreage in Beaver County, Okla.	(?)	-----
C164-36 C 6-7-65	Whittington Number Four (Operator) et al., Post Office Box 473, Shreveport, La., 71101.	Michigan Wisconsin Pipe Line Co., Laverne Gas Area, Harper County, Okla.	\$ 18.5	14.65
C164-1456 C 6-21-65	Anstral Oil Co., Inc., 2700 Humble Bldg., Houston, Tex., 77002.	United Gas Pipe Line Co., Bethany-Blocker Field, Harrison County, Tex.	\$ 10.8876	14.65
C165-849 C 6-11-65	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex., 77001.	El Paso Natural Gas Co., Acreage in San Juan County, N. Mex.	13.0	15.025
C165-1363 A 6-24-65	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex., 77001.	.....do.....	13.0	15.02
C165-1364 B 6-25-65	Gulf Oil Corp. (Operator) et al., Post Office Box 1589, Tulsa, Okla., 74102.	Natural Gas Pipeline Co., of America, Tomball Field, Harris County, Tex.	17.0	14.65
		Northern Natural Gas Co., Homann Gas Field, Gaines County, Tex.	Declined in pressure	-----

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.

Docket No. and date filed	Applicant	Purchaser, field and location	Price per Mcf	Pressure base
CI65-1365 A 6-25-65 CI65-1367 B 6-21-65	Texaco Inc., Post Office Box 52382, Houston, Tex., 77052. E. C. & Eugenia F. Laster, Post Office Box 255, Shreveport, La., and Ashland Oil & Refining Co., Box 1324, OCS, Lafayette, La.	Texas Gas Transmission Corp., Acreage in Vermilion Parish, La., Arkansas Louisiana Gas Co., Acreage in Harrison County, Tex.	\$21.25 \$19.5 (19)	15.025 15.025
CI65-1368 A 6-25-65	Houston Royalty Co. (Operator) et al., 3657 Humble Bldg., Houston, Tex., 77002.	United Gas Pipe Line Co., Sardis Church Field, Caldwell Parish, La.	15.0	15.025
CI65-1369 A 6-28-65	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex., 77001.	Natural Gas Pipeline Co. of America, Santa Fe et al. Fields, Brooks, and Hidalgo Counties, Tex.	16.0	14.65
CI65-1371 B 6-28-65	Coastal States Gas Producing Co., et al., Post Office Drawer 521, Corpus Christi, Tex., 78403.	United Gas Pipe Line Co., North Laward Field, Jackson County, Tex.	Depleted	
CI65-1372 A 6-30-65	Burnham & Eberly Gas Co., Rural Delivery No. 1, Corsica, Pa.	United Natural Gas Co., Millstone Township, Elk County, Pa.	(17)	15.325
CI65-1373 A 6-30-65	Sun Oil Co. (Mid-Continent Division), 1608 Walnut St., Philadelphia, Pa., 19103.	Northern Natural Gas Co., Hugoton Field, Haskell County, Kans. (Contract dated Apr. 5, 1965). Northern Natural Gas Co., Hugoton Field, Haskell County, Kans. (Contract dated Apr. 6, 1965).	\$12.0 \$14.0 \$16.0	14.65 14.65 14.65

<sup>1</sup> Production from West Panhandle Field.

<sup>2</sup> Production from Hugoton Field.

<sup>3</sup> Includes 1.0 cent per Mcf minimum guarantee for liquids.

<sup>4</sup> Production below 7,500 feet.

<sup>5</sup> The application filed in Docket No. G-15829 will be treated as a petition to amend the certificate issued in Docket No. G-7826 to include the additional acreage. Docket No. G-15829 will be canceled.

<sup>6</sup> Adds production attained from Afrona Oil & Gas Co., Inc.

<sup>7</sup> Includes 2.173 cents per Mcf tax reimbursement.

<sup>8</sup> Partially abandoned due to depletion of reservoir and water intrusion.

<sup>9</sup> Unit well has ceased to produce gas in commercial quantities.

<sup>10</sup> Releases 60 of 540 acres dedicated to basic contract; reserves involved were not substantial.

<sup>11</sup> Adds acreage acquired from Shell Oil Co., Docket No. G-13308.

<sup>12</sup> Includes 1.5 cents per Mcf estimated B.T.U. adjustment.

<sup>13</sup> Includes 0.1376 cents per Mcf tax reimbursement.

<sup>14</sup> Price for gas delivered subject to the taxing jurisdiction of the State of Louisiana.

<sup>15</sup> Price for gas produced outside of the taxing jurisdiction of the State of Louisiana.

<sup>16</sup> Well has ceased to produce gas in commercial quantities.

<sup>17</sup> When monthly deliveries average 25 to 49 Mcf per day, rate shall be 27.0 cents per Mcf; 50 to 99 Mcf per day, rate shall be 28.0 cents per Mcf; 100 to 249 Mcf per day, rate shall be 29.0 cents per Mcf; 250 to 499 Mcf per day, rate shall be 30.0 cents per Mcf; 500 Mcf or over per day, rate shall be 31.0 cents per Mcf; under 25 Mcf per day, rate shall be 26.0 cents per Mcf.

<sup>18</sup> For gas produced from formations above the base of the Wolfcamp Series of the Permian System.

<sup>19</sup> For gas produced from formations deeper than base of Wolfcamp Series of Permian System and above top of Morrow Series of Pennsylvanian System.

<sup>20</sup> For gas produced from formations below top of Morrow Series of Pennsylvanian System.

[P.R. Doc. 65-7393; Filed, July 14, 1965; 8:45 a.m.]

[Docket No. RP65-49]

### ATLANTIC SEABOARD CORP.

#### Notice of Proposed Changes in Rates and Charges

JULY 8, 1965.

Take notice that on June 29, 1965, Atlantic Seaboard Corp. tendered for filing proposed First Revised Tariff Sheets Nos. 1, 19, 26, 48, and 63 and Original Sheets Nos. 48A, 63A, and 91 to 96, inclusive, to its FPC Gas Tariff, Eighth Revised Volume No. 1, with the request that such tariff sheets be made effective as of May 16, 1965, the date on which the FPC Gas Tariff, Eighth Revised Volume No. 1 became effective, subject to final order of the Commission.

The proposed changes include a revision in the forms of Service Agreement providing for an interim term not exceeding 2 years; additions to sections 1.19 and 1.20 to the General Terms and Conditions and paragraph 6(b) of Rate Schedules CDS-PR-1 and CDS-PR-2 to make the CDS-PR rate schedules compatible with the new WS rate by providing for an adjustment of the base period volumes to reflect the transfer of volumes from CDS to the WS Rate Schedule; and a change in paragraph 5 of Rate Schedule WS substituting a transitional period for the elimination of the billing demand

ratchet provisions in the CDS and CDS-PR Rate Schedules in place of the original provision that removed the ratchet abruptly.

Comments or protests with respect to the foregoing proposed tariff sheets may be filed with the Federal Power Commission, Washington, D.C., 20426, pursuant to the Commission's rules of practice and procedure, on or before July 27, 1965.

JOSEPH H. GUTRIDE,  
Secretary.

[P.R. Doc. 65-7458; Filed, July 14, 1965; 8:45 a.m.]

[Docket Nos. CP62-265, CP62-200]

### EL PASO NATURAL GAS CO. AND CALIFORNIA-PACIFIC UTILITIES CO.

#### Notice of Petition To Amend

JULY 8, 1965.

Take notice that on July 1, 1965, El Paso Natural Gas Co. (Petitioner), Post Office Box 1492, El Paso, Tex., 79999, filed in Docket Nos. CP62-265 and CP62-200 a petition to amend the certificate of public convenience and necessity issued by the Commission on May 16, 1963, and amended July 2, 1963, and April 28, 1964, to authorize the substitution of certain compressor facilities in the project, as

more fully described in the petition to amend which is on file with the Commission and open to public inspection.

The compressor facilities are part of Petitioner's project to sell and deliver natural gas to California-Pacific Utilities Co. for transportation to and resale and general distribution in Grants Pass, Oreg., and 15 other Oregon communities. Specifically, Petitioner seeks authorization to substitute a single 1,040-horsepower gas turbine-driven compressor unit for the presently authorized single 880-horsepower reciprocating compressor unit at the proposed Albany Compressor Station, scheduled for installation during the calendar year 1965.

Petitioner states that the estimated capital investment attributable to the 1,040-horsepower unit is \$300,000, whereas the 880-horsepower unit was estimated to cost \$465,000. The substitution would therefore result in a decrease in the estimate of \$165,000.

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 August 5, 1965.

JOSEPH H. GUTRIDE,  
Secretary.

[P.R. Doc. 65-7459; Filed, July 14, 1965; 8:45 a.m.]

[Docket No. CP65-418]

### KANSAS-COLORADO UTILITIES, INC.

#### Notice of Application

JULY 9, 1965.

Take notice that on June 28, 1965, Kansas-Colorado Utilities, Inc. (Applicant), Post Office Box 1357, Colorado Springs, Colo., 80901, filed in Docket No. CP65-418 an application pursuant to sections 7(b) and 7(c) of the Natural Gas Act for permission and approval to abandon certain natural gas facilities and for a certificate of public convenience and necessity authorizing the construction and operation of meter stations and the sale of natural gas to Applicant's parent, Plateau Natural Gas Co. (Plateau), for resale, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks permission and approval to abandon by transfer to Plateau the facilities serving the so-called Wilcon, Coldwater, East Rehm, Rehm, and parts of the Sedan and Romero irrigation systems, which facilities were heretofore authorized to be acquired and constructed by the Commission's order issued June 1, 1965, in Docket No. CP65-55. Plateau will render the natural gas service to the irrigation systems in place of Applicant. The ultimate retail rates to be charged by Plateau will be the same as those proposed by Applicant in Docket No. CP65-55.

Applicant proposes to construct and operate 16 meter stations in Dallam and Hartley Counties, Tex., and Union County, N. Mex., to measure the natural

gas to be sold by it to Plateau for resale to the irrigation systems. The sale would be made under Applicant's I-1 Rate Schedule (Irrigation Service) on file with the Commission.

The estimated cost of constructing the meter stations is \$29,480, to be financed from cash on hand.

The application states that the reason for the proposals is that it now appears that the direct sales by Applicant to the irrigation customers, as originally proposed, raises the question that Applicant may be considered a "gas utility company" under the Public Utility Holding Company Act of 1935, which might make Plateau a "holding company" under that Act.

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 August 2, 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. 65-7461; Filed, July 14, 1965;  
8:45 a.m.]

[Docket No. CP66-1]

### NATURAL GAS PIPELINE CO. OF AMERICA

#### Notice of Application

JULY 9, 1965.

Take notice that on July 1, 1965, Natural Gas Pipeline Co. of America (Applicant), 122 South Michigan Avenue, Chicago, Ill., 60603, filed in Docket No. CP66-1 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the acquisition, construction, and operation of facilities to enable Applicant to purchase and receive gas produced from the Tomball Field, Harris County, Tex., all as more fully set forth in the application on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization to acquire 7.4 miles of 10-inch high pressure pipeline from Humble Oil & Re-

fining Co. (Humble) at a cost of \$152,000 and to construct a side tap and measuring station at an estimated cost of \$29,000. Applicant states that this pipeline has been examined and found to be suitable to transport gas from the Tomball Field to Applicant's existing mainline facilities. The facilities would enable Applicant to receive and purchase natural gas under a gas sales contract dated May 15, 1965, between Applicant and Humble. The remaining recoverable reserves in the Tomball Field available to Applicant under the contract are estimated to be 160,000 MMcf.

Applicant proposes to pay for the acquisition and construction of the facilities with 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 August 2, 1965.

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

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

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 65-7462; Filed, July 14, 1965;  
8:45 a.m.]

[Docket No. RI66-1]

### TEXACO, INC.

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

JULY 8, 1965.

On June 15, 1965, Texaco Inc. (Texaco)<sup>1</sup> tendered for filing a proposed change in its presently effective rate schedule for sales of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of Change, dated June 11, 1965.

Purchaser and Producing area: Northern Natural Gas Co. (Eumont Field, Lea County, N. Mex.) (Permian Basin Area).

Rate schedule designation: Supplement No. 5 to Texaco's FPC Gas Rate Schedule No. 16. Effective date: July 16, 1965.<sup>2</sup>

<sup>1</sup> Address is: Post Office Box 3109, Midland, Tex., 79704, Attention: Mr. J. H. Markley.  
<sup>2</sup> The stated effective date is the effective date requested by respondent.

Amount of annual increase: \$28,743.  
Effective rate: 10.7020 cents per Mcf.<sup>3</sup>  
Proposed rate: 11.7212 cents per Mcf.<sup>3</sup>  
Pressure base: 14.65 p.s.i.a.

Texaco's proposed increased rate and charge exceeds the applicable price level for increased rates in the Permian Basin Area as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR, Ch. I, Part 2, § 2.56).

The proposed changed rate and charge may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the proposed change, and that Supplement No. 5 to Texaco's FPC Gas Rate Schedule No. 16 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing shall be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in Supplement No. 5 to Texaco's FPC Gas Rate Schedule No. 16.

(B) Pending such hearing and decision thereon, Supplement No. 5 to Texaco's FPC Gas Rate Schedule No. 16 is hereby suspended and the use thereof deferred until December 16, 1965, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

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

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before August 18, 1965.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 65-7463; Filed, July 14, 1965;  
8:46 a.m.]

[Docket No. CP62-41]

### TRUNKLINE GAS CO.

#### Notice of Petition To Amend

JULY 9, 1965.

Take notice that on June 30, 1965, Trunkline Gas Co. (Petitioner), Post Office Box 1642, Houston, Tex., filed a petition to amend the Commission's order issued January 25, 1962, in Docket Nos.

<sup>3</sup> Includes partial reimbursement for full 2.55 percent New Mexico Emergency School Tax.

CP62-41 and CP62-120, as subsequently amended, to renew the authorization and to permit the continuation of the sale of natural gas and the operation of facilities, all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

The order of January 25, 1962, authorized Petitioner in Docket No. CP62-41 to construct and operate certain facilities and to sell and deliver, on an interruptible basis, a maximum of 30,000 Mcf of natural gas per day to Texas Eastern Transmission Corp. (Texas Eastern) until July 1, 1962. Said order also authorized Texas Eastern in Docket No. CP62-120 to construct certain facilities and to operate same to receive gas from Petitioner until July 1, 1962. By subsequent orders the authorization was extended to July 1, 1965, and the maximum daily volume limitation was increased to 36,750 Mcf.

The petition indicates that Texas Eastern continues to need gas when available from Petitioner to supplement its system requirements, and Petitioner has found that the sales to Texas Eastern from time to time have improved Petitioner's gas supply position and provided flexibility in Petitioner's operations.

Petitioner states that the parties, by amendment dated August 28, 1963, extended the term of their exchange contract to July 1, 1965, and on a month to month basis thereafter. By the instant filing Petitioner requests the renewal of the authorization and the continuation of the sale and the operation of the facilities in accordance with the terms and conditions of the contract, as amended.

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 August 2, 1965.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 65-7464; Filed, July 14, 1965;  
8:46 a.m.]

## SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3882]

### BELOCK INSTRUMENT CORP.

#### Order Suspending Trading

JULY 9, 1965.

The common stock, 50 cents par value, and the 6 percent convertible subordinated debentures, series A (due 1975) of Belock Instrument Corp., being listed and registered on the American Stock Exchange, pursuant to provisions of the Securities Exchange Act of 1934 and the 6 percent cumulative preferred stock and the 6 percent convertible subordinated debentures, series B (due 1975) being traded over the counter; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such Exchange and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to sections 15(c) (5) and 19(a) (4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period July 12, 1965, through July 21, 1965, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 65-7457; Filed, July 14, 1965;  
8:45 a.m.]

## INTERSTATE COMMERCE COMMISSION

[Notice 791]

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

JULY 9, 1965.

The following applications are governed by Special Rule 1.247<sup>1</sup> 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.

The publications hereinafter set forth reflect the scope of the applications as filed by applicants, and may include

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

descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

No. MC 531 (Sub-No. 191), filed June 24, 1965. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, Houston, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid latices*, in bulk, in tank vehicles, from points in Jefferson County, Ky., to points in California. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 1124 (Sub-No. 206), filed June 18, 1965. Applicant: HERRIN TRANSPORTATION COMPANY, a corporation, 2301 McKinney Avenue, Houston, Tex. Applicant's attorney: Leroy Hallman, First National Bank Building, Dallas 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities*, including *Classes A and B explosives* (except those of unusual value, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), (1) serving Birmingham, Mobile, Montgomery, and Opelika, Ala., Columbus, Ga., Jackson, Meridian, and Columbus, Miss., as intermediate points in connection with applicant's authorized regular-route operations; (2) between Jackson, Miss., and Atlanta, Ga.; (a) from Jackson over U.S. Highway 80 to junction U.S. Highway 11, thence over U.S. Highway 11 to Birmingham, Ala., thence over U.S. Highway 78 to Atlanta and return over the same route, serving all intermediate points; (b) from Jackson over U.S. Highway 80 to Macon, Ga., thence over Georgia Highway 87 to Jackson, Ga., thence over U.S. Highway 23 to Atlanta and return over the same route, serving all intermediate points; (3) between Tuskegee, Ala., and Atlanta, Ga., (a) from Tuskegee over U.S. Highway 29 to Atlanta and return over the same route, serving all intermediate points; (b) from Tuskegee over U.S. Highway 29 to junction Interstate Highway 85, thence over Interstate Highway 85 to Atlanta and return over the same route, serving all intermediate points; (4) between Selma, Ala., and Montgomery, Ala.; from Selma over Alabama Highway 14 to Prattville, Ala.

Thence over U.S. Highway 82 to Montgomery, Ala., and return over the same route, serving all intermediate points; (5) between Birmingham, Ala., and Columbus, Ga., over U.S. Highway 280, serving all intermediate points; (6) between LaGrange, Ga., and Columbus, Ga., over U.S. Highway 27, serving all intermediate points; (7) between Bremen, Ga., and Macon, Ga.; from Bremen over U.S. Highway 27 to Carrollton, Ga., thence over U.S. Highway Alternate 27 to Newnan, Ga., thence over Georgia Highway 16 to Griffin, Ga., thence over U.S. Highway 41 to Macon and return over the same route; serving

all intermediate points; (8) between Atlanta, Ga., and Columbus, Ga., from Atlanta over Georgia Highway 85 to Woodbury, Ga., thence over Georgia Highway 85E to Manchester, Ga., thence over Georgia Highway 85 (also alternate U.S. Highway 27) to Columbus and return over the same route, serving all intermediate points; (9) between Barnesville, Ga., and Perry, Ga., over U.S. Highway 341, serving all intermediate points; (10) between Griffin, Ga., and Atlanta, Ga., over U.S. Highway 41, serving all intermediate points; (11) between Mobile, Ala., and Baton Rouge, La.; from Mobile over U.S. Highway 98 to Lucedale, Miss., thence over Mississippi Highway 26 to the Mississippi-Louisiana State line, thence over Louisiana Highway 21 to Covington, La., thence over U.S. Highway 190 to Baton Rouge and return over the same route, serving all intermediate points; (12) between New Orleans, La., and Meridian, Miss.; (a) from New Orleans over U.S. Highway 11 to Meridian and return over the same route, serving all intermediate points; (b) from New Orleans, over Interstate Highway 59 to Meridian and return over the same route; serving all intermediate points; (13) between El Dorado, Ark., and Tuscaloosa, Ala., over U.S. Highway 82, serving all intermediate points; (14) between Athens, Ala., and Birmingham, Ala.; (a) from Athens over U.S. Highway 31 to Birmingham and return over the same route, serving all intermediate points; (b) from Athens over Interstate 65 to Birmingham and return over the same route, serving all intermediate points; (15) between Huntsville, Ala., and Tusculumbia, Ala., over U.S. Highway 72 (also over U.S. Highway Alternate 72), serving all intermediate points; (16) between Huntsville, Ala., and Birmingham, Ala.; from Huntsville over U.S. Highway 231 to Cleveland, Ala.

Thence over Alabama Highway 79 to Birmingham and return over the same route, serving all intermediate points; (17) between Florence, Ala., and Meridian, Miss.; from Florence over U.S. Highway 43 to Guin, Ala., thence over U.S. Highway 278 to Sulligent, Ala., thence over Alabama Highway 17 to Vernon, Ala., thence over Alabama Highway 18 to the Alabama-Mississippi State line, thence over Mississippi Highway 12 to Columbus, Miss., thence over U.S. Highway 45 to Meridian and return over the same route, serving no intermediate points, as an alternate route for operating convenience only; (18) between New Orleans, La., and Pensacola, Fla., over U.S. Highway 90 (also over Interstate Highway 10), serving all intermediate points; (19) between Mobile, Ala., and Birmingham, Ala., over U.S. Highway 31 (also over Interstate Highway 65), serving all intermediate points; (20) between Woodstock, Ala., and Mobile, Ala.; from Woodstock over Alabama Highway 5 to Woodstock Junction U.S. Highway 43 near Thomasville, Ala., thence over U.S. Highway 43 to Mobile and return over the same route, serving all intermediate points; (21) between Pensacola, Fla., and Flomaton, Ala., over U.S. Highway 29, serving all intermediate points; service proposed over the routes specified in 1 through 21

above is restricted to traffic moving to, from or through Memphis, Tenn., or Monroe, New Orleans or Baton Rouge, La. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New Orleans, La., and Atlanta, Ga.

No. MC 3560 (Sub-No. 22), filed June 22, 1965. Applicant: GENERAL EXPRESSWAYS, INC., 1205 South Platte River Drive, Denver, Colo., 80223. Applicant's attorney: Ken Wolford (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between junction U.S. Highway 30 and the Pennsylvania Turnpike near Irwin, Pa., and Lancaster, Pa., over U.S. Highway 30, serving no intermediate points and serving the junction U.S. Highway 30 and the Pennsylvania Turnpike and Lancaster, Pa., for the purpose of joinder only, as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations over the Pennsylvania Turnpike and U.S. Highways 11 and 230, subject to the following restrictions: (1) that applicant in operating over the Pennsylvania Turnpike shall handle only traffic which is moving between points in Massachusetts, Rhode Island, Connecticut, and the metropolitan area of New York, N.Y., including Jersey City, Newark, and Elizabeth, N.J., on the one hand, and, on the other, points west of the Ohio-Indiana State line and points in Ohio north of U.S. Highway 30 and Lima, Ohio, on U.S. Highway 30; or that which is moving between points south of Elizabeth, N.J., on the one hand, and, on the other, points west of the Illinois-Indiana State line, including Gary, Ind.; and (2) that the authority applicable to the said route shall continue only so long as applicant shall, by reason of other authority granted, be entitled or authorized to operate over other routes between the termini of the above specified route. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 13123 (Sub-No. 35), filed June 10, 1965. Applicant: WILSON FREIGHT FORWARDING COMPANY, a corporation, 3636 Follett Avenue, Cincinnati, Ohio, 45223. Applicant's attorney: Milton H. Bortz, 3636 Follett Avenue, Cincinnati, 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 Braddock, Clairton, Donora, Duquesne, Ellwood City, Homestead, Irwin, McKeesport, McKees Rocks, Munhall, Vandergrift, Allquippa, and Pittsburgh, Pa., and points in the Cleveland, Ohio, commercial zone and Loraine and McDonald, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, and the Lower Peninsula of Michigan. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 18088 (Sub-No. 35) (CORRECTION) filed March 19, 1965, published

FEDERAL REGISTER issue June 16, 1965, corrected June 29, 1965 and republished this issue. Applicant: FLOYD & BEASLEY TRANSFER COMPANY, INC., Post Office Drawer 8, Sycamore, Ala. Applicant's attorney: John W. Cooper, 805 Title Building, Birmingham, Ala., 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Textile products*, from Atlanta, Ga., Chattanooga, Tenn. and points in South Carolina to points presently authorized to be served through gateways Alexander City, Lafayette, Pell City, Sycamore, and Sylacauga, Ala., (2) *textile machinery*, from Atlanta, Ga., Birmingham, Ala., Chattanooga, Tenn. and points in South Carolina to points presently authorized to be served through gateway at Sycamore, Ala., and (3) *general commodities* (with usual exceptions) from Chattanooga, Tenn., Atlanta, Ga., and points in South Carolina to points presently authorized to be served through gateway at Pell City, Ala. **NOTE:** Applicant states it holds authority to serve through the above gateways as follows: (1) *textile products*, from Sycamore, Sylacauga, Pell City, Alexander City and Lafayette, Ala., to points in Tennessee, Georgia, Alabama, and South Carolina, (2) *textile machinery*, from Sycamore, Ala., to Abbeville, Alabama City, Albertville, Aliceville, Alexander City, Andalusia, Anniston, Birmingham, Bon Air, Childersburg, Clanton, Columbiana, Coosa Pines, Cordova, Dadeville, Dothan, Enterprise, Fairfax, Fayette, Florence, Geneva, Greenville, Guntersville, Huntsville, Jacksonville, Lafayette, Lanett, Langdale, Opelika, Opp, Ozark, Pell City, Pepperell, Riverview, Roanoke, Rock Mills, Shawmut, Siluria, Sladeville, Stevenson, Sylacauga, Talladega, Tallahassee, Union Springs, Uniontown, Vincent, Wetumpka, and Winfield, Ala., and (3) *general commodities*, through the gateway at Pell City, Ala., to all points on its regular route between Anniston, Ala., and Birmingham, Ala., and the off-route point of Cropwell, Ala., such points lying along Alabama Highway 202 (formerly U.S. Highway 78) from Anniston to the junction U.S. Highway 78 and thence over U.S. Highway 78 via Pell City, Ala., to Birmingham. The purpose of this application is to remove inbound gateways. Outbound gateways were removed in MC 18088 (Sub-No. 26). No new authority is applied for. The purpose of this republication is to correctly set forth the authority sought. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 18350 (Sub-No. 21), filed March 29, 1965. Applicant: SHEAMATSON TRUCKING CO., a corporation, 2053 North 30th Street, Milwaukee, Wis., 53208. Applicant's attorney: William C. Dineen, 412 Empire Building, 710 North Plankinton Avenue, Milwaukee, Wis., 53203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (A) *Articles*, each weighing 15,000 pounds or more, self-propelled or not, and not requiring special equipment, together with *related machinery, tools, parts and supplies* moving in conjunction therewith, except that no service

shall be performed in the stringing or picking up of pipe in connection with oil or gas pipelines, (1) between points in Wisconsin, on the one hand, and, on the other, points in Illinois; (2) between points in Wisconsin and Illinois, on the one hand, and, on the other, points in Indiana, Iowa, Missouri, and the Lower Peninsula of Michigan; and (3) between points in Illinois and those in that part of Wisconsin on and south of Wisconsin Highway 33 extending between Port Washington and Portage, Wis., and on and east of U.S. Highway 51 extending between Portage and Beloit, Wis., on the one hand, and, on the other, points in Minnesota, and (B) articles (except road construction machinery), each weighing 15,000 pounds or more, self-propelled or not, and not requiring special equipment, together with related machinery, tools, parts, and supplies moving in conjunction therewith, except that no service shall be performed in the stringing or picking up of pipe in connection with oil or gas pipelines, between points in that part of Wisconsin on and south of Wisconsin Highway 33 extending between Port Washington and Portage, Wis., and on and east of U.S. Highway 51 extending between Portage and Beloit, Wis., on the one hand, and, on the other, points in the Upper Peninsula of Michigan. NOTE: If a hearing is deemed necessary, applicant does not specify place.

No. MC 21170 (Sub-No. 99), filed June 21, 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 Elmira, N.Y., to points in Illinois, Indiana, Michigan, and Ohio and Carrollton, Macon, Marshall, Milan, Moberly, and St. Joseph, Mo. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 21170 (Sub-No. 107), filed June 28, 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: (1) *Paper and paper articles*, from Chicago, Ill., to Davenport, Iowa, St. Louis, Mo., and points in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Wisconsin, and (2) *paper mill materials and supplies*, from Davenport, Iowa, St. Louis, Mo., and points in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Wisconsin to Chicago, Ill. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 22278 (Sub-No. 25), filed June 21, 1965. Applicant: TAKIN BROS. FREIGHT LINE, INC., 2125 Commercial Street, Waterloo, Iowa. Applicant's attorney: Truman A. Stockton, The 1650 Grant Street Building, Denver, Colo. 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) serving Chaseburg, Wis., as an off-route point in connection with applicant's authorized regular-route operations, to and from La Crosse, Wis. NOTE: If a hearing is deemed necessary, applicant requests it be held at La Crosse, Wis., or Waterloo, Iowa.

No. MC 27817 (Sub-No. 61), filed June 22, 1965. Applicant: H. C. GABLER, INC., Rural Delivery 3, Chambersburg, Pa. Applicant's attorney: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Sand*, from points in New Jersey, to points in Cumberland and Franklin Counties, Pa. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 27817 (Sub-No. 62), filed June 23, 1965. Applicant: H. C. GABLER, INC., Rural Delivery 3, Chambersburg, Pa. Applicant's attorney: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Canned goods*, from points in Baltimore County, Md., to points in Maine, New Hampshire, Vermont, Connecticut, Massachusetts, Rhode Island, New York, Pennsylvania, New Jersey, Delaware, Virginia, West Virginia, Ohio, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 28060 (Sub-No. 14), filed June 25, 1965. Applicant: WILLERS, INC., doing business as WILLERS TRUCK SERVICE, 1400 North Cliff Avenue, Sioux Falls, S. Dak., 57101. 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, livestock, commodities in bulk, other than feed and seed, and commodities requiring special equipment), between Sioux Falls, S. Dak., and Pine Bend, Minn. NOTE: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 28956 (Sub-No. 9) (AMENDMENT), filed June 7, 1965, published FEDERAL REGISTER issue June 30, 1965, and republished as amended this issue. Applicant: G. P. RYALS, doing business as RYALS TRUCK SERVICE, Post Office Box 234, Albany, Ore. Applicant's attorney: Earle V. White, Fifth Avenue Building, 2130 Southwest Fifth Avenue, Portland 1, Ore. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Urea and dry fertilizers*, from points in Columbia County, Ore., to points in Washington. NOTE: The purpose of this republication is to delete dry chemicals and add urea to the commodity description. If a hearing is

deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 28956 (Sub-No. 10), filed June 7, 1965. Applicant: G. P. RYALS, doing business as RYALS TRUCK SERVICE, Post Office Box 234, Albany, Ore. Applicant's attorney: Earle V. White, 2130 Southwest Fifth Avenue, Portland, Ore., 97201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry fertilizer and dry urea*, from points in Multnomah County, Ore., to points in Washington. NOTE: If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 29392 (Sub-No. 8), filed June 14, 1965. Applicant: LES JOHNSON CARTAGE COMPANY, a corporation, Post Office Box 305, Denmark, Wis. Applicant's attorney: William C. Dineen, 412 Empire Building, 710 North Plankinton Avenue, Milwaukee, Wis., 53203. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Articles*, each weighing 15,000 pounds or more, self-propelled or not, and not requiring special equipment, together with related machinery, tools, parts and supplies moving in conjunction therewith, between points in Wisconsin, except those on and south of Wisconsin Highway 33, and, on and east of U.S. Highway 51, on the one hand, and, on the other, points in the Upper Peninsula of Michigan. NOTE: If a hearing is deemed necessary, applicant does not specify place.

No. MC 30844 (Sub-No. 185), filed June 21, 1965. Applicant: KROBLIN REFRIGERATED XPRESS, 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 hides and commodities in bulk, in tank vehicles), from the plant-site of Missouri Beef Packers, Inc., located at or near Phelps City, Mo., restricted to traffic originating at such facilities, to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., Omaha, Nebr., or Washington, D.C.

No. MC 31600 (Sub-No. 585) (AMENDMENT), filed April 9, 1965, published FEDERAL REGISTER issue April 28, 1965, amended June 30, 1965, and republished as amended this issue. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham, Mass. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry commodities*, in bulk, between points in Suffolk, Middlesex, Essex, Norfolk, Bristol, Plymouth, and Worcester Counties,



Mass., on the one hand, and, on the other, points in Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont. **NOTE:** The purpose of this republication is to add Worcester County to the territorial description. If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 35227 (Sub-No. 3), filed June 21, 1965. Applicant: JACK E. EDSON AND MARJORIE J. EDSON, a partnership, doing business as EDSON EXPRESS, Post Office Box 582, Longmont, Colo. Applicant's attorney: Edward T. Lyons, Jr., Suite 420, Denver Club Building, Denver, Colo., 80202. 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, commodities requiring special equipment, and those injurious or contaminating to other lading), serving points within a radius of five (5) miles of Longmont, Colo., as intermediate and/or off-route points in connection with applicant's regular-route operations between Denver, Longmont, Berthoud, and Mead, Colo. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 50069 (Sub-No. 327), filed June 23, 1965. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Wood River, Ill., and points within five (5) miles thereof, to points in Arkansas, Indiana, Iowa, Kansas, Kentucky, Michigan, Mississippi, Missouri, New Jersey, New York, Ohio, Pennsylvania, and Tennessee. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Chicago, Ill.

No. MC 51146 (Sub-No. 16), filed June 18, 1965. Applicant: SCHNEIDER TRANSPORT & STORAGE, INC., 817 McDonald Street, Green Bay, Wis. Applicant's attorney: Charles W. Singer, Tower Suite 3600, 33 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, from Delair and Barrington, N.J., to points in Illinois, Indiana, Iowa, Michigan, Minnesota, Ohio, Wisconsin, and St. Louis, Mo., and returned, refused, and rejected shipments of the above commodities, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 56270 (Sub-No. 12), filed March 29, 1965. Applicant: LEICHT TRANSFER & STORAGE COMPANY, a corporation, 1401-55 South State Street, Green Bay, Wis., 54306. Applicant's attorney: John L. Bruemmer, 121 West Doty Street, Madison, Wis., 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Articles*, each weighing 15,000 pounds or more, self-propelled or not, and not requiring spe-

cial equipment, together with *related machinery, tools, parts, and supplies*, moving in conjunction therewith, (1) between points in Wisconsin (except those in Milwaukee, Racine, and Kenosha Counties), and points in the Upper Peninsula of Michigan, on the one hand, and, on the other, points in Illinois, Minnesota, Iowa, Indiana, and the Lower Peninsula of Michigan, (2) between Green Bay, Wis., on the one hand, and, on the other, points in Wisconsin, and (3) between points in Wisconsin, on the one hand, and, on the other, points in the Upper Peninsula of Michigan. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at either Chicago, Ill., or Milwaukee, Wis.

No. MC 59306 (Sub-No. 2), filed June 25, 1965. Applicant: NIEDERGERKE TRUCK LINE, INCORPORATED, 107 West Fourth Street, Fulton, Mo. Applicant's attorney: Joseph Nancy, 117 West High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Brick, clay, and clay products*, from Fulton, Wellsville, and High Hill, Mo., to points in Madison County, Ill. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Mo.

No. MC 61592 (Sub-No. 36) (AMENDMENT), filed May 6, 1965, published in FEDERAL REGISTER issue of June 3, 1965, amended June 30, 1965, and republished as amended this issue. 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, stationary gas engines, and stationary electric motors, 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:** The purpose of this republication is to add stationary gas engines and stationary electric motors to the commodity description. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 61592 (Sub-No. 38) (AMENDMENT), filed May 14, 1965, published in FEDERAL REGISTER issue of June 3, 1965, republished as amended June 16, 1965, and republished as further amended this issue. 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) *Agricultural implements, self-propelled loaders, and parts for agricultural implements and self-propelled loaders*, from Owatonna, Minn., and points within 3 miles thereof, to points in the United States (except Alaska and Hawaii); and (2) *agricultural implements, self-propelled loaders, and parts for agricultural implements and self-propelled loaders*, which at the time of movement (a) are being transported for the purposes of display or experiment and not for sale and (b) are moving between the sites of plants, sales branches, warehouses, experimental stations and/or farms, shows, exhibits, and field demonstrations, owned or used by Owatonna Manufacturing Co., and *incidental paraphernalia* moving in the same vehicle and at the same time, between points in the United States (except Alaska and Hawaii). **NOTE:** The purpose of this republication is to add the commodities "self-propelled loaders" and "parts for self-propelled loaders" to the commodity descriptions. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn., or Chicago, Ill.

No. MC 62181 (Sub-No. 10), filed March 29, 1965. Applicant: JOHN HENNES TRUCKING COMPANY, a corporation, 320 South 19th Street, Milwaukee, Wis., 53233. Applicant's attorney: William C. Dineen, 412 Empire Building, 710 North Plankinton Avenue, Milwaukee, Wis., 53202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Heavy machinery, contractors' equipment, and building equipment*, each weighing 15,000 pounds or more, self-propelled or not, and not requiring special equipment together with *related machinery, tools, parts, and supplies* moving in conjunction therewith, between points in Wisconsin and Illinois. **NOTE:** Applicant is also authorized to conduct operations in Permit MC 111868, therefore dual operations may be involved. If a hearing is deemed necessary, applicant does not specify place.

No. MC 64932 (Sub-No. 379), filed June 23, 1965. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill. Applicant's attorney: Carl Steiner, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids*, in bulk, in tank vehicles, from Joliet, Ill., to points in Montana, South Dakota, and Wyoming. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 76436 (Sub-No. 25), filed June 18, 1965. Applicant: SKAGGS TRANSFER, INC., 2400 Ralph Avenue, Louisville, Ky. Applicant's attorney: Rudy Yessin, Sixth Floor McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except household goods, as defined by the Commission, articles of unusual value, commodities in bulk, commodities injurious or contaminating to other lading, and commodities which require special equip-

ment), (1) between junction U.S. Highway 79 and Kentucky Highway 102 and Clarksville, Tenn., over U.S. Highway 79, serving all intermediate points, and (2) between Elkton, Ky., and junction U.S. Highways 41 and 79, from Elkton over Kentucky Highway 181 to junction U.S. Highway 41, thence over U.S. Highway 41 to junction U.S. Highway 79, and return over the same route, serving all intermediate points. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn., or Louisville, Ky.

No. MC 80430 (Sub-No. 112), filed June 11, 1965. Applicant: GATEWAY TRANSPORTATION CO., INC., 2130 South Avenue, La Crosse, Wis. 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, commodities in bulk, household goods, as defined by the Commission, and those exceeding ordinary equipment and loading facilities), serving Chaseburg, Wis., as an off-route point in connection with applicant's authorized regular-route operations. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 83360 (Sub-No. 5), filed June 16, 1965. Applicant: T. M. McLAUGHLIN, doing business as MACK BROTHERS, Box 186, Victoria, Va. Applicant's attorney: Lionel Moses, Mutual Building, Richmond, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, pallettes, box shooks, and veneer wood*, in truckload minimum, from points in Virginia lying within the area bounded on the southeast by the Virginia-North Carolina State line where it intersects with U.S. Highway 1, thence northwardly along U.S. Highway 1 to Richmond and junction with U.S. Highway 250, thence westwardly along U.S. Highway 250 to Charlottesville and junction with U.S. Highway 29, thence southwardly along U.S. Highway 29 to Lynchburg and junction with U.S. Highway 501, thence southwardly along U.S. Highway 501 to Virginia-North Carolina State line, thence eastwardly along Virginia-North Carolina State line to U.S. Highway 1, to points in Florida, Georgia, South Carolina, North Carolina, District of Columbia, Maryland, Delaware, Pennsylvania, New Jersey, New York, Connecticut, Massachusetts, Tennessee, Kentucky, West Virginia, Ohio, Indiana, Illinois, and Michigan, and *materials used in the manufacture of pallettes and box shooks*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Richmond, Va.

No. MC 84737 (Sub-No. 76), filed May 24, 1965. Applicant: NILSON MOTOR EXPRESS, a corporation, Post Office Box 3616, Charleston, S.C., 29407. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those in-

jurious or contaminating to other lading), between Charleston, S.C., and points within a 15-mile radius thereof, on the one hand, and, on the other, points in that part of Florida east of the Apalachicola River (except points in Duval County, Fla.). **NOTE:** Applicant states that it intends to tack the above proposed authority with that authority previously granted in Certificate No. MC 84737 (Sub-No. 19), wherein applicant is authorized to serve points in the States of South Carolina, North Carolina, Virginia, Washington, D.C., and Baltimore, Md. If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C.

No. MC 89529 (Sub-No. 12), filed June 10, 1965. Applicant: UNITED PARCEL SERVICE OF PENNSYLVANIA, INC., 2600 North Broad Street, Philadelphia, Pa., 19132. Applicant's attorney: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are sold by department stores*, between St. Davids, Pa., and points in New Jersey and Delaware. **NOTE:** Common control may be involved. Applicant states the above operation will be limited to serving B. Altman and Co. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 92963 (Sub-No. 473), filed June 21, 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: *Acids and chemicals*, in bulk, (1) from points in New Mexico to points in the Kansas City, Kans., and Kansas City, Mo. commercial zone, and (2) from points in Iowa and Missouri to points in Tennessee. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 92983 (Sub-No. 474), filed June 28, 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: *Acids and chemicals*, in bulk, from points in Kansas and Missouri to points in Alabama and Michigan. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 94350 (Sub-No. 87), filed June 11, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, 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, equipped with hitch ball coupler excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oil field or industrial buildings, from points in Oklahoma to points in Louisiana and those in States west of the Mississippi River; namely, Alaska, Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico,

North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming, and *damaged or rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 94350 (Sub-No. 88), filed June 11, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Post Office Box 1628, 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, equipped with hitch ball coupler, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oil field or industrial buildings, from points in Missouri, 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 Jefferson City, Mo.

No. MC 94350 (Sub-No. 89), filed June 18, 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, equipped with hitch ball coupler, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oil field or industrial buildings, from points in Alabama, to points in Louisiana and those in States east of the Mississippi River; namely, Alabama, Connecticut, Delaware, 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, Wisconsin, and the District of Columbia, and *damaged or rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Montgomery, Ala.

No. MC 94350 (Sub-No. 90), filed June 18, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Post Office Box 1628, 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, equipped with hitch ball coupler, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oil field or industrial buildings, from points in Kentucky to points in Louisiana and those in States east of the Mississippi River; namely, Alabama, Connecticut, Delaware, 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, Wisconsin, and the District of Columbia, and damaged or rejected shipments, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Frankfort, Ky.

No. MC 94350 (Sub-No. 91), filed June 23, 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, equipped with hitch ball coupler, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oil field or industrial buildings, from points in New York to points in Louisiana and those States east of the Mississippi River, namely, Alabama, Connecticut, Delaware, 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, Wisconsin, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Albany, N.Y.

No. MC 94350 (Sub-No. 92), filed June 24, 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, equipped with hitch ball coupler, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oil field or industrial buildings, from points in South Dakota to points in Louisiana and those in States west of the Mississippi River; namely, Alaska, Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Pierre, S. Dak.

No. MC 94350 (Sub-No. 93), filed June 24, 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, equipped with hitch ball coupler, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oil field or industrial buildings, from points in Maine to points in Louisiana

and those in States east of the Mississippi River; namely, Alabama, Connecticut, Delaware, 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, Wisconsin, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Augusta, Maine.

No. MC 94350 (Sub-No. 94), filed June 24, 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, equipped with hitch ball coupler, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oil field or industrial buildings, from points in Wisconsin to points in the United States, including Alaska, but excluding Hawaii. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 94350 (Sub-No. 95), filed June 24, 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, equipped with hitch ball coupler, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oilfield or industrial buildings, from points in Maryland to points in Louisiana and those east of the Mississippi River; namely, Alabama, Connecticut, Delaware, 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, Wisconsin, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Baltimore, Md.

No. MC 94350 (Sub-No. 96), filed June 23, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, 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, equipped with hitch ball coupler, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oilfield or industrial buildings, from points in Tennessee to points in Louisiana and points in States east of

the Mississippi River; namely, Alabama, Connecticut, Delaware, 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, Wisconsin, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 94350 (Sub-No. 97), filed June 25, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, 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, equipped with hitch ball coupler, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oilfield or industrial buildings, from points in Colorado to points in Louisiana and those in States west of the Mississippi River; namely, Alaska, Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 94350 (Sub-No. 98), filed June 25, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, 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, equipped with hitch ball coupler, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oilfield or industrial buildings, from points in Iowa to points in Louisiana, and those in States west of the Mississippi River; namely, Alaska, Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 94350 (Sub-No. 99), filed June 25, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, 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, equipped with hitch ball coupler, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oil field or industrial buildings, from points in Minnesota, to points

in Louisiana, and those in States west of the Mississippi River; namely, Alaska, Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Paul, Minn.

No. MC 94350 (Sub-No. 100), filed June 28, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Box 1075, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles, in initial movements, and *portable buildings* traveling on their own or removable undercarriages which are designed to be joined together to form a complete structure, equipped with hitch ball coupler, excluding oil field or industrial buildings, from points in New Mexico to points in Louisiana and points 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 and rejected shipments* on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Santa Fe, N. Mex.

No. MC 94350 (Sub-No. 101), filed June 30, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Box 1075, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles, in initial movements; from points in Idaho to points in Louisiana, and points 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 and rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 97699 (Sub-No. 22), filed June 14, 1965. Applicant: BARBER TRANSPORTATION CO., a corporation, 321 Sixth Street, Rapid City, S. Dak. Applicant's attorney: Marlon F. Jones, Suite 420 Denver Club Building, Denver, Colo., 80202. 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, commodities in bulk, and those requiring special equipment), between Denver, Colo. and Rapid City, S. Dak., (1) from Denver, over U.S. Highway 87 and completed portion of Interstate Highway 25 to junction U.S. Highway 85 north of Cheyenne, Wyo., thence over U.S. Highway 85 to junction U.S. High-

way 18 at Mule Creek Junction, Wyo., thence over U.S. Highway 18 to junction South Dakota Highway 79, thence over South Dakota Highway 79 to Rapid City and return over the same route, serving the intermediate point of Hot Springs, S. Dak.; (2) from Denver over U.S. Highway 6 and completed portion of Interstate Highway 80S to junction Colorado Highway 113, 9 miles northeast of Sterling, Colo., thence over Colorado Highway 113 to the Nebraska-Colorado State line, thence over Nebraska Highway 19 to Sidney, Nebr., thence over U.S. Highway 385 to junction South Dakota Highway 79, 5 miles southeast of Hot Springs, S. Dak., thence over South Dakota Highway 79 to Rapid City, and return over the same route, serving no intermediate points, but serving the off-route point of Hot Springs, S. Dak.; and (3) from Denver over U.S. Highway 6 and completed portion of Interstate Highway 80S to junction Colorado Highway 71 at Brush, Colo., thence over Colorado Highway 71 to the Nebraska-Colorado State line, thence over Nebraska Highway 71 to junction Nebraska Highway 2, thence over Nebraska Highway 2 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction U.S. Highway 385, 2 miles east of Chadron, Nebr., thence over U.S. Highway 385 to junction South Dakota Highway 79, 5 miles southeast of Hot Springs, S. Dak., thence over South Dakota Highway 79 to Rapid City, and return over the same route, serving no intermediate points, but serving the off-route point of Hot Springs, S. Dak. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Rapid City, S. Dak. and Denver, Colo.

No. MC 101474 (Sub-No. 11), filed June 23, 1965. Applicant: RED TOP TRUCKING, INCORPORATED, 7020 Cline Avenue, Hammond, Ind., 46323. 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: *Slag*, from Gary, Ind., to points in Ohio, Indiana, Illinois, Michigan, Iowa, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 102616 (Sub-No. 765), filed June 25, 1965. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. Applicant's attorney: Harold G. Hernly, 711 14th Street NW., Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrogen tetroxide*, in bulk, in specially designed tank trailers, moving under Special Permit No. 3121, between Hercules, Calif.; Cape Kennedy, Fla.; Lewis Research Center, near Cleveland, Ohio; missile sites at or near Davis-Monthan Air Force Base, Ariz.; Little Rock Air Force Base, Ark.; and McConnell Air Force Base, Kans.; Denver, Colo. and points within 25 miles thereof. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 103993 (Sub-No. 216), filed June 25, 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: *Buildings*, complete or in sections, except oilfield or industrial buildings, and except trailers designed to be drawn by passenger automobiles, from points in Arizona, California, Idaho, Oregon, Utah, and Washington, to points in Arizona, California, Idaho, Colorado, Montana, Nevada, New Mexico, Oregon, Utah, Texas, Wyoming, and Washington. **NOTE:** If a hearing is deemed necessary, applicant does not request a place of hearing.

No. MC 105813 (Sub-No. 130), filed June 24, 1965. Applicant: BELFORD TRUCKING COMPANY, INC., 1299 Northwest 23d Street, Miami, Fla. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats*, *meat products*, and *meat byproducts*, 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 plantsite of Missouri Beef Packers, Inc., at or near Phelps City, Mo., to points in Alabama, Florida, Georgia, North Carolina, and South Carolina. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 107107 (Sub-No. 343) (AMENDMENT), filed March 26, 1965, published FEDERAL REGISTER issue, April 21, 1965, amended June 29, 1965, and republished as amended this issue. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 458, Allapattah Station, Miami, Fla., 33142. Applicant states service, in connection with previously described regular-routes (A) through (F) inclusive, will include all intermediate and off-route points in Mecklenburg County, N.C., all intermediate and off-route points in Florida, but no intermediate points in the States of South Carolina, Georgia, or Alabama. The purpose of this republication is to reflect the addition of intermediate and off-route points in Mecklenburg County, N.C., to applicant's prior request for authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 108046 (Sub-No. 1), filed June 21, 1965. Applicant: CURATOLA BROS. TRUCKING, INC., 142-82 Rockaway Boulevard, South Ozone Park, N.Y. Applicant's attorney: Edward M. Alfano, 2 West 45th Street, New York, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Such merchandise* as is dealt in by retail drug stores, from Cranford, N.J., to New York, N.Y., points in Nassau and Suffolk Counties, N.Y., and Bristol, Fairless Hills, and Philadelphia, Pa., and *returned shipments* of the same commodities, on return; (2) *dog beds*, from Oceanside, N.Y., to points in New York, N.Y., commercial zone, as defined by the Commis-

sion, in interstate or foreign commerce, and returned shipments of the same commodities, on return; and (3) knit goods, between Lawrence, N.Y., on the one hand, and, on the other, points in the New York, N.Y., commercial zone, as defined by the Commission, in interstate or foreign commerce. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 108449 (Sub-No. 203), filed June 23, 1965. Applicant: INDIAN-HEAD TRUCK LINE, INC., 1947 West County Road "C", St. Paul, Minn., 55113. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Manufactured dry fertilizer*, in bulk, from Pine Bend, Minn., and points within 5 miles thereof, to points in Iowa, North Dakota, Minnesota, South Dakota, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 108761 (Sub-No. 2), filed June 18, 1965. Applicant: THRONE AUTO SERVICE, INC., 3266 Upton Avenue, Toledo, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Wrecked and disabled motor vehicles*, in towaway service and replacement vehicles therefor, between points in Lucas County, Ohio, on the one hand, and, on the other, points in those counties on the Lower Peninsula of Michigan (except Monroe and Lenawee Counties), and points in Steuben, Lagrange, Elkhart, St. Joseph, and Allen Counties, Ind. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Toledo, Ohio.

No. MC 108860 (Sub-No. 4), filed May 6, 1965. Applicant: DAWES TRANSPORT, INC., 528 South 108th Street, Milwaukee, Wis., 53214. Applicant's attorney: William C. Dineen, 412 Empire Building, 710 North Plankinton Avenue, Milwaukee, Wis., 53203. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Articles*, each weighing 15,000 pounds or more, self-propelled or not, and not requiring special equipment, together with related machinery, tools, parts, and supplies, moving in conjunction therewith, between points in Wisconsin, those in that part of Illinois on and north of U.S. Highway 6, those in that part of Iowa on and north of a line beginning at the Iowa-Illinois State line and extending along U.S. Highway 6 to junction unnumbered highway (formerly portion U.S. Highway 6), thence along unnumbered highway through Victor and Brooklyn, Iowa, to junction U.S. Highway 6, thence along U.S. Highway 6 to junction Iowa Highway 90 (formerly portion U.S. Highway 6), thence along Iowa Highway 90 through Colfax, Iowa, to Des Moines, Iowa, and on and east of U.S. Highway 65 from Des Moines to the Iowa-Minnesota State line, and those in that part of Minnesota within 25 miles of the Minnesota-Iowa State line and of the Minnesota-Wisconsin State line. **NOTE:** If a hearing is deemed necessary, applicant does not specify place.

No. MC 109064 (Sub-No. 12), filed June 21, 1965. Applicant: TEX-O-KA-N TRANSPORTATION COMPANY, INC., 221 Northeast 28th Street, Post Office Box 4278, Fort Worth, Tex. Applicant's attorney: Reagan Sayers, Century Life Building, Fort Worth, Tex., 76102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer*, between Fort Worth, Tex., and points in Kansas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 109497 (Sub-No. 13) (AMENDMENT), filed May 26, 1965, published FEDERAL REGISTER issue June 24, 1965, amended June 28, 1965, and republished as amended this issue. Applicant: A. P. 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 or hopper-type vehicles, from Chesapeake, Va., and points in Virginia within fifteen (15) miles thereof, to points in North Carolina. **NOTE:** The purpose of this republication is to more clearly show the desired mode of transportation for the service as proposed above. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 109533 (Sub-No. 23), filed June 16, 1965. Applicant: OVERNITE TRANSPORTATION COMPANY, a corporation, Post Office Box 1216, Richmond, Va., 23209. Applicant's attorney: Alan E. Serby, Suite 1600, First Federal Building, Atlanta, Ga., 30303. 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., on the one hand, and, on the other, points in Russell County, Ala. **NOTE:** Applicant states it proposes to tack authority applied for with its existing authority in Docket MC 109533 and Subs 4, 7, 8, 13, 11, 14, 22, and any authority which may now be pending. It proposes to serve points in Georgia, South Carolina, North Carolina, Tennessee, Virginia, and Bluefield, W.Va. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ga.

No. MC 109689 (Sub-No. 165), filed June 14, 1965. Applicant: W. S. HATCH CO., a corporation, 643 South 800 West, Woods Cross, Utah. Applicant's attorney: Mark K. Boyle, 345 South State Street, Salt Lake City, Utah, 84111. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Nitrogen tetroxide*, in bulk, in specially designed tank trailers, between Hercules, Calif., Cape Kennedy, Fla., the plantsite of Lewis Research Center, located near Cleveland, Ohio; the missile sites located at or near Davis-Monthan Air Force Base, Ariz.; Little Rock Air Force Base, Ark.; McConnell Air Force Base, Kans.; Den-

ver, Colo., and points within 25 miles of Denver. The authority herein proposed, to the extent it duplicates any heretofore granted to applicant shall not be construed as conferring more than one operating right. **NOTE:** Applicant does not specify place of hearing if one is deemed necessary.

No. MC 109818 (Sub-No. 16), filed June 8, 1965. Applicant: WENGER TRUCK LINE, INC., Beaver, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa, 50316. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from Omaha, Nebr., to points in Nebraska. **NOTE:** Applicant states it proposes to tack authority applied for with its existing authority in Docket MC 109818, which authorizes, by joinder of separately stated rights, the transportation of general commodities, with the usual exceptions, from Chicago, Peoria, Moline, East Moline, Decatur, Joliet, and Rock Island, Ill., to Omaha, Nebr. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 109881 (Sub-No. 8), filed June 10, 1965. Applicant: STERNS TRANSPORT, INC., Post Office Box 277, Bradley Beach, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), between Toms River, N.J., and points in New Jersey. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 110525 (Sub-No. 718), filed April 6, 1965. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorneys: Leonard A. Jaskiewicz, 1155 15th Street NW., Madison Building, Washington, D.C., 20005, and Edwin H. van Deusen (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Glycol, propellants, refrigerants, blends, and mixtures thereof*, in bulk, in tank vehicles, from Institute, W. Va., to Fort Smith, Ark. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 111231 (Sub-No. 67), filed June 14, 1965. Applicant: JONES TRUCK LINES, INC., 610 East Emma Avenue, Springdale, Ark. 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,

servicing the intermediate points of Birmingham, Ala., Greenville, Miss., and those on U.S. Highway 82 within the State of Arkansas; (2) between Texarkana, Ark., and Sherman, Tex., over U.S. Highway 82, serving all intermediate points; (3) between Birmingham, Ala., and Memphis, Tenn., over U.S. Highway 78, serving no intermediate points and (4) between Texarkana, Tex., and Dallas, Tex., over U.S. Highway 67, serving all intermediate points. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 111812 (Sub-No. 294), filed June 14, 1965. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak., 57101. Applicant's attorney: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr., 68102. 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 (except hides and commodities in bulk, in tank vehicles), from the plantsite of Missouri Beef Packers, Inc., located at Phelps City, Mo., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia, restricted to traffic originating at the facilities of Missouri Beef Packers, Inc. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Kans., or Omaha, Nebr.

No. MC 111812 (Sub-No. 295), filed June 23, 1965. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak., 57101. Applicant's attorney: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr., 68102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods and frozen products, including frozen animal and poultry food*, from New Bedford, Mass., and points within twenty (20) miles thereof, to points in Illinois, Indiana, Iowa, Kentucky, North Dakota, Michigan, Minnesota, Missouri, Nebraska, Ohio, South Dakota, Wisconsin, and including ports of entry on the international boundary line between the United States and Canada located in Minnesota and North Dakota. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 112148 (Sub-No. 34), filed June 23, 1965. Applicant: JAMES H. POWERS, INC., Melbourne, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines, Iowa, 50316. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and preserved foodstuffs*, from points in Chautauqua County, N.Y., to points in Michigan. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Buffalo, N.Y.

No. MC 112520 (Sub-No. 123), filed June 21, 1965. Applicant: McKENZIE TANK LINES, INC., New Quincy Road, Tallahassee, Fla. Applicant's attorney: Sol H. Proctor, 1730 American Heritage Life Building, Jacksonville, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, nitrogen fertilizer solution, ammoniated solutions, aqua ammonia, fertilizer compounds, and fertilizer materials*, in bulk, from points in Decatur County, Ga., to points in Florida. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Jacksonville, Fla.

No. MC 112697 (Sub-No. 6), filed June 21, 1965. Applicant: SAMUEL A. BRASFIELD, doing business as B & S ENTERPRISES, 1727 Osborn Drive, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients*, in bags and in dry bulk, (1) from Memphis, Tenn., to points in Arkansas and Mississippi, and (2) from Birmingham, Ketona, and Sheffield, Ala., to points in Tennessee, Arkansas, and Mississippi, and *rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 113267 (Sub-No. 145) (AMENDMENT), filed March 26, 1965, published FEDERAL REGISTER issue April 14, 1964, amended and republished as amended this issue. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., Post Office Box 548, Caseyville, Ill. Applicant's attorney: R. H. Burroughs, 115 East Main Street, Collinsville, 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, Appendix I in *Description in Motor Carrier Certificate* 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles), (1) from points in Dakota County, Nebr., to points in Arkansas, Kentucky, Tennessee, Louisiana, Mississippi, Alabama, Georgia, Florida, North Carolina, and South Carolina, and (2) from Sioux City, Iowa, to points in Arkansas, Kentucky, Tennessee, Louisiana, Mississippi, Georgia, and Florida. **NOTE:** Common control may be involved. The purpose of this republication is to add (2) above to authority sought. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Omaha, Nebr.

No. MC 113362 (Sub-No. 77), filed June 21, 1965. Applicant: ELLSWORTH FREIGHT LINES, INC., 220 East Broadway, Eagle Grove, Iowa. Applicant's attorney: William J. Boyd, 30 North La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Confectionery, candy, cocoa, coatings, compounds, and cough drops*, from Reading, Elizabethtown, and Lititz, Pa., to points in Arkansas, Colorado, 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 Washington, D.C.

No. MC 113459 (Sub-No. 30), filed June 11, 1965. Applicant: H. J. JEPFRIES TRUCK LINE, INC., 4720 South Shields Boulevard, Oklahoma City 29, Okla. Applicant's attorney: James W. Hightower, Wynnewood Professional Building, Dallas, Tex., 75224. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Posts, treated or untreated, from Diboll, Tex., to points in Colorado, Illinois, Indiana, Iowa, Kansas, Missouri, Nebraska, Ohio, and Oklahoma, and damaged and rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 113908 (Sub-No. 167), filed June 17, 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: *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, Kentucky, Illinois, Michigan, Ohio, Wisconsin, Minnesota, Iowa, Missouri, Kansas, Nebraska, and South Dakota. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 113908 (Sub-No. 168), filed June 24, 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: *Formaldehyde*, in bulk, in tank vehicles, from the plantsite of the Reichhold Chemicals, Inc., located at Kansas City, Kans., to the plantsite of the Reichhold Chemicals, Inc., located at Ferndale, (Detroit), Mich. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 113908 (Sub-No. 169), filed June 24, 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: *Chemicals*, in bulk, in tank vehicles, from Kansas City, Kans., to points in Alabama, Arkansas, Georgia, Louisiana, and Mississippi. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 113908 (Sub-No. 170), filed June 28, 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: *Anhydrous ammonia, ammonium nitrate, urea, nitric acid, sulphuric acid, and fertilizer solutions*, liquid, in bulk, in tank vehicles, from the plantsite of the American Cyanamid Co., at South River, Mo., located near Palmyra, in Marion County, Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky,

Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 114019 (Sub-No. 127) (AMENDMENT), filed January 25, 1965, published FEDERAL REGISTER issue February 17, 1965, amended July 6, 1965, and republished as amended this issue. 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: *Syrup coloring, caramel coloring, and burnt sugar*, in bulk, in tank vehicles, from Clinton, Iowa, to points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Kansas (except Bonner Springs), Kentucky, Louisiana, Maine, Massachusetts, Mississippi, Nebraska, New Hampshire, North Carolina, Oklahoma, Rhode Island, South Carolina, Texas, Vermont, Virginia, West Virginia, Maryland, New Jersey, New York, Pennsylvania, Illinois, Indiana, Michigan, and Ohio. NOTE: The purpose of this republication is to broaden the destination territory. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114019 (Sub-No. 131) (AMENDMENT), filed March 25, 1965, published in FEDERAL REGISTER issue of April 21, 1965, amended June 28, 1965, and republished as amended this issue. 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: (1) *Glassware and glass containers*, with or without their equipment of caps, covers, tops, or stoppers, paper cartons, or accessories for glass containers, from the plantsite of Anchor Hocking Glass Corp. at Gurnee, Ill., to points in Wisconsin, Iowa, Minnesota, Missouri, Nebraska, the Upper Peninsula of Michigan, Colorado, Kansas, Montana, North Dakota, South Dakota, and Wyoming; and (2) *materials, supplies, and equipment* as are used in the manufacture of glassware, from points in Wisconsin, Iowa, Minnesota, Missouri, Nebraska, the Upper Peninsula of Michigan, Colorado, Kansas, Montana, North Dakota, South Dakota, and Wyoming, to the plantsite of Anchor Hocking Glass Corp. at Gurnee, Ill. NOTE: The purpose of this republication is to add the States of Colorado, Kansas, Montana, North Dakota, South Dakota, and Wyoming to the destination territory in (1) above and to the origin territory in (2) above. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114890 (Sub-No. 31), filed June 18, 1965. Applicant: KENNETH CHILDRESS, doing business as C. E. REYNOLDS GASOLINE & CHEMICAL TRANSPORT CO., Post Office Box A, 2209 Range Line, Joplin, Mo. Authority sought to operate as a common carrier,

by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, ammonium nitrate, urea, nitric acid, sulphuric acid and fertilizer solutions*, liquid, in bulk, in tank vehicles, from the plantsite of the American Cyanamid Co. at South River, Mo. (located near Palmyra), in Marion County, Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 114897 (Sub-No. 62), filed June 24, 1965. Applicant: WHITFIELD TANK LINES, INC., Post Office Box 9897, El Paso, Tex., 79989. Applicant's attorney: O. Russell Jones, 207 Bokum Building, 142 West Palace Avenue, Santa Fe, N. Mex., 87501. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk, having a prior or subsequent movement by rail, water or pipeline, between points in Arizona, California, Colorado, Kansas, New Mexico, Nevada, Oklahoma, Texas, and Utah. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 115311 (Sub-No. 48), filed June 14, 1965. Applicant: J & M TRANSPORTATION CO., INC., Post Office Box 589, Americus, Ga. Applicant's attorney: Paul M. Daniell, Suite 1600, First Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, (1) from Augusta, Ga., to points in South Carolina, North Carolina, and Tennessee, (2) from Atlanta, Ga., to points in Alabama, North Carolina, South Carolina, and Tennessee, and (3) from Bainbridge, Ga., to points in Alabama, Florida, North Carolina, and South Carolina. NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 115311 (Sub-No. 49), filed June 25, 1965. Applicant: J & M TRANSPORTATION CO., INC., Post Office Box 589, Americus, Ga. Applicant's attorney: Paul M. Daniell, Suite 1600, First Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Sugar*, from points in St. James Parish, La., to points in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee. NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 115841 (Sub-No. 238) (AMENDMENT), filed May 4, 1965, published FEDERAL REGISTER issue May 26, 1965, amended May 27, 1965, and republished as amended this issue. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except fruit, grape juice, jams, jellies, preserves, and tomato juice from North East, Pa., and

frozen foods from Lake City, Pa.), from points in Erie County, Pa., to points in Tennessee, Alabama, Mississippi, and Louisiana. NOTE: The purpose of this republication is to more clearly set forth the restriction and to broaden the origin point. If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 116045 (Sub-No. 20), filed June 25, 1965. Applicant: NEUMAN TRANSPORT CO., INC., Post Office Box 31, Rawlins, Wyo. Applicant's attorney: Alvin J. Meiklejohn, Jr., Suite 420, Denver Club Building, Denver, Colo., 80202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Spent sulphuric acid*, in bulk, in tank vehicles, from Sinclair and Casper, Wyo., to Mountain City, Nev., and points within 2 miles thereof. NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 116073 (Sub-No. 20), filed June 25, 1965. Applicant: BARRETT MOBILE HOME TRANSPORT, INC., 1825 Main Avenue, Moorhead, Minn. Applicant's attorneys: John G. McLaughlin, 624 Pacific Building, 520 Southwest Yamhill Street, Portland, Oreg., 97204 and Donald E. Cross, 917 Munsey Building, 1329 E Street NW., Washington, D.C., 20004. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Mobil homes and other trailers*, designed to be drawn by passenger automobiles; and *sections of portable buildings* traveling on affixed or removable undercarriages, which sections are designed to be joined together to form a complete structure, excluding oil field or industrial buildings, in initial movements, in truckaway service, from points in Idaho, to points in the United States including Alaska but excluding Hawaii. NOTE: If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 116763 (Sub-No. 52), filed June 18, 1965. Applicant: CARL SUBLER TRUCKING, INC., Auburndale, Fla., mail address: North West Street, Versailles, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Canned fruit and canned fruit juices*, not frozen, from points in Florida to points in Iowa, Missouri (that part west of U.S. Highway 67 including St. Louis and points in its commercial zone), and Minnesota (except St. Paul, Minneapolis and Duluth). NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 116763 (Sub-No. 53), filed June 18, 1965. Applicant: CARL SUBLER TRUCKING, INC., Auburndale, Fla., (Mail address: North West Street, Versailles, Ohio). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Canned, prepared, and preserved foodstuffs*, between points in Maine and Manchester, N.H., on the one hand, and, on the other, points in New York, Pennsylvania, New Jersey, Delaware, Maryland, Virginia, and the District of Columbia. NOTE: If a hearing is deemed

necessary, applicant requests it be held at Portland, Maine.

No. MC 118130 (Sub-No. 26), filed June 21, 1965. Applicant: BEN HAMRICK, INC., 2000 Chelsea Drive West, Fort Worth, Tex. Applicant's attorney: M. Ward Bailey, Continental Life Building, Fort Worth, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned foods*, from Tyler, and Lindale, Tex., to points in Arizona, Oklahoma, and New Mexico. NOTE: If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 118130 (Sub-No. 27), filed June 21, 1965. Applicant: BEN HAMRICK, INC., 2000 Chelsea Drive West, Fort Worth, Tex. Applicant's attorney: M. Ward Bailey, Continental Life Building, Fort Worth, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned foods*, from Muncie, and Plumtree, Ind., to points in Alabama, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Texas. NOTE: If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 118158 (Sub-No. 1), filed June 24, 1965. Applicant: LOU'S TRANSFER & STORAGE CO., INC., 19 East Camden Street, Baltimore, Md. Applicant's representative: Donald E. Freeman, 172 East Green Street, Westminster, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Port Newark, N.J., and New York, N.Y., to Baltimore, Md. NOTE: If a hearing is deemed necessary, applicant requests it be held at Baltimore, Md.

No. MC 118831 (Sub-No. 40), filed June 25, 1965. Applicant: CENTRAL TRANSPORT, INCORPORATED, Uwharrie Road, Post Office Box 5044, High Point, N.C. Applicant's attorney: Harry C. Ames, Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid commodities*, in bulk (except petroleum products) from points in North Carolina to points in North Carolina, Virginia, and South Carolina. NOTE: If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 119767 (Sub-No. 90), filed June 21, 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) *Glassware, bottles, and containers*, (2) *caps, covers and/or closures*, for glass containers, and *fiberboard boxes* when moving in mixed loads with glassware, bottles, and containers, from points in Lake and Will Counties, Ill., to points in Iowa, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin, and the Upper Peninsula of Michigan. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119767 (Sub-No. 91), filed June 25, 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: *Meats, meat products, meat byproducts and frozen foods*, restricted against the transportation of commodities in bulk, from points in Coles County, Ill., to points in Minnesota. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119767 (Sub-No. 92), filed June 25, 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: *Building, paving, and roofing materials*, from Wilmington, Ill., to points in Iowa, Kansas, Nebraska, Minnesota, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119767 (Sub-No. 93), filed June 28, 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: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* (except hides and commodities in bulk), from Sioux City, Iowa, and points in Dakota County, Nebr., to points in Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Omaha, Nebr.

No. MC 119778 (Sub-No. 93), filed June 21, 1965. Applicant: RED WING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: Frank B. Hand, Jr., 921 17th Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles (except carbon disulphide, carbon tetrachloride, caustic soda, chlorine, and sulphuric acid), from LeMoyne, Ala., and points within five (5) miles thereof, to points in Arkansas, Florida, Georgia, Louisiana, Mississippi, Tennessee, North Carolina, South Carolina, and Virginia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 123245 (Sub-No. 1), filed June 11, 1965. Applicant: LEESER & STAUFFER TRUCK SERVICE, INC., Taylor, Mo. 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: *Ammonium nitrate, urea, fertilizer, materials, and fertilizer ingredients*, other than liquid, from the plantsite of the American Cyanamid Co., at South River,

Mo. (located near Palmyra), in Marion County, Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, and Wisconsin. NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit MC 113865 and subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 123393 (Sub-No. 66), filed June 21, 1965. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 1914 East Blaine Street, Springfield, Mo. Applicant's attorney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and furniture parts* from points in North Carolina on and west of U.S. Highway 21, to points in Arkansas, Oklahoma, Missouri, Kansas, Nebraska, Iowa, North Dakota, South Dakota, Minnesota, Wisconsin, and points in Illinois on and south of Illinois Highway 15, and *rejected, damaged, and return shipments*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 123393 (Sub-No. 67), filed June 21, 1965. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 1914 East Blaine Street, Springfield, Mo. Applicant's attorney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses* as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from points in Wisconsin to points in Iowa, Kansas, Missouri, Nebraska, and Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Milwaukee, Wis.

No. MC 124078 (Sub-No. 144), filed June 28, 1965. Applicant: SCHWERMAN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis. Applicant's attorney: James R. Ziperski (address same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk, between points in Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee. NOTE: Applicant states the service as proposed above to be restricted to shipments having a prior or subsequent movement by rail, water, or pipeline. No duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La., or Atlanta, Ga.

No. MC 124324 (Sub-No. 4), filed June 21, 1965. Applicant: MURPHY TRUCKING CO., INC., Denver, Ind. Applicant's attorney: Donald W. Smith, Suite 511, Fidelity Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Alfalfa*



meal and alfalfa pellets, from Blissfield, Mich., to points in Indiana. Note: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 124813 (Sub-No. 22), filed June 24, 1965. Applicant: UMTHUN TRUCKING CO., a corporation, 910 South Jackson Street, Eagle Grove, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Feed ingredients, in bulk, and in bags, from Montpelier, Iowa, and points within five (5) miles thereof, to points in Ohio, Michigan, Kentucky, Tennessee, Mississippi, Arkansas, and those points in Pennsylvania on and west of U.S. Highway 219. Note: Applicant has contract carrier authority under MC 118468 (Sub-No. 16), therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Chicago, Ill.

No. MC 124813 (Sub-No. 23), filed June 24, 1965. Applicant: UMTHUN TRUCKING CO., a corporation, 910 South Jackson Street, Eagle Grove, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Alfalfa meal, from Fremont and Schuyler, Nebr., to points in Indiana. Note: Applicant has contract carrier authority under MC 118468 (Sub-No. 16), therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 125607 (Sub-No. 1), filed June 23, 1965. Applicant: WILSON'S TRANSPORT LTD., Henrietta Street, Toronto 9, Ontario, Canada. Applicant's attorney: Clarence D. Todd, 1325 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Paper mill materials and supplies, between Parchment and Kalamazoo, Mich., on the one hand, and, on the other, the port of entry located on the international boundary line between the United States and Canada located at or near Sault Sainte Marie, Mich. Note: Applicant states that the above-proposed operation will be restricted to traffic originating at or destined to the plants of KVP Sutherland Paper Co. or its subsidiaries, at Espanola, Ontario, Canada. If a hearing is deemed necessary, applicant requests it be held at Detroit or Lansing, Mich.

No. MC 126195 (Sub-No. 4), filed June 18, 1965. Applicant: MERCHANTS PICKUP AND DELIVERY SERVICE, INC., 715 South Church Street, Burlington, N.C. Applicant's attorney: W. Clary Holt, North Carolina National Bank Building, Burlington, N.C. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Such commodities as are dealt in by retail mailorder houses, described as toilet preparations, compounds, waxes, polishes, brushes, and premiums of general merchandise such as irons, blankets, and similar items

which are shipper's gifts to its dealers, for the account of Stanley Home Products, Inc., between Burlington, N.C., and points in Alamance, Chatham, Davidson, Davie, Forsyth, Guilford, Montgomery, Moore, Orange, Randolph, Rockingham, Stokes, Surry, and Yadkin Counties, N.C., on traffic originating at Richmond, Va. Note: If a hearing is deemed necessary, applicant requests it be held at Greensboro or Raleigh, N.C.

No. MC 126548 (Sub-No. 4), filed June 18, 1965. Applicant: ROBERT R. REED, 304 First Avenue, Grinnell, Iowa. Applicant's representative: Kenneth F. Dudley, 901 South Madison Avenue, Post Office Box 279, Ottumwa, Iowa. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Pallets and skids and related parts of and for pallets and skids, from Belle Plaine, Iowa, to points in Illinois and Indiana. Note: Applicant states the proposed service to be under continuing contract with Belle Plaine Sawmill. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 127368, filed June 10, 1965. Applicant: ROBERT DeMORRO and JOSEPH CAMPANO, a partnership, doing business as TRAVELER'S TRANSPORT, 105 Court Street, New Haven, Conn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Trunks, baggage, and personal effects, between points in Connecticut and pliers in New York, N.Y. Note: If a hearing is deemed necessary, applicant requests it be held at New Haven, Conn.

No. MC 127369, filed June 10, 1965. Applicant: WILLIAM J. BODZSAR, doing business as STEVE'S LOWBED TRUCKING, 2216 Enterprise Street, Los Angeles, Calif., 90021. Applicant's attorney: Donald Murchison, Suite 211, Allen Paris Building, 211 South Beverly Drive, Beverly Hills, Calif., 90212. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Heavy machinery and equipment and property which because of its size and weight requires the use of special equipment or special handling, between points in Los Angeles County, Calif. Note: Applicant states that the proposed operation will involve the transportation of the above-specified commodities, any or all of which are at the time moving on bills of lading of freight forwarders in Los Angeles County, Calif. Note: If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 127371, filed June 18, 1965. Applicant: LITTLE PRINCESS TRUCK RENTALS, INC., 1243 Allen Drive, Seaford, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Paints, wallpaper, lighting fixtures, and hardware supplies, from Westbury, Long Island, N.Y., to Scarsdale, N.Y., and Paramus, Watchung, Somerville, Brunswick, and Lodi, N.J.; and (2) filled cartons of paint, from Lodi, N.J., to Westbury, Long Island, N.Y. Note: The above proposed transportation service will be performed for the distribution of

the goods and merchandise of Pergament Distributors, Inc. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 127389, filed June 21, 1965. Applicant: PAUL A. SILVA, 3711 Alta Monte, Northeast, Albuquerque, N. Mex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) New cars, from Houston, Tex., to Albuquerque, N. Mex., and (2) used cars, (a) from Albuquerque, N. Mex., to Salt Lake City, Utah, and (b) from Amarillo, Ft. Worth, and Lubbock, Tex., to Albuquerque, N. Mex. Note: If a hearing is deemed necessary, applicant requests it be held at Albuquerque, N. Mex.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 127363, filed June 17, 1965. Applicant: VAN DYKE TAXI & TRANSFER, INC., New York Central Terminal, Buffalo, N.Y., 14212. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Passengers, in special operations, beginning and ending at Buffalo, N.Y., and extending to the international boundary line at or near Niagara Falls, Ontario, Canada. Note: If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

#### APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

No. MC 531 (Sub-No. 190), filed June 17, 1965. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, Houston, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid petroleum wax, in bulk, in tank vehicles, from Barnsdall, Okla., to Los Angeles, Calif.

No. MC 37896 (Sub-No. 16), filed February 25, 1965. Applicant: YOUNGBLOOD TRUCK LINES, INC., Fletcher, N.C. Applicant's attorney: James E. Wilson, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, dangerous explosives, livestock, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), (1) between Akron, Ohio, and Wilmington, N.C., (a) from Akron over Ohio Highway 241 to Massillon, thence over U.S. Highway 21 to Marietta, thence over Ohio Highway 7 to Ohio-West Virginia State line, at or near Parkersburg, W. Va., thence over U.S. Highway 21 to Charleston, thence over West Virginia Turnpike to Princeton, thence over U.S. Highway 480 to junction Virginia Highway 100, thence over Virginia Highway 100 to junction U.S. Highway 221, thence over U.S. Highway 221 to junction U.S. Highway 52, thence over U.S. Highway 52 to Winston-Salem, N.C., thence over U.S. Highway 421 to Greensboro, thence over U.S. Highway 70 to Raleigh, thence over U.S. Highway 401 to junction U.S. Highway 421, thence over U.S. Highway 421 to Wilmington, and return over the same route, (b) from Akron over Ohio Highway 241 to Massillon, thence over

U.S. Highway 21 to Marietta, thence over Ohio Highway 7 to Ohio-West Virginia State line, at or near Parkersburg, W. Va., thence over U.S. Highway 21 to Charleston, thence over West Virginia Turnpike to Princeton, thence over U.S. Highway 460 to junction Virginia Highway 100.

Thence over Virginia Highway 100 to junction U.S. Highway 221, thence over U.S. Highway 221 to junction U.S. Highway 52, thence over U.S. Highway 52 to Winston-Salem, N.C., thence over U.S. Highway 52 to Lexington, thence over U.S. Highway 64 to Asheboro, thence over U.S. Highway 220 to junction U.S. Highway 74, thence over U.S. Highway 74 to Wilmington, and return over the same route, (c) from Akron over Ohio Highway 5 to Wooster, thence over Ohio Highway 3 to Columbus, thence over U.S. Highway 40 to Springfield, thence over Ohio Highway 4 to Dayton, thence over U.S. Highway 25 to Cincinnati, thence over U.S. Highway 25 to Corbin, Ky., thence over U.S. Highway 25E to Morristown, Tenn., thence over U.S. Highway 11E to Greenville, thence over Tennessee Highway 70 to Tennessee-North Carolina State line, thence over North Carolina Highway 208 to junction U.S. Highway 25, thence over U.S. Highway 25 to Asheville, thence over U.S. Highway 74 to Wilmington, and return over the same route. Note: (1) Service is proposed to and from the intermediate points of Columbus, Springfield, Dayton, and Cincinnati, Ohio, and the off-route points of Middletown, Hamilton, Norwood, Troy, West Carrollton, and Miamisburg, Ohio; Lowland, Tenn.; Newport and Fort Thomas, Ky.; (2) service is proposed to and from all intermediate and off-route points in North Carolina on and west of U.S. Highway 1; (3) no service is proposed between Ohio points or between Ohio points and Kentucky points; (4) no service is proposed between points in North Carolina; (2) between Akron, Ohio, and Fletcher, N.C., (a) from Akron over Ohio Highway 8 to Canton, thence over U.S. Highway 62 to junction U.S. Highway 21, thence over U.S. Highway 21 to Marietta.

Thence over Ohio Highway 7 to Ohio-West Virginia State line, at or near Parkersburg, W. Va., thence over U.S. Highway 21 to Charleston, thence over West Virginia Turnpike to Princeton, thence over U.S. Highway 460 to junction Virginia Highway 100, thence over Virginia Highway 100 to junction U.S. Highway 221, thence over U.S. Highway 221 to junction U.S. Highway 52, thence over U.S. Highway 52 to Winston-Salem, N.C., thence over U.S. Highway 52 to Mocksville, thence over U.S. Highway 64 to Statesville, thence over U.S. Highway 70 to Asheville, thence over U.S. Highway 25 and Alternate U.S. Highway 25 to Fletcher, and return over the same route; (b) from Akron over Ohio Highway 8 to Canton, thence over U.S. Highway 62 to junction U.S. Highway 21, thence over U.S. Highway 21 to Marietta, thence over Ohio Highway 7 to Ohio-West Virginia State line, at or near Parkersburg, W. Va., thence over U.S. Highway 21 to Charleston, thence over West Virginia Turnpike to Prince-

ton, thence over U.S. Highway 19 to junction U.S. Highway 23, thence over U.S. Highway 23 to Asheville, N.C., thence over U.S. Highway 25 and Alternate U.S. Highway 25 to Fletcher, and return over the same route. Note: (1) Service is proposed to and from all intermediate and off-route points in North Carolina on and west of U.S. Highway 1, (2) no service is proposed between points in North Carolina. (3) between Cincinnati, Ohio, and Wilmington, N.C., from Cincinnati over U.S. Highway 52 to Huntington, W. Va., thence over U.S. Highway 60 to Charleston, thence over West Virginia Turnpike to Princeton, thence over U.S. Highway 460 to junction Virginia Highway 100, thence over Virginia Highway 100 to junction U.S. Highway 221, thence over U.S. Highway 221 to junction U.S. Highway 52, thence over U.S. Highway 52 to Winston-Salem, N.C., thence over U.S. Highway 421 to Greensboro, thence over U.S. Highway 70 to Raleigh, thence over U.S. Highway 401 to junction U.S. Highway 421, thence over U.S. Highway 421 to Wilmington, and return over the same route. Note: (1) Service is proposed to and from the intermediate points of Newport and Fort Thomas, Ky. and all intermediate and off-route points in North Carolina on and west of U.S. Highway 1, (2) no service is proposed between points in North Carolina or between Kentucky points and Ohio points; (4) between Cincinnati, Ohio, and Fletcher, N.C., from Cincinnati over U.S. Highway 52 to Huntington, W. Va., thence over U.S. Highway 60 to Charleston.

Thence over West Virginia Turnpike to Princeton, thence over U.S. Highway 19 to junction U.S. Highway 23, thence over U.S. Highway 23 to Asheville, N.C., thence over U.S. Highway 25 and Alternate U.S. Highway 25 to Fletcher, and return over the same route. Note: (1) Service is proposed to and from all intermediate and off-route points in North Carolina on and west of U.S. Highway 1, (2) service is proposed to and from the off-route point of Ashland, Ky., restricted to traffic having origin and/or destination at Fletcher, N.C.; (5) between Louisville, Ky., and Fletcher, N.C., from Louisville over U.S. Highway 150 to Stanford, thence over U.S. Highway 27 to junction U.S. Highway 70, thence over U.S. Highway 70 to Asheville, N.C., thence over U.S. Highway 25 and Alternate U.S. Highway 25 to Fletcher, and return over the same route. Note: (1) Service is proposed to and from all intermediate points in Buncombe County, N.C., and the off-route points of Lowland, Tenn., and Lexington, Ky., (2) no service is proposed between Louisville and Lexington, Ky., (3) no service is proposed between points in North Carolina; (6) between Louisville, Ky., and Fletcher, N.C., from Louisville over U.S. Highway 60 to junction Kentucky Highway 151, thence over Kentucky Highway 151 to junction U.S. Highway 127, thence over U.S. Highway 127 to junction U.S. Highway 150, thence over U.S. Highway 150 to junction U.S. Highway 25, thence over U.S. Highway 25 to Corbin, Ky., thence over U.S. Highway 25E to Morristown, Tenn., thence over U.S. Highway 11E to Greenville,

thence over Tennessee Highway 70 to Tennessee-North Carolina State line, thence over North Carolina Highway 208 to junction U.S. Highway 25, thence over U.S. Highway 25 to Asheville, thence over U.S. Highway 25 and Alternate U.S. Highway 25 to Fletcher, and return over the same route. Note: (1) Service is proposed to and from all intermediate points in Buncombe County, N.C., and the off-route points of Lowland, Tenn., and Lexington, Ky., (2) no service is proposed between Louisville and Lexington, Ky., (3) no service is proposed between points in North Carolina; (7) between Columbus, Ohio, and Wilmington, N.C., from Columbus over U.S. Highway 33 to Ripley, W. Va., thence over U.S. Highway 21 to Charleston, W. Va., thence over West Virginia Turnpike to Princeton, thence over U.S. Highway 460 to junction Virginia Highway 100.

Thence over Virginia Highway 100 to junction U.S. Highway 221, thence over U.S. Highway 221 to junction U.S. Highway 52, thence over U.S. Highway 52 to Winston-Salem, N.C., thence over U.S. Highway 421 to Greensboro, thence over U.S. Highway 70 to junction U.S. Highway 301, thence over U.S. Highway 301 to junction U.S. Highway 701, thence over U.S. Highway 701 to junction U.S. Highway 421, thence over U.S. Highway 421 to Wilmington, and return over the same route. Note: (1) Service is proposed to and from all intermediate and off-route points in North Carolina on and west of U.S. Highway 1, (2) no service is proposed between points in North Carolina; (8) between Columbus, Ohio, and Fletcher, N.C., from Columbus over U.S. Highway 23 to Portsmouth, thence over U.S. Highway 53 to Huntington, W. Va., thence over U.S. Highway 60 to Charleston, thence over West Virginia Turnpike to Princeton, thence over U.S. Highway 19 to junction U.S. Highway 23, thence over U.S. Highway 23 to Asheville, N.C., thence over U.S. Highway 25 and Alternate U.S. Highway 25 to Fletcher, and return over the same route. Note: (1) Service is proposed to and from all intermediate and off-route points in North Carolina on and west of U.S. Highway 1, (2) service is proposed to and from the off-route point of Ashland, Ky., restricted to traffic having origin or destination at Fletcher, N.C.; (9) between Fletcher, N.C. and Atlanta, Ga., from Fletcher over U.S. Highway 25 and Alternate U.S. Highway 25 to Asheville, thence over U.S. Highway 19-23 to junction Alternate U.S. Highway 19-23, thence over Alternate U.S. Highway 19-23 to junction U.S. Highway 23-441, thence over U.S. Highway 23-441 to Cornelia, Ga., thence over U.S. Highway 23 to Atlanta, and return over the same route. Note: (1) Service is proposed to and from all intermediate and off-route points in Buncombe and Haywood Counties, N.C., and all intermediate and off-route points in Georgia on and north of a line beginning at the Alabama-Georgia State line and extending along Georgia Highway 20 to junction U.S. Highway 41, thence along U.S. Highway 41 to Atlanta, Ga.

Thence along U.S. Highway 29 to Athens, Ga., and thence along U.S. Highway 78 to the Georgia-South Carolina

State line, (2) no service is proposed between points in Georgia; (10) between Fletcher, N.C., and Charleston, S.C., from Fletcher over U.S. Highway 25 to junction U.S. Highway 176, thence over U.S. Highway 176 to Charleston, S.C., and return over the same route. **NOTE:** (1) Service is proposed to and from all intermediate and off-route points in South Carolina and all intermediate and off-route points in North Carolina on and west of U.S. Highway 1, (2) no service is proposed between points in South Carolina; (11) between Fletcher, N.C., and Savannah, Ga., from Fletcher over U.S. Highway 25 to junction U.S. Highway 80, thence over U.S. Highway 80 to Savannah, Ga., and return over the same route. **NOTE:** (1) Service is proposed to and from all intermediate points in North Carolina and South Carolina, Augusta, Ga., and all off-route points in South Carolina and those in North Carolina on and west of U.S. Highway 1, (2) no service is proposed between points in Georgia or in South Carolina; (12) between Savannah, Ga., and Hickory, N.C., from Savannah over U.S. Highway 601 to junction U.S. Highway 176, thence over U.S. Highway 176 to Columbia, S.C., thence over U.S. Highway 321 to Hickory, N.C., and return over the same route. **NOTE:** (1) Service is proposed to and from all intermediate and off-route points in South Carolina and those in North Carolina on and west of U.S. Highway 1, (2) no service is proposed between points in North Carolina and/or South Carolina; (13) between Savannah, Ga., and Charleston, S.C., over U.S. Highway 17. **NOTE:** (1) Service is proposed to and from all intermediate points, (2) no service is proposed between points in South Carolina; (14) between Savannah, Ga., and Raleigh, N.C., from Savannah over Alternate U.S. Highway 17 to Walterboro, S.C., thence over U.S. Highway 15 to Society Hill, thence over U.S. Highway 52 to junction U.S. Highway 1, thence over U.S. Highway 1 to Raleigh, N.C., and return over the same route. **NOTE:** (1) Service is proposed to and from all intermediate and off-route points in South Carolina and those in North Carolina on and west of U.S. Highway 1; (15) between Savannah, Ga., and Raleigh, N.C., from Savannah over U.S. Highway 80 to junction U.S. Highway 25.

Thence over U.S. Highway 25 to Greenville, S.C., thence over U.S. Highway 29 to Charlotte, N.C., thence over U.S. Highway 29 to Greensboro, thence over U.S. Highway 70 to Raleigh, and return over the same route. **NOTE:** (1) Service is proposed to and from all intermediate and off-route points in South Carolina, those in North Carolina on and west of U.S. Highway 1, and the intermediate point of Augusta, Ga., (2) no service is proposed between points in Georgia, North Carolina, or South Carolina; (16) between Augusta, Ga., and Charleston, S.C., over U.S. Highway 78. **NOTE:** (1) Service is proposed to and from all intermediate points, (2) no service is proposed between points in South Carolina; (17) between Lowland, Tenn., and Atlanta, Ga., from Lowland over Tennessee Highway 160 to junction U.S. Highway 25E, thence over U.S.

Highway 25E to Morristown, thence over U.S. Highway 11E to Knoxville, thence over U.S. Highway 129 to Maryville, thence over U.S. Highway 411 to junction U.S. Highway 41, thence over U.S. Highway 41 to Atlanta, Ga., and return over the same route. **NOTE:** (1) Service is proposed to and from the intermediate point of Knoxville, Tenn., and all intermediate and off-route points in Georgia on and north of a line beginning at the Alabama-Georgia State line and extending along Georgia Highway 20 to junction U.S. Highway 41, thence along U.S. Highway 41 to Atlanta, Ga., thence over U.S. Highway 29 to Athens, Ga., and thence along U.S. Highway 78 to the Georgia-South Carolina State line, (2) no service is proposed between points in Georgia or between Knoxville, Tenn., and points in Georgia; (18) between Lowland, Tenn., and Fletcher, N.C., from Lowland over unnumbered highway to junction U.S. Highway 25E, thence over U.S. Highway 25E to Newport, thence over U.S. Highway 25 to Asheville, N.C., thence over U.S. Highway 25 and Alternate U.S. Highway 25 to Fletcher, and return over the same route. **NOTE:** (1) Service is proposed to and from the intermediate point of Newport, Tenn., and all intermediate points in North Carolina, (2) no service is proposed between points in North Carolina; (19) between Knoxville, Tenn., and Fletcher, N.C., from Knoxville over U.S. Highway 70 to Asheville, N.C.

Thence over U.S. Highway 25 and Alternate U.S. Highway 25 to Fletcher, and return over the same route. **NOTE:** (1) Service is proposed to and from the intermediate point of Newport, Tenn., and all intermediate points in Buncombe County, N.C., (2) no service is proposed between Knoxville and Newport, Tenn., (3) no service is proposed between points in North Carolina; (20) between Asheville, N.C., and Atlanta, Ga., from Asheville, over U.S. Highway 25 and Alternate U.S. Highway 25 to Greenville, S.C., thence over U.S. Highway 123 to Cornelia, Ga., thence over U.S. Highway 23 to Atlanta, Ga., and return over the same route. **NOTE:** Service is proposed to and from all intermediate points in North Carolina, and all intermediate and off-route points in Georgia on and north of a line beginning at the Alabama-Georgia State line and extending along Georgia Highway 20 to junction U.S. Highway 41, thence along U.S. Highway 41 to Atlanta, Ga., thence along U.S. Highway 29 to Athens, Ga., and thence along U.S. Highway 78 to the Georgia-South Carolina State line; (21) between Tryon and Raleigh, N.C., from Tryon over U.S. Highway 108 to Rutherfordton, thence over U.S. Highway 74 to Charlotte, thence over North Carolina Highway 49 to junction U.S. Highway 64, thence over U.S. Highway 64 to Raleigh, and return over the same route. **NOTE:** Service is proposed to and from all intermediate and off-route points in North Carolina on and west of U.S. Highway 1, restricted to traffic having origin or destination at Tryon, N.C., and/or points in North Carolina within 10 miles of Tryon, N.C.; (22) between Robbinsville, N.C., and Atlanta, Ga., from Robbinsville, over U.S.

Highway 129 to junction U.S. Highway 19, thence over U.S. Highway 19 to junction North Carolina Highway 28, thence over North Carolina 28 to junction U.S. Highway 23, thence over U.S. Highway 23 to Atlanta, Ga., and return over the same route. **NOTE:** (1) Service is proposed to and from all intermediate and off-route points in Georgia on and north of a line beginning at the Alabama-Georgia State line and extending along Georgia Highway 20 to junction U.S. Highway 41, thence along U.S. Highway 41 to Atlanta, Ga., thence along U.S. Highway 29 to Athens, Ga., and thence along U.S. Highway 78 to the Georgia-South Carolina State line, and all off-route points in Graham County, N.C., (2) no service is proposed between points in North Carolina or points in Georgia; (23) between Robbinsville, N.C., and Louisville, Ky., from Robbinsville over U.S. Highway 129 to Knoxville, Tenn.

Thence over U.S. Highway 25W to Corbin, Ky., thence over U.S. Highway 25 to Lexington, thence over U.S. Highway 60 to Louisville, and return over the same route. **NOTE:** (1) Service is proposed to and from the intermediate point of Lexington, Ky., and all off-route points in Graham County, N.C., (2) no service is proposed between Louisville, and Lexington, Ky., and no service is proposed between points in Graham County, N.C.; (24) between Fletcher, N.C., and North Carolina points: (a) From Fletcher over U.S. Highway 25 and Alternate U.S. Highway 25 to Asheville, thence over U.S. Highway 19 to junction U.S. Highway 64, thence over U.S. Highway 64 to the North Carolina-Tennessee State line, and return over the same route, (b) from Fletcher over U.S. Highway 25 to Hendersonville, thence over U.S. Highway 64 to Franklin, and return over the same route, (c) from Fletcher over U.S. Highway 25 and Alternate U.S. Highway 25 to Asheville, thence over U.S. Highway 19-23 to junction Alternate U.S. Highway 19-23, thence over Alternate U.S. Highway 19-23 to junction U.S. Highway 23-441, thence over U.S. Highway 23-441 to junction U.S. Highway 64, thence over U.S. Highway 64 to Murphy, and return over the same route, (d) from Fletcher over U.S. Highway 25 to Hendersonville, thence over U.S. Highway 176 to Tryon, and return over the same route, (e) from Fletcher over U.S. Highway 25 and Alternate U.S. Highway 25 to Asheville, thence over U.S. Highway 70 to Statesville, thence over U.S. Highway 64 to Mocksville, thence over U.S. Highway 158 to Winston-Salem, thence over U.S. Highway 421 to Greensboro, thence over U.S. Highway 70 to Raleigh, and return over the same route, (f) from Fletcher over U.S. Highway 25 to Hendersonville, thence over U.S. Highway 64 to Bat Cave, thence over U.S. Highway 74 to Charlotte, thence over North Carolina Highway 27 to junction U.S. Highway 15-501, thence over U.S. Highway 15-501 to Sanford, thence over U.S. Highway 1 to Raleigh, and return over the same route. **NOTE:** Service is proposed to and from all intermediate and off-route points on and west of U.S. Highway 1. **RESTRICTION:** Service is restricted to traffic having origin or destination at Fletcher,

N.C., and/or points within 15 miles of Fletcher, N.C. **NOTE:** This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular motor carrier operations. **SPECIAL NOTE:** Protests to this application may be filed within 45 days instead of 30 days.

No. MC 62824 (Sub-No. 1), filed March 1, 1965. Applicant: CAROLINA DELIVERY SERVICE COMPANY, INC., 1336 South Graham Street, Post Office Box 1145, Charlotte, N.C., 28201. Applicant's attorney: David A. Sutherland, 1120 Connecticut Avenue NW., Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, dangerous explosives, household goods (transported as a separate and distinct service in connection with so-called "household movings"), commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), (1) between Charlotte, N.C., and Raleigh, N.C.; from Charlotte over North Carolina Highway 27 through Albemarle to junction U.S. Highway 15, thence over U.S. Highway 15 to Sanford, N.C., thence over North Carolina Highway 42 to Fuquay Springs, N.C., thence over U.S. Highway 401 to Raleigh and return over the same route, serving all intermediate points and the off-route points of Mint Hill, Cabarrus, Stanfield, Oakboro, Lambert, Aquadale, Porter, Norwood, Cottonville, Rocky River, Love Joy, Flint Hill, Okeeweeme, Abner, Spies, Lemon Springs, Brickhaven, Wilbon and McCullers, N.C.; (2) between Charlotte, N.C., and Raleigh, N.C.; from Charlotte over North Carolina Highway 49 to Asheboro, N.C.

Thence over U.S. Highway 64 to Raleigh and return over the same route, serving all intermediate points and the off-route points of Rimer, Barriers Mill, Farrington, and Mechanic, N.C.; (3) between Charlotte, N.C., and Raleigh, N.C.; from Charlotte over U.S. Highway 29 and Alternate U.S. Highway 29 to Greensboro, N.C., thence over U.S. Highway 70 and Alternate U.S. Highway 70 to Raleigh and return over the same route, serving all intermediate points and the off-route points of Roberta Mills, East Spencer, Linwood, McLeansville, Hopevale, Richmond Hill, University (Glenn), William B. Umpstead State Park and Wake County Airport, N.C.; (4) between Charlotte, N.C., and Raleigh, N.C.; from Charlotte over U.S. Highway 29 to junction Interstate Highway 85, thence over Interstate Highway 85 to Durham, N.C., thence over U.S. Highway 70 to Raleigh, and return over the same route, serving all intermediate points; (5) between Charlotte, N.C., and Statesville, N.C., over North Carolina Highway 115 serving all intermediate points and the off-route point of Amity Hill, N.C.; (6) between Charlotte, N.C., and Lansing, N.C.; from Charlotte over U.S. Highway 21 through Elkin and Sparta, N.C., to Twin Oaks, N.C., thence over U.S. Highway 221 to West Jefferson, N.C., thence over North Carolina Highway 194 to Lansing, N.C.,

and return over the same route, serving all intermediate points and the off-route points of Lone Hickory, Bina, and Purches, N.C.; (7) between Albemarle, N.C., and Mt. Gilead, N.C., over North Carolina Highway 73 serving all intermediate points and the off-route point of Hydro, N.C.; (8) between Albemarle, N.C., and New London, N.C., over North Carolina Highway 740 via Badin, N.C., serving all intermediate points and the off-route point of Palmerville and Isenhour, N.C.; (9) between Albemarle, N.C., and Lexington, N.C.; from Albemarle over U.S. Highway 52 to junction North Carolina Highway 8.

Thence over North Carolina Highway 8 to Lexington, and return over the same route, serving all intermediate points and the off-route point of Newsom, N.C.; (10) between Albemarle, N.C., and Statesville, N.C.; from Albemarle over U.S. Highway 52 to Salisbury, N.C., thence over U.S. Highway 70 to Statesville and return over the same route, serving all intermediate points and the off-route point of Faith, N.C.; (11) between Albemarle, N.C., and junction North Carolina Highway 73 and U.S. Highway 21, over North Carolina Highway 73 via Concord and Davidson, serving all intermediate points; (12) between Mt. Gilead, N.C., and Candor, N.C.; from Mt. Gilead over North Carolina Highway 731 to junction U.S. Highway 220, thence over U.S. Highway 220 to Candor and return over the same route, serving all intermediate points; (13) between Mt. Gilead, N.C., and Troy, N.C., over North Carolina Highway 109 serving all intermediate points and the off-route point of Ekway, N.C.; (14) between Concord, N.C., and Midland, N.C., over U.S. Highway 601, serving all intermediate points; (15) between Locust, N.C., and junction North Carolina Highway 200 and U.S. Highway 601, over North Carolina Highway 200, serving all intermediate points; (16) between Mooresville, N.C., and junction North Carolina Highway 801 and U.S. Highway 601, over North Carolina Highway 801, serving all intermediate points and the off-route points of Mazeppa, Woodleaf, Coolemece, and Bixby, N.C.; (17) between Mooresville, N.C., and Rockwell, N.C.; from Mooresville over North Carolina Highway 150 to junction North Carolina Highway 152.

Thence over North Carolina Highway 152 through China Grove, N.C., to Rockwell, and return over the same route, serving all intermediate points; (18) between Salisbury, N.C., and junction North Carolina Highway 150 and U.S. Highway 21, over North Carolina Highway 150 via Mooresville, serving all intermediate points; (19) between Salisbury, N.C., and Asheboro, N.C.; from Salisbury over unnumbered roads via Craven, High Rock, and Farmer, N.C., to junction North Carolina Highway 49, thence over North Carolina Highway 49 to Asheboro, and return over the same route, serving all intermediate points; (20) between Salisbury, N.C., and Winston-Salem, N.C., over North Carolina Highway 150, serving all intermediate points; (21) between Salisbury, N.C., and the North Carolina-Virginia State line; from Salisbury over U.S. Highway 601 through Mocksville and Yadkinville, N.C., to Mt.

Airy, N.C., thence over North Carolina Highway 103 to the North Carolina-Virginia State line, and return over the same route, serving all intermediate points and the off-route points of Cornatzer, Cana, Courtney, Center, and Rockford, N.C.; (22) between Landis, N.C., and Barber, N.C.; from Landis over North Carolina Highway 153 to junction North Carolina Highway 152, thence over North Carolina Highway 152 to junction unnumbered road, thence over unnumbered road through Millbridge to junction North Carolina Highway 801, thence over North Carolina Highway 801 to Barber, and return over the same route, serving all intermediate points; (23) between Statesville, N.C., and Winston-Salem, N.C.; from Statesville over U.S. Highway 64 to Mocksville, N.C.

Thence over U.S. Highway 158 to Winston-Salem and return over the same route, serving all intermediate points; (24) between Asheboro, N.C., and Harmony, N.C.; from Asheboro over U.S. Highway 64 through Lexington and Mocksville, N.C., to junction North Carolina Highway 901, thence over North Carolina Highway 901 to Harmony and return over the same route, serving all intermediate points and the off-route points of Jacksons Creek, Flint Hill, and Yadkin College, N.C.; (25) between Lexington, N.C., and Winston-Salem, N.C., over U.S. Highway 52, serving all intermediate points and the off-route point of Gumtree, N.C.; (26) between Troy, N.C., and Winston-Salem, N.C.; from Troy over North Carolina Highway 109 and Alternate North Carolina Highway 109 through Denton and Thomasville, N.C., to Winston-Salem, and return over the same route, serving all intermediate points and the off-route points of Okeeweeme, Ophir, and Cid, N.C.; (27) between Winston-Salem, N.C., and Asheboro, N.C.; from Winston-Salem over U.S. Highway 311 through High Point, N.C., to junction U.S. Highway 220, thence over U.S. Highway 220 to Asheboro, and return over the same route, serving all intermediate points; (28) between Thomasville, N.C., and Burlington, N.C., over North Carolina Highway 62, serving all intermediate points and the off-route point of Kimesville, N.C.; (29) between High Point, N.C., and junction North Carolina Highway 68 and U.S. Highway 220, over North Carolina Highway 68, serving all intermediate points; (30) between High Point, N.C., and Kernersville, N.C.; from High Point over U.S. Highway 311 to junction North Carolina Highway 66.

Thence over North Carolina Highway 66 to Kernersville and return over the same route, serving all intermediate points; (31) between Greensboro, N.C., and junction U.S. Highways 421 and 21, over U.S. Highway 421 through Winston-Salem, N.C., serving all intermediate points and the off-route points of Lewisville, and Huntsville, N.C.; (32) between Greensboro, N.C., and junction Interstate Highway 40 and North Carolina Highway 801, over Interstate Highway 40 through Winston-Salem, N.C., serving all intermediate points; (33) between Greensboro, N.C., and Biscoe, N.C., over U.S. Highway 220 through Asheboro,

N.C., serving all intermediate points and the off-route points of Salem, Worthville, Utah, Seagrove, and Whynot, N.C.; (34) between Greensboro, N.C., and Southern Pines, N.C., over North Carolina Highway 22 through Ramseur and Carthage, N.C., serving all intermediate points, and the off-route points of Cedar Falls, Bennett, and Putnam, N.C.; (35) between Greensboro, N.C., and Sanford, N.C., over U.S. Highway 421 through Siler City, N.C., serving all intermediate points, and the off-route points of Gulf and Cumnock, N.C.; (36) between Greensboro, N.C., and Danville, Va., over U.S. Highway 29 and Alternate U.S. Highway 29 through Reidsville, N.C., serving all intermediate points and the off-route points of Benaja, Pelham, and Forshee, N.C.; (37) between Greensboro, N.C., and Draper, N.C.; from Greensboro over U.S. Highway 220 to Stoneville, N.C.

Thence over North Carolina Highway 770 through Leaksville, N.C., to Draper, and return over the same route, serving all intermediate points and the off-route point of Ellisboro, N.C.; (38) between Winston-Salem, N.C., and Yanceyville, N.C.; from Winston-Salem over North Carolina Highway 150 to Locust Hill, N.C., thence over U.S. Highway 158 to Yanceyville and return over the same route, serving all intermediate points; (39) between Winston-Salem, N.C., and Elizabeth City, N.C.; from Winston-Salem over U.S. Highway 158 and Alternate U.S. Highway 158 through Reidsville, Henderson, and Roanoke Rapids, N.C., to Elizabeth City, and return over the same route, serving all intermediate points, and the off-route points of Quick, Bethel, Osmond, Frogsboro, Culbreth, Dabney, Dexter, Watkins, Greystone, Drewry, Thelma, Elams, Creeksville, Eure, and Sandy Cross, N.C.; (40) between Winston-Salem, N.C., and Madison, N.C., over U.S. Highway 311 serving all intermediate points; (41) between Winston-Salem, N.C., and the North Carolina-Virginia State line, over North Carolina Highway 8, serving all intermediate points; (42) between Winston-Salem, N.C., and the North Carolina-Virginia State line; from Winston-Salem over U.S. Highway 53 and Alternate U.S. Highway 52 through Mt. Airy, N.C., to the North Carolina-Virginia State line and return over the same route, serving all intermediate points, and the off-route points of Tobaccoville, Shoal, Chestnut Grove, Ararat, and Ash Hill, N.C.; (43) between Winston-Salem, N.C., and Elkin, N.C., over North Carolina Highway 67, serving all intermediate points and the off-route points of Forbush and Nebo, N.C.; (44) between Welcome, N.C., and Clemmons, N.C., over unnumbered road through Arcadia, serving all intermediate points; (45) between Yadkinville, N.C., and Bethania, N.C.; from Yadkinville over unnumbered road through Enon and Pfafftown, N.C., to junction North Carolina Highway 67.

Thence over North Carolina Highway 67 to junction North Carolina Highway 65, thence over North Carolina Highway 65 to Bethania and return over the same route, serving all intermediate points; (46) between Elkin, N.C., and junction

North Carolina Highways 268 and 66, over North Carolina Highway 268 through Pilot Mountain, serving all intermediate points and the off-route point of Stoney Knoll, N.C.; (47) between Dobson, N.C., and State Road, N.C.; from Dobson over unnumbered road through Zephyr, N.C., to junction U.S. Highway 21, thence over U.S. Highway 21 to State Road and return over the same route, serving all intermediate points; (48) between Dobson, N.C., and Bottom, N.C.; from Dobson over U.S. Highway 601 to junction unnumbered road, thence over unnumbered road to Bottom, and return over the same route, serving all intermediate points; (49) between White Plains, N.C., and Enon, N.C.; from White Plains over unnumbered road through North Carolina Highway 67, thence over North Carolina Highway 67 to East Bend, N.C., thence over unnumbered road to Enon and return over the same route, serving all intermediate points; (50) between Mount Airy, N.C., and Walnut Cove, N.C., over North Carolina Highway 89, serving all intermediate points; (51) between Meadows, N.C., and Prestonville, N.C.; from Meadows over unnumbered road to junction North Carolina Highway 772, thence over North Carolina Highway 772 to Prestonville and return over the same route, serving all intermediate points; (52) between Mount Airy, N.C., and the North Carolina-Virginia State line, over North Carolina Highway 104, serving all intermediate points; (53) between Pilot Mountain, N.C., and Westfield, N.C., over unnumbered road, serving all intermediate points; (54) between Mount Airy, N.C., and Sparta, N.C.; from Mount Airy over North Carolina Highway 89 to junction North Carolina Highway 18.

Thence over North Carolina Highway 18 to Sparta and return over the same route, serving all intermediate points; (55) between Sparta, N.C., and the North Carolina-Virginia State line, over U.S. Highway 21, serving all intermediate points; (56) between Sparta, N.C., and Baldwin, N.C.; from Sparta over North Carolina Highway 18 to Laurel Springs, N.C., thence over North Carolina Highway 88 to Jefferson, N.C., thence over U.S. Highway 221 to Baldwin, N.C., and return over the same route, serving all intermediate points, and the off-route points of Glendale Springs, Fleetwood, Obids, Oval, Idlewild, Todd (Elkland), and Toliver, N.C.; (57) between Twin Oaks, N.C., and the North Carolina-Virginia State line; from Twin Oaks over U.S. Highway 221 to junction North Carolina Highway 93, thence over North Carolina Highway 93 to the North Carolina-Virginia State line, and return over the same route, serving all intermediate points; (58) between Jefferson, N.C., and the North Carolina-Virginia State line, over North Carolina Highway 16, serving all intermediate points and the off-route point of Crumpler, N.C.; (59) between Lansing, N.C., and the North Carolina-Virginia State line, over North Carolina Highway 194, serving all intermediate points and the off-route points of Tuckerdale, Apple Grove, and Husk, N.C.; (60) between Warrensville, N.C., and the North Carolina-Tennessee State line,

over North Carolina Highway 88, serving all intermediate points and the off-route points of Trout, Sly, Hemlock, Grayson, and Woodford, N.C.; (61) between Bethania, N.C., and Reidsville, N.C., over North Carolina Highway 65, serving all intermediate points; (62) between Kernersville, N.C., and junction North Carolina Highways 66 and 89, over North Carolina Highway 66 through Stanleyville and Rural Hall, N.C., serving all intermediate points and the off-route points of Capella and Moores Springs, N.C.; (63) between Reidsville, N.C., and junction North Carolina Highways 700 and 87; from Reidsville over North Carolina Highway 14 to Leaksville, N.C.

Thence over North Carolina Highway 700 through Spray, N.C., to junction North Carolina Highway 87 and return over the same route, serving all intermediate points; (64) between Reidsville, N.C., and Francisco, N.C., over North Carolina Highway 704 through Madison, N.C., serving all intermediate points; (65) between Draper, N.C., and junction North Carolina Highway 700 and U.S. Highway 29 over North Carolina Highway 700, serving all intermediate points and the off-route point of Oregon Hill, N.C.; (66) between Leaksville, N.C., and Danville, Va.; from Leaksville over North Carolina Highway 770 to North Carolina-Virginia State line, thence over Virginia Highway 863 to junction U.S. Highway 58, thence over U.S. Highway 58 to Danville and return over the same route, serving all intermediate points between Leaksville, N.C., and North Carolina-Virginia State line; (67) between Stoneville, N.C., and the North Carolina-Virginia State line, over U.S. Highway 220, serving all intermediate points; (68) between Stoneville, N.C., and Sandy Ridge, N.C.; from Stoneville over North Carolina Highway 770 to junction North Carolina Highway 704.

Thence over North Carolina Highway 704 to Sandy Ridge and return over the same route, serving all intermediate points; (69) between Prestonville, N.C., and Pine Hall, N.C., over North Carolina Highway 772, serving all intermediate points; (70) between Burlington, N.C., and junction North Carolina Highway 100 and U.S. Highway 70, over North Carolina Highway 100 through Elon College, N.C., serving all intermediate points; (71) between Burlington, N.C., and Pittsboro, N.C., over North Carolina Highway 87, serving all intermediate points and the off-route points of Saxapahaw, and Sutphin, N.C.; (72) between Burlington, N.C., and Milton, N.C., over North Carolina Highway 62 through Yanceyville, N.C., serving all intermediate points and the off-route points of Union Ridge, Milesville, and Blanch, N.C.; (73) between Burlington, N.C., and the North Carolina-Virginia State line, over North Carolina Highway 87 through Reidsville and Leaksville, N.C., serving all intermediate points and the off-route point of Camp Springs, N.C.; (74) between Durham, N.C., and Sanford, N.C., over U.S. Highway 15 through Chapel Hill, N.C., serving all intermediate points and the off-route point of Bynum, N.C.; (75) between Durham, N.C., and junction North Carolina Highways 751 and 54,

over North Carolina Highway 751, serving all intermediate points; (76) between Durham, N.C., and Fuquay Springs, N.C., over North Carolina Highway 55, serving all intermediate points and the off-route points of Lowes Grove, and Carpenter, N.C.; (77) between Durham, N.C., and Spring Hope, N.C.; from Durham over North Carolina Highway 98 to junction U.S. Highway 64, thence over U.S. Highway 64 to Spring Hope, N.C., and return over the same route, serving all intermediate points and the off-route point of Bayleaf, N.C.; (78) between Durham, N.C., and Henderson, N.C.; from Durham over U.S. Highway 15 to Oxford.

Thence over U.S. Highway 158 to Henderson, and return over the same route, serving all intermediate points and the off-route points of Cozart, Butner, Lyon, Stem, and Providence, N.C.; (79) between Durham, N.C., and Danville, Va.; from Durham over U.S. Highway 501 to Roxboro, N.C., thence over North Carolina Highway 57 to Milton, N.C., thence over North Carolina Highway 82 to the North Carolina-Virginia State line, thence over Virginia Highway 82 to junction U.S. Highway 58, thence over U.S. Highway 58 to Danville, and return over the same route, serving all intermediate points between Durham, N.C., and the North Carolina-Virginia State line and the off-route points of Orange Factory, Bahama, Moriah, and Osmond, N.C.; (80) between Creedmoor, N.C., and junction North Carolina Highways 56 and 58, over North Carolina Highway 56 through Louisburg, N.C., serving all intermediate points; (81) between Henderson, N.C., and the North Carolina-Virginia State line, over U.S. Highway 1, serving all intermediate points and the off-route points of Paschall, and Oakville, N.C.; (82) between Henderson, N.C., and junction Interstate Highway 85 and U.S. Highway 1, over Interstate Highway 85, serving all intermediate points; (83) between Henderson, N.C., and the North Carolina-Virginia State line, over North Carolina Highway 39, serving all intermediate points and the off-route point of Tungsten, N.C.; (84) between Oxford, N.C., and the North Carolina-Virginia State line, over U.S. Highway 15, serving all intermediate points; (85) between Oxford, N.C., and the North Carolina-Virginia State line, over North Carolina Highway 96, serving all intermediate points; (86) between Hillsboro, N.C., and Roxboro, N.C., over North Carolina Highway 57, serving all intermediate points; (87) between Swepsonville, N.C., and the North Carolina-Virginia State line; from Swepsonville over unnumbered road to junction North Carolina Highways 119 and 54.

Thence over North Carolina Highway 119 through Mebane to the North Carolina-Virginia State line and return over the same route, serving all intermediate points; (88) between Roxboro, N.C., and junction North Carolina Highways 157 and 57, over North Carolina Highway 157 through Hurdle Mills, serving all intermediate points; (89) between Roxboro, N.C., and the North Carolina-Virginia State line, over U.S. Highway 49, serving all intermediate points and the off-route point of Allensville, N.C.;

(90) between Roxboro, N.C., and the North Carolina-Virginia State line, over U.S. Highway 501, serving all intermediate points and the off-route point of Woodsdale, N.C.; (91) between Gibsonville, N.C., and Osceola, N.C., over North Carolina Highway 61, serving all intermediate points; (92) between Gibsonville, N.C., and junction North Carolina Highways 61 and 62, over North Carolina Highway 61, serving all intermediate points; (93) between Chapel Hill, N.C., and Danville, Va.; from Chapel Hill over North Carolina Highway 86 through Hillsboro and Yanceyville, N.C., to the North Carolina-Virginia State line, thence over Virginia Highway 86 to Danville, and return over the same route, serving all intermediate points between Chapel Hill, N.C., and the North Carolina-Virginia State line and the off-route points of Cedar Grove, Ridgeville, Purley, and Providence, N.C.; (94) between Biscoe, N.C., and Fayetteville, N.C.; from Biscoe over U.S. Highway 220 to Candor, N.C., thence over North Carolina Highway 211 to Pinehurst, N.C., thence over North Carolina Highway 2 to Southern Pines, N.C.

Thence over U.S. Highway 1 to Aberdeen, N.C., thence over North Carolina Highway 211 to Raeford, N.C., thence over U.S. Highway 401 to Fayetteville and return over the same route, serving all intermediate points and the off-route points of Emery, Jackson Springs, Rubyatt, Antloch, Bowmore, Dundarrach, Rockfish, Cumberland, Hope Mills, Roslin, and Ardulosa, N.C.; (95) between Pinehurst, N.C., and Pinebluff, N.C., from Pinehurst over North Carolina Highway 5 to Aberdeen, N.C., thence over U.S. Highway 1 to Pinebluff, and return over the same route, serving all intermediate points and the off-route points of Roseland and Addor, N.C.; (96) between Aberdeen, N.C., and junction U.S. Highway 15 and North Carolina Highway 27, over U.S. Highway 15, serving all intermediate points; (97) between West End, N.C., and Eastwood, N.C., over North Carolina Highway 73, serving all intermediate points; (98) between Seagrove, N.C., and junction North Carolina Highways 705 and 211, over North Carolina Highway 705, serving all intermediate points and the off-route points of Leaman, and Jagtown, N.C.; (99) between Carthage, N.C., and Benson, N.C., over North Carolina Highway 27, through Lillington, N.C., serving all intermediate points; (100) between Sanford, N.C., and Fayetteville, N.C., over North Carolina Highway 87, serving all intermediate points and the off-route points of Overhills, Fort Bragg, and Pope Air Force Base, N.C.; (101) between Sanford, N.C., and Wilmington, N.C., over U.S. Highway 421 through Dunn and Clinton, N.C., serving all intermediate points and the off-route points of Mamers, Ivanhoe, Kerry, Penderlea, and Montague, N.C.; (102) between Sanford, N.C., and Asheboro, N.C., over North Carolina Highway 42, serving all intermediate points and the off-route point of Glendon, N.C.; (103) between Pittsboro, N.C., and junction North Carolina Highways 902 and 22, over North Carolina Highway 902 through Bear Creek, N.C., serving all in-

termediate points; (104) between Asheboro, N.C., and Roxboro, N.C.; from Asheboro over North Carolina Highway 49 and Alternate North Carolina Highway 49 through Burlington to Roxboro, and return over the same route, serving all intermediate points and the off-route point of Corbett, N.C.; (105) between Siler City, N.C., and junction unnumbered road and North Carolina Highway 87, over unnumbered road through Crutchfield Crossroads, N.C., serving all intermediate points; (106) between Liberty, N.C., and junction unnumbered road and U.S. Highway 64; from Liberty over unnumbered road to Silk Hope, N.C.

Thence over unnumbered road to junction U.S. Highway 64, and return over the same route, serving all intermediate points; (107) between Raleigh, N.C., and Burlington, N.C., over North Carolina Highway 54 through Chapel Hill, N.C., serving all intermediate points; (108) between Raleigh, N.C., and Aberdeen, N.C.; from Raleigh over U.S. Highways 1 and Alternate U.S. Highway 1 through Sanford and Southern Pines, N.C., to Aberdeen, and return over the same route, serving all intermediate points and the off-route points of Macedonia, Haywood, Moncure, Lobelia, Colon, and Osgood, N.C.; (109) between Raleigh, N.C., and Fayetteville, N.C., over U.S. Highway 401, serving all intermediate points and the off-route points of McCullers and Slocumb, N.C.; (110) between Raleigh, N.C., and Morehead City, N.C.; from Raleigh over North Carolina Highway 50 to Kenansville, N.C., thence over North Carolina Highway 24 through Jacksonville, N.C., to junction U.S. Highway 70, thence over U.S. Highway 70 to Morehead City, N.C., and return over the same route, serving all intermediate points and the off-route points of Hallsville, Gumbranch, Atlantic Beach, Fort Macon, Salter Path, and Emerald Isle, N.C.; (111) between Raleigh, N.C., and Beaufort, N.C.; from Raleigh over U.S. Highway 70 and Alternate U.S. Highway 70 through Goldsboro, Kinston, and New Bern, N.C., to Beaufort, and return over the same route, serving all intermediate points and the off-route points of Wilson Mills, Rains Cross Roads, Seymour Johnson Air Force Base, Bests, Clark, Bellair, Cherry Point, Cherry Point Marine Corps Air Station and Wildwood, N.C.; (112) between Raleigh, N.C., and Washington, N.C.; from Raleigh over U.S. Highway 64 to Zebulon, N.C.

Thence over U.S. Highway 264 through Wilson and Greenville, N.C., to Washington and return over the same route, serving all intermediate points and the off-route points of Knightdale, Eagle Rock, Stotts Cross Roads, Holdens Cross Roads, Bellarthur (Arthur), and Simpson (Chicod), N.C.; (113) between Raleigh, N.C., and Elizabeth City, N.C.; from Raleigh over U.S. Highway 64 through Rocky Mount, N.C., to Williams- ton, N.C., thence over U.S. Highway 17 to Elizabeth City and return over the same route, serving all intermediate points and the off-route points of Westry, Parmele, Woodard, Sans Souci, Merry Hill, Aroca, Chapanoke, Okisko, Burgess, Durants Neck, Harvey Point, Nixonton, and Weeksville, N.C.; (114) between Ra-

leigh, N.C., and Warrenton, N.C., over U.S. Highway 401, serving all intermediate points and the off-route points of Rocky Ford, Moulton, and Alert, N.C.; (115) between Raleigh, N.C., and Henderson, N.C.; from Raleigh over U.S. Highway 1 and Alternate U.S. Highway 1 to Henderson and return over the same route, serving all intermediate points and the off-route points of Fairport, Bobbitt, and Gill, N.C.; (116) between Raleigh, N.C., and Creedmoor, N.C., over North Carolina Highway 50, serving all intermediate points and the off-route point of Leesville, N.C.; (117) between Fayetteville, N.C., and Warsaw, N.C., over North Carolina Highway 24 through Clinton, serving all intermediate points and the off-route points of Cedar Creek and Elisee, N.C.; (118) between Roseboro, N.C., and Wallace, N.C.; from Roseboro over North Carolina Highway 411 through Garland, N.C., to Harrells, N.C.

Thence over North Carolina Highway 41 to Wallace and return over the same route, serving all intermediate points and the off-route points of Parkersburg and Tomahawk, N.C.; (119) between Clinton, N.C., and junction North Carolina Highways 403 and 55, over North Carolina Highway 403 serving all intermediate points; (120) between Kenansville, N.C., and junction North Carolina Highway 11 and U.S. Highway 117, over North Carolina Highway 11 through Tin City, N.C., serving all intermediate points; (121) between Kenansville, N.C., and Holly Ridge, N.C., over North Carolina Highway 50, serving all intermediate points and the off-route point of Cypress Creek, N.C.; (122) between Kenansville, N.C., and Oak City, N.C., over North Carolina Highway 11 through Kinston and Greenville, N.C., serving all intermediate points and the off-route points of Summerlin and Renston, N.C.; (123) between Beulaville, N.C., and Pink Hill, N.C., over unnumbered road, serving all intermediate points; (124) between Dunn, N.C., and New Bern, N.C., over North Carolina Highway 55 serving all intermediate points; (125) between Benson, N.C., and Roseboro, N.C., over North Carolina Highway 242, serving all intermediate points; (126) between Puquay Springs, N.C., and Dunn, N.C.; from Puquay Springs over U.S. Highway 401 to junction North Carolina Highway 55, thence over North Carolina Highway 55 to Dunn, and return over the same route, serving all intermediate points; (127) between Puquay Springs, N.C., and Wilson, N.C., over North Carolina Highway 42, serving all intermediate points and the off-route points of Archer (Archers Lodge), and Flowers, N.C.; (128) between Smithfield, N.C., and Fayetteville, N.C., over North Carolina Highway 210, serving all intermediate points; (129) between Smithfield, N.C., and junction North Carolina Highways 96 and 55; from Smithfield over U.S. Highway 301 to junction U.S. Highway 701.

Thence over U.S. Highway 701 to junction North Carolina Highway 96, thence over North Carolina Highway 96 to junction North Carolina Highway 55 and return over the same route, serving all intermediate points; (130) between

Smithfield, N.C., and Garland, N.C., over U.S. Highway 701 through Clinton, N.C., serving all intermediate points and the off-route point of Bentonville, N.C.; (131) between Smithfield, N.C., and Henderson, N.C.; from Smithfield over U.S. Highway 301 to junction North Carolina Highway 39, thence over North Carolina Highway 39 to Henderson and return over the same route, serving all intermediate points; (132) between Smithfield, N.C., and Oxford, N.C.; from Smithfield over U.S. Highway 301 to Selma, N.C., thence over North Carolina Highway 96 to Oxford and return over the same route, serving all intermediate points and the off-route points of Riley and Dickerson, N.C.; (133) between Godwin, N.C., and junction North Carolina Highway 82 and U.S. Highway 421, over North Carolina Highway 82 through Erwin, N.C., serving all intermediate points; (134) between Erwin, N.C., and junction North Carolina Highway 217 and U.S. Highway 401, over North Carolina Highway 217 through Linden, N.C., serving all intermediate points; (135) between Goldsboro, N.C., and Fayetteville, N.C., over U.S. Highway 13, serving all intermediate points and the off-route point of Stevens Mill, N.C.; (136) between Goldsboro, N.C., and Beulaville, N.C., over North Carolina Highway 111 serving all intermediate points and the off-route point of Sarecta Junction, N.C.; (137) between Goldsboro, N.C., and junction North Carolina Highway 102 and U.S. Highway 17; from Goldsboro over U.S. Highway 13 through Snow Hill, N.C., to junction North Carolina Highway 102.

Thence over North Carolina Highway 102 through Ayden, N.C., to junction U.S. Highway 17 and return over the same route, serving all intermediate points and the off-route point of Roundtree, N.C.; (138) between Goldsboro, N.C., and Louisburg, N.C., over North Carolina Highway 581 through Spring Hope, N.C., serving all intermediate points and the off-route point of Seven Paths, N.C.; (139) between Kinston, N.C., and junction North Carolina Highway 91 and U.S. Highway 264, over North Carolina Highway 91 through Snow Hill and Walstonburg, N.C., serving all intermediate points; (140) between New Bern, N.C., and Oriental, N.C., over North Carolina Highway 55, serving all intermediate points and the off-route points of Pamlico, Whortonsville, and Florence, N.C.; (141) between Bayboro, N.C., and Hobucken, N.C., over North Carolina Highway 304, serving all intermediate points and the off-route point of Vandemere, N.C.; (142) between Oriental, N.C., and Arapahoe, N.C.; from Oriental over North Carolina Highway 55 to junction unnumbered road, thence over unnumbered road to Arapahoe and return over the same route, serving all intermediate points; (143) between Minnesot Beach, N.C., and junction North Carolina Highways 306 and 33, over North Carolina Highway 306, serving all intermediate points and the off-route point of Janiero, N.C.; (144) between Rhems, N.C., and Jasper, N.C.; from Rhems over unnumbered road through Tuscarora, N.C., to junction North Carolina Highway 55.

Thence over North Carolina Highway 55 to Jasper and return over the same route, serving all intermediate points; (145) between Trenton, N.C., and Fort Barnwell, N.C.; from Trenton over unnumbered road through Cove City, N.C., to junction North Carolina Highway 55, thence over North Carolina Highway 55 to Fort Barnwell and return over the same route, serving all intermediate points; (146) between Trenton, N.C., and Rhems, N.C.; from Trenton over unnumbered road to junction U.S. Highway 17, thence over U.S. Highway 17 to Rhems, and return over the same route, serving all intermediate points; (147) between Richlands, N.C., and Comfort, N.C., over unnumbered road serving all intermediate points; (148) between Chinquapin, N.C., and junction unnumbered road and U.S. Highway 258, over unnumbered road through Fountain, N.C., serving all intermediate points and the off-route point of Cedar Fork, N.C.; (149) between Beaufort, N.C., and Atlantic, N.C., over U.S. Highway 70, serving all intermediate points and the off-route points of Harkers Island, Marshallburg, Gloucester, Sealevel, Lola, Cedar Island (Roe), and Merrimon, N.C.; (150) between Beaufort, N.C., and Havelock, N.C.; from Beaufort over North Carolina Highway 101 to junction U.S. Highway 70, thence over U.S. Highway 70 to Havelock, and return over the same route, serving all intermediate points; (151) between Maysville, N.C., and Bayshore Park, N.C., over North Carolina Highway 58, serving all intermediate points; (152) between Swansboro, N.C., and Kuhns, N.C.; from Swansboro over North Carolina Highway 24 to junction unnumbered road, thence over unnumbered road through Silverdale, N.C., to Kuhns, and return over the same route, serving all intermediate points; (153) between Swansboro, N.C., and Folkstone, N.C.; from Swansboro over North Carolina Highway 24 to junction North Carolina Highway 172.

Thence over North Carolina Highway 172 to Folkstone, and return over the same route, serving all intermediate points and the off-route points of Sneads Ferry and Peru, N.C.; (154) between Jacksonville, N.C., and Burgaw, N.C.; from Jacksonville over U.S. Highway 258 to junction North Carolina Highway 53, thence over North Carolina Highway 53 to Burgaw and return over the same route, serving all intermediate points; (155) between Jacksonville, N.C., and Wilmington, N.C., over U.S. Highway 17, serving all intermediate points and the off-route points of Surf City, Del Mar Beach, New Topsall Beach, and Topsall Beach, N.C.; (156) between Jacksonville, N.C., and Murfreesboro, N.C., over North Carolina Highway 258 through Kinston, Farmville, and Tarboro, N.C., serving all intermediate points and the off-route points of NorBeet, Menola, and Bryantown, N.C.; (157) between Wilmington, N.C., and Fort Fisher, N.C., over U.S. Highway 421, serving all intermediate points and the off-route point of Myrtle Grove, N.C.; (158) between Wilmington, N.C., and Wrightsville Beach, N.C., over U.S. Highway 76, serving all intermediate points and the off-route points of Mason-

boro, Airlie, and Harbor Island, N.C.; (159) between Wrightsville Beach, N.C., and junction U.S. Highways 74 and 17, over U.S. Highway 74, serving all intermediate points; (160) between Castle Hayne, N.C., and junction North Carolina Highway 132 and U.S. Highway 421; from Castle Hayne over U.S. Highway 117 to junction North Carolina Highway 132.

Thence over North Carolina Highway 132 to junction U.S. Highway 421, and return over the same route, serving all intermediate points; (161) between Hampstead, N.C., and Currie, N.C., over North Carolina Highway 210, serving all intermediate points; (162) between Castle Hayne, N.C., and junction North Carolina Highways 133 and 210; from Castle Hayne over U.S. Highway 117 to junction North Carolina Highway 133, thence over North Carolina Highway 133 to junction North Carolina Highway 210 and return over the same route, serving all intermediate points; (163) between Burgaw, N.C., and Atkinson, N.C., over North Carolina Highway 53, serving all intermediate points; (164) between Wallace, N.C., and Trenton, N.C.; from Wallace over North Carolina Highway 41 through Beulaville, N.C., to junction North Carolina Highway 58, thence over North Carolina Highway 58 to Trenton, and return over the same route, serving all intermediate points; (165) between Wendell, N.C., and Fremont, N.C.; from Wendell over North Carolina Highway 231 to junction North Carolina Highway 222, thence over North Carolina Highway 222 to Fremont and return over the same route serving all intermediate points; (166) between Fremont, N.C., and Falkland, N.C., over North Carolina Highway 222 through Stantonsburg, N.C., serving all intermediate points; (167) between Zebulon, N.C., and Hobgood, N.C., over North Carolina Highway 97 through Rocky Mount, N.C., serving all intermediate points and the off-route point of Taylor Cross Roads, N.C.; (168) between Wilson, N.C., and Fayetteville, N.C.; from Wilson over U.S. Highway 301 to junction Interstate Highway 95.

Thence over Interstate Highway 95 to junction U.S. Highway 301, thence over U.S. Highway 301 to Fayetteville and return over the same route, serving all intermediate points; (169) between Wilson, N.C., and Wilmington, N.C.; over U.S. Highway 117 through Goldsboro, N.C., serving all intermediate points and the off-route points of Black Creek, Genoa, Willard, Watha, and St. Helena, N.C.; (170) between Wilson, N.C., and Maysville, N.C.; from Wilson over U.S. Highway 264 to junction North Carolina Highway 58, thence over North Carolina Highway 58 through Kinston, N.C., to Maysville and return over the same route, serving all intermediate points; (171) between Wilson, N.C., and Williamston, N.C.; from Wilson over North Carolina Highway 42 to junction North Carolina Highway 125, thence over North Carolina Highway 125 to Williamston and return over the same route, serving all intermediate points; (172) between Wilson, N.C., and Warrenton, N.C., over North Carolina Highway 58, serving all intermediate points and the off-route points of Taylors Store, Dukes, and Gup-

ton, N.C.; (173) between Farmville, N.C., and Bruce, N.C., over North Carolina Highway 121, serving all intermediate points; (174) between Lizzie, N.C., and junction North Carolina Highways 123 and 91, over North Carolina Highway 123, serving all intermediate points; (175) between Snow Hill, N.C., and Kornegay, N.C.; from Snow Hill over North Carolina Highway 58 to junction unnumbered road, thence over unnumbered road through Jason and La Grange, N.C., to junction North Carolina Highway 111.

Thence over North Carolina Highway 111 to Kornegay and return over the same route, serving all intermediate points and the off-route points of Arba and Institute, N.C.; (176) between Pikeville, N.C., and junction unnumbered road and U.S. Highway 13, over unnumbered road through Patetown, N.C., serving all intermediate points; (177) between Greenville, N.C., and junction North Carolina Highways 30 and 33, over North Carolina Highway 30, serving all intermediate points; (178) between Greenville, N.C., and junction North Carolina Highways 903 and 125; from Greenville over U.S. Highway 13 to junction North Carolina Highway 903, thence over North Carolina Highway 903 to junction North Carolina Highway 125 and return over the same route, serving all intermediate points; (179) between Grifton, N.C., and Vanceboro, N.C., over North Carolina Highway 118, serving all intermediate points; (180) between Spring Hope, N.C., and junction North Carolina Highways 231 and 222; from Spring Hope over U.S. Highway 64 to junction North Carolina Highway 231, thence over North Carolina Highway 231 through Middlesex, N.C., to junction North Carolina Highway 222 and return over the same route, serving all intermediate points; (181) between Rocky Mount, N.C., and New Bern, N.C.; from Rocky Mount, over North Carolina Highway 43 through Greenville, N.C., to Vanceboro, N.C., thence over U.S. Highway 17 to New Bern and return over the same route, serving all intermediate points and the off-route points of Wiggins Cross Roads, Black Jack, and Ernul, N.C.; (182) between Rocky Mount, N.C., and Roanoke Rapids, N.C., over North Carolina Highway 48, serving all intermediate points and the off-route point of Aurelian Springs, N.C.; (183) between Rocky Mount, N.C., and Warrenton, N.C., over North Carolina Highway 43, serving all intermediate points; (184) between Tarboro, N.C., and Oak City, N.C., over North Carolina Highway 44, serving all intermediate points and the off-route point of Cookley, N.C.; (185) between Tarboro, N.C., and Hobgood, N.C.; from Tarboro over U.S. Highway 258 to junction North Carolina Highway 122.

Thence over North Carolina Highway 122 to Hobgood and return over the same route, serving all intermediate points; (186) between Tarboro, N.C., and Glenview, N.C.; from Tarboro over North Carolina Highway 44 through Whitakers, N.C., to junction North Carolina Highway 48, thence over North Carolina Highway 48 to Glenview and return over the same route, serving all intermediate points and the off-route points Draughn,

and Gethsemane, N.C.; (187) between Crisp, N.C., and junction North Carolina Highways 124 and 42, over North Carolina Highway 124 serving all intermediate points; (188) between Williamston, N.C., and Jacksonville, N.C., over U.S. Highway 17, serving all intermediate points and the off-route points of Trent Woods, Beargrass, and Ravenswood, N.C.; (189) between Williamston, N.C., and Manteo, N.C., over U.S. Highway 64, serving all intermediate points and the off-route points of Hinson, Hoke, Westover, Mackeys, Cherry, Fort Landing, Buffalo City, Mashoes, and Wanchese, N.C.; (190) between Williamston, N.C., and Winton, N.C., over U.S. Highway 13 through Windsor and Ahsokie, N.C., serving all intermediate points and the off-route points of Woodard, Quitsna, and Askewville, N.C.; (191) between Williamston, N.C., and Halifax, N.C., from Williamston over North Carolina Highway 125 through Scotland Neck, N.C., to junction U.S. Highway 301, thence over U.S. Highway 301 to Halifax and return over the same route, serving all intermediate points and the off-route points of Palmyra and Dawson, N.C.; (192) between Jamesville, N.C., and Mineola, N.C., over North Carolina Highway 171 serving all intermediate points; (193) between Plymouth, N.C., and Pantego, N.C., over North Carolina Highway 99, serving all intermediate points and the off-route point of Wenona, N.C.; (194) between Columbia, N.C., and junction North Carolina Highway 94 and U.S. Highway 264, over North Carolina Highway 94, serving all intermediate points and the off-route points of Gum Neck, Jerry, and Frying Pan Landing, N.C.; (195) between Washington, N.C., and Hobucken, N.C.; from Washington over U.S. Highway 17 to Chocowinity, N.C.

Thence over North Carolina Highway 33 to Hobucken and return over the same route, serving all intermediate points and the off-route points of McConnell, Blounts Creek, Bonnerton, Royal, South Creek, and Lowland, N.C.; (196) between Washington, N.C., and Manteo, N.C., over U.S. Highway 264, serving all intermediate points and the off-route points of Washington Park, Bishops Cross, Sladesville, Makelyville, Swan Quarter, Gull Rock, Middletown, and Stumpy Point, N.C.; (197) between Washington, N.C., and Plymouth, N.C.; from Washington, over U.S. Highway 264 to junction North Carolina Highway 32, thence over North Carolina Highway 32 to Plymouth, and return over the same route, serving all intermediate points and the off-route points of Pinetown, Terra Ceia, and Gaylord, N.C.; (198) between Washington, N.C., and Bethel, N.C.; from Washington over North Carolina Highway 33 to junction U.S. Highway 13, thence over U.S. Highway 13 to Bethel and return over the same route, serving all intermediate points and the off-route point of Oakley, N.C.; (199) between Belhaven, N.C., and junction North Carolina Highway 92 and U.S. Highway 264, over North Carolina Highway 92 through Bath, serving all intermediate points and the off-route points of Winsteadville, Pamlico Beach, and Bay View, N.C.; (200) between Louisburg, N.C., and



Harrellsville, N.C., over North Carolina Highway 561 through Rich Square and Ahsokie, N.C., serving all intermediate points and the off-route points of Hollister and Union, N.C.; (201) between Glenview, N.C., and Tillery, N.C., over North Carolina Highway 481 through Enfield, N.C., serving all intermediate points; (202) between Aventon, N.C., and Wood, N.C., over unnumbered road serving all intermediate points; (203) between Littleton, N.C., and Brinkleyville, N.C.; from Littleton over North Carolina Highway 4 to junction North Carolina Highway 561.

Thence over North Carolina Highway 561 to Brinkleyville and return over the same route, serving all intermediate points; (204) between Roanoke Rapids, N.C., and Fayetteville, N.C.; from Roanoke Rapids over U.S. Highway 158 to Weldon, N.C., thence over U.S. Highway 301 and Alternate U.S. Highway 301 through Rocky Mount, N.C., to Fayetteville and return over the same route, serving all intermediate points and the off-route points of Town Creek, Falcon, and Beard, N.C.; (205) between Roanoke Rapids, N.C., and junction North Carolina Highway 48 and U.S. Highway 301, over North Carolina Highway 48 through Gaston, N.C., serving all intermediate points; (206) between junction Interstate Highway 95 and U.S. Highway 158 and the North Carolina-Virginia State line, over Interstate Highway 95, serving all intermediate points; (207) between Weldon, N.C., and the North Carolina-Virginia State line; from Weldon over U.S. Highway 158 to Garysburg, N.C., thence over U.S. Highway 301 to the North Carolina-Virginia State line and return over the same route, serving all intermediate points; (208) between Garysburg, N.C., and the North Carolina-Virginia State line; from Garysburg over U.S. Highway 301 to junction North Carolina Highway 195, thence over North Carolina Highway 195 through Seaboard, N.C., to the North Carolina-Virginia State line and return over the same route, serving all intermediate points; (209) between Garysburg, N.C., and the North Carolina-Virginia State line, over North Carolina Highway 46 through Gaston, N.C., serving all intermediate points and the off-route point of Henrico, N.C.; (210) between Murfreesboro, N.C., and the North Carolina-Virginia State line, over U.S. Highway 258, serving all intermediate points; (211) between Winton, N.C., and junction North Carolina Highway 45 and U.S. Highway 17, over North Carolina Highway 45, serving all intermediate points and the off-route point of Whites Cross Roads, N.C.; (212) between Winton, N.C., and the North Carolina-Virginia State line, over U.S. Highway 13, serving all intermediate points and the off-route point of Drum Hill, N.C.; (213) between Ahsokie, N.C., and Aulander, N.C., over North Carolina Highway 350, serving all intermediate points and the off-route point of Earley, N.C.; (214) between Ahsokie, N.C., and Colerain, N.C.; from Ahsokie over U.S. Highway 13 to junction North Carolina Highway 350.

Thence over North Carolina Highway 350 to Colerain and return over the same

route, serving all intermediate points, (215) between Elizabeth City, N.C., and Manteo, N.C.; from Elizabeth City over U.S. Highway 158 to Whalebone, N.C., thence over U.S. Highway 64 to Manteo and return over the same route, serving all intermediate points and the off-route points of Audlett, Poplar Branch, Waterlily, Spot, Duck, Kitty Hawk, and Collington, N.C.; (216) between Elizabeth City, N.C., and the North Carolina-Virginia State line, over North Carolina Highway 168 through Sligo, N.C., serving all intermediate points and the off-route points of Gregory and Snowden, N.C.; (217) between Elizabeth City, N.C., and the North Carolina-Virginia State line, over U.S. Highway 17 through South Mills, N.C., serving all intermediate points; (218) between South Mills, N.C., and Old Trap, N.C.; over North Carolina Highway 343, serving all intermediate points and the off-route point of Riddle, N.C.; (219) between Sligo, N.C., and junction North Carolina Highway 34 and U.S. Highway 158, over North Carolina Highway 34, serving all intermediate points; (220) between Hertford, N.C., and St. Johns, N.C.; from Hertford over U.S. Highway 17 to junction North Carolina Highway 37, thence over North Carolina Highway 37 to St. Johns and return over the same route, serving the intermediate point of Yeopim, N.C.; (221) between Hertford, N.C., and junction North Carolina Highway 37 and U.S. Highway 13, over North Carolina Highway 37 through Gatesville, N.C., serving all intermediate points and the off-route point of Hazelton, N.C.; (222) between Edenton, N.C., and junction North Carolina Highway 32 and U.S. Highway 64, over North Carolina Highway 32, serving all intermediate points; (223) between Edenton, N.C., and the North Carolina-Virginia State line, over North Carolina Highway 32, serving all intermediate points and the off-route points of Rockyhook, Ryland, Tyner, Hobbsville, Trotville, Sandy Cross, and Savage, N.C.; (224) between Windsor, N.C., and the North Carolina-Virginia State line; from Windsor over U.S. Highway 13 to junction North Carolina Highway 305.

Thence over North Carolina Highway 305 through Aulander, N.C., to junction North Carolina Highway 561, thence over North Carolina Highway 561 to junction North Carolina 35, thence over North Carolina Highway 35 through Woodland, N.C., to the North Carolina-Virginia State line and return over the same route, serving all intermediate points and the off-route point of Hexlena, N.C.; (225) between Windsor, N.C., and Seaboard, N.C.; from Windsor over North Carolina Highway 308 to junction U.S. Highway 258, thence over U.S. Highway 258 to Rich Square, N.C., thence over North Carolina Highway 305 through Jackson, N.C., to Seaboard, and return over the same route, serving all intermediate points and the off-route points of Woodville and Lasker, N.C.; (226) between Walstonburg, N.C., and Eureka, N.C., from Walstonburg over North Carolina Highway 91 to junction unnumbered road, thence over unnumbered road, to Eureka and return over

the same route serving all intermediate points; (227) between Charlotte, N.C., and Greenville, S.C., over Interstate Highway 85, serving all intermediate points; (228) between Charlotte, N.C., and Greenville, S.C., over U.S. Highway 29, serving all intermediate points and the off-route points of Belmont, Cramerton, North Belmont, Abbey, McAdenville, Spencer Mountain, Mount Holly, Stanley, Dallas, Lowell, and Ranlo, N.C., and Cherokee Falls, Fairmont, Wellford, Startex, and Taylors, S.C.; (229) between Charlotte, N.C., and Laurens, S.C.; from Charlotte over North Carolina Highway 49 to the North Carolina-South Carolina State line, thence over South Carolina Highway 49 to Wattsville, S.C.

Thence over U.S. Highway 221 to Laurens and return over the same route, serving all intermediate points and the off-route point of Sedalia, S.C.; (230) between Charlotte, N.C., and Augusta, Ga.; from Charlotte over U.S. Highway 21 to Columbia, S.C., thence over U.S. Highway 1 to Augusta and return over the same route, serving all intermediate points and the off-route points of Red River (Celriver), Harmony, Barr, Gilbert, and Summit, S.C.; (231) between Gastonia, N.C., and junction South Carolina Highway 160 and U.S. Highway 521; from Gastonia over North Carolina Highway 161 through Bessemer City and Kings Mountain, N.C., to the North Carolina-South Carolina State line, thence over South Carolina Highway 161 through York and Rock Hill, S.C., to junction U.S. Highway 21, thence over U.S. Highway 21 to Fort Mill, S.C., thence over South Carolina Highway 160 to junction U.S. Highway 521 and return over the same route, serving all intermediate points; (232) between Gastonia, N.C., and Aiken, S.C.; from Gastonia over U.S. Highway 321 through York and Chester, S.C., to Columbia, S.C., thence over South Carolina Highway 215 to Aiken and return over the same route, serving all intermediate points and the off-route points of Macedon and Thor, S.C.; (233) between Gastonia, N.C., and Rock Hill, S.C.; from Gastonia over North Carolina Highway 274 to the North Carolina-South Carolina State line.

Thence over South Carolina Highway 274 to Rock Hill and return over the same route, serving all intermediate points; (234) between Pineville, N.C., and Lancaster, S.C., over U.S. Highway 521, serving all intermediate points and the off-route point of Hancock, S.C.; (235) between Greenville, S.C., and Westminster, S.C., over South Carolina Highway 183, serving all intermediate points; (236) between Greenville, S.C., and the South Carolina-Georgia State line; from Greenville over U.S. Highway 123 and Alternate U.S. Highway 123 to the South Carolina-Georgia State line and return over the same route, serving all intermediate points and the off-route points of Beverly, and Madison, S.C.; (237) between Greenville, S.C., and McCormick, S.C.; from Greenville over South Carolina Highway 81 through Anderson and Calhoun Falls, S.C., to junction U.S. Highway 221, thence over U.S. Highway 221 to McCormick and

return over the same route, serving all intermediate points and the off-route points of Gluck, Barnes, and Bordeaux, S.C.; (238) between Greenville, S.C., and the South Carolina-Georgia State line, over U.S. Highway 29 through Anderson, S.C., serving all intermediate points; (239) between Greenville, S.C., and the South Carolina-Georgia State line, over Interstate Highway 85, serving all intermediate points; (240) between Greenville, S.C., and Abbeville, S.C., over North Carolina Highway 20, serving all intermediate points; (241) between Greenville, S.C., and Augusta, Ga., over U.S. Highway 25 through Greenwood, S.C., serving all intermediate points and the off-route points of Fork Shoals and Gaines, S.C.; (242) between Greenville, S.C., and Columbia, S.C.; from Greenville over U.S. Highway 276 to junction Interstate Highway 26.

Thence over Interstate Highway 26 to Columbia and return over the same route, serving all intermediate points; (243) between Greenville, S.C., and Cross Anchor, S.C., over South Carolina Highway 146 through Woodruff, S.C., serving all intermediate points; (244) between Greenville, S.C., and Tigerville, S.C., over South Carolina Highway 253, serving all intermediate points; (245) between Greenville, S.C., and Hendersonville, N.C., over U.S. Highway 25, serving all intermediate points; (246) between Greenville, S.C., and the South Carolina-North Carolina State line, over U.S. Highway 276 through Marietta, S.C., serving all intermediate points and the off-route point of Slater, S.C.; (247) between Spartanburg, S.C., and Simpsonville, S.C.; from Spartanburg over South Carolina Highway 296 to junction South Carolina Highway 14, thence over South Carolina Highway 14 to Simpsonville and return over the same route, serving all intermediate points; (248) between Spartanburg, S.C., and junction Interstate Highway 26 and U.S. Highway 276, over Interstate Highway 26, serving all intermediate points; (249) between Spartanburg, S.C., and the South Carolina-Georgia State line; from Spartanburg over U.S. Highway 221 through Woodruff, Laurens, and Greenwood, S.C., to the South Carolina State line and return over the same route, serving all intermediate points and the off-route points of Arkwright and Cold Point, S.C.; (250) between Spartanburg, S.C., and Saluda, S.C.; from Spartanburg over South Carolina Highway 56 to junction South Carolina Highway 39.

Thence over South Carolina Highway 29 to Saluda and return over the same route, serving all intermediate points and the off-route point of Mudlick, S.C.; (251) between Spartanburg, S.C., and Columbia, S.C., over U.S. Highway 176 through Union, S.C., serving all intermediate points; (252) between Spartanburg, S.C., and Lancaster, S.C.; from Spartanburg over U.S. Highway 176 to junction South Carolina Highway 9, thence over South Carolina Highway 9 through Chester, S.C., to Lancaster and return over the same route, serving all intermediate points and the off-route points of Kelton, Baton Rouge, and Riverside, S.C.; (253) between Spartanburg, S.C., and the South Carolina-North

Carolina State line over U.S. Highway 221 through Chesnee, S.C., serving all intermediate points; (254) between Spartanburg, S.C., and the South Carolina-North Carolina State line, over South Carolina Highway 9, serving all intermediate points; (255) between Spartanburg, S.C., and Hendersonville, N.C., from Spartanburg over U.S. Highway 176 to Hendersonville and return over the same route, serving all intermediate points; (256) between Spartanburg, S.C., and the South Carolina-North Carolina State line, over Interstate Highway 26, serving all intermediate points; (257) between Greer, S.C., and Laurens, S.C., over South Carolina Highway 14, serving all intermediate points; (258) between Greer, S.C., and Princeton, S.C.; from Greer over South Carolina Highway 101 to junction U.S. Highway 25.

Thence over U.S. Highway 25 to Princeton and return by the same route, serving all intermediate points; (259) between Greer, S.C., and Moore, S.C., over South Carolina Highway 290, serving all intermediate points; (260) between Greer, S.C., and Campobello, S.C., over South Carolina Highway 357, serving all intermediate points; (261) between Greer, S.C., and Landrum, S.C., over South Carolina Highway 14, serving all intermediate points; (262) between Greer, S.C., and junction South Carolina Highways 101 and 11, over South Carolina Highway 101, serving all intermediate points; (263) between Greer, S.C., and junction South Carolina Highway 415 and U.S. Highway 25, over South Carolina Highway 415, serving all intermediate points; (264) between Duncan, S.C., and junction South Carolina Highway 129 and Interstate Highway 85, over South Carolina Highway 129, serving all intermediate points; (265) between Duncan, S.C., and New Prospect, S.C.; from Duncan over South Carolina Highway 292 to junction South Carolina Highway 9, thence over South Carolina Highway 9 to New Prospect and return over the same route, serving all intermediate points; (266) between Lyman, S.C., and junction South Carolina Highways 358 and 357, over South Carolina Highway 358, serving all intermediate points; (267) between Converse, S.C., and junction unnumbered road and U.S. Highway 176, over unnumbered road through Clifton and Glendale, S.C., serving all intermediate points; (268) between Cowpens, S.C., and the South Carolina-North Carolina State line; from Cowpens over South Carolina Highway 110 to junction Alternate U.S. Highway 221.

Thence over Alternate U.S. Highway 221 to the South Carolina-North Carolina State line and return over the same route, serving all intermediate points; (269) between Gaffney, S.C., and junction South Carolina Highways 150 and 56, over South Carolina Highway 150 through Paolet and Glenn Springs, S.C., serving all intermediate points; (270) between Gaffney, S.C., and Jonesville, S.C., over South Carolina Highway 18, serving all intermediate points; (271) between Gaffney, S.C., and Union, S.C.; from Gaffney over South Carolina Highway 105 to junction South Carolina Highway 49, thence over South Caro-

lina Highway 49 to Union and return over the same route, serving all intermediate points and the off-route point of Pinkneyville, S.C.; (272) between Gaffney, S.C., and the South Carolina-North Carolina State line, over South Carolina Highway 18 serving all intermediate points; (273) between Gaffney, S.C., and Walhalla, S.C., over South Carolina Highway 11, serving all intermediate points; (274) between Blacksburg, S.C., and junction South Carolina Highway 97 and U.S. Highway 21, over South Carolina Highway 97 through Chester, S.C., serving all intermediate points; (275) between Blacksburg, S.C., and junction South Carolina Highways 55 and 49; from Blacksburg over South Carolina Highway 5 to junction South Carolina Highway 55, thence over South Carolina Highway 55 through Clover, S.C., to junction South Carolina Highway 49 and return over the same route, serving all intermediate points; (276) between Clover, S.C., and junction South Carolina Highways 557 and 49; from Clover over South Carolina Highway 55 to junction South Carolina Highway 557.

Thence over South Carolina Highway 557 to junction South Carolina Highway 49 and return over the same route, serving all intermediate points; (277) between York, S.C., and Paolet, S.C.; from York over South Carolina Highway 49 to Sharon, S.C., thence over South Carolina Highway 211 to junction South Carolina Highway 150, thence over South Carolina Highway 150 to Paolet and return over the same route, serving all intermediate points; (278) between York, S.C., and junction South Carolina Highways 324 and 72; from York over South Carolina Highway 5 to junction South Carolina Highway 324, thence over South Carolina Highway 324 to junction South Carolina Highway 72 and return over the same route, serving all intermediate points; (279) between York, S.C., and Lancaster, S.C.; from York over South Carolina Highway 5 through Rock Hill, S.C., to junction U.S. Highway 521, thence over U.S. Highway 521 to Lancaster and return over the same route, serving all intermediate points and the off-route point of Catawba, S.C.; (280) between York, S.C., and junction South Carolina Highways 5 and 18, over South Carolina Highway 5 through Blacksburg, S.C.; serving all intermediate points; (281) between Charlotte, N.C., and Fort Mill, S.C.; from Charlotte over North Carolina Highway 160 to the North Carolina-South Carolina State line.

Thence over South Carolina Highway 160 to Fort Mill and return over the same route, serving all intermediate points; (282) between Rock Hill, S.C., and Bullock Creek, S.C., over South Carolina Highway 322, serving all intermediate points; (283) between Rock Hill, S.C., and the South Carolina-Georgia State line, over South Carolina Highway 72 through Chester, Clinton, and Greenwood, S.C., serving all intermediate points and the off-route points of Sandy River, Leeds, Pride, Neal Shoals, Herbert, Maybinton, Renno, Lydia Mills (South Clinton), and Watta, S.C.; (284) between Rock Hill, S.C., and Winnsboro, S.C.; from Rock Hill over

South Carolina Highway 901 to junction South Carolina Highway 200, thence over South Carolina Highway 200 to Winnsboro and return over the same route, serving all intermediate points; (285) between Lancaster, S.C., and Winnsboro, S.C., over South Carolina Highway 200 through Great Falls, S.C., serving all intermediate points; (286) between Lowrys, S.C., and Richburg, S.C.; from Lowrys over South Carolina Highway 909 through Rodmen, S.C., to junction South Carolina Highway 9, thence over unnumbered road through Knox, S.C., to Richburg and return over the same route serving all intermediate points; (287) between Richburg, S.C., and junction South Carolina Highway 223 and U.S. Highway 21; from Richburg over South Carolina Highway 901 to junction South Carolina Highway 223.

Thence over South Carolina Highway 223 to junction U.S. Highway 21 and return over the same route, serving all intermediate points; (288) between Great Falls, S.C., and Bascomville, S.C.; from Great Falls over U.S. Highway 21 to junction South Carolina Highway 99, thence over South Carolina Highway 99 to Bascomville and return over the same route, serving all intermediate points; (289) between Union, S.C., and Columbia, S.C., over South Carolina Highway 215, serving all intermediate points and the off-route points of Shelton, Dawkins, Wallaceville, Richtex, and Bookman, S.C.; (290) between Union, S.C., and junction South Carolina Highway 215 and Interstate Highway 85, over South Carolina Highway 215 through Glenn Springs, S.C., serving all intermediate points; (291) between Asbury, S.C., and junction South Carolina Highway 114 and U.S. Highway 176; from Asbury over South Carolina Highway 18 to junction South Carolina Highway 114, thence over South Carolina Highway 114 to junction U.S. Highway 176 and return over the same route, serving all intermediate points; (292) between Whitmire, S.C., and junction South Carolina Highways 66 and 56, over South Carolina Highway 66 through Joanna, S.C., serving all intermediate points; (293) between Whitmire, S.C., and Aiken, S.C.; from Whitmire over U.S. Highway 176 to junction South Carolina Highway 19, thence over South Carolina Highway 19 to Aiken and return over the same route, serving all intermediate points and the off-route point of Helena and Trenton, S.C.; (294) between Ridgeway, S.C., and junction South Carolina Highway 213 and U.S. Highway 176; from Ridgeway over South Carolina Highway 34 to Rockton, S.C.

Thence over South Carolina Highway 213 to junction U.S. Highway 176 and return over the same route, serving all intermediate points and the off-route points of Parr and Peak, S.C.; (295) between Newberry, S.C., and Saluda, S.C.; from Newberry over South Carolina Highway 395 to junction South Carolina Highway 194, thence over South Carolina Highway 194 to Saluda and return over the same route, serving all intermediate points; (296) between Newberry, S.C., and Pomaria, S.C.; from Newberry over South Carolina Highway 219 to junction U.S. Highway 176, thence over U.S. High-

way 176 to Pomaria and return over the same route, serving all intermediate points; (297) between Prosperity, S.C., and junction South Carolina Highways 391 and 39, over South Carolina Highway 391 through Batesburg, S.C., serving all intermediate points and the off-route point of Stockman, S.C.; (298) between Prosperity, S.C., and Pomaria, S.C.; from Prosperity over U.S. Highway 76 to junction South Carolina Highway 773, thence over South Carolina Highway 773 to Pomaria and return over the same route, serving all intermediate points; (299) between Pomaria, S.C., and Little Mountain, S.C.; from Pomaria over U.S. Highway 176 to junction South Carolina Highway 202, thence over South Carolina Highway 202 to Little Mountain, and return over the same route, serving all intermediate points; (300) between Anderson, S.C., and Westminster, S.C., over South Carolina Highway 24, serving all intermediate points; (301) between Anderson, S.C., and Augusta, Ga.; from Anderson over South Carolina Highway 28 through Abbeville and McCormick, S.C., to the South Carolina-Georgia State line.

Thence over Georgia Highway 28 to Augusta, Ga., and return over the same route, serving all intermediate points between Anderson, S.C., and the South Carolina-Georgia State line; (302) between Anderson, S.C., and Laurens, S.C.; from Anderson over U.S. Highway 76 to junction South Carolina Highway 252, thence over South Carolina Highway 252 through Ware Shoals, S.C., to junction U.S. Highway 76, thence over U.S. Highway 76 to Laurens, and return over the same route, serving all intermediate points; (303) between Anderson, S.C., and Columbia, S.C., over U.S. Highway 76 through Laurens and Newberry, S.C., serving all intermediate points; (304) between Anderson, S.C., and the South Carolina-North Carolina State line, over U.S. Highway 178 through Liberty and Pickens, S.C., serving all intermediate points and the off-route point of Sunset, S.C.; (305) between Anderson, S.C., and the South Carolina-Georgia State line, over U.S. Highway 76 through Clemson, Seneca, and Westminster, S.C., serving all intermediate points and the off-route points of Clemson College and Battle Creek, S.C.; (306) between Anderson, S.C., and the South Carolina-Georgia State line over South Carolina Highway 28 through Clemson, Seneca, and Walhalla, S.C., serving all intermediate points and the off-route point of Whetstone, S.C.; (307) between Pickens, S.C., and Salem, S.C.; from Pickens over South Carolina Highway 183 to junction unnumbered road.

Thence over unnumbered road through Nine Times, S.C., to junction South Carolina Highway 11, thence over South Carolina Highway 11 to Salem and return over the same route, serving all intermediate points and the off-route points of Crow Creek and Crete, S.C.; (308) between Pickens, S.C., and Gowensville, S.C.; from Pickens over South Carolina Highway 8 to junction South Carolina Highway 186, thence over South Carolina Highway 186 to Marietta, S.C., thence over U.S. Highway 276 to junction South Carolina Highway 414,

thence over South Carolina Highway 414 to junction South Carolina Highway 14, thence over South Carolina Highway 14 to Gowensville and return over the same route, serving all intermediate points; (309) between Travelers Rest, S.C., and Mauldin, S.C.; from Travelers Rest over U.S. Highway 276 to junction South Carolina Highway 250, thence over South Carolina Highway 250 to junction U.S. Highway 25, thence over U.S. Highway 25 to junction unnumbered road, thence over unnumbered roads through Conestee, S.C., to Mauldin and return over the same route serving all intermediate points; (310) between Simpsonville, S.C., and junction South Carolina Highways 417 and 296, over South Carolina Highway 417, serving all intermediate points; (311) between Gray Court, S.C., and Cross Anchor, S.C., over South Carolina Highway 92 through Enoree, S.C., serving all intermediate points; (312) between Winnsboro, S.C., and junction South Carolina Highways 269 and 215; from Winnsboro over U.S. Highway 321 to junction South Carolina Highway 269.

Thence over South Carolina Highway 269 to junction South Carolina Highway 215 and return over the same route, serving all intermediate points and the off-route point of Rion, S.C.; (313) between Walhalla, S.C., and Salem, S.C.; from Walhalla over South Carolina Highway 183 to junction South Carolina Highway 271, thence over South Carolina Highway 271 to Salem and return over the same route, serving all intermediate points and the off-route point of Tamasee, S.C.; (314) between Seneca, S.C., and junction South Carolina Highways 243 and 24; from Seneca over South Carolina Highway 59 to Fair Play, S.C., thence over South Carolina Highway 243 to junction South Carolina Highway 24 and return over the same route, serving all intermediate points; (315) between Oakway, S.C., and Fair Play, S.C., over South Carolina Highway 182 serving all intermediate points; (316) between Seneca, S.C., and junction South Carolina Highways 130 and 183, over South Carolina Highway 130, serving all intermediate points; (317) between Clemson, S.C., and junction South Carolina Highways 133 and 183, over South Carolina Highway 133, serving all intermediate points; (318) between Norris, S.C., and Six Mile, S.C., over South Carolina Highway 137, serving all intermediate points; (319) between Easley, S.C., and junction South Carolina Highway 135 and U.S. Highway 178, over South Carolina Highway 135 serving all intermediate points; (320) between Easley, S.C., and Woodruff, S.C.; from Easley over South Carolina Highway 8 to junction U.S. Highway 25, thence over U.S. Highway 25 to junction South Carolina Highway 418.

Thence over South Carolina Highway 418 through Fountain Inn, S.C., to junction U.S. Highway 221, thence over U.S. Highway 221 to Woodruff, and return over the same route, serving all intermediate points and the off-route point of Fork Shoals, S.C.; (321) between Easley, S.C., and Pumpkintown, S.C., over South Carolina Highway 135, serving all intermediate points; (322) between

Easley, S.C., and Marietta, S.C.; from Easley over South Carolina Highway 8 through Pickens, S.C., to Pumpkintown, thence over South Carolina Highway 288 to Marietta and return over the same route, serving all intermediate points; (323) between Pendleton, S.C., and junction South Carolina Highways 187 and 184, over South Carolina Highway 187, serving all intermediate points; (324) between Pendleton, S.C., and junction South Carolina Highways 88 and 8, over South Carolina Highway 88, serving all intermediate points, (325) between Piedmont, S.C., and junction South Carolina Highways 86 and 8, over South Carolina Highway 86, serving all intermediate points; (326) between Belton, S.C., and junction South Carolina Highways 247 and 8, over South Carolina Highway 247, serving all intermediate points; (327) between Williamston, S.C., and junction unnumbered road and U.S. Highway 29, over unnumbered road, serving all intermediate points; (328) between Anderson, S.C., and North, S.C., over U.S. Highway 178 through Belton, Greenwood, and Saluda, S.C., serving all intermediate points and the off-route points of Mount Willing, Samaria, and Steedman, S.C.; (329) between Belton, S.C., and Iva, S.C.; from Belton over U.S. Highway 76 to junction South Carolina Highway 413.

Thence over South Carolina Highway 413 to Iva and return over the same route, serving all intermediate points; (330) between Belton, S.C., and Lowndesville, S.C.; from Belton over South Carolina Highway 20 to junction South Carolina Highway 284, thence over South Carolina Highway 284 to junction South Carolina Highway 71, thence over South Carolina Highway 71 to Lowndesville and return over the same route, serving all intermediate points; (331) between Starr, S.C., and junction South Carolina Highway 412 and U.S. Highway 29, over South Carolina Highway 412, serving all intermediate points; (332) between Donalds, S.C., and the South Carolina-Georgia State line, over South Carolina Highway 184, serving all intermediate points; (333) between Abbeville, S.C., and Lowndesville, S.C., over South Carolina Highway 71, serving all intermediate points; (334) between Abbeville, S.C., and Mount Carmel, S.C.; from Abbeville over South Carolina Highway 72 to junction South Carolina Highway 823, thence over South Carolina Highway 823 to Mount Carmel, and return over the same route, serving all intermediate points; (335) between Abbeville, S.C., and Hodges, S.C.; from Abbeville over South Carolina Highway 203 to junction South Carolina Highway 185, thence over South Carolina Highway 185 to Hodges and return over the same route, serving all intermediate points; (336) between Abbeville, S.C., and junction South Carolina Highways 201 and 284; from Abbeville over South Carolina Highway 20 to junction South Carolina Highway 201.

Thence over South Carolina Highway 201 to junction South Carolina Highway 284 and return over the same route, serving all intermediate points; (337) between Ware Shoals, S.C., and Shoals Junction, S.C., over South Carolina

Highway 420 serving all intermediate points; (338) between South Greenwood, S.C., and McCormick, S.C.; from South Greenwood over South Carolina Highway 670 to Bradley, S.C., thence over U.S. Highway 221 to junction South Carolina Highway 10, thence over South Carolina Highway 10 to junction South Carolina Highway 28, thence over South Carolina Highway 28 to McCormick and return over the same route, serving all intermediate points; (339) between South Greenwood, S.C., and junction South Carolina Highway 67 and U.S. Highway 378; from South Greenwood over U.S. Highway 178 to junction South Carolina Highway 67, thence over South Carolina Highway 67 to junction U.S. Highway 378 and return over the same route serving all intermediate points; (340) between Greenwood, S.C., and Winnsboro, S.C., over South Carolina Highway 34 through Newberry, S.C., serving all intermediate points and the off-route point of Glymerville, Blair, Dawkins, and Douglass, S.C.; (341) between Coronaca, S.C., and Mayson, S.C.; from Coronaca over South Carolina Highway 702 to junction South Carolina Highway 246, thence over South Carolina Highway 246 through Ninety-Six, S.C., to junction U.S. Highway 178, thence over U.S. Highway 178 to Mayson and return over the same route, serving all intermediate points; (342) between Ninety-Six, S.C., and Epworth, S.C., over South Carolina Highway 248, serving all intermediate points; (343) between Laurens, S.C., and the Savannah River Plant, S.C.; from Laurens over U.S. Highway 221 to junction South Carolina Highway 39.

Thence over South Carolina Highway 39 through Saluda and Springfield, S.C., to the Savannah River Plant and return over the same route, serving all intermediate points and the off-route points of Blacks, New Holland, and Seivern, S.C.; (344) between Clinton, S.C., and Ora, S.C., over South Carolina Highway 308, serving all intermediate points; (345) between Cross Hill, S.C., and Knards, S.C., over South Carolina Highway 560, serving all intermediate points; (346) between Greenwood, S.C., and junction South Carolina Highway 254 and U.S. Highway 25, over South Carolina Highway 254 through Cokesbury, S.C., serving all intermediate points; (347) between Cross Hill, S.C., and Waterloo, S.C.; from Cross Hill over South Carolina Highway 39 to junction unnumbered road, thence over unnumbered road to Waterloo and return over the same route, serving all intermediate points; (348) between Batesburg, S.C., and Modoc, S.C., over South Carolina Highway 23 through Edgefield, S.C., serving all intermediate points; (349) between Edgefield, S.C., and junction South Carolina Highway 430 and U.S. Highway 378, over South Carolina Highway 430, serving all intermediate points; (350) between Edgefield, S.C., and Plum Branch, S.C.; from Edgefield over U.S. Highway 25 to junction South Carolina Highway 283.

Thence over South Carolina Highway 283 to Plum Branch and return over the same route, serving all intermediate points and the off-route point of Cleora,

S.C.; (351) between Saluda, S.C., and junction South Carolina Highways 194 and 391, over South Carolina Highway 194, serving all intermediate points; (352) between Ward, S.C., and junction South Carolina Highways 193 and 19, over South Carolina Highway 193, serving all intermediate points; (353) between junction South Carolina Highways 245 and 391 and junction South Carolina Highways 245 and U.S. Highway 178, over South Carolina Highway 245 through Leesville, S.C., serving all intermediate points; (354) between Ridge Spring, S.C., and junction South Carolina Highway 392 and U.S. Highway 1 over South Carolina Highway 392, serving all intermediate points; (355) between Johnston, S.C., and Warrenville, S.C., over South Carolina Highway 191 through Eureka, serving all intermediate points; (356) between Saluda, S.C., and Anderson, S.C.; from Saluda over South Carolina Highway 702 to Coronaca, S.C., thence over South Carolina Highway 246 to Hodges, S.C., thence over South Carolina Highway 185 to junction South Carolina Highway 28, thence over South Carolina Highway 28 to Anderson and return over the same route, serving all intermediate points; (357) between North Augusta, S.C., and Edgefield, S.C.; from North Augusta over South Carolina Highway 230 to junction South Carolina Highway 23.

Thence over South Carolina Highway 23 to Edgefield and return over the same route, serving all intermediate points and the off-route point of Morgana, S.C.; (358) between North Augusta, S.C., and Aiken, S.C.; from North Augusta over South Carolina Highway 421 to junction U.S. Highway 1, thence over U.S. Highway 1 to Aiken and return over the same route, serving all intermediate points; (359) between North Augusta, S.C., and Savannah River Plant, S.C., over South Carolina Highway 125, serving all intermediate points and the off-route point of Kathwood, S.C.; (360) between Augusta, Ga. and Williston, S.C.; from Augusta over Georgia Highway 28 to the Georgia-South Carolina State line, thence over South Carolina Highway 28 to junction South Carolina Highway 39, thence over South Carolina Highway 39 to Williston and return over the same route, serving all intermediate points between the Georgia-South Carolina State line and Williston, S.C.; (361) between Jackson, S.C., and New Ellenton, S.C.; from Jackson over unnumbered road to junction South Carolina Highway 28 thence over South Carolina Highway 28 to junction South Carolina Highway 19, thence over South Carolina Highway 19 to New Ellenton and return over the same route, serving all intermediate points; (362) between Aiken, S.C., and Williston, S.C., over U.S. Highway 78, serving all intermediate points and the off-route point of White Pond, S.C.; (363) between Williston, S.C., and junction South Carolina Highways 781 and 28; from Williston over U.S. Highway 78 to junction South Carolina Highway 781.

Thence over South Carolina Highway 781 to junction South Carolina Highway 28 and return over the same route, serving all intermediate points; (364) between Clearwater, S.C., and Belvedere,

S.C., over South Carolina Highway 126, serving all intermediate points; (365) between Swansea, S.C., and Ballentine, S.C., over South Carolina Highway 6 through Lexington, S.C., serving all intermediate points; (366) between Swansea, S.C., and Springfield, S.C.; from Swansea over U.S. Highway 321 to junction South Carolina Highway 3, thence over South Carolina Highway 3 to Springfield and return over the same route, serving all intermediate points; (367) between Lexington, S.C., and junction South Carolina Highway 60 and U.S. Highway 176; from Lexington over South Carolina Highway 6 to junction South Carolina Highway 60, thence over South Carolina Highway 60 through Irmo, S.C., to junction U.S. Highway 176, and return over the same route, serving all intermediate points; (368) between Aiken, S.C., and the Savannah River Plant, S.C.; over South Carolina Highway 19 through New Ellenton, S.C., serving all intermediate points; (369) between North, S.C., and junction South Carolina Highways 394 and 4, over South Carolina Highway 394 through Salley, S.C., serving all intermediate points; (370) between Wagener, S.C., and Neeses, S.C.; from Wagener over South Carolina Highway 39 to Perry, S.C., thence over South Carolina Highway 389 to Neeses and return over the same route, serving all intermediate points; (371) between Salley, S.C., and Fairview Cross Roads, S.C.; from Salley over South Carolina Highway 394 to junction South Carolina Highway 113.

Thence over South Carolina Highway 113 through Wagener, S.C., to Fair View Cross Roads and return over the same route, serving all intermediate points; (372) between Johnston, S.C., and Mayson, S.C.; from Johnston over South Carolina Highway 19 to unnumbered road, thence over unnumbered road to Mayson and return over the same route, serving all intermediate points; (373) between Columbia, S.C., and the South Carolina-Georgia State line, over U.S. Highway 378 through Saluda and McCormick, S.C., serving all intermediate

points and the off-route points of Merchant, Pleasant Lane, and Bordeaux, S.C.; (374) between Columbia, S.C., and junction South Carolina Highways 602 and 6, over South Carolina Highway 602, serving all intermediate points; (375) between Columbia, S.C., and Aiken, S.C.; from Columbia over U.S. Highway 321 to Neeses, S.C., thence over South Carolina Highway 4 to junction South Carolina Highway 215, thence over South Carolina Highway 215 to Aiken and return over the same route, serving all intermediate points; (376) between Columbia, S.C., and Charleston, S.C., over Interstate Highway 26, serving all intermediate points and the off-route points of Orangeburg, Summerville, North Charleston, Mount Pleasant, and Folly Beach, S.C.; (377) between Wilmington, N.C., and Charleston, S.C., over U.S. Highway 17, serving all intermediate points and the off-route points of Conway, Andrews, Isle of Palms, and Sullivan's Island, S.C.; (378) between Fayetteville, N.C., and Charleston, S.C.; from Fayetteville over U.S. Highway 301 to Florence, S.C., thence over U.S. Highway 76 to Sumter, S.C., thence over U.S. Highway 521 through Manning, S.C., to junction U.S. Highway 52.

Thence over U.S. Highway 52 to Charleston and return over the same route, serving all intermediate points and the off-route points of Elizabethtown, Whiteville, Chadbourn, Tabor City, Fairmont, Red Spring, and Laurinburg, N.C., Bennettsville, McColl, Mullins, Marion, Darlington, Hartsville, Bishopville, Lake City, Kingstree, and Moncks Corner, S.C.; (379) between Fayetteville, N.C., and Lumberton, N.C.; from Fayetteville over U.S. Highway 301 to junction Interstate Highway 95, thence over Interstate Highway 95 to Lumberton and return over the same route, serving all intermediate points; (380) between Kings Mountain, N.C., and Grover, N.C.; from Kings Mountain over North Carolina Highway 216 to junction U.S. Highway 29, thence over U.S. Highway 29 to Grover and return over the same route, serving all intermediate points; (381)

between Leslie, S.C., and junction South Carolina Highway 75 and U.S. Highway 521; from Leslie over U.S. Highway 21 to junction South Carolina Highway 5, thence over South Carolina Highway 5 to junction South Carolina Highway 75, thence over South Carolina Highway 75 to junction U.S. Highway 521 and return over the same route, serving all intermediate points and the off-route point of Van Wyck, S.C. NOTE: Applicant states that it intends to tack the above described routes one with another. 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 114194 (Sub-No. 108), filed June 24, 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: *Vegetable oils and blends and products thereof*, in bulk, from Granite City, Ill., to points in Maine, Vermont, New Hampshire, Georgia, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Florida, West Virginia, Maryland, Delaware, Virginia, North Carolina, South Carolina, and Washington, D.C., and *rejected shipments*, on return.

No. MC 124078 (Sub-No. 143), filed June 21, 1965. Applicant: SCHWERTMAN TRUCKING CO., a corporation, 611 South 28th 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: *Mineral filler*, in bulk, in tank or hopper-type vehicles, from points in Monroe County, Ill., to St. Louis, and points in St. Louis County, Mo.

By the Commission.

[SEAL]

H. NEIL GARSON,  
Secretary.

[P.R. Doc. 65-7420; Filed, July 14, 1965;  
8:45 a.m.]

## CUMULATIVE LIST OF CFR PARTS AFFECTED—JULY

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during July.

3 CFR	Page	7 CFR—Continued	Page	14 CFR—Continued	Page
<b>PROCLAMATIONS:</b>		1138.....	8391	<b>PROPOSED RULES—Continued</b>	
3659.....	8383	1400.....	8457	73.....	8590, 8638
3660.....	8507	1421.....	8673, 8823	77.....	8905
3661.....	8663	1427.....	8451, 8673, 8748, 8825	91.....	8799
3662.....	8773	1446.....	8401	233.....	8487
<b>EXECUTIVE ORDERS:</b>		1464.....	8512	<b>15 CFR</b>	
July 2, 1910 (revoked in part by PLO 3725).....	8792	1483.....	8898	9.....	8432
Mar. 29, 1912 (revoked in part by PLO 3715).....	8789	<b>PROPOSED RULES:</b>		<b>16 CFR</b>	
July 9, 1913 (revoked in part by PLO 3725).....	8792	52.....	8905	401.....	8900
1238 (revoked by PLO 3728).....	8832	724.....	8630	<b>PROPOSED RULES:</b>	
8647 (revoked in part by PLO 3720).....	8791	Ch. IX.....	8684	303.....	8491
10530 (superseded in part by EO 11230).....	8447	922.....	8525	<b>17 CFR</b>	
10559 (superseded by EO 11230).....	8447	930.....	8850	<b>PROPOSED RULES:</b>	
10759 (superseded by EO 11230).....	8447	993.....	8850	230.....	8638
10766 (superseded by EO 11230).....	8447	1008.....	8855	249.....	8639, 8642
10790 (superseded by EO 11230).....	8447	1009.....	8855	<b>19 CFR</b>	
10836 (superseded by EO 11230).....	8447	1048.....	8856	<b>PROPOSED RULES:</b>	
10889 (superseded by EO 11230).....	8447	1135.....	8525	8.....	8849
10903 (superseded in part by EO 11230).....	8447	1137.....	8525	<b>20 CFR</b>	
10960 (superseded by EO 11230).....	8447	<b>9 CFR</b>		604.....	8901
10970 (superseded in part by EO 11230).....	8447	51.....	8825	<b>21 CFR</b>	
11012 (superseded in part by EO 11230).....	8447	74.....	8566	17.....	8784
11116 (superseded in part by EO 11230).....	8447	78.....	8463	46.....	8626
11184 (superseded by EO 11230).....	8447	201.....	8513	121.....	8474, 8572, 8627, 8784-8788
11184 (superseded by EO 11230).....	8447	316.....	8673-8675	146c.....	8787
11230.....	8447	317.....	8673	<b>PROPOSED RULES:</b>	
11231.....	8665	318.....	8463, 8673, 8674	121.....	8794
11232.....	8745	340.....	8675	<b>24 CFR</b>	
<b>PRESIDENTIAL DOCUMENTS OTHER THAN PROCLAMATIONS AND EXECU- TIVE ORDERS:</b>		<b>PROPOSED RULES:</b>		1600.....	8677
Reorganization Plan No. 2 of 1965.....	8819	78.....	8525	<b>26 CFR</b>	
<b>7 CFR</b>		201.....	8542	1.....	8573, 8628, 8787, 8902
6.....	8623	<b>12 CFR</b>		145.....	8903
33.....	8775	<b>PROPOSED RULES:</b>		175.....	8787
51.....	8459	545.....	8542-8544, 8698	301.....	8584
201.....	8460	561.....	8698	701.....	8517
301.....	8821	563.....	8543, 8699	<b>29 CFR</b>	
362.....	8509, 8775	<b>13 CFR</b>		516.....	8585
722.....	8461	107.....	8775, 8900	551.....	8585
728.....	8565, 8667	121.....	8825	1601.....	8407
755.....	8669	<b>PROPOSED RULES:</b>		1602.....	8409
777.....	8385	107.....	8906	<b>PROPOSED RULES:</b>	
778.....	8509	<b>14 CFR</b>		541.....	8754
813.....	8461	21.....	8464, 8826	<b>32 CFR</b>	
908.....	8511, 8747	23.....	8467	90.....	8518
910.....	8511, 8747	25.....	8467	1811.....	8410
917.....	8387-8390, 8748	29.....	8777	<b>32A CFR</b>	
923.....	8823	39.....	8407, 8469, 8607, 8826	OIA (Ch. X):	
946.....	8511	61.....	8515	OI Reg. 1.....	8475
1136.....	8566	71.....	8470,	<b>33 CFR</b>	
			8471, 8567, 8568, 8607, 8608, 8676,	3.....	8749
			8749, 8779, 8826-8828.	100.....	8518
				207.....	8410, 8831
				<b>36 CFR</b>	
				221.....	8519
				<b>38 CFR</b>	
				2.....	8607
				8.....	8475
				<b>39 CFR</b>	
				6.....	8620
				13.....	8476, 8752, 8904
				16.....	8477
				22.....	8588
				24.....	8477

39 CFR—Continued		Page
47	-----	8620
48	-----	8620
56	-----	8620
62	-----	8620
151	-----	8620
<b>41 CFR</b>		
1-15	-----	8482
5B-7	-----	8410
8-2	-----	8752
8-7	-----	8752
9-10	-----	8681
9-12	-----	8831
9-30	-----	8682
9-56	-----	8482
11-2	-----	8519
11-7	-----	8519
101-18	-----	8520
101-35	-----	8523
<b>42 CFR</b>		
PROPOSED RULES:		
401	-----	8797
<b>43 CFR</b>		
3610	-----	8481
9230	-----	8411
PUBLIC LAND ORDERS:		
26 (revoked by PLO 3737)	-----	8835
549 (revoked in part by PLO 3724)	-----	8791
559 (revoked in part by PLO 3720)	-----	8791
1015 (modified by PLO 3734)	-----	8833
1364 (revoked by PLO 3722)	-----	8791
1394 (revoked in part by PLO 3711)	-----	8788
1524 (revoked in part by PLO 3711)	-----	8788
1537 (revoked in part by PLO 3724)	-----	8791
1709 (revoked in part by PLO 3737)	-----	8835
1867 (revoked in part by PLO 3713)	-----	8789
2460 (corrected by PLO 3729)	-----	8833
2610 (revoked by PLO 3721)	-----	8791
2627 (revoked by PLO 3722)	-----	8791

43 CFR—Continued		Page
PUBLIC LAND ORDERS—Continued		
2958 (revoked by PLO 3732)	-----	8833
3560 (revoked by PLO 3709)	-----	8788
3607 (corrected by PLO 3723)	-----	8791
3611 (see PLO 3719)	-----	8790
3635 (corrected by PLO 3723)	-----	8791
3648 (corrected by PLO 3710)	-----	8788
3662 (corrected)	-----	8524
3707	-----	8411
3708	-----	8753
3709	-----	8788
3710	-----	8788
3711	-----	8788
3712	-----	8788
3713	-----	8789
3714	-----	8789
3715	-----	8789
3716	-----	8790
3717	-----	8790
3718	-----	8790
3719	-----	8790
3720	-----	8791
3721	-----	8791
3722	-----	8791
3723	-----	8791
3724	-----	8791
3725	-----	8792
3726	-----	8832
3727	-----	8832
3728	-----	8832
3729	-----	8833
3730	-----	8833
3731	-----	8833
3732	-----	8833
3733	-----	8833
3734	-----	8833
3735	-----	8834
3736	-----	8834
3737	-----	8835
3738	-----	8835
3739	-----	8836
3740	-----	8836
PROPOSED RULES:		
2230	-----	8413
3120	-----	8484
3130	-----	8484

43 CFR—Continued		Page
PROPOSED RULES—Continued		
3140	-----	8484
3150	-----	8484
3160	-----	8484
3180	-----	8484
3220	-----	8484
3320	-----	8484
<b>46 CFR</b>		
171	-----	8836
527	-----	8836
<b>47 CFR</b>		
0	-----	8677, 8837
1	-----	8837
2	-----	8678, 8838
21	-----	8840
73	-----	8680, 8681
74	-----	8843
87	-----	8678, 8838
91	-----	8840
97	-----	8837
PROPOSED RULES:		
2	-----	8691
21	-----	8590, 8691
31	-----	8692
73	-----	8491, 8692
74	-----	8590
83	-----	8696, 8697
87	-----	8691
91	-----	8590
<b>48 CFR</b>		
411	-----	8792
<b>49 CFR</b>		
8	-----	8847
71-79	-----	8588
95	-----	8523, 8793
<b>50 CFR</b>		
32	-----	8411, 8482, 8483, 8628, 8682, 8683, 8848
33	-----	8412, 8683
255	-----	8412
PROPOSED RULES:		
32	-----	8630, 8849
33	-----	8630, 8849

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